



# Transit & Bus Committee Meeting

## March 2015

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### Committee Members

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

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

**2 Broadway - 20th Floor Board Room**

**New York, NY 10004**

**Monday, 3/23/2015**

**10:30 AM - 12:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – FEBRUARY 23, 2015**

*February Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*2015 Committee Work Plan (Revised) - Page 9*

## **4. OPERATIONS PERFORMANCE SUMMARY**

### **a. January Operations Report**

*January Operations Report - Page 17*

## **5. FINANCIAL REPORTS**

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

*NYCT Financial Report - Page 54*

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

*SIR Financial Report - Page 75*

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

*MTA Bus Financial Report - Page 86*

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

*Capital Program Status Report - Page 99*

## **6. PROCUREMENTS**

*March Procurement Staff Summary and Resolution - Page 108*

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

*NYCT Non-Competitive Actions - Page 112*

### **b. Competitive**

*NYCT Competitive Actions - Page 114*

### **c. Ratifications**

*NYCT and MTACC Ratifications - Page 118*

## **7. ACTION ITEM**

*MTACC Agreement for Professional Architectural and Engineering Services - Page 125*

## **8. SERVICE CHANGES**

### **a. NYCT B26 and Q58 Route Path Revision**

*NYCT B26 and Q58 Route Path Revision - Page 127*

### **b. MTA Bus Q103 Weekend Service & Extended Hours of Weekday Evening Service**

*MTA Bus Q103 Weekend Service and Extended Hours of Weekday Evening Service - Page 131*

## **9. SPECIAL REPORTS & PRESENTATIONS**

### **a. MetroCard Report**

*MetroCard Report - Page 137*

### **b. NYCT & MTA Bus Year End 2014 Safety Report**

*NYCT and MTA Bus Year End 2014 Safety Report - Page 141*

## **10. MTACC REPORT**

*MTACC Report - Page 142*

**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**  
**February 23, 2015**

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair  
Hon. Andrew Albert  
Hon. Robert C. Bickford  
Hon. Allen P. Cappelli  
Hon. Ira Greenberg  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Polly Trottenberg

The Following Members were Absent:

Hon. John H. Banks III, Vice-Chair  
Hon. Jonathan A. Ballan  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. Iris Weinshall

Also present were:

Carmen Bianco, President, New York City Transit  
Robert Bergen, 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

Murray Bodin shared his impressions of the public transportation system in Cuba and suggested to the Committee that lapel microphones be used during future meetings.

Orrin Goetz praised the new Customer Assistance phones installed in Grand Central Terminal, but expressed his view that additional AVMs and station clerks are needed at Penn Station to assist customers transferring from the LIRR to NYCT subway lines. He also requested that the Committee consider extending the 7 line to Secaucus.

## III. Minutes and Work Plan

Although no quorum was present, upon motion duly made and seconded the Committee Minutes of the January 20, 2015 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company were unanimously approved by those Members present. There were no changes to the Work Plan.

## IV. Agenda Items

### A. Operations Report

President Bianco expressed his appreciation for the efforts made by NYCT employees in addressing this winter's challenging weather conditions.

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

In response to a question from Member Albert, Mr. Cafiero noted that for purposes of the Agenda's weekend wait assessment statistics, the 7 line should be considered part of the "B" Division since it doesn't have ATS, and SVP Leader added that once CBTC was in place the 7 line would be part of the "A" Division.

Member Moerdler also thanked NYCT staff for their efforts, and suggested that the MTA Railroads also consider using wait assessment as the appropriate measure for evaluating service.

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

In response to a question from Member Moerdler, President Irick noted that bus operators are required to pay traffic tickets themselves, and that any such violations, whether occurring while the operator is in service or operating his or her own personal vehicle, are documented and tracked, with appropriate action taken as necessary.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

Member Moerdler and Chair Ferrer commended Chief Fox on achieving the lowest crime rate statistics since 1997, with President Bianco echoing this sentiment. Member Moerdler brought to the Committee's attention that the Bronx has the lowest rate of crime of all the boroughs.

## **B. Financial Reports**

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

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

In response to a question from Member Moerdler, President Irick informed the Committee that, anecdotally, the number of fare beaters on buses has decreased, and agreed to follow up with statistical data from Security staff. President Bianco noted that there are plans to issue a report on fare evasion in the Spring.

SVP Smith presented Members with the Capital Program Status report.

In response to a question from Member Albert, SVP Smith informed the Committee that the work plan for the Cranberry Tube involves weekend closures on both tracks, with trains diverted to the Rutgers Tube for 40 weekends.

In response to a request by Member Moerdler, SVP Smith agreed to evaluate the possibility of installing an elevator at the 236<sup>th</sup> Street Station on the  line.

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 8 action items totaling \$27.2 million in expenditures.

VP Plochochi highlighted for the Committee two procurement Agenda items: (1) a modification to a contract with Sperry Rail, Inc. which would extend the contract term by five years, and would provide for services to both conduct ultrasonic rail flaw detection and testing utilizing the upgraded NYC Transit Track Geometry Car #2 ("TGC2"), and to maintain Sperry's latest ultrasonic rail flaw detection system on the TGC2 and (2) the solicitation of a contract for a new fare payment system by use of a competitive Request For Proposals process.

In response to a question from Member Moerdler, VP Plochochi noted that although due to the longstanding history with ACI, proprietary components are not prohibited as part of this procurement, moving forward the use of such proprietary components will be discouraged. VP Plochochi added that with regard to the New Fare Payment Program, open source and off the shelf products are being specified.

In response to a question from Member Albert, SVP Leader informed the Committee that the Track Geometry car runs through the system at a frequency of approximately once a month, and that this frequency will be maintained with the upgraded Track Geometry Car #2.

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

Although no quorum was present, NYCT's non-competitive procurements requiring a majority vote (Schedules H and J in the Agenda), as well as competitive procurements requiring a two-thirds vote (Schedule B in the Agenda) and majority vote (Schedules F, G and H in the Agenda) were unanimously approved by those Members present, and forwarded to the full Board for consideration, as was its proposed ratification of a completed procurement action requiring a two-thirds vote (Schedule D in the Agenda).

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

## **V. Action Item**

David Cannon, Chief Procurement Officer for MTACC, requested the Committee's approval to assume a contract between the Port Authority of New York and New Jersey and Judlau Contracting, Inc. for the rehabilitation of the Cortlandt Street  Station in the amount of \$69.7 million, and to approve the issuance of a modification to the contract in the amount of \$31.5 million due to changes in scope, escalation, revised schedules and site conditions.

In response to a question from Member Albert, President Horodniceanu noted that construction at the Cortlandt Station will resume in May of 2015, and that General Orders are in place for the performance of the work.

In response to a question from Member Greenberg, Mr. Cannon advised the Committee that the Cortlandt Street work will be fully funded by the MTA.

Although there was no quorum present, upon motion duly made and seconded, the action item was unanimously approved by those Members present, and forwarded to the full Board for consideration.

## **VI. Service Changes**

Mark Holmes, Chief Officer, MTA Bus Operations Planning, presented for the Committee's information a revision to the BxM2's southbound travel path to use Central Park West and West 72nd Street to Columbus Avenue, instead of West 81st Street and Columbus Avenue.

This revision would relocate one bus stop at the intersection of West 81st Street and Central Park West, from the northwest corner to the southwest corner.

**VII. Special Reports and Presentations**

President Bianco presented the MetroCard Report to the Committee for its information, as well as the NYC Transit, SIR, and MTA Bus 2015 Adopted Budget and the February Financial Plan for the 2015-2018 period.

**VIII. Standard Follow-Up Reports and Presentations:**

President Bianco submitted for the Committee's information the annual report on ADA Compliance, the Elevator and Escalator performance report and the Transit Adjudication Bureau report, as well as the EEO/Diversity reports and semi-annual report on Service Quality for NYC Transit and MTA Bus.

**IX. MTA CC Project Report**

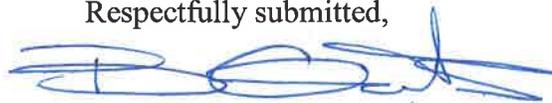
President Horodniceanu reported on the status of the Fulton Transit Center, Second Avenue Subway and 7 Line Extension projects.

In response to questions from Member Greenberg, President Horodniceanu indicated that the opening date for the 7 Line Extension remains the second quarter of 2015, and that a more precise date will be presented at the next CPOC meeting. President Horodniceanu further informed the Committee that the 63rd Street Station is on schedule.

In response to a request by Member Cappelli, President Irick agreed to brief both him and Member Moerdler on the City's new Vision Zero initiative.

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary



## 2015 Transit & Bus Committee Work Plan

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### **I. RECURRING AGENDA ITEMS**

#### Responsibility

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

### **II. SPECIFIC AGENDA ITEMS**

#### Responsibility

#### March 2015

2014 Year-End Safety Report and 2014 Safety Agenda	System Safety
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#### April 2015

Final Review of NYC Transit 2014 Operating Results	Management & Budget
Final Review of SIR 2014 Operating Results	Management & Budget
Final Review of MTA Bus 2014 Operating Results	Management & Budget

#### May 2015

Transit Adjudication Bureau Report	Law
Elevator & Escalator Service Report	Subways
NYCT & MTA Bus EEO & Diversity Report, 1 <sup>st</sup> Qtr, 2015	EEO & Human Resources

#### June 2015

No Items

#### July 2015

No Items

#### August 2015

No Meetings Held

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

## Responsibility

### September 2015

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

### October 2015

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

### November 2015

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

### December 2015

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

### January 2016

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

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



## 2015 Transit & Bus Committee Work Plan

### Detailed Summary

#### **I. RECURRING**

##### Approval of Minutes

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

##### NYC Transit Work Plan

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

##### Operations Performance Summary

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

##### Procurements

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

##### MTACC Projects Report

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

##### MetroCard Report

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

##### Service Changes

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

##### Tariff Changes

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

##### Capital Budget Modifications

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

##### Action Items

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

## II. SPECIFIC AGENDA ITEMS

### MARCH 2015

#### 2014 Year-End Safety Report and 2015 Safety Agenda

2014 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will be presented along with New York City Transit and MTA Bus safety goals for 2015. The report will also provide detail on important safety programs that are underway or planned.

### APRIL 2015

#### Final Review of NYC Transit 2014 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 2014 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 2014 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.

#### 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.

#### Elevator & Escalator Service Report

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

### MAY 2015

#### EEO & Diversity Report, 1<sup>st</sup> Qtr, 2015

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

### JUNE 2015

No Agenda Items

### JULY 2015

No Agenda Items

### AUGUST 2015

No Meetings Held

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

### 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

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

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

### 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.

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

#### NOVEMBER 2015

##### 2016 Preliminary NYC Transit Budget

Public comments will be accepted on the 2016 Preliminary Budget.

##### 2016 SIR Preliminary Budget

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

##### 2016 MTA Bus Preliminary Budget

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

##### Charter for Transit Committee

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

##### Elevator & Escalator Service Report

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

##### Transit Adjudication Bureau Report

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

#### DECEMBER 2015

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

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

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

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

##### MTA 2016 Bus Adopted Budget/Financial Plan 2016-2019

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

##### EEO & Diversity Report, 3<sup>rd</sup> Qtr, 2015

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

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

### JANUARY 2016

#### Approval of Committee Work Plan

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

### FEBRUARY 2016

#### Preliminary Review of NYC Transit's 2015 Operating Results

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

#### Preliminary Review of SIR 2015 Operating Results

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

#### Preliminary Review of MTA Bus 2015 Operating Results

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

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

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

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

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

#### MTA Bus Adopted Budget/Financial Plan 2016-2019

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

#### 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.

#### 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.

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

##### 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

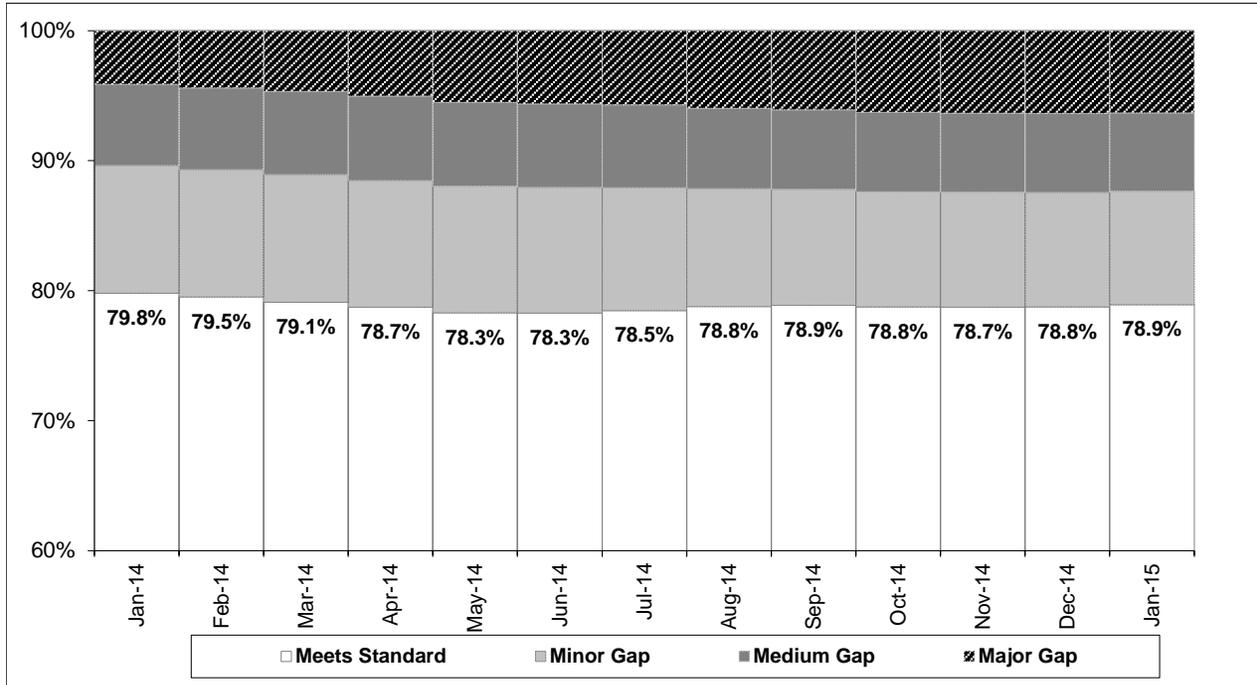
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

# Monthly Operations Report

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

<b>Subway Monthly Operations Report Service Indicators</b>						
<b>Performance Indicator</b>	<b>Current Month: January 2015</b>			<b>12-Month Average</b>		
	<b>This Year</b>	<b>Last Year</b>	<b>% Diff</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Diff</b>
<b>System Weekday Wait Assessment (Charts 1-2)</b>				78.9%	79.8%	-0.9%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	73.0%	71.0%	+2.0%	72.9%	75.3%	-2.4%
A Division Weekday Wait Assessment - (All Lines)				75.5%	77.7%	-2.2%
B Division Weekday Wait Assessment	80.1%	77.3%	+2.8%	80.7%	80.9%	-0.2%
<b>System Weekend Wait Assessment (Charts 3)</b>				85.7%	85.0%	+0.7%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	78.9%	86.9%	-8.0%	82.9%	84.2%	-1.3%
A Division Weekend Wait Assessment - (All Lines)				84.9%	85.4%	-0.5%
B Division Weekend Wait Assessment	91.5%	77.2%	+14.3%	86.2%	84.7%	+1.5%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	72.0%	73.1%	-1.1%	74.0%	80.9%	-6.9%
A Division Weekday Terminal On-Time Performance	69.0%	66.6%	+2.4%	69.2%	75.2%	-6.0%
B Division Weekday Terminal On-Time Performance	74.5%	78.3%	-3.8%	77.8%	85.5%	-7.7%
System Number of Terminal Delays (Charts 6)	43,606	46,925	-7.1%	43,094	31,659	+36.1%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	78.1%	82.0%	-3.9%	80.8%	85.6%	-4.8%
A Division Weekend Terminal On-Time Performance	73.8%	80.0%	-6.2%	78.3%	81.9%	-3.6%
B Division Weekend Terminal On-Time Performance	81.2%	83.3%	-2.1%	82.5%	88.2%	-5.7%
System Number of Weekend Terminal Delays (Charts 9)	13,131	8,788	+49.4%	9,831	7,293	+34.8%
<b>Mean Distance Between Failures (Charts 10-11)</b>	142,317	122,526	+16.2%	143,150	147,965	-3.3%
A Division Mean Distance Between Failures	133,694	111,067	+20.4%	126,912	137,398	-7.6%
B Division Mean Distance Between Failures	149,309	132,803	+12.4%	157,943	157,010	+0.6%
<b>System Weekday Service-KPI (Charts 12-13)</b>	77.6%	78.0%	-0.4%	78.2%	81.1%	-2.9%
A Division Weekday Service-KPI	73.6%	72.7%	+0.9%	73.8%	77.5%	-3.7%
B Division Weekday Service-KPI	80.4%	81.5%	-1.1%	81.4%	83.7%	-2.3%
<b>System Weekday PES-KPI (Charts 14-16)</b>				90.9%	92.0%	-1.1%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	94.3%	94.3%	0.0%	91.4%	94.6%	-3.2%
AM Rush On-Time Performance	90.8%	89.6%	+1.2%	92.2%	96.8%	-4.6%
PM Rush On-Time Performance	96.7%	96.9%	-0.2%	94.3%	97.5%	-3.2%
Percentage of Completed Trips	99.9%	99.4%	+0.5%	99.7%	99.7%	0.0%
Mean Distance Between Failures	27,396	32,887	-16.7%	67,432	67,137	+0.4%
Staten Island Railway PES-KPI (Charts 17)				91.0%	92.6%	-1.6%

## Subway Weekday Wait Assessment (6 am - midnight)



### Wait Assessment Definition

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

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

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

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

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

### Wait Assessment Results

	<b>Systemwide*</b>				<b>Annual Results (Meets Standard)</b>
	<b>12-Month Average</b>				
	<b>Meets Standard</b>	<b>GAP</b>			
		<b>Minor</b>	<b>Medium</b>	<b>Major</b>	
<b>Feb '14 - Jan '15</b>	78.9%	8.7%	6.0%	6.3%	2015 GOAL: 80.7%
<b>Feb '13 - Jan '14</b>	79.8%	9.8%	6.3%	4.1%	2014 ACTUAL: 78.8%

**Chart 1**

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

Line	Feb '14 - Jan '15				Feb '13 - Jan '14				Standard Difference
	Meets Standard	GAP			Meets Standard	GAP			
		Minor	Medium	Major		Minor	Medium	Major	
①	80.0%	8.4%	6.0%	5.6%	81.5%	8.3%	5.3%	4.9%	-1.5%
②	72.1%	10.0%	9.1%	8.8%	72.7%	10.6%	9.1%	7.6%	-0.6%
③	77.6%	9.6%	7.0%	5.8%	77.4%	10.1%	7.0%	5.4%	+0.2%
④	71.5%	9.6%	8.7%	10.2%	73.3%	9.8%	8.2%	8.7%	-1.8%
⑤	67.6%	9.9%	10.1%	12.3%	70.3%	10.2%	9.1%	10.4%	-2.7%
⑥	68.7%	8.9%	9.6%	12.9%	76.3%	8.2%	6.9%	8.6%	-7.6%
⑦	76.0%	9.8%	6.6%	7.6%	78.4%	10.2%	7.5%	3.9%	-2.4%
④ S 42nd	90.6%	3.7%	2.2%	3.4%	91.8%	4.2%	1.8%	2.2%	-1.2%
<b>Subdivision A</b>	<b>75.5%</b>	<b>8.7%</b>	<b>7.4%</b>	<b>8.3%</b>	<b>77.7%</b>	<b>9.0%</b>	<b>6.9%</b>	<b>6.5%</b>	<b>-2.2%</b>
① A	69.8%	10.2%	8.0%	11.9%	72.2%	11.0%	9.4%	7.4%	-2.4%
① B	80.0%	9.4%	5.6%	5.0%	79.3%	11.1%	6.7%	2.9%	+0.7%
① C	81.0%	9.5%	4.9%	4.6%	82.1%	11.0%	5.0%	2.0%	-1.1%
① D	81.9%	8.6%	5.4%	4.0%	79.4%	12.7%	6.4%	1.5%	+2.5%
① E	74.6%	9.7%	7.4%	8.3%	75.0%	12.3%	8.3%	4.4%	-0.4%
① F	71.3%	8.9%	7.5%	12.3%	74.2%	11.2%	9.0%	5.6%	-2.9%
④ S Fkln	95.9%	2.0%	1.0%	1.2%	97.0%	2.1%	0.6%	0.3%	-1.1%
① G	81.8%	10.1%	4.9%	3.2%	80.6%	10.8%	6.3%	2.2%	+1.2%
④ S Rock	89.8%	6.1%	1.8%	2.2%	94.7%	3.9%	0.8%	0.5%	-4.9%
① J Z	81.7%	9.5%	5.1%	3.7%	80.4%	10.7%	5.8%	3.0%	+1.3%
① L	82.0%	9.6%	4.7%	3.6%	80.8%	11.7%	5.0%	2.5%	+1.2%
① M	79.0%	10.0%	6.6%	4.4%	79.3%	11.9%	6.4%	2.5%	-0.3%
① N	80.9%	9.0%	4.8%	5.3%	79.8%	9.9%	7.0%	3.3%	+1.1%
① Q	80.2%	9.7%	5.5%	4.6%	78.4%	12.1%	7.1%	2.4%	+1.8%
① R	81.1%	8.8%	5.5%	4.6%	80.9%	11.5%	4.9%	2.6%	+0.2%
<b>Subdivision B</b>	<b>80.7%</b>	<b>8.7%</b>	<b>5.3%</b>	<b>5.3%</b>	<b>80.9%</b>	<b>10.3%</b>	<b>5.9%</b>	<b>2.9%</b>	<b>-0.2%</b>
<b>Systemwide</b>	<b>78.9%</b>	<b>8.7%</b>	<b>6.0%</b>	<b>6.3%</b>	<b>79.8%</b>	<b>9.8%</b>	<b>6.3%</b>	<b>4.1%</b>	<b>-0.9%</b>

\* 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)

Line	Feb '14 - Jan '15				Feb '13 - Jan '14				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	87.5%	6.6%	3.6%	2.3%	87.4%	6.9%	3.6%	2.2%	+0.1%
2	80.3%	10.1%	6.1%	3.5%	82.3%	10.0%	5.4%	2.3%	-2.0%
3	87.6%	6.9%	3.2%	2.3%	88.7%	7.1%	2.7%	1.6%	-1.1%
4	77.9%	9.7%	6.8%	5.7%	79.7%	9.6%	6.3%	4.3%	-1.8%
5	82.5%	7.8%	5.1%	4.6%	83.6%	7.8%	4.8%	3.8%	-1.1%
6	81.3%	8.5%	5.7%	4.5%	83.7%	8.2%	4.8%	3.4%	-2.4%
7	83.9%	9.2%	3.4%	3.5%	80.0%	10.9%	6.2%	2.9%	+3.9%
S 42nd	98.5%	0.8%	0.2%	0.5%	98.1%	1.0%	0.4%	0.5%	+0.4%
<b>Sub Division A</b>	<b>84.9%</b>	<b>7.4%</b>	<b>4.3%</b>	<b>3.4%</b>	<b>85.4%</b>	<b>7.7%</b>	<b>4.3%</b>	<b>2.6%</b>	<b>-0.5%</b>
A	78.6%	9.8%	5.4%	6.2%	79.5%	10.7%	7.0%	2.8%	-0.9%
C	81.2%	8.9%	6.1%	3.8%	79.0%	9.2%	7.5%	4.3%	+2.2%
D	83.7%	7.1%	4.1%	5.1%	81.4%	11.5%	5.9%	1.2%	+2.3%
E	86.8%	7.3%	2.6%	3.3%	86.6%	10.1%	3.1%	0.2%	+0.2%
F	83.1%	8.1%	3.5%	5.3%	78.2%	12.0%	7.2%	2.6%	+4.9%
S Fkln	95.8%	2.9%	0.3%	1.0%	96.7%	3.1%	0.2%	0.0%	-0.9%
G	92.0%	4.5%	1.8%	1.8%	86.6%	8.4%	3.0%	1.9%	+5.4%
J Z	90.3%	6.2%	2.3%	1.2%	90.8%	6.8%	2.1%	0.3%	-0.5%
L	87.2%	5.9%	3.2%	3.6%	84.6%	8.8%	4.2%	2.4%	+2.6%
N	85.4%	7.1%	4.8%	2.7%	83.5%	9.9%	5.0%	1.5%	+1.9%
Q	88.9%	6.7%	3.6%	0.8%	85.8%	8.9%	3.9%	1.4%	+3.1%
R	81.0%	9.6%	4.4%	4.9%	83.8%	12.3%	3.4%	0.5%	-2.8%
<b>Sub Division B</b>	<b>86.2%</b>	<b>7.0%</b>	<b>3.5%</b>	<b>3.3%</b>	<b>84.7%</b>	<b>9.3%</b>	<b>4.4%</b>	<b>1.6%</b>	<b>+1.5%</b>
<b>Systemwide</b>	<b>85.7%</b>	<b>7.2%</b>	<b>3.8%</b>	<b>3.3%</b>	<b>85.0%</b>	<b>8.7%</b>	<b>4.3%</b>	<b>2.0%</b>	<b>+0.7%</b>

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

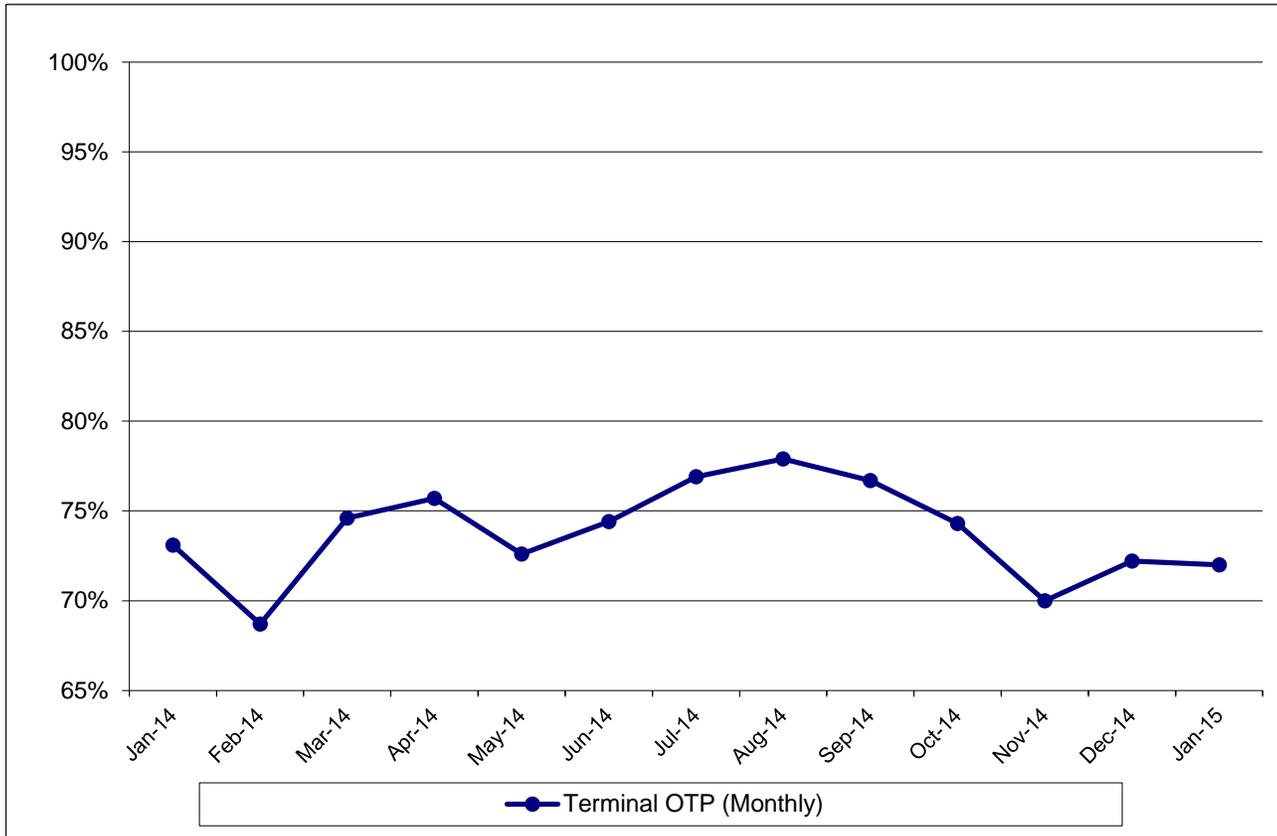
\* Headway Definitions

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

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

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

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



### Weekday Terminal On-Time Performance Definition

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

### Weekday Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Jan 2015: 72.0%  
 Jan 2014: 73.1%  
 12-Mon Avg: 74.0%  
 (Feb '14-Jan '15)

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

Jan 2015: 69.0%  
 Jan 2014: 66.6%  
 12-Mon Avg: 69.2%  
 (Feb '14-Jan '15)

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

Jan 2015: 74.5%  
 Jan 2014: 78.3%  
 12-Mon Avg: 77.8%  
 (Feb '14-Jan '15)

### Discussion of Results

In January 2015, Over Crowding (12,971 delays), ROW Delays (8,936 delays), and Track Gangs (5,055 delays) were the highest categories of delays, representing 61.8% of the total 43,606 delays.

**Chart 4**

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

<u>Line</u>	<u>Feb '14 - Jan '15</u>	<u>Feb '13 - Jan '14</u>	<u>% Difference</u>
①	78.9%	83.3%	-4.4%
②	47.0%	54.5%	-7.5%
③	66.7%	70.2%	-3.5%
④	46.4%	52.8%	-6.4%
⑤	43.8%	54.6%	-10.8%
⑥	53.5%	70.8%	-17.3%
⑦	87.9%	88.3%	-0.4%
Ⓢ 42 St	97.7%	98.0%	-0.3%
<b>Subdivision A</b>	69.2%	75.2%	-6.0%
Ⓐ	72.1%	81.7%	-9.6%
Ⓑ	74.9%	82.2%	-7.3%
Ⓒ	83.9%	90.8%	-6.9%
Ⓓ	75.2%	82.4%	-7.2%
Ⓔ	71.6%	80.7%	-9.1%
Ⓕ	54.8%	70.9%	-16.1%
Ⓢ Fkln	99.2%	99.2%	0.0%
Ⓖ	77.0%	85.6%	-8.6%
Ⓢ Rock	95.6%	96.5%	-0.9%
Ⓙ	85.9%	93.6%	-7.7%
Ⓛ	94.1%	94.1%	0.0%
Ⓜ	74.6%	84.5%	-9.9%
Ⓝ	71.3%	81.0%	-9.7%
Ⓞ	75.3%	85.5%	-10.2%
Ⓡ	81.2%	88.4%	-7.2%
<b>Subdivision B</b>	77.8%	85.5%	-7.7%
<b>Systemwide</b>	<b>74.0%</b>	<b>80.9%</b>	<b>-6.9%</b>

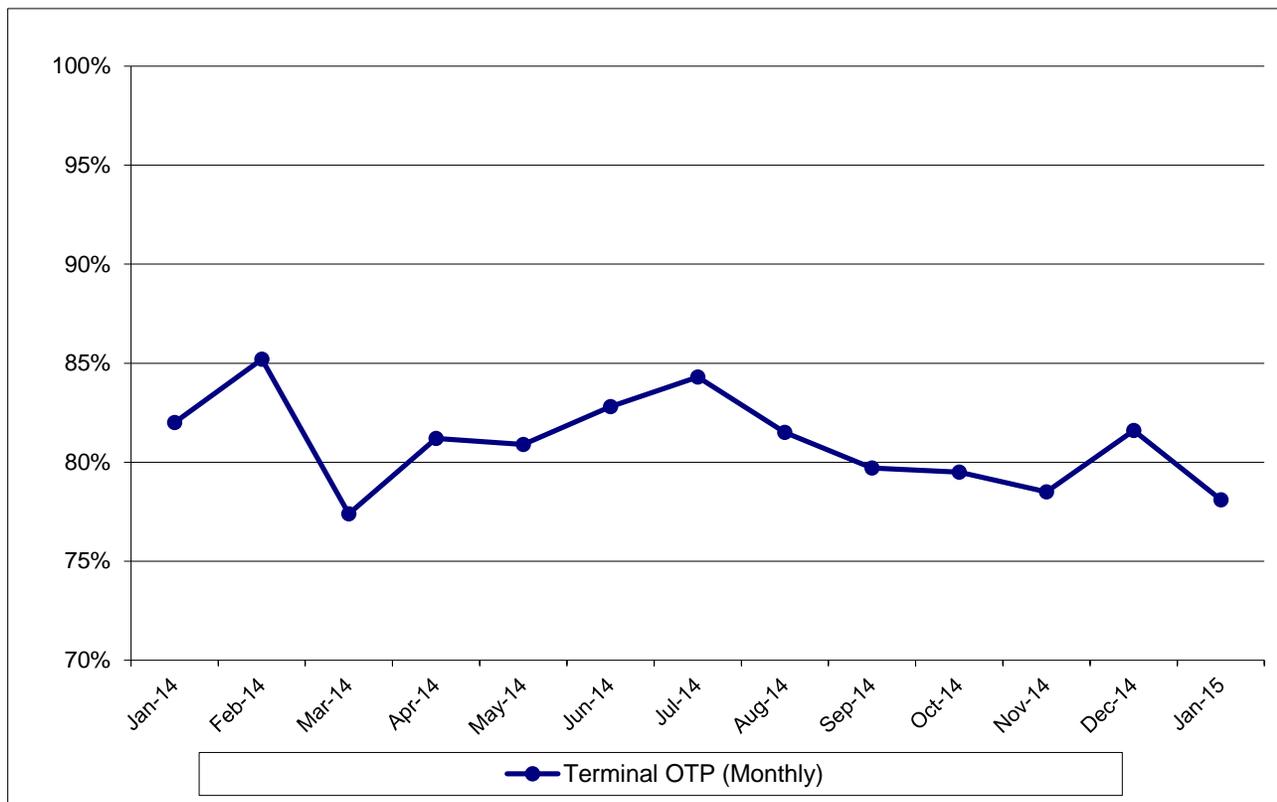
**Chart 5**

## January 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	12,971
ROW Delays	8,936
Track Gangs	5,055
Sick Customer	3,375
Inclement Weather	2,836
Car Equipment	2,397
Work Equipment/G. O.	1,795
Unruly Customer	1,725
Police	1,362
Operational Diversions	1,181
Employee	767
Fire	686
Infrastructure	285
External	235
<b>Total Delays</b>	<b><u><u>43,606</u></u></b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Jan 2015: 78.1%  
 Jan 2014: 82.0%  
 12-Mon Avg: 80.8%  
 (Feb '14-Jan '15)

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

Jan 2015: 73.8%  
 Jan 2014: 80.0%  
 12-Mon Avg: 78.3%  
 (Feb '14-Jan '15)

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

Jan 2015: 81.2%  
 Jan 2014: 83.3%  
 12-Mon Avg: 82.5%  
 (Feb '14-Jan '15)

### Discussion of Results

In January 2015, Track Gangs (2,606 delays), Over Crowding (2,482 delays), and ROW Delays (2,008 delays) were the highest categories of delays, representing 54.0% of the total 13,131 delays.

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

<u>Line</u>	<u>Feb '14 - Jan '15</u>	<u>Feb '13 - Jan '14</u>	<u>% Difference</u>
①	86.0%	87.4%	-1.4%
②	43.0%	63.1%	-20.1%
③	74.6%	83.0%	-8.4%
④	62.4%	68.1%	-5.7%
⑤	72.4%	79.9%	-7.5%
⑥	72.1%	71.7%	+0.4%
⑦	93.6%	91.8%	+1.8%
Ⓢ 42 St	99.6%	99.2%	+0.4%
<b>Subdivision A</b>	<b>78.3%</b>	<b>81.9%</b>	<b>-3.6%</b>
Ⓐ	73.6%	81.9%	-8.3%
Ⓒ	74.1%	79.3%	-5.2%
Ⓓ	80.3%	86.2%	-5.9%
Ⓔ	69.1%	86.0%	-16.9%
Ⓕ	56.3%	70.0%	-13.7%
Ⓢ Fkln	98.9%	99.7%	-0.8%
Ⓖ	88.4%	95.3%	-6.9%
Ⓢ Rock	97.4%	97.8%	-0.4%
Ⓙ Ⓩ	94.4%	96.8%	-2.4%
Ⓛ	96.1%	95.5%	0.6%
Ⓜ	98.0%	97.6%	0.4%
Ⓝ	76.8%	80.2%	-3.4%
Ⓞ	86.4%	91.4%	-5.0%
Ⓡ	73.8%	84.5%	-10.7%
<b>Subdivision B</b>	<b>82.5%</b>	<b>88.2%</b>	<b>-5.7%</b>
<b>Systemwide</b>	<b>80.8%</b>	<b>85.6%</b>	<b>-4.8%</b>

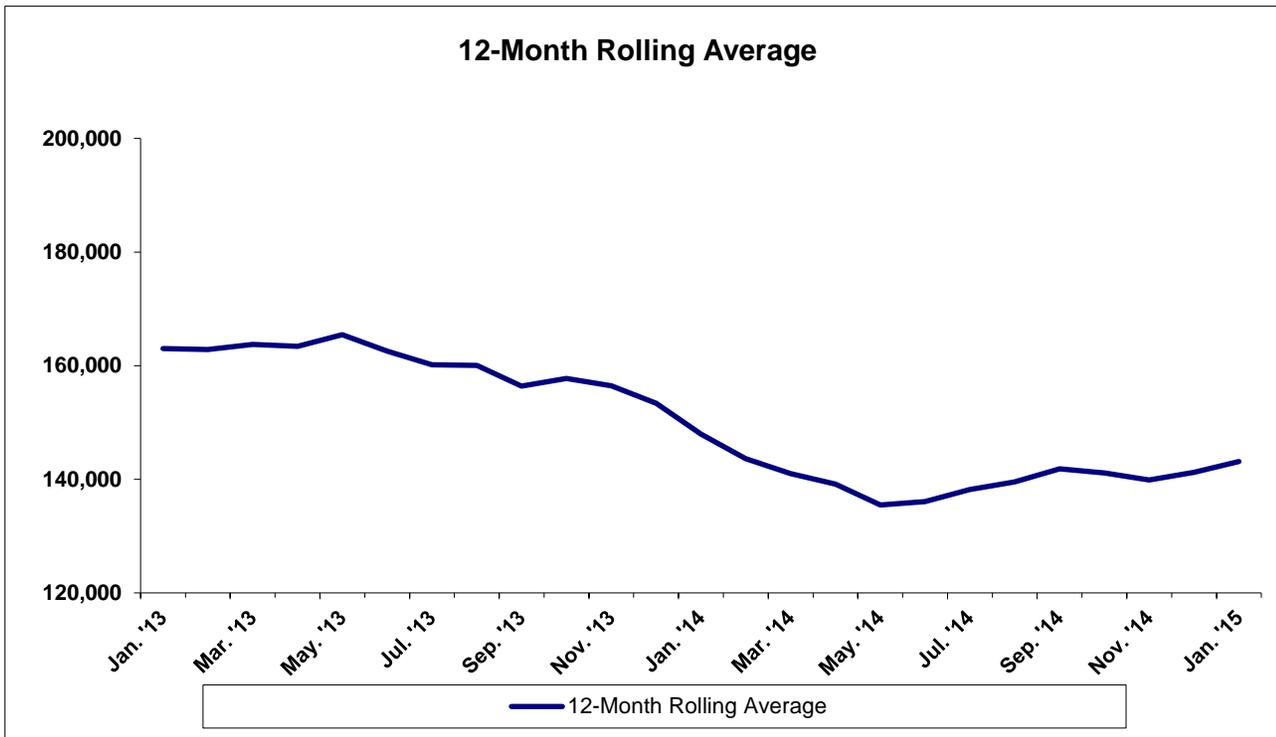
\* Performance data unavailable pending ATS system software upgrade.

**January 2015 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Track Gangs	2,606
Over Crowding	2,482
ROW Delays	2,008
Work Equipment/G. O.	1,609
Inclement Weather	1,006
Police	965
Unruly Customer	595
Sick Customer	501
Car Equipment	469
Operational Diversions	357
Employee	304
Fire	164
External	45
Infrastructure	19
Collision/Derailment	1
<b>Total Delays</b>	<b><u>13,131</u></b>

\* Total may differ slightly due to rounding.

# Subway Mean Distance Between Failure



## Definition

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

### Monthly Results

Jan 2015: 142,317

Jan 2014: 122,526

### 12-Month Average

Feb 14 - Jan 15: 143,150

Feb 13 - Jan 14: 147,965

### Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

## Discussion of Results

MDBF in January 2015 increased 16.2% from January 2014. Over the past year, the MDBF 12-month average decreased 3.3%.

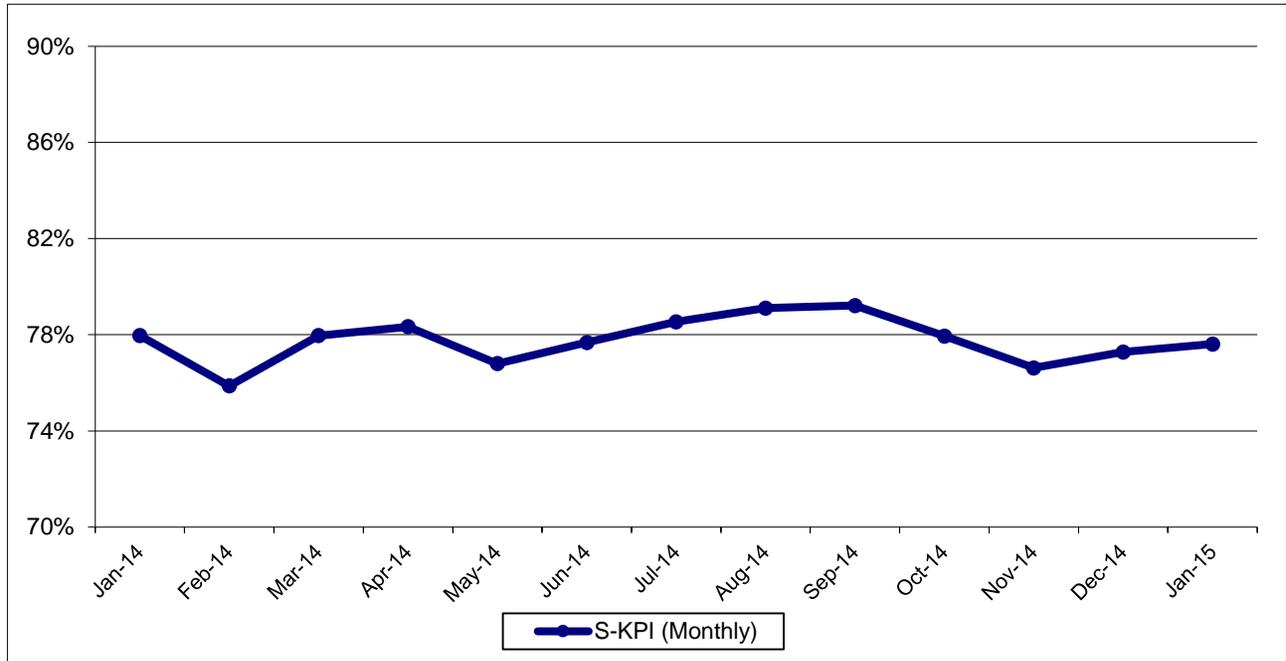
# Car Reliability

## Mean Distance Between Failures (Miles)

### 12-Month Average MDBF

<b>Car Class</b>	<b># of Cars</b>	<b>January '15</b>	<b>January '14</b>	<b>% Change</b>
R32	222	60,354	51,109	<b>18.09%</b>
R42	50	54,105	36,648	<b>47.63%</b>
R46	752	90,950	92,164	<b>-1.32%</b>
R62	315	215,548	210,776	<b>2.26%</b>
R62A	824	121,234	150,287	<b>-19.33%</b>
R68	425	156,180	165,784	<b>-5.79%</b>
R68A	200	86,097	98,673	<b>-12.75%</b>
R142	1,030	146,801	139,265	<b>5.41%</b>
R142A	465	81,594	104,956	<b>-22.26%</b>
R143	212	87,881	74,170	<b>18.49%</b>
R160	1,662	375,347	437,361	<b>-14.18%</b>
R188	220	224,490	NA	<b>NA</b>
FLEET	6,377	143,150	147,965	<b>-3.25%</b>

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



### S-KPI Definition

**S-KPI** is the combination of three existing service indicators (Wait Assessment, Terminal On-Time Performance and Mean Distance Between Failures). The aggregate S-KPI score is weighted as follows:

**60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and 42nd Street Shuttle.

**30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

**10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

### S-KPI Results

#### Systemwide

##### Monthly Results

Jan. 2015: 77.6%  
 Jan. 2014: 78.0%  
 12 Mon Avg: 78.2%  
 (Feb '14 - Jan '15)

#### Subdivision A

##### Monthly Results

Jan. 2015: 73.6%  
 Jan. 2014: 72.7%  
 12 Mon Avg: 73.8%  
 (Feb '14 - Jan '15)

#### Subdivision B

##### Monthly Results

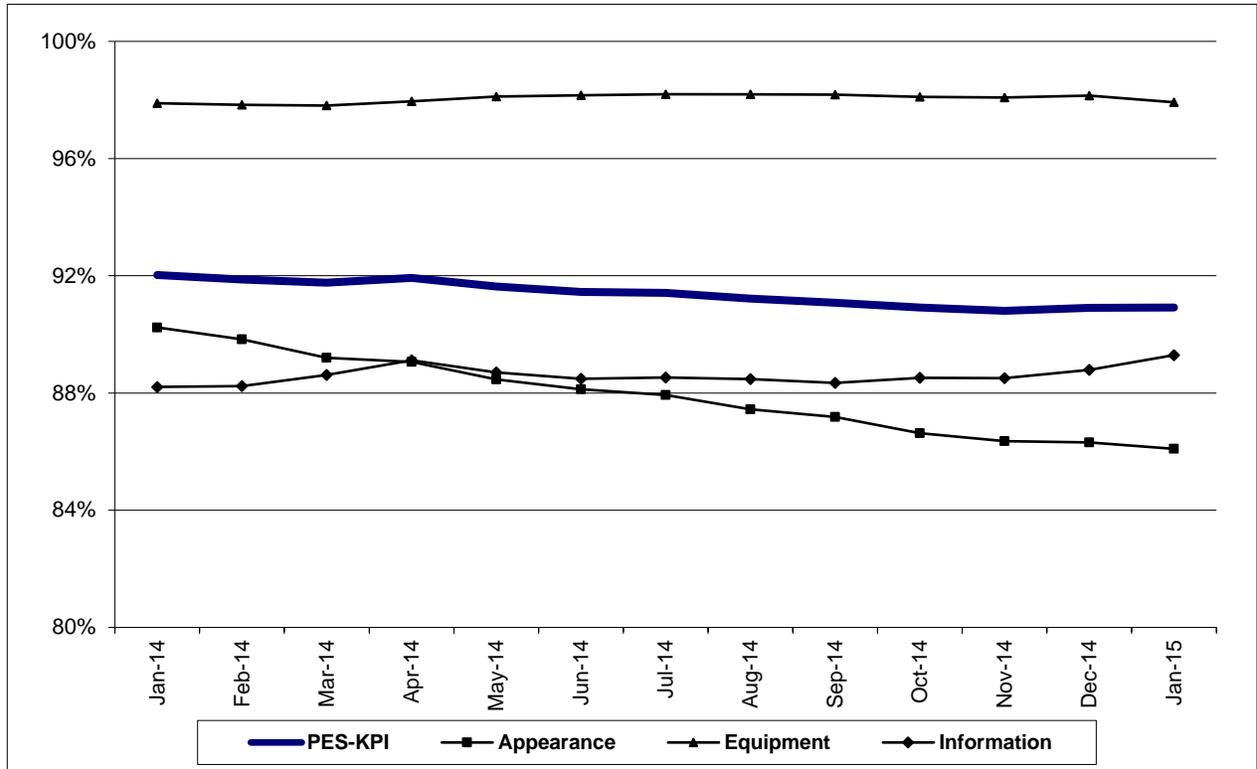
Jan. 2015: 80.4%  
 Jan. 2014: 81.5%  
 12 Mon Avg: 81.4%  
 (Feb '14 - Jan '15)

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

<u>Line</u>	<u>Feb '14 - Jan '15</u>	<u>Feb '13 - Jan '14</u>	<u>% Difference</u>
①	79.0%	80.8%	-1.8%
②	65.5%	67.6%	-2.1%
③	76.6%	77.5%	-0.9%
④	64.1%	67.0%	-2.9%
⑤	62.8%	68.2%	-5.4%
⑥	62.2%	73.5%	-11.3%
⑦	82.0%	83.5%	-1.5%
⑤ 42nd	85.4%	85.5%	-0.1%
<b>SubDivision A</b>	<b>73.8%</b>	<b>77.5%</b>	<b>-3.7%</b>
①	69.2%	74.0%	-4.8%
②	76.3%	80.4%	-4.1%
③	77.9%	79.8%	-1.9%
④	81.7%	82.4%	-0.7%
⑤	76.2%	79.2%	-3.0%
⑥	69.2%	75.8%	-6.6%
⑤ Fkln	89.2%	92.5%	-3.3%
⑦	78.4%	78.3%	+0.1%
⑤ Rock	86.8%	91.5%	-4.7%
① ②	84.1%	84.8%	-0.7%
③	83.3%	81.3%	+2.0%
④	79.7%	82.9%	-3.2%
⑤	79.9%	82.2%	-2.3%
⑥	80.7%	82.7%	-2.0%
⑦	82.5%	82.6%	-0.1%
<b>SubDivision B</b>	<b>81.4%</b>	<b>83.7%</b>	<b>-2.3%</b>
<b>Systemwide</b>	<b>78.2%</b>	<b>81.1%</b>	<b>-2.9%</b>

**Chart 13**

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>January 2015:</b>	<b>90.9%</b>	86.1%	97.9%	89.3%
<b>January 2014:</b>	<b>92.0%</b>	90.2%	97.9%	88.2%
<b>% Difference:</b>	<b>-1.1%</b>	-4.1%	+0.0%	+1.1%

**Chart 14**

## PES-KPI - Subway Car

Line	January 2015				January 2014				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.3%	92.4%	95.4%	92.3%	94.0%	96.4%	94.3%	91.2%	-0.7%
②	95.2%	90.9%	97.4%	97.6%	95.7%	93.8%	96.8%	96.7%	-0.5%
③	95.7%	94.8%	99.1%	93.1%	95.5%	95.6%	97.3%	93.6%	+0.2%
④	95.8%	92.7%	97.6%	97.3%	96.3%	94.6%	97.1%	97.1%	-0.5%
⑤	95.5%	93.5%	97.3%	95.9%	97.3%	96.0%	98.2%	97.6%	-1.8%
⑥	95.0%	91.6%	96.6%	96.9%	95.8%	90.2%	97.9%	99.5%	-0.8%
⑦	95.6%	96.4%	98.2%	92.1%	96.0%	96.6%	96.2%	95.0%	-0.4%
⑧ 42nd	95.7%	95.0%	99.2%	92.7%	97.1%	96.6%	98.7%	96.0%	-1.4%
<b>SubDivision A</b>	<b>95.0%</b>	<b>93.0%</b>	<b>97.3%</b>	<b>94.9%</b>	<b>95.7%</b>	<b>94.9%</b>	<b>96.7%</b>	<b>95.7%</b>	<b>-0.7%</b>
⑨ A	94.5%	94.4%	95.0%	94.0%	94.6%	95.5%	95.3%	92.9%	-0.1%
⑩ B	93.5%	92.9%	95.0%	92.7%	93.1%	91.2%	96.7%	91.4%	+0.4%
⑪ C	94.2%	93.0%	96.5%	93.1%	95.3%	96.1%	97.6%	92.3%	-1.1%
⑫ D	94.2%	94.5%	95.6%	92.5%	92.5%	90.0%	94.4%	93.3%	+1.7%
⑬ E	96.2%	93.9%	98.7%	96.0%	98.3%	96.3%	99.3%	99.4%	-2.1%
⑭ F	94.5%	91.5%	98.9%	93.1%	96.4%	93.7%	97.4%	98.2%	-1.9%
⑮ ① Fkn	92.4%	93.3%	94.9%	88.9%	93.9%	94.3%	94.2%	93.3%	-1.5%
⑯ G	94.3%	93.9%	94.5%	94.6%	95.1%	95.4%	97.3%	92.5%	-0.8%
⑰ J/Z	95.8%	92.7%	96.6%	98.2%	95.9%	95.5%	94.0%	98.1%	-0.1%
⑱ L	95.4%	90.5%	99.0%	96.8%	97.3%	94.8%	98.3%	98.9%	-1.9%
⑲ M	95.8%	91.7%	97.2%	98.4%	96.9%	92.8%	98.7%	99.3%	-1.1%
⑳ N	95.5%	89.1%	99.5%	98.0%	96.0%	90.2%	99.3%	98.7%	-0.5%
㉑ Q	95.0%	90.5%	98.3%	96.4%	96.9%	91.7%	99.6%	99.5%	-1.9%
㉒ R	95.5%	92.5%	97.8%	96.3%	94.8%	92.4%	97.9%	94.1%	+0.7%
<b>SubDivision B</b>	<b>94.9%</b>	<b>92.3%</b>	<b>97.2%</b>	<b>95.3%</b>	<b>95.7%</b>	<b>93.5%</b>	<b>97.4%</b>	<b>96.1%</b>	<b>-0.8%</b>
<b>Systemwide</b>	<b>95.0%</b>	<b>92.6%</b>	<b>97.2%</b>	<b>95.1%</b>	<b>95.7%</b>	<b>94.0%</b>	<b>97.2%</b>	<b>96.0%</b>	<b>-0.7%</b>

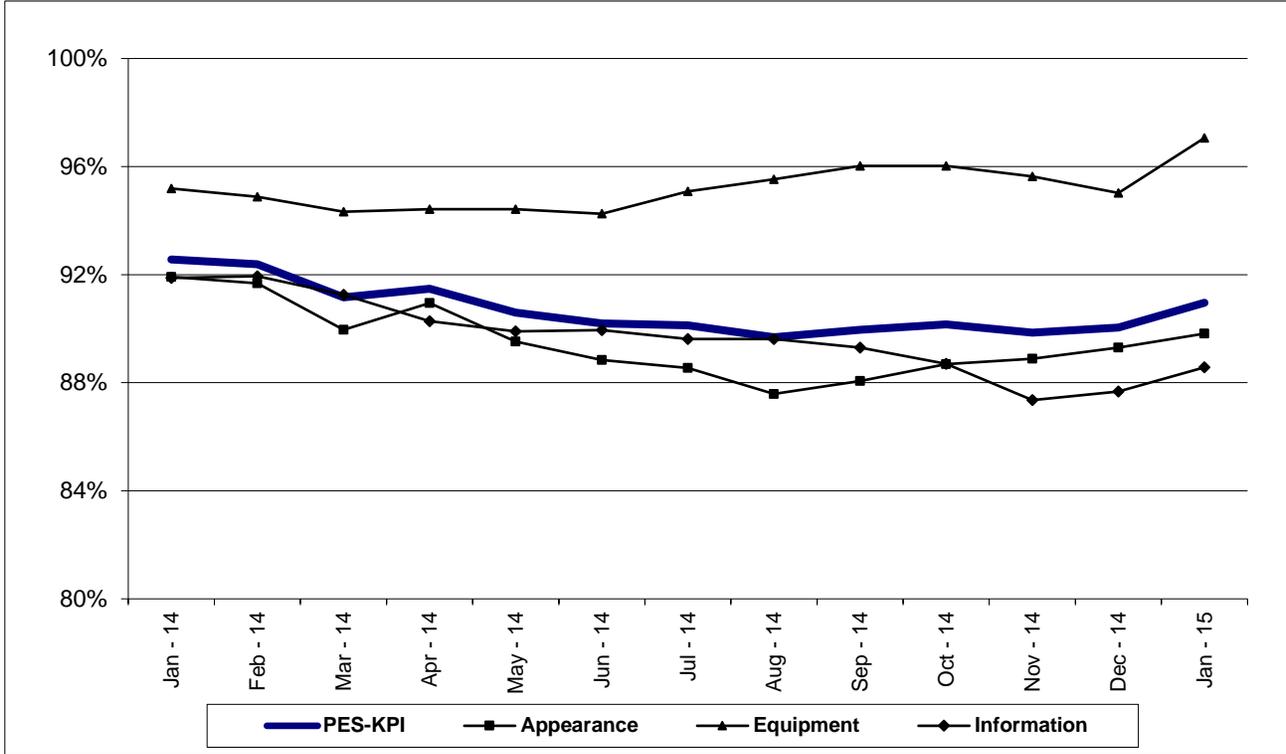
Chart 15

## PES-KPI - Station

<u>Borough</u>	<b>January 2015</b>				<b>January 2014</b>				<b>% Difference</b>
	<b>KPI</b>	<b>Appearance</b>	<b>Equipment</b>	<b>Information</b>	<b>KPI</b>	<b>Appearance</b>	<b>Equipment</b>	<b>Information</b>	<b>KPI</b>
Bronx	<b>86.0%</b>	79.5%	98.1%	82.0%	<b>86.6%</b>	83.7%	98.5%	78.4%	<b>-0.6%</b>
Manhattan	<b>86.2%</b>	77.8%	98.7%	83.8%	<b>88.0%</b>	83.9%	98.5%	82.5%	<b>-1.8%</b>
Brooklyn	<b>86.5%</b>	80.8%	98.3%	81.7%	<b>88.5%</b>	89.0%	99.1%	77.7%	<b>-2.0%</b>
Queens	<b>89.0%</b>	83.1%	99.1%	86.0%	<b>90.2%</b>	90.0%	98.7%	82.1%	<b>-1.2%</b>
<b>Systemwide</b>	<b>86.9%</b>	<b>80.1%</b>	<b>98.7%</b>	<b>83.3%</b>	<b>88.4%</b>	<b>86.8%</b>	<b>98.7%</b>	<b>80.2%</b>	<b>-1.5%</b>

**Chart 16**

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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>January 2015:</b>	<b>91.0%</b>	89.8%	97.1%	88.6%
<b>January 2014:</b>	<b>92.6%</b>	91.9%	95.2%	91.9%
<b>% Difference:</b>	<b>-1.6%</b>	-2.1%	+1.9%	-3.3%

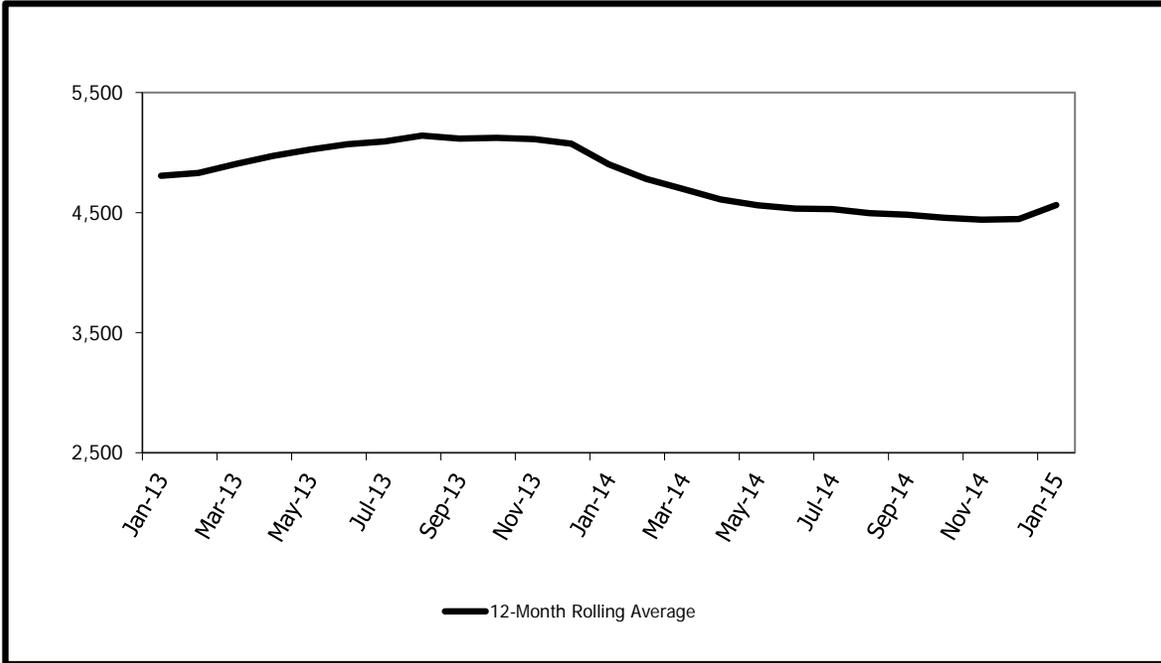
**Chart 17**

# Monthly Operations Report

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

<b>MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators</b>						
<b>Performance Indicator</b>	<b>Current Month: January 2015</b>			<b>12-Month Average</b>		
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
<b>System MDBF (chart 1)</b>	4,954	3,691	+34.2%	4,562	4,902	-6.9%
NYCT Bus	4,631	3,511	+31.9%	4,324	4,765	-9.2%
MTA Bus	6,387	4,416	+44.6%	5,536	5,403	+2.5%
<b>System MDBSI (chart 2)</b>	2,577	2,114	+21.9%	2,435	2,634	-7.6%
NYCT Bus	2,528	2,126	+18.9%	2,379	2,625	-9.4%
MTA Bus	2,749	2,074	+32.5%	2,635	2,664	-1.1%
<b>System Trips Completed (chart 3)</b>	97.62%	98.51%	-0.9%	98.80%	99.15%	-0.4%
NYCT Bus	97.61%	98.67%	-1.1%	98.95%	99.21%	-0.3%
MTA Bus	97.67%	97.88%	-0.2%	98.19%	98.94%	-0.7%
<b>System AM Pull Out (chart 4)</b>	99.62%	98.87%	+0.7%	99.38%	99.57%	-0.2%
NYCT Bus	99.68%	99.09%	+0.6%	99.56%	99.67%	-0.1%
MTA Bus	99.41%	98.06%	+1.4%	98.76%	99.24%	-0.5%
<b>System PM Pull Out (chart 5)</b>	99.64%	99.48%	+0.2%	99.57%	99.81%	-0.2%
NYCT Bus	99.80%	99.61%	+0.2%	99.81%	99.86%	-0.1%
MTA Bus	99.09%	99.03%	+0.1%	98.72%	99.60%	-0.9%
<b>System Buses &gt;= 12 years</b>	27%	26%				
NYCT Bus	32%	29%				
MTA Bus	12%	15%				
<b>System Fleet Age</b>	8.92	7.97				
NYCT Bus	9.06	8.07				
MTA Bus	8.40	7.63				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	94.42%	92.29%	+2.1%	94.26%	93.97%	+0.3%
Trips Requested	604,884	622,383	-2.8%	648,804	659,450	-1.6%
Trips Scheduled	500,431	525,488	-4.8%	565,988	587,401	-3.6%
Trips Completed	472,504	484,982	-2.6%	533,501	551,991	-3.3%
Early Cancellations as a Percentage of Trips Requested	16.62%	14.90%	+1.7%	11.96%	10.15%	+1.8%
Late Cancellations as a Percentage of Trips Scheduled	3.31%	5.19%	-1.9%	3.53%	3.88%	-0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.64%	1.76%	-0.1%	1.46%	1.63%	-0.2%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.64%	0.76%	-0.1%	0.75%	0.52%	+0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.65%	0.67%	-0.0%	0.80%	0.78%	+0.0%
New Applications Received	2,500	2,377	+5.2%	3,052	2,987	+2.2%

## Bus Mean Distance Between Failures - System\*



### Definition

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

### Monthly Results

January 2015: 4,954  
 January 2014: 3,691

### 12-Month Average

February 14 - January 15: 4,562  
 February 13 - January 14: 4,902

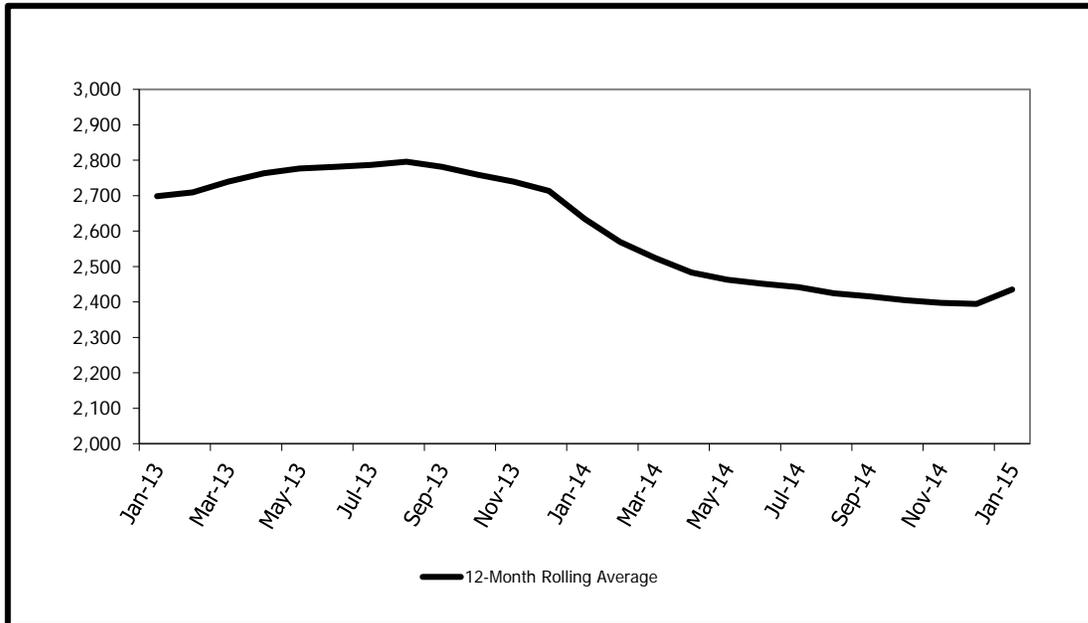
### Annual Results

2015 Goal: 4,790  
 2014 Actual: 4,447

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

Chart 1

## Bus Mean Distance Between Service Interruptions - System\*



### Definition

The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

### Monthly Results

January 2015: 2,577  
 January 2014: 2,114

### 12-Month Average

February 14 - January 15: 2,435  
 February 13 - January 14: 2,634

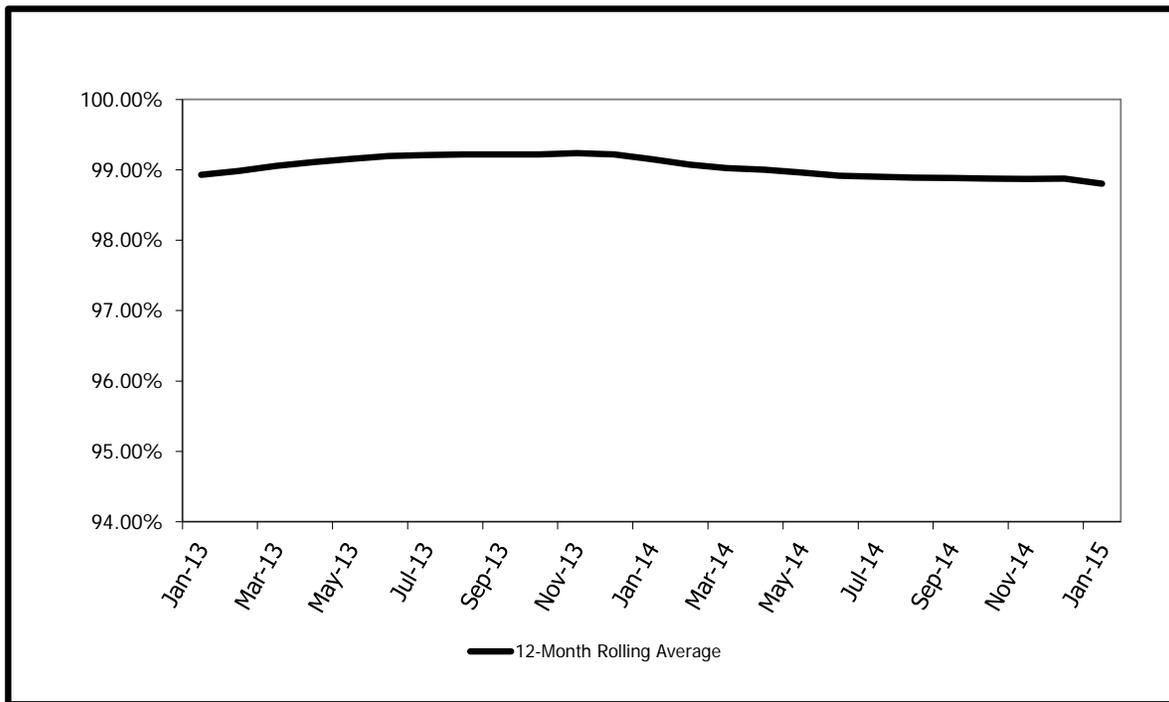
### Annual Results

2015 YTD: 2,577  
 2014 Actual: 2,394

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

Chart 2

## Bus Percentage of Completed Trips - System\*



**Definition**

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

**Monthly Results**

January 2015: 97.62%  
 January 2014: 98.51%

**12-Month Average**

February 14 - January 15 98.80%  
 February 13 - January 14 99.15%

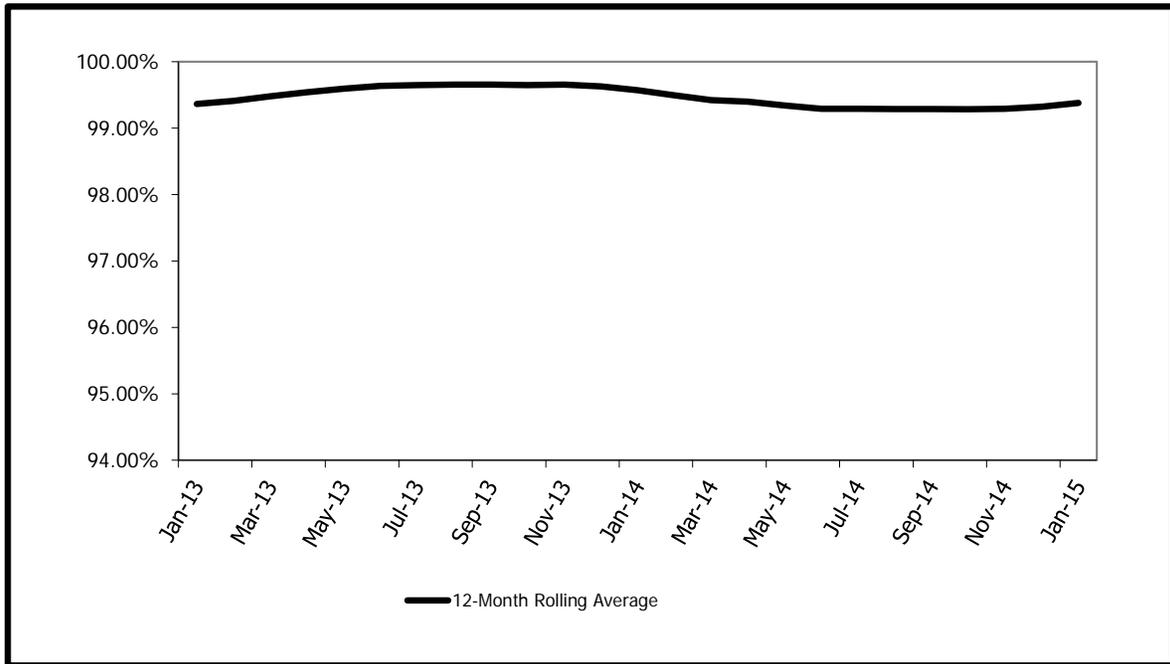
**Annual Results**

2015 YTD: 98.78%  
 2014 Actual: 98.88%

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

**Chart 3**

## Bus AM Weekday Pull Out Performance - System\*



### Definition

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

### Monthly Results

January 2015: 99.62%

January 2014: 98.87%

### 12-Month Average

February 14 - January 15 99.38%

February 13 - January 14 99.57%

### Annual Results

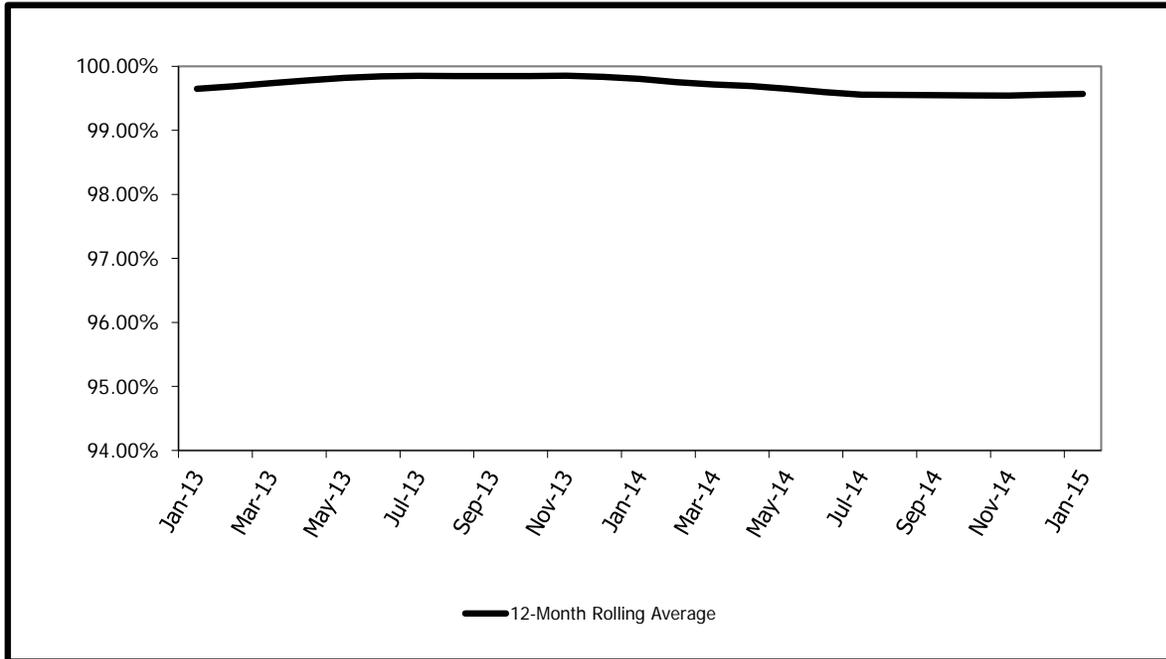
2015 YTD: 99.62%

2014 Actual: 99.32%

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

**Chart 4**

## Bus PM Weekday Pull Out Performance - System\*



### Definition

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

Monthly Results	12-Month Average	Annual Results
January 2015: 99.64%	February 14 - January 15 99.57%	2015 YTD: 99.64%
January 2014: 99.48%	February 13 - January 14 99.81%	2014 Actual: 99.56%

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

Chart 5

# Monthly Operations Report

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

Safety Report						
Performance Indicator	Current Month: January 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1,5</sup> (chart 1)	2.96	3.17	-6.7%	2.62	2.52	+4.0%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	2.95	3.23	-8.5%	2.64	2.53	+4.3%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	2	1	+100.0%
Subway Fires <sup>2</sup> (charts 5-6)	102	78	+30.8%	973	906	+7.4%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	3.39	3.15	+7.4%	2.63	2.90	-9.2%

Bus Collisions Per Million Miles (chart 7)						
<b>Regional</b>	45.96	49.35	-6.9%	49.05	49.29	-0.5%
NYCT Bus	45.78	49.39	-7.3%	49.96	50.61	-1.3%
MTA Bus	46.53	49.21	-5.4%	46.16	45.06	+2.4%
Bus Collision Injuries per Million Miles (chart 8)						
<b>Regional</b>	8.37	3.64	+129.7%	6.68	6.81	-1.9%
NYCT Bus	9.60	3.95	+142.9%	6.96	7.47	-6.7%
MTA Bus	4.42	2.66	+66.0%	5.76	4.68	+22.9%
Bus Customer Accidents Per Million Customers (chart 9)						
<b>Regional</b>	0.95	1.03	-7.6%	1.07	1.05	+1.9%
NYCT Bus	1.03	1.06	-3.0%	1.11	1.07	+3.7%
MTA Bus	0.53	0.85	-37.6%	0.81	0.89	-9.2%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
<b>Regional</b>	0.98	1.06	-7.3%	1.12	1.13	-1.2%
NYCT Bus	1.07	1.12	-4.5%	1.16	1.15	+0.3%
MTA Bus	0.53	0.74	-28.7%	0.89	0.99	-10.0%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.78	4.77	+21.2%	5.82	5.41	+7.6%
MTA Bus	8.80	10.74	-18.0%	7.59	7.06	+7.6%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.89	3.38	+15.1%	3.41	3.43	-0.6%

Subways Crime Report						
Performance Indicator	Current Month: February 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	163	169	-3.6%	308	391	-21.2%
Robberies <sup>3,4</sup>	25	39	-35.9%	68	88	-22.7%

SIR Crime Report						
Performance Indicator	Current Month: February 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	3	2	+50.0%	4	2	+100.0%
Robberies <sup>3,4</sup>	3	1	+200.0%	4	1	+300.0%

<sup>1</sup> Current month data are for December 2014.

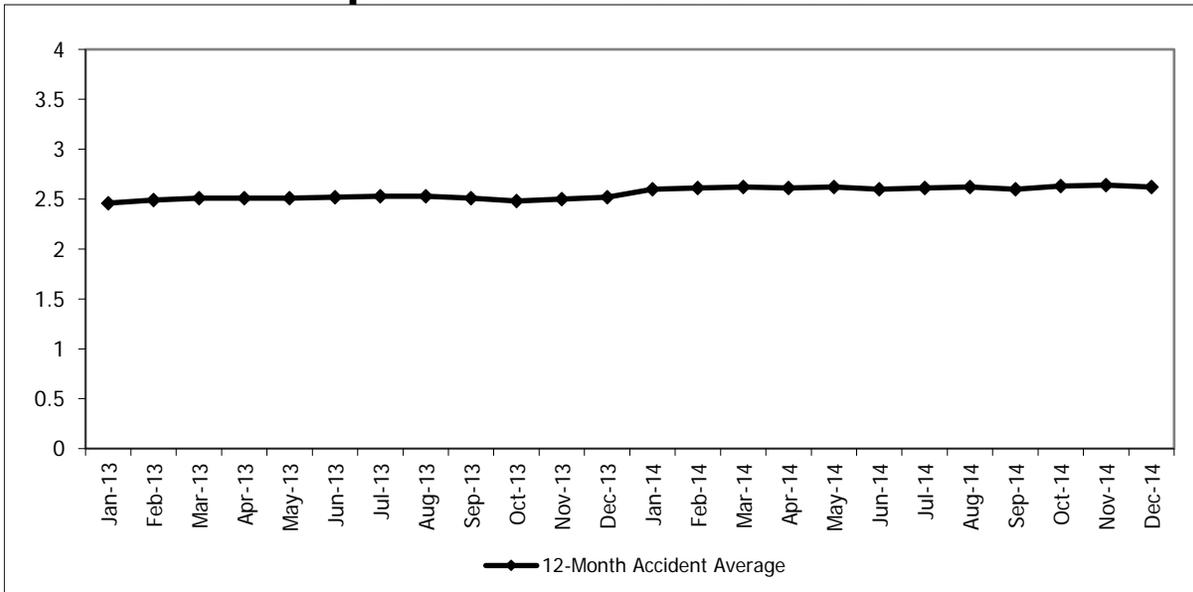
<sup>2</sup> 12-month figures shown are totals rather than averages.

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

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

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

# Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

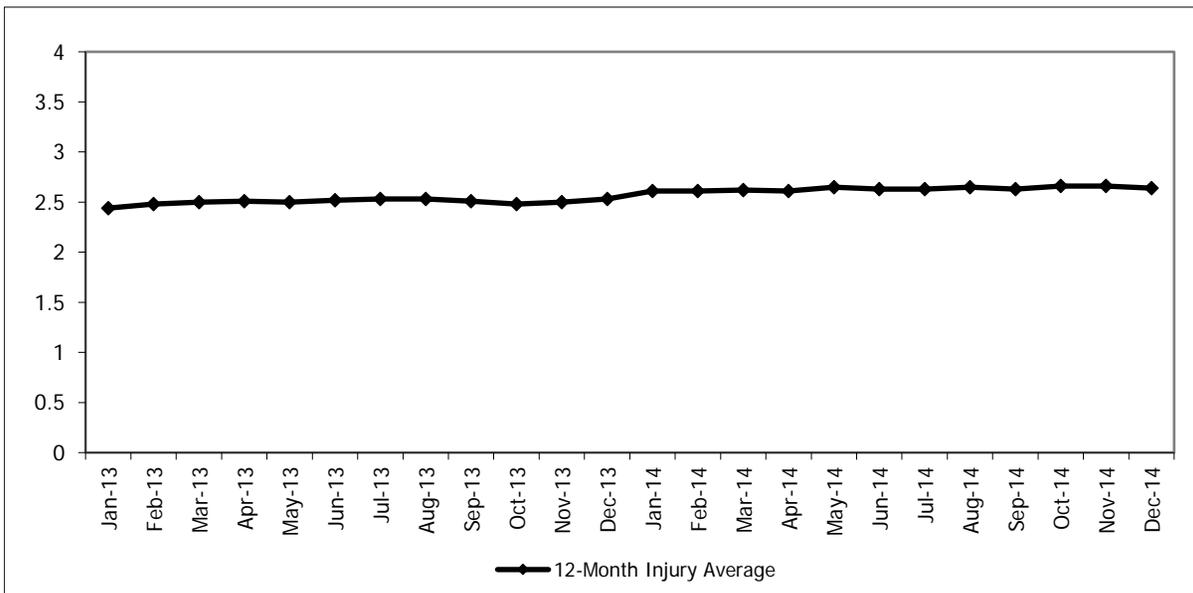
Dec 2014: 2.96  
Dec 2013: 3.17

### 12-Month Average

Jan 14 – Dec 14: 2.62  
Jan 13 – Dec 13: 2.52

### Annual Results

2014 YTD: 2.62  
2013 Actual: 2.52



### Monthly Results

Dec 2014: 2.95  
Dec 2013: 3.23

### 12-Month Average

Jan 14 – Dec 14: 2.64  
Jan 13 – Dec 13: 2.53

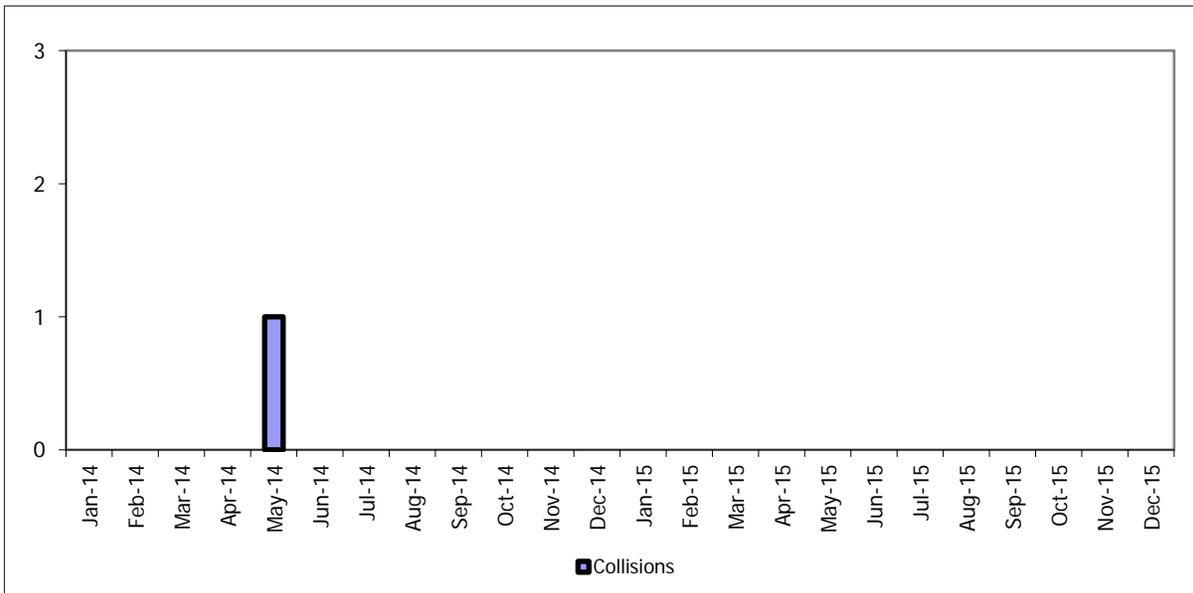
### Annual Results

2014 YTD: 2.64  
2013 Actual: 2.53

### 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

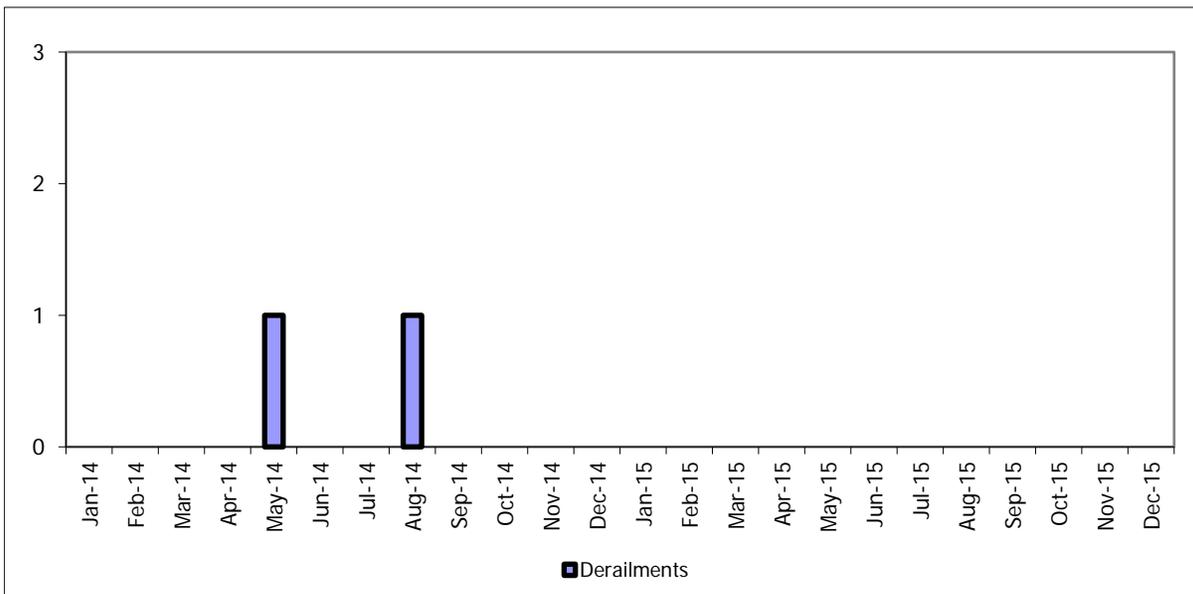
Feb 2015: 0  
Feb 2014: 0

### 12-Month Average

Mar 14 – Feb 15: 1  
Mar 13 – Feb 14: 0

### Annual Results

2015 YTD: 0  
2014 Actual: 1



### Monthly Results

Feb 2015: 0  
Feb 2014: 0

### 12-Month Average

Mar 14 – Feb 15: 2  
Mar 13 – Feb 14: 1

### Annual Results

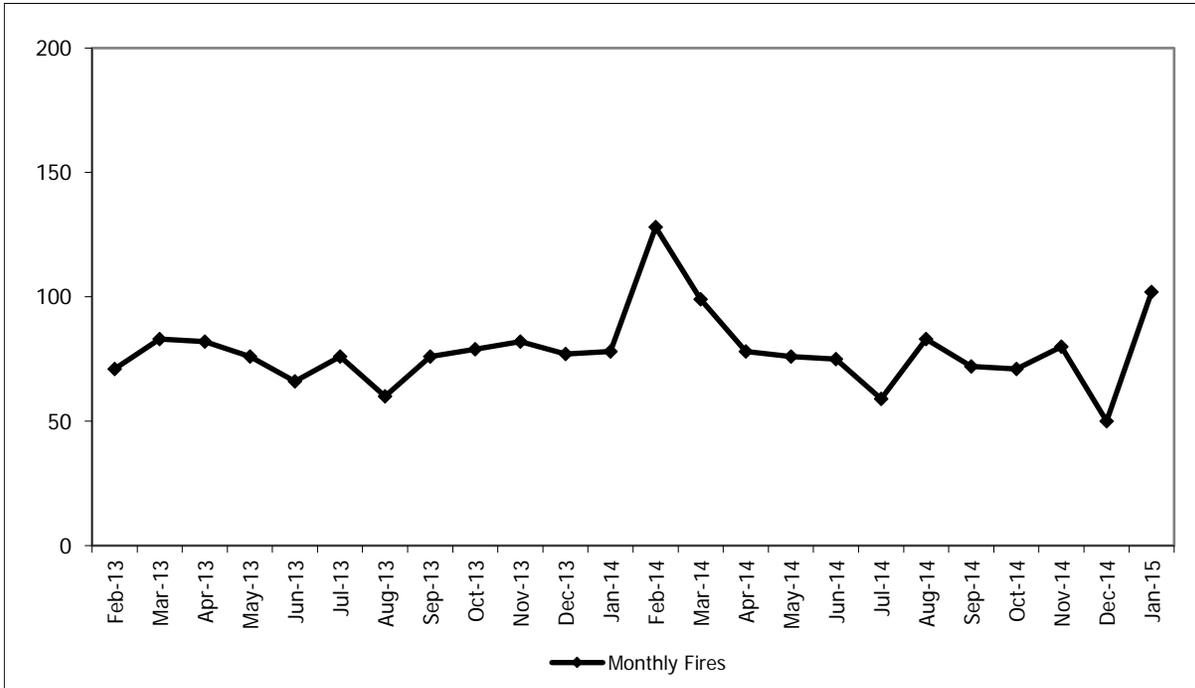
2015 YTD: 0  
2014 Actual: 2

### Definitions

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

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

# Subway Fires



### Monthly Results

Jan 2015: 102  
 Jan 2014: 78

### 12-Month Average

Feb 14 – Jan 15: 973  
 Feb 13 – Jan 14: 906

### Annual Results

2015 YTD: 102  
 2014 Actual: 949

Chart 5

# Subway Fires

Fire severity is classified as follows:

<b>Severity</b>	<b>Criteria</b>
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

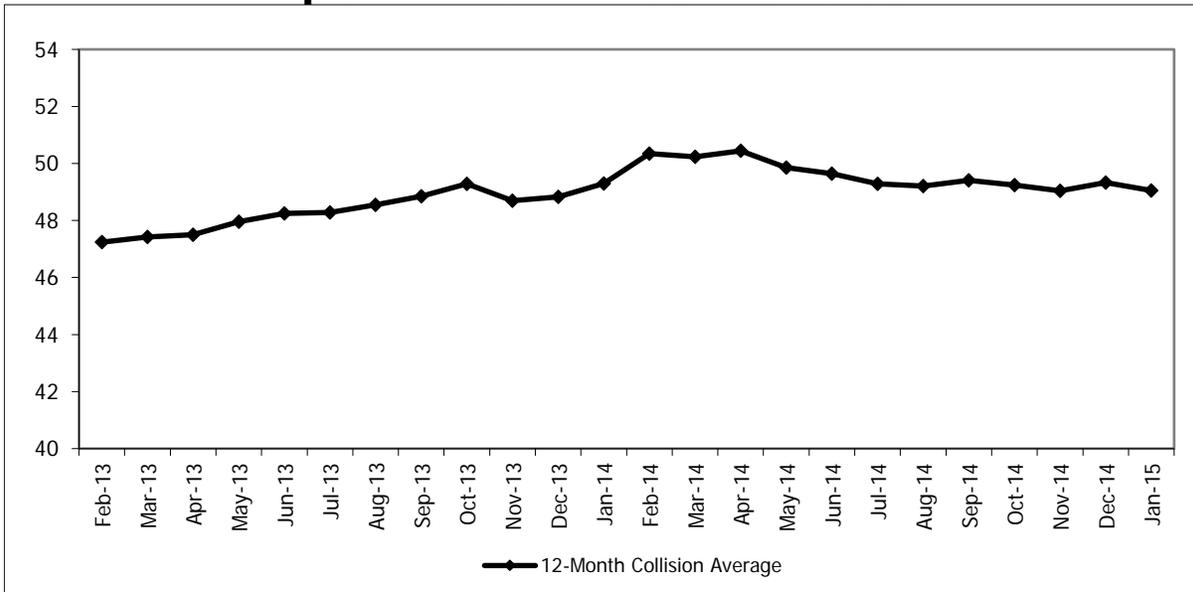
Low:	92.2%	Train:	25
Average:	7.8%	Right-of-way	64
Above Average:	0.0%	Station:	13
High:	0.0%	Other:	0
		Total:	102

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

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Debris:	8	Debris:	47	Debris:	11
Element:	5	Tie:	4	Electrical:	1
Hot Wheels:	4	Insulator:	4		
Brake Shoes:	3	Bank of Lights:	2		
Oil:	1	Equipment:	1		

**Chart 6**

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

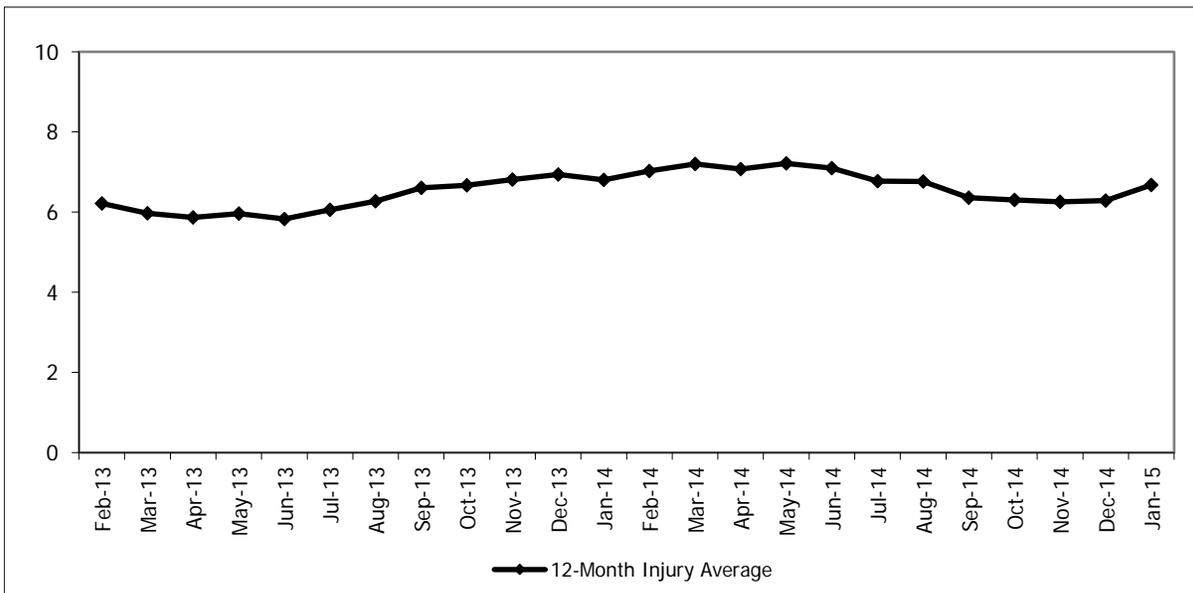
Jan 2015: 45.96  
Jan 2014: 49.35

### 12-Month Average

Feb 14 – Jan 15: 49.05  
Feb 13 – Jan 14: 49.29

### Annual Results

2015 YTD: 45.96  
2014 Actual: 49.33



### Monthly Results

Jan 2015: 8.37  
Jan 2014: 3.64

### 12-Month Average

Feb 14 – Jan 15: 6.68  
Feb 13 – Jan 14: 6.81

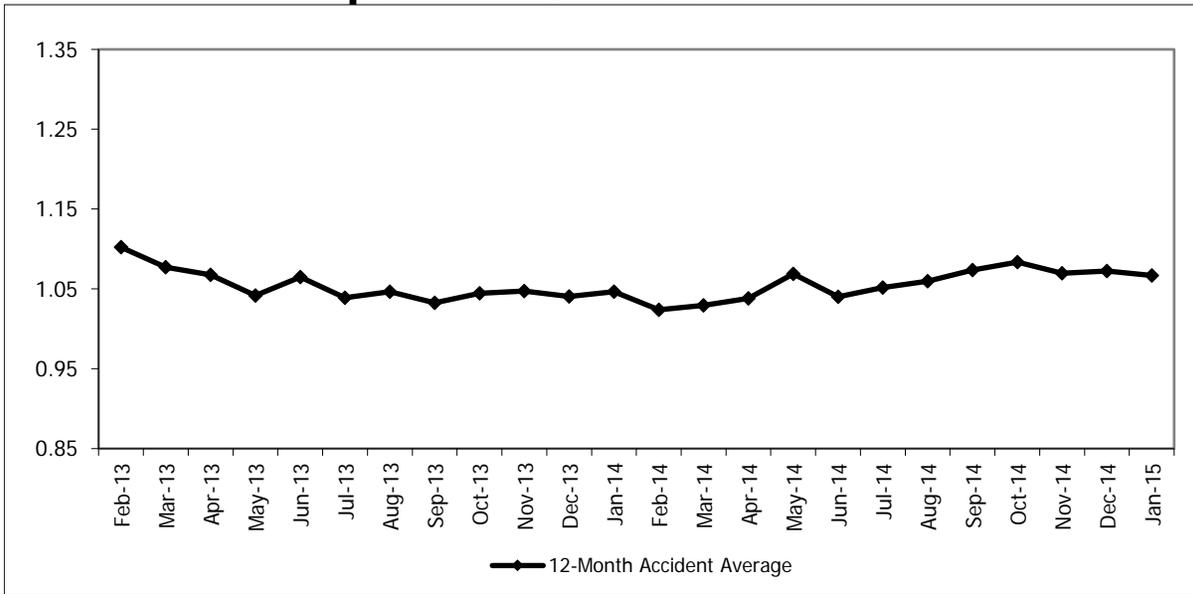
### Annual Results

2015 YTD: 8.37  
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

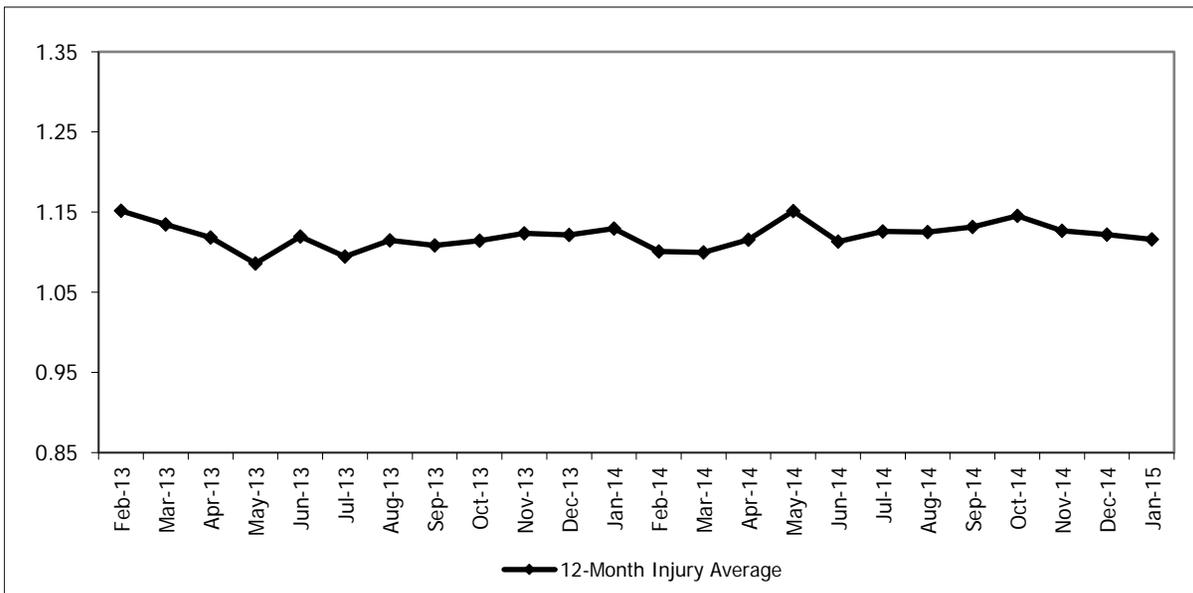
Jan 2015: 0.95  
Jan 2014: 1.03

### 12-Month Average

Feb 14 – Jan 15: 1.07  
Feb 13 – Jan 14: 1.05

### Annual Results

2015 YTD: 0.95  
2014 Actual: 1.07



### Monthly Results

Jan 2015: 0.98  
Jan 2014: 1.06

### 12-Month Average

Feb 14 – Jan 15: 1.12  
Feb 14 – Jan 14: 1.13

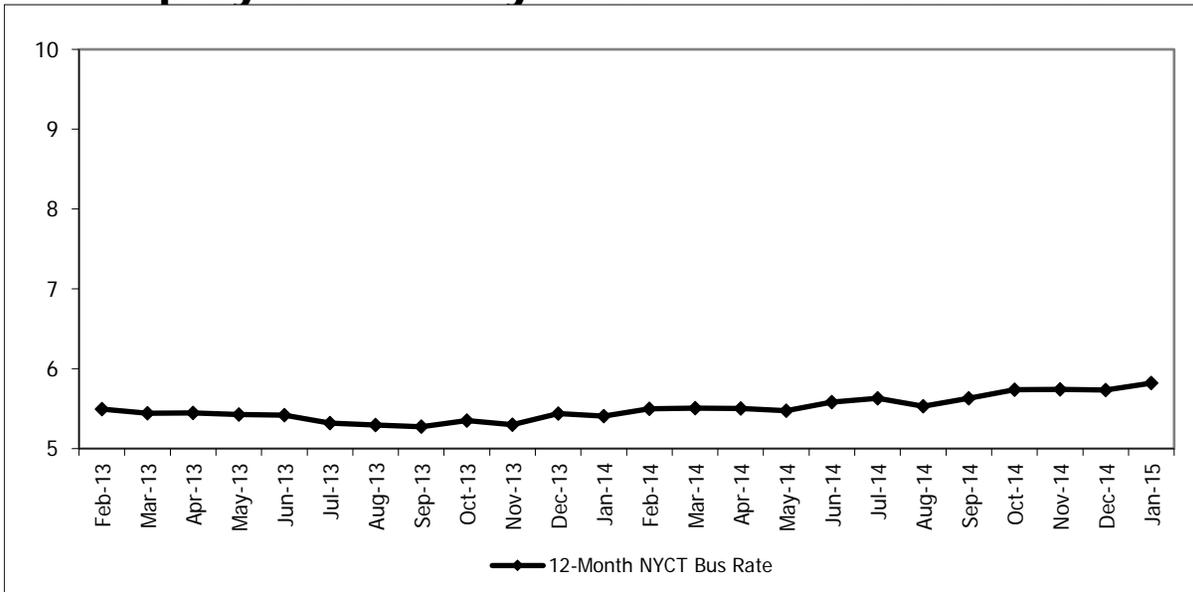
### Annual Results

2015 YTD: 0.98  
2014 Actual: 1.12

### Definitions

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

# NYCT Bus & MTA Bus Employee On-Duty Lost-Time Accident Rate



**Monthly Results**

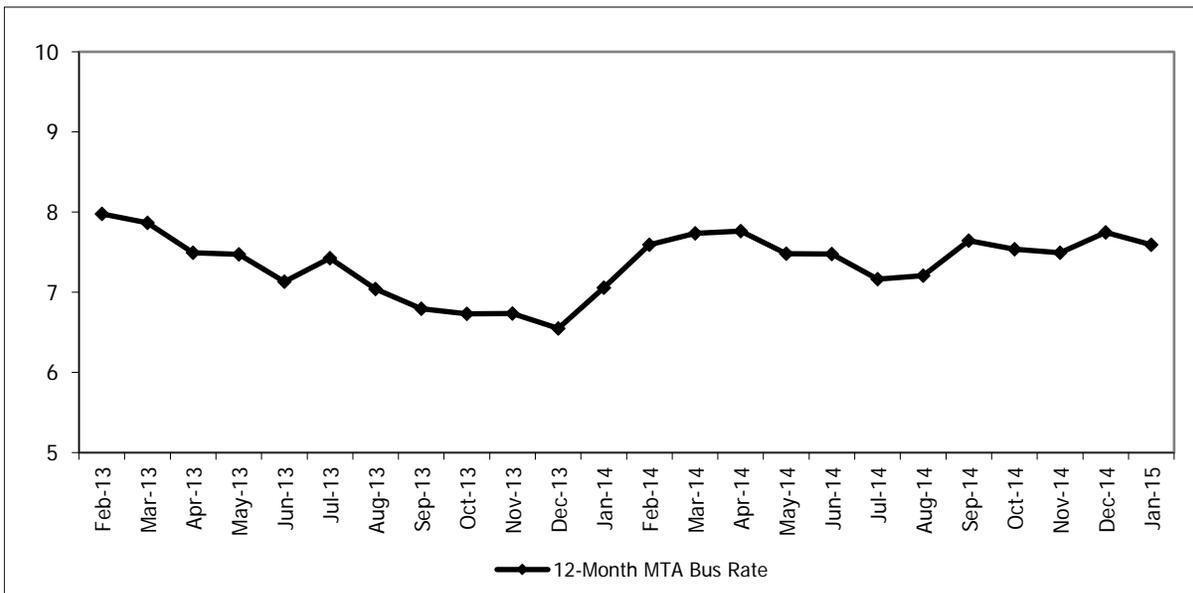
Jan 2015: 5.78  
Jan 2014: 4.77

**12-Month Average**

Feb 14 – Jan 15: 5.82  
Feb 13 – Jan 14: 5.41

**Annual Results**

2015 Goal: 5.49  
2014 Actual: 5.74



**Monthly Results**

Jan 2015: 8.80  
Jan 2014: 10.74

**12-Month Average**

Feb 14 – Jan 15: 7.59  
Feb 13 – Jan 14: 7.06

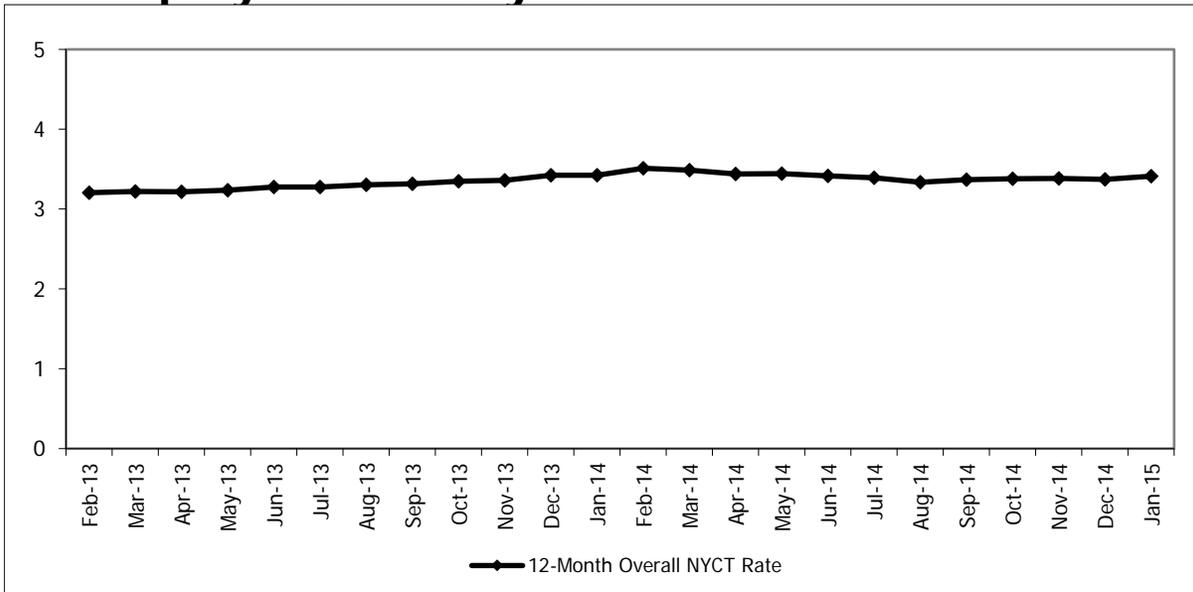
**Annual Results**

2015 Goal: 7.36  
2014 Actual: 7.75

**Definitions**

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

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



**Monthly Results**

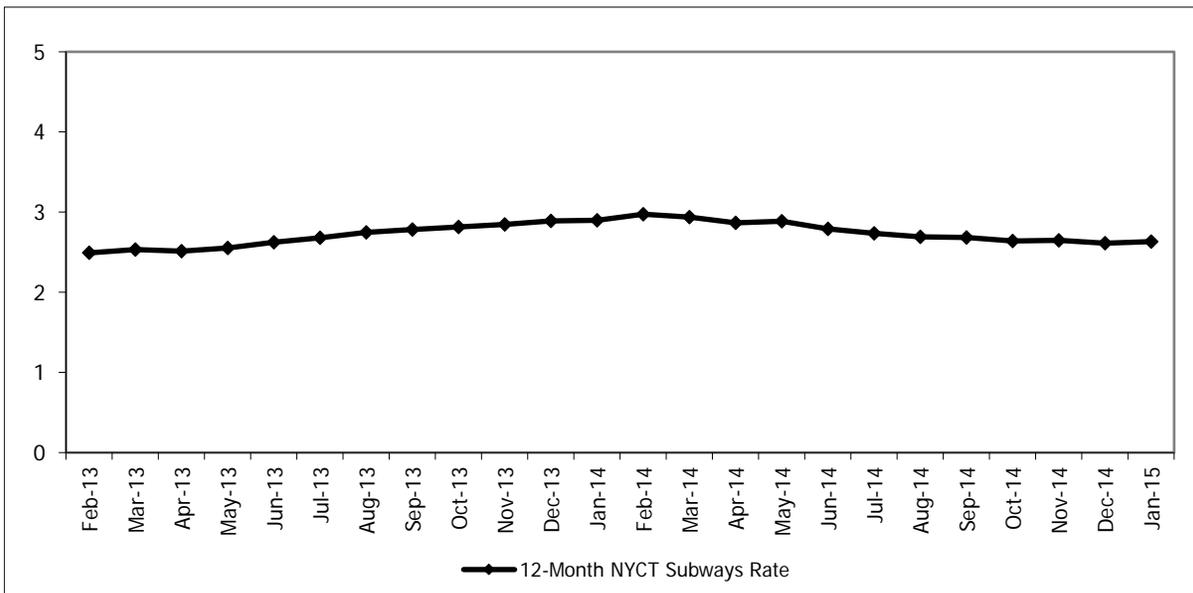
Jan 2015: 3.89  
Jan 2014: 3.38

**12-Month Average**

Feb 14 – Jan 15: 3.41  
Feb 13 – Jan 14: 3.43

**Annual Results**

2015 Goal: 3.20  
2014 Actual: 3.37



**Monthly Results**

Jan 2015: 3.39  
Jan 2014: 3.15

**12-Month Average**

Feb 14 – Jan 15: 2.63  
Feb 13 – Jan 14: 2.90

**Annual Results**

2015 Goal: 2.47  
2014 Actual: 2.61

**Definitions**

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

**Chart 12**



**CRIME STATISTICS FEBRUARY**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	25	39	-14	-35.9%
FELASSAULT	20	12	8	66.7%
BURGLARY	0	0	0	0.0%
GRLARCENY	118	118	0	0.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>163</u></b>	<b><u>169</u></b>	<b><u>-6</u></b>	<b><u>-3.6%</u></b>

*During February the daily Robbery average decreased from 1.4 to 0.9*

*During February the daily Major Felony average decreased from 6 to 5.8*

**CRIME STATISTICS JANUARY THRU FEBRUARY**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
MURDER	0	0	0	0.0%
RAPE	0	3	-3	-100.0%
ROBBERY	68	88	-20	-22.7%
FELASSAULT	31	26	5	19.2%
BURGLARY	0	4	-4	-100.0%
GRLARCENY	209	270	-61	-22.6%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>308</u></b>	<b><u>391</u></b>	<b><u>-83</u></b>	<b><u>-21.2%</u></b>

*Year to date, the daily Robbery average decreased from 1.5 to 1.2*

*Year to date, the daily Major Felony average decreased from 6.6 to 5.2*

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



Police Department  
City of New York

**REPORT**

**FEBRUARY ACTIVITY**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	3955	4440	-485	-10.9%
TosArrest	2038	2506	-468	-18.7%
Summ	5844	7552	-1708	-22.6%

**JANUARY - FEBRUARY ACTIVITY**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	7502	8894	-1392	-15.7%
TosArrest	3945	4860	-915	-18.8%
Summ	11049	14581	-3532	-24.2%

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



Police Department  
City of New York

## REPORT

	<i>JANUARY-FEBRUARY</i>																		
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
<i>Murder</i>	0	0	2	0	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0
<i>Rape</i>	1	1	0	1	1	0	1	0	1	1	0	2	0	0	0	1	1	3	0
<i>Robbery</i>	404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	174	97	88	68
<i>Assault</i>	65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	26	29	26	31
<i>Burglary</i>	9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0	2	4	0
<i>GL</i>	486	405	333	356	355	329	257	296	324	182	193	223	213	176	201	286	284	270	209
<i>TOTAL MAJOR FELONIES</i>	<i>965</i>	<i>802</i>	<i>666</i>	<i>651</i>	<i>611</i>	<i>575</i>	<i>485</i>	<i>511</i>	<i>579</i>	<i>380</i>	<i>358</i>	<i>384</i>	<i>370</i>	<i>335</i>	<i>355</i>	<i>487</i>	<i>413</i>	<i>391</i>	<i>308</i>
<i>Major Fel Per Day</i>	<i>16.36</i>	<i>13.59</i>	<i>11.29</i>	<i>11.03</i>	<i>10.36</i>	<i>9.75</i>	<i>8.22</i>	<i>8.66</i>	<i>9.81</i>	<i>6.44</i>	<i>6.07</i>	<i>6.51</i>	<i>6.27</i>	<i>5.68</i>	<i>6.02</i>	<i>8.25</i>	<i>7.00</i>	<i>6.63</i>	<i>5.22</i>



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Staten Island Rapid Transit**

**February 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Felony Assault</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>

**Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>300%</b>
<b>Felony Assault</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>100%</b>

## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	January 2015 Results			
	Budget \$	Prel Actual \$	Variance Fav/(Unfav) \$	%
<b>Total Farebox Revenue</b>	<b>336.7</b>	<b>314.4</b>	<b>(22.4)</b>	<b>(6.6)</b>
<b>Nonreimb. Exp. before Dep./OPEB</b>	<b>559.7</b>	<b>558.6</b>	<b>1.1</b>	<b>0.2</b>
<b>Net Cash Deficit*</b>	<b>(252.5)</b>	<b>(279.7)</b>	<b>(27.2)</b>	<b>(10.8)</b>

\*Excludes subsidies and debt service

January 2015 **farebox revenue** was \$314.4 million, \$22.4 million (6.6 percent) below budget. Subway revenue was \$15.6 million (6.1 percent) below budget, bus revenue was \$6.6 million (8.7 percent) below budget, and paratransit revenue was \$0.2 million (15.2 percent) below budget. Accrued fare media liability was equal to the budget. The January 2015 non-student **average fare** of \$1.795 decreased 2.9¢ from January 2014; the subway fare also decreased 2.9¢, the local bus fare decreased 2.5¢, and the express bus fare decreased 2.6¢.

Total **ridership** in January 2015 of 184.1 million was 5.9 percent (11.6 million trips) below budget. Average weekday ridership in January 2015 was 7.0 million, a decrease of 1.0 percent from January 2014. Average weekday ridership for the twelve months ending January 2015 was 7.7 million, an increase of 1.3 percent from the twelve months ending January 2014.

**Nonreimbursable expenses** before depreciation and OPEB in January were less than budget by \$1.1 million (0.2 percent).

Labor expenses were higher than budget by \$2.0 million (0.5 percent), due mainly to:

- Higher payroll costs, due mostly to timing
- Increased overtime expenses, due to maintenance requirements and vacancy coverage
- Underruns in health & welfare/OPEB current expenses, primarily the timing of credits and expenses

Non-labor expenses underran budget by \$3.1 million (2.2 percent), including:

- Lower fuel expenses-mostly pricing
- Paratransit service contract expense underruns-timing and lower completed trips
- Higher professional service contract expenses-mostly timing
- Maintenance contract expenses were unfavorable – primarily maintenance/repair services requirements

The **net cash deficit** exceeded budget by \$27.2 million (10.8 percent), due mostly to the unfavorable timing of health & welfare and Workers' Compensation payments.

## FINANCIAL RESULTS

### Farebox Revenue

January 2015 Farebox Revenue - (\$ in millions)

	January			
	Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent
Subway	255.4	239.8	(15.6)	(6.1%)
NYCT Bus	76.2	69.6	(6.6)	(8.7%)
Paratransit	1.4	1.2	(0.2)	(15.2%)
Subtotal	333.0	310.6	(22.4)	(6.7%)
Fare Media Liability	3.7	3.7	0.0	0.0%
<b>Total - NYCT</b>	<b>336.7</b>	<b>314.4</b>	<b>(22.4)</b>	<b>(6.6%)</b>
MTA Bus Company	16.0	15.1	(0.9)	(5.5%)
<i>Total - Regional Bus</i>	<i>92.2</i>	<i>84.7</i>	<i>(7.5)</i>	<i>(8.1%)</i>

Note: Totals may not add due to rounding.

- January 2015 revenue was affected by severe winter weather that included nearly ten inches of snow and the temporary service suspension from 11:00 pm on Monday, January 26 through the morning of Tuesday, January 27.
- Colder-than-normal temperatures affected revenue throughout the month. Even if January 26 and 27 were excluded, subway revenue would have been 2.6 percent below budget, and bus revenue would have been 4.8 percent below budget.
- Adjusting for the severe weather, Paratransit revenue would have been below budget as various initiatives continue to reduce ridership growth rates below historic rates.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.905	1.876	(0.029)	(1.5%)	1.531	1.514	(0.017)	(1.1%)
Local Bus	1.522	1.497	(0.025)	(1.7%)	1.531	1.514	(0.017)	(1.1%)
Subway & Local Bus	1.808	1.779	(0.028)	(1.6%)	1.531	1.514	(0.017)	(1.1%)
Express Bus	4.992	4.966	(0.026)	(0.5%)	4.993	4.975	(0.018)	(0.4%)
Total	1.824	1.795	(0.029)	(1.6%)	1.813	1.779	(0.035)	(1.9%)

- The average fare decreases were mostly due to a continuing shift of customers from pay-per-ride MetroCards to 7-Day passes (which had the smallest percentage fare increase in March 2013).
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the January average fare of \$1.15 was 24¢ lower than the average fare of \$1.39 in 1996.

## **Other Operating Revenue**

Other operating revenue in January exceeded budget by \$7.1 million (20.3 percent), mostly due to the favorable timing of advertising revenues and higher paratransit Urban Tax revenue (based on commercial property transactions).

## **Nonreimbursable Expenses**

Nonreimbursable expenses before depreciation and OPEB were less than budget by \$1.1 million (0.2 percent). Major variances are reviewed below:

*Labor* expenses exceeded budget by \$2.0 million (0.5 percent). Payroll expenses were higher by \$4.3 million (1.6 percent), due largely to the unfavorable timing of expenses and higher earned employee separation payments. Overtime expenses were also above budget by \$4.3 million (12.4 percent), due mainly to track/signals maintenance requirements and vacancy/absentee coverage. Other fringe benefits were unfavorable by \$1.7 million (6.1 percent), caused mainly by higher FICA expenses and unfavorable direct overhead credits, driven by underruns in reimbursable payroll expenses. Reimbursable overhead credits were unfavorable by \$0.5 million (3.5 percent), which was also due to reimbursable payroll expense underruns. The above negative results were offset in part by underruns of \$8.5 million (9.2 percent) in health & welfare/OPEB current expenses, due primarily to the favorable timing of credits and expenses.

*Non-labor* expenses were below budget by \$3.1 million (2.2 percent). These results included the following:

- Fuel expenses underran by \$5.2 million (34.9 percent), resulting primarily from lower prices.
- Paratransit service contract expenses were less than budget by \$1.7 million (5.3 percent), due to the favorable timing of expenses and lower completed trips.
- Electric power expenses were below budget by \$0.9 million (3.6 percent), due mainly to lower consumption and the favorable timing of expenses, partly offset by higher prices.
- Other business expenses were favorable by \$0.7 million (10.9 percent), primarily caused by the favorable timing of expenses.
- Professional service contract expenses were higher than budget by \$2.8 million (28.4 percent), mostly from the unfavorable timing of Information Technology-related hardware and data communications costs, partly offset by the favorable timing of bond service expenses.

- Maintenance contract expenses were unfavorable by \$1.7 million (13.1 percent), due mainly to additional maintenance & repair services requirements, partly offset by the favorable timing of accrual adjustments relating to uniform and equipment rental expenses.
- Materials and supplies expenses exceeded budget by \$0.8 million (3.1 percent), largely the result of unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements and increased scrap sales.
- Insurance expenses were higher by \$0.2 million (3.7 percent), due mainly to the unfavorable timing of interagency payments.

Depreciation expenses were above budget by \$1.3 million (1.0 percent), due to the unfavorable timing of assets reaching beneficial use.

### **Net Cash Deficit**

The January net cash deficit exceeded budget by \$27.2 million (10.8 percent), due mostly to the unfavorable timing of health & welfare and Workers' Compensation payments.

### **Incumbents**

There were 46,214 full-time paid incumbents at the end of January, a decrease of 527 from December 2014 (excluding 115 December temporary paid incumbents). The reduction of 527 included 409 Information Technology consolidation transfers to MTA headquarters.

## RIDERSHIP RESULTS

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

	January			
	Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent
Subway	141.1	133.8	(7.4)	(5.2%)
NYCT Bus	53.8	49.7	(4.1)	(7.6%)
Subtotal	194.9	183.4	(11.5)	(5.9%)
Paratransit	0.8	0.6	(0.1)	(18.2%)
<b>Total - NYCT</b>	<b>195.7</b>	<b>184.1</b>	<b>(11.6)</b>	<b>(5.9%)</b>
MTA Bus Company	10.0	9.5	(0.5)	(5.4%)
<i>Total - Regional Bus</i>	<i>63.8</i>	<i>59.1</i>	<i>(4.6)</i>	<i>(7.3%)</i>

Notes: Totals may not add due to rounding.

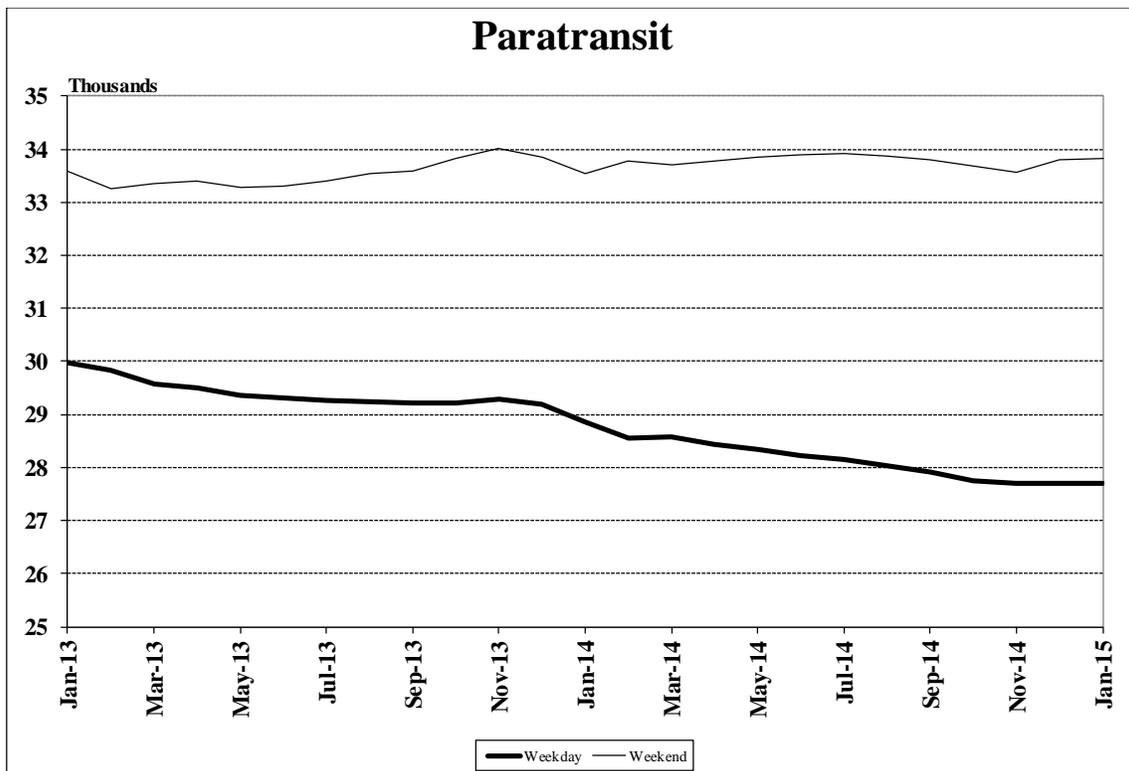
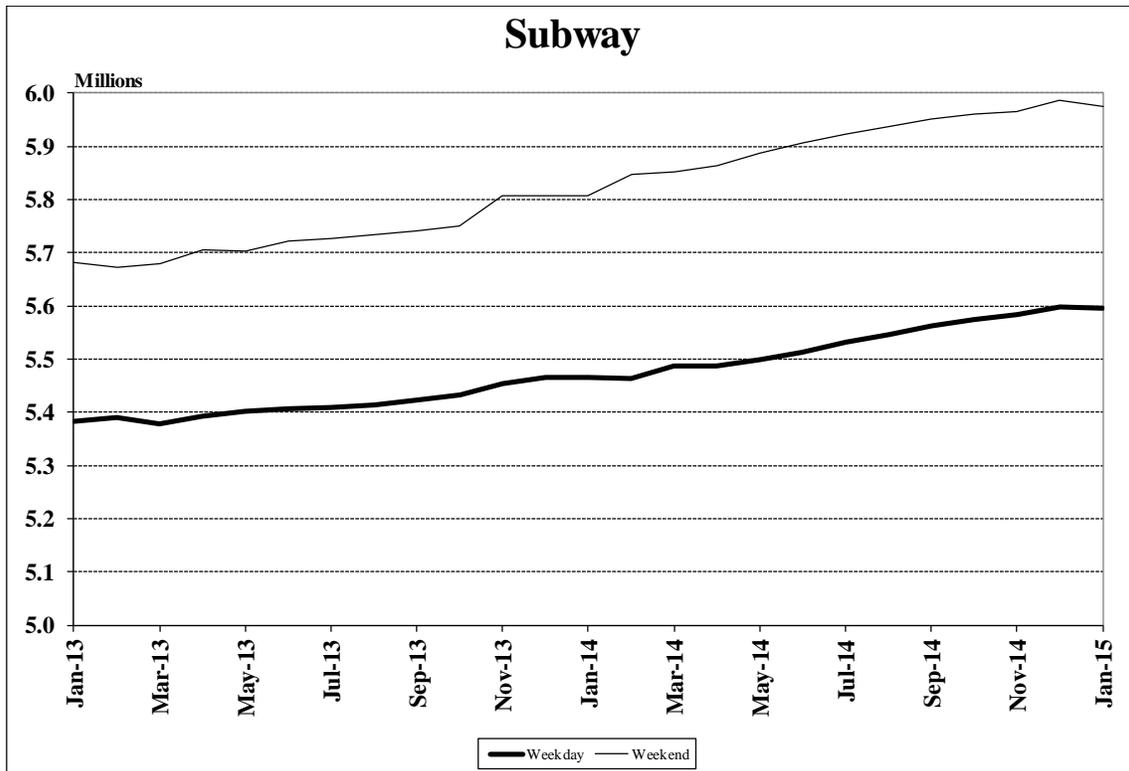
- The severe weather in January 2015, including the snow storm and service suspension on January 26 and 27, reduced subway and bus ridership by an estimated 7.3 million non-student riders. In addition, the storm-related closing of schools on January 27 resulted in the loss of approximately 0.5 million student trips.
- Paratransit ridership was affected by the severe weather as well as by various initiatives that have reduced the growth rate below historic rates.

January Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,159	5,111	-49	-0.9%	5,305	5,248	-57	-1.1%
NYCT Local Bus	1,884	1,862	-21	-1.1%	1,999	1,972	-26	-1.3%
NYCT Express Bus	39	38	-1	-3.7%	11	11	-0	-0.6%
Paratransit	25	24	-0	-1.2%	28	29	+1	+3.2%
<b>TOTAL - NYCT</b>	<b>7,107</b>	<b>7,035</b>	<b>-71</b>	<b>-1.0%</b>	<b>7,343</b>	<b>7,260</b>	<b>-83</b>	<b>-1.1%</b>
MTABC Local Bus	332	341	+9	+2.6%	331	335	+4	+1.3%
MTABC Express Bus	29	28	-1	-2.2%	10	10	-0	-1.2%
Total - MTA Bus	361	369	+8	+2.2%	341	345	+4	+1.2%
<i>Total - Regional Bus</i>	<i>2,284</i>	<i>2,270</i>	<i>-15</i>	<i>-0.6%</i>	<i>2,351</i>	<i>2,328</i>	<i>-22</i>	<i>-1.0%</i>
<b>12-Month</b>								
<b>Rolling Average</b>								
Subway	5,465	5,595	+130	+2.4%	5,807	5,974	+167	+2.9%
Local Bus	2,107	2,080	-27	-1.3%	2,297	2,312	+14	+0.6%
Express Bus	42	42	-0	-0.8%	12	12	+0	+3.6%
Paratransit	29	28	-1	-4.0%	34	34	+0	+0.8%
<b>TOTAL - NYCT</b>	<b>7,643</b>	<b>7,745</b>	<b>+102</b>	<b>+1.3%</b>	<b>8,150</b>	<b>8,332</b>	<b>+182</b>	<b>+2.2%</b>
MTABC Local Bus	372	376	+5	+1.2%	378	391	+13	+3.5%
MTABC Express Bus	32	32	-1	-2.2%	13	13	-0	-1.3%
Total - MTA Bus	404	408	+4	+0.9%	391	404	+13	+3.3%
<i>Total - Regional Bus</i>	<i>2,554</i>	<i>2,530</i>	<i>-24</i>	<i>-0.9%</i>	<i>2,700</i>	<i>2,728</i>	<i>28</i>	<i>+1.0%</i>

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

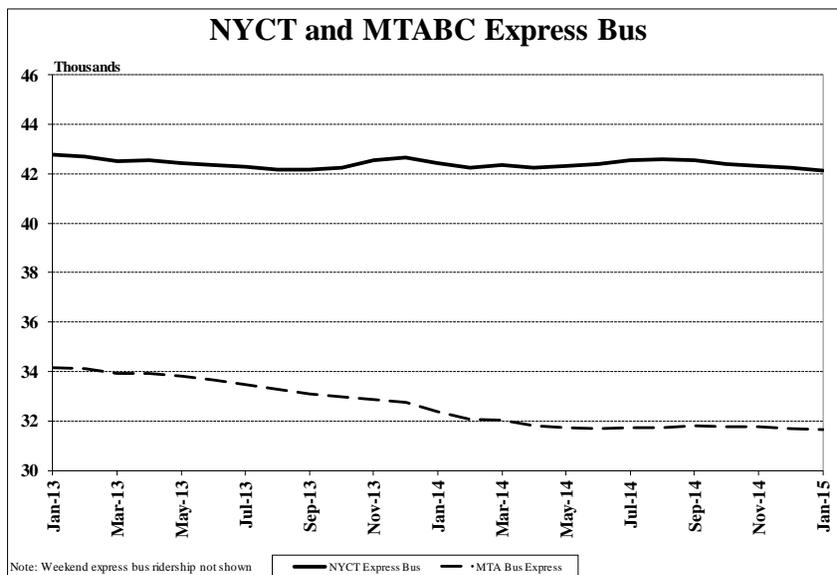
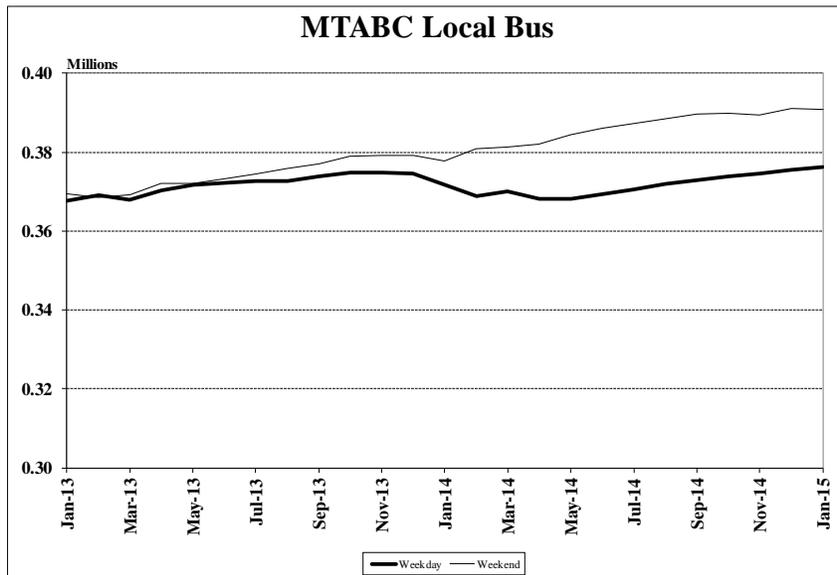
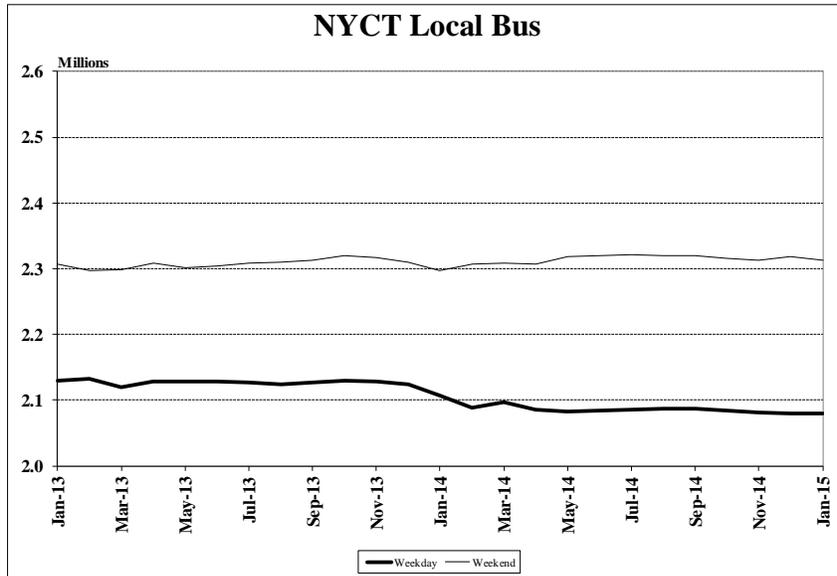
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From January 2014 to January 2015, weekday ridership decreased on all services except MTA local buses (up 2.6 percent) and the Long Island Rail Road (up 2.2 percent). The largest decreases were on NYCT Express Bus (down 3.7 percent) and Staten Island Railway (down 3.0 percent). Despite more weekend precipitation and snowfall in January 2015 compared to January 2014, weekend ridership increased on more than half of the area services in January 2015.

Bridges and Tunnels traffic increased on both weekdays and weekends.

<b>Ridership on Transit Services in the New York Area</b>				
<b>(thousands)</b>				
<b>Transit Service</b>	<b>Jan-14</b>	<b>Preliminary Jan-15</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
NYCT Subway	5,159	5,111	-0.9%	+2.4%
NYCT Local Bus	1,884	1,862	-1.1%	-1.3%
NYCT Express Bus	39	38	-3.7%	-0.8%
NYCT Paratransit	25	24	-1.2%	-4.0%
Staten Island Railway	15	15	-3.0%	+2.6%
MTA Local Bus	332	341	+2.6%	+1.2%
MTA Express Bus	29	28	-2.2%	-2.2%
Long Island Rail Road	277	283	+2.2%	+3.0%
Metro-North Railroad	263	259	-1.5%	+1.4%
Staten Island Ferry	52	51	-0.6%	+6.3%
PATH	231	228	-1.7%	+1.6%
<u>Average Weekend</u>				
NYCT Subway	5,305	5,248	-1.1%	+2.9%
NYCT Local Bus	1,999	1,972	-1.3%	+0.6%
NYCT Express Bus	11	11	-0.6%	+3.6%
NYCT Paratransit	28	29	+3.2%	+0.8%
Staten Island Railway	6	6	+0.5%	+12.4%
MTA Local Bus	331	335	+1.3%	+3.5%
MTA Express Bus	10	10	-1.2%	-1.3%
Long Island Rail Road	162	168	+3.7%	+5.1%
Metro-North Railroad	180	184	+1.8%	+2.4%
Staten Island Ferry	48	51	+5.3%	+6.4%
PATH	164	155	-5.8%	-6.5%

<b>MTA Bridges and Tunnels</b>				
<b>(thousands)</b>				
Average Weekday	701	710	+1.3%	+0.9%
Average Weekend	1,189	1,225	+3.0%	+2.5%

Note: Percentages are based on unrounded data. Staten Island Ferry rolling average based on Apr-Jan for each year.

## **Economy**

From January 2014 to January 2015, New York City employment increased 2.9 percent (115,600 jobs). Private sector employment increased 3.3 percent (112,300 jobs) and government employment increased 0.6 percent (3,300 jobs). The sub-sector with the largest absolute and percentage increase was educational/health services (up 40,800 jobs or 4.9 percent). The only private sub-sector with a decrease was manufacturing (down 1,600 jobs or 2.1 percent).

Employment data for 2014 was recently re-benchmarked by the New York State Department of Labor, resulting in a 3.0 percent increase in 2014, compared to the previously reported 2.2 percent increase. The April 2015 report will include an updated analysis of employment trends compared to ridership.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$255.351	\$239.793	(\$15.558)	(6.1)	\$0.000	\$0.000	\$0.000	-	\$255.351	\$239.793	(\$15.558)	(6.1)
Bus	76.234	69.630	(6.604)	(8.7)	0.000	0.000	0.000	-	76.234	69.630	(6.604)	(8.7)
Paratransit	1.420	1.204	(0.216)	(15.2)	0.000	0.000	0.000	-	1.420	1.204	(0.216)	(15.2)
Fare Media Liability	3.731	3.731	0.000	0.0	0.000	0.000	0.000	-	3.731	3.731	0.000	0.0
Total Farebox Revenue	336.736	314.358	(22.378)	(6.6)	0.000	0.000	0.000	-	336.736	314.358	(22.378)	(6.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.163	7.163	0.000	0.0	0.000	0.000	0.000	-	7.163	7.163	0.000	0.0
Paratransit Reimbursement	15.206	17.205	1.999	13.1	0.000	0.000	0.000	-	15.206	17.205	1.999	13.1
Other	12.717	17.840	5.123	40.3	0.000	0.000	0.000	-	12.717	17.840	5.123	40.3
Total Other Operating Revenue	35.086	42.208	7.122	20.3	0.000	0.000	0.000	-	35.086	42.208	7.122	20.3
Capital and Other Reimbursements	0.000	0.000	0.000	-	74.045	71.896	(2.149)	(2.9)	74.045	71.896	(2.149)	(2.9)
<b>Total Revenue</b>	<b>\$371.822</b>	<b>\$356.566</b>	<b>(\$15.256)</b>	<b>(4.1)</b>	<b>\$74.045</b>	<b>\$71.896</b>	<b>(\$2.149)</b>	<b>(2.9)</b>	<b>\$445.867</b>	<b>\$428.462</b>	<b>(\$17.405)</b>	<b>(3.9)</b>
<b>Expenses</b>												
Labor:												
Payroll	261.880	266.169	(4.289)	(1.6)	32.151	28.799	3.352	10.4	294.031	294.968	(0.937)	(0.3)
Overtime	34.391	38.655	(4.264)	(12.4)	5.603	7.544	(1.941)	(34.6)	39.994	46.199	(6.205)	(15.5)
Total Salaries & Wages	296.271	304.824	(8.553)	(2.9)	37.754	36.343	1.411	3.7	334.025	341.167	(7.142)	(2.1)
Health and Welfare	61.655	56.996	4.659	7.6	1.686	1.882	(0.196)	(11.6)	63.341	58.878	4.463	7.0
OPEB Current Payment	30.368	26.504	3.864	12.7	0.719	0.630	0.089	12.4	31.087	27.134	3.953	12.7
Pensions	17.983	17.697	0.286	1.6	0.355	0.528	(0.173)	(48.7)	18.338	18.225	0.113	0.6
Other Fringe Benefits	27.542	29.223	(1.681)	(6.1)	10.701	10.024	0.677	6.3	38.243	39.247	(1.004)	(2.6)
Total Fringe Benefits	137.548	130.420	7.128	5.2	13.461	13.064	0.397	2.9	151.009	143.484	7.525	5.0
Reimbursable Overhead	(15.724)	(15.180)	(0.544)	(3.5)	15.724	15.180	0.544	3.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$418.095</b>	<b>\$420.064</b>	<b>(\$1.969)</b>	<b>(0.5)</b>	<b>\$66.939</b>	<b>\$64.587</b>	<b>\$2.352</b>	<b>3.5</b>	<b>\$485.034</b>	<b>\$484.651</b>	<b>\$0.383</b>	<b>0.1</b>
Non-Labor:												
Electric Power	26.455	25.513	0.942	3.6	0.021	0.028	(0.007)	(33.3)	26.476	25.541	0.935	3.5
Fuel	14.955	9.739	5.216	34.9	0.002	0.002	0.000	0.0	14.957	9.741	5.216	34.9
Insurance	5.880	6.096	(0.216)	(3.7)	0.000	0.000	0.000	-	5.880	6.096	(0.216)	(3.7)
Claims	8.919	8.919	0.000	0.0	0.000	0.000	0.000	-	8.919	8.919	0.000	0.0
Paratransit Service Contracts	32.053	30.353	1.700	5.3	0.000	0.000	0.000	-	32.053	30.353	1.700	5.3
Mtce. and Other Operating Contracts	12.841	14.521	(1.680)	(13.1)	2.125	1.263	0.862	40.6	14.966	15.784	(0.818)	(5.5)
Professional Service Contracts	9.895	12.704	(2.809)	(28.4)	0.436	0.919	(0.483)	(110.8)	10.331	13.623	(3.292)	(31.9)
Materials & Supplies	24.327	25.086	(0.759)	(3.1)	4.202	4.872	(0.670)	(15.9)	28.529	29.958	(1.429)	(5.0)
Other Business Expenses	6.318	5.628	0.690	10.9	0.320	0.225	0.095	29.7	6.638	5.853	0.785	11.8
<b>Total Non-Labor Expenses</b>	<b>\$141.643</b>	<b>\$138.559</b>	<b>\$3.084</b>	<b>2.2</b>	<b>\$7.106</b>	<b>\$7.309</b>	<b>(\$0.203)</b>	<b>(2.9)</b>	<b>\$148.749</b>	<b>\$145.868</b>	<b>\$2.881</b>	<b>1.9</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$559.738</b>	<b>\$558.623</b>	<b>\$1.115</b>	<b>0.2</b>	<b>\$74.045</b>	<b>\$71.896</b>	<b>\$2.149</b>	<b>2.9</b>	<b>\$633.783</b>	<b>\$630.519</b>	<b>\$3.264</b>	<b>0.5</b>
Depreciation	125.168	126.477	(1.309)	(1.0)	0.000	0.000	0.000	-	125.168	126.477	(1.309)	(1.0)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$684.906</b>	<b>\$685.100</b>	<b>(\$0.194)</b>	<b>(0.0)</b>	<b>\$74.045</b>	<b>\$71.896</b>	<b>\$2.149</b>	<b>2.9</b>	<b>\$758.951</b>	<b>\$756.996</b>	<b>\$1.955</b>	<b>0.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$313.084)</b>	<b>(\$328.534)</b>	<b>(\$15.450)</b>	<b>(4.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$313.084)</b>	<b>(\$328.534)</b>	<b>(\$15.450)</b>	<b>(4.9)</b>

NOTE: Totals may not add due to rounding.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$255.351	\$239.793	(\$15.558)	(6.1)	\$0.000	\$0.000	\$0.000	-	\$255.351	\$239.793	(\$15.558)	(6.1)
Bus	76.234	69.630	(6.604)	(8.7)	0.000	0.000	0.000	-	76.234	69.630	(6.604)	(8.7)
Paratransit	1.420	1.204	(0.216)	(15.2)	0.000	0.000	0.000	-	1.420	1.204	(0.216)	(15.2)
Fare Media Liability	3.731	3.731	0.000	0.0	0.000	0.000	0.000	-	3.731	3.731	0.000	0.0
Total Farebox Revenue	336.736	314.358	(22.378)	(6.6)	0.000	0.000	0.000	-	336.736	314.358	(22.378)	(6.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.163	7.163	0.000	0.0	0.000	0.000	0.000	-	7.163	7.163	0.000	0.0
Paratransit Reimbursement	15.206	17.205	1.999	13.1	0.000	0.000	0.000	-	15.206	17.205	1.999	13.1
Other	12.717	17.840	5.123	40.3	0.000	0.000	0.000	-	12.717	17.840	5.123	40.3
Total Other Operating Revenue	35.086	42.208	7.122	20.3	0.000	0.000	0.000	-	35.086	42.208	7.122	20.3
Capital and Other Reimbursements	0.000	0.000	0.000	-	74.045	71.896	(2.149)	(2.9)	74.045	71.896	(2.149)	(2.9)
<b>Total Revenue</b>	<b>\$371.822</b>	<b>\$356.566</b>	<b>(\$15.256)</b>	<b>(4.1)</b>	<b>\$74.045</b>	<b>\$71.896</b>	<b>(\$2.149)</b>	<b>(2.9)</b>	<b>\$445.867</b>	<b>\$428.462</b>	<b>(\$17.405)</b>	<b>(3.9)</b>
<b>Expenses</b>												
Labor:												
Payroll	261.880	266.169	(4.289)	(1.6)	32.151	28.799	3.352	10.4	294.031	294.968	(0.937)	(0.3)
Overtime	34.391	38.655	(4.264)	(12.4)	5.603	7.544	(1.941)	(34.6)	39.994	46.199	(6.205)	(15.5)
Total Salaries & Wages	296.271	304.824	(8.553)	(2.9)	37.754	36.343	1.411	3.7	334.025	341.167	(7.142)	(2.1)
Health and Welfare	61.655	56.996	4.659	7.6	1.686	1.882	(0.196)	(11.6)	63.341	58.878	4.463	7.0
OPEB Current Payment	30.368	26.504	3.864	12.7	0.719	0.630	0.089	12.4	31.087	27.134	3.953	12.7
Pensions	17.983	17.697	0.286	1.6	0.355	0.528	(0.173)	(48.7)	18.338	18.225	0.113	0.6
Other Fringe Benefits	27.542	29.223	(1.681)	(6.1)	10.701	10.024	0.677	6.3	38.243	39.247	(1.004)	(2.6)
Total Fringe Benefits	137.548	130.420	7.128	5.2	13.461	13.064	0.397	2.9	151.009	143.484	7.525	5.0
Reimbursable Overhead	(15.724)	(15.180)	(0.544)	(3.5)	15.724	15.180	0.544	3.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$418.095</b>	<b>\$420.064</b>	<b>(\$1.969)</b>	<b>(0.5)</b>	<b>\$66.939</b>	<b>\$64.587</b>	<b>\$2.352</b>	<b>3.5</b>	<b>\$485.034</b>	<b>\$484.651</b>	<b>\$0.383</b>	<b>0.1</b>
Non-Labor:												
Electric Power	26.455	25.513	0.942	3.6	0.021	0.028	(0.007)	(33.3)	26.476	25.541	0.935	3.5
Fuel	14.955	9.739	5.216	34.9	0.002	0.002	0.000	0.0	14.957	9.741	5.216	34.9
Insurance	5.880	6.096	(0.216)	(3.7)	0.000	0.000	0.000	-	5.880	6.096	(0.216)	(3.7)
Claims	8.919	8.919	0.000	0.0	0.000	0.000	0.000	-	8.919	8.919	0.000	0.0
Paratransit Service Contracts	32.053	30.353	1.700	5.3	0.000	0.000	0.000	-	32.053	30.353	1.700	5.3
Mtce. and Other Operating Contracts	12.841	14.521	(1.680)	(13.1)	2.125	1.263	0.862	40.6	14.966	15.784	(0.818)	(5.5)
Professional Service Contracts	9.895	12.704	(2.809)	(28.4)	0.436	0.919	(0.483)	(110.8)	10.331	13.623	(3.292)	(31.9)
Materials & Supplies	24.327	25.086	(0.759)	(3.1)	4.202	4.872	(0.670)	(15.9)	28.529	29.958	(1.429)	(5.0)
Other Business Expenses	6.318	5.628	0.690	10.9	0.320	0.225	0.095	29.7	6.638	5.853	0.785	11.8
<b>Total Non-Labor Expenses</b>	<b>\$141.643</b>	<b>\$138.559</b>	<b>\$3.084</b>	<b>2.2</b>	<b>\$7.106</b>	<b>\$7.309</b>	<b>(\$0.203)</b>	<b>(2.9)</b>	<b>\$148.749</b>	<b>\$145.868</b>	<b>\$2.881</b>	<b>1.9</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$559.738</b>	<b>\$558.623</b>	<b>\$1.115</b>	<b>0.2</b>	<b>\$74.045</b>	<b>\$71.896</b>	<b>\$2.149</b>	<b>2.9</b>	<b>\$633.783</b>	<b>\$630.519</b>	<b>\$3.264</b>	<b>0.5</b>
Depreciation	125.168	126.477	(1.309)	(1.0)	0.000	0.000	0.000	-	125.168	126.477	(1.309)	(1.0)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$684.906</b>	<b>\$685.100</b>	<b>(\$0.194)</b>	<b>(0.0)</b>	<b>\$74.045</b>	<b>\$71.896</b>	<b>\$2.149</b>	<b>2.9</b>	<b>\$758.951</b>	<b>\$756.996</b>	<b>\$1.955</b>	<b>0.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$313.084)</b>	<b>(\$328.534)</b>	<b>(\$15.450)</b>	<b>(4.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$313.084)</b>	<b>(\$328.534)</b>	<b>(\$15.450)</b>	<b>(4.9)</b>

NOTE: Totals may not add due to rounding.

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

<b>Generic Revenue or Expense Category</b>	Nonreimb or Reimb	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
							<b>Same as Month Variances</b>
Farebox Revenue	NR	(22.4)	(6.6)	Primarily due to the impact of adverse weather affecting ridership			
Other Operating Revenue	NR	7.1	20.3	Mostly the favorable timing of advertising revenues and higher paratransit Urban Tax revenues			
Payroll	NR	(4.3)	(1.6)	Due largely to the unfavorable timing of expenses and higher earned employee separation payments			
Overtime	NR	(4.3)	(12.4)	Mainly due to track/signals maintenance requirements and vacancy/absentee coverage			
Health & Welfare (including OPEB current payment)	NR	8.5	9.2	Largely the favorable timing of credits and expenses			
Other Fringe Benefits	NR	(1.7)	(6.1)	Due mainly to higher FICA expenses and unfavorable direct overhead credits, driven by underruns in reimbursable payroll expenses			
Reimbursable Overhead	NR	(0.5)	(3.5)	Primarily unfavorable overhead credits, resulting from reimbursable payroll underruns			
Electric Power	NR	0.9	3.6	Mostly due to lower consumption and the favorable timing of expenses, partly offset by higher prices			
Fuel	NR	5.2	34.9	Primarily lower prices			
Insurance	NR	(0.2)	(3.7)	The unfavorable timing of interagency payments			
Paratransit Service Contracts	NR	1.7	5.3	Mostly due to the favorable timing of expenses and lower completed trips			
Maintenance and Other Operating Contracts	NR	(1.7)	(13.1)	Mainly additional maintenance and repair services requirements, partly offset by the favorable timing of accrual adjustments relating to uniform and equipment rental			

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

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
							<b>Same as Month Variances</b>
Professional Service Contracts	NR	(2.8)	(28.4)	Mostly the unfavorable timing of Information Technology-related hardware and data communications costs, partly offset by the favorable timing of bond service expenses			
Materials and Supplies	NR	(0.8)	(3.1)	Largely unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements and increased scrap sales			
Other Business Expenses	NR	0.7	10.9	Mainly the favorable timing of expenses			
Depreciation	NR	(1.3)	(1.0)	The unfavorable timing of assets reaching beneficial use			
Capital and Other Reimbursement	R	(2.1)	(2.9)	Reimbursement reduction consistent with lower expenses			
Payroll	R	3.4	10.4	Mostly capital construction underruns, caused in part by adverse weather			
Overtime	R	(1.9)	(34.6)	Largely subways track and infrastructure requirements			
Other Fringe Benefits	R	0.7	6.3	Mostly lower direct overhead expenses, due to reimbursable payroll underruns, caused in part by adverse weather			
Maintenance and Other Operating Contracts	R	0.9	40.6	Largely the favorable timing of maintenance services accrual adjustments			
Professional Service Contracts	R	(0.5)	over (100.0)	Mostly the unfavorable timing of information technology hardware expenses			
Materials & Supplies	R	(0.7)	(15.9)	Principally additional non-vehicle maintenance material requirements			

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**CASH RECEIPTS and EXPENDITURES**  
**January 2015**  
**(\$ in millions)**

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$335.251	\$327.194	(\$8.057)	(2.4)	\$335.251	\$327.194	(\$8.057)	(2.4)
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Reimbursement	3.765	6.284	2.519	66.9	3.765	6.284	2.519	66.9
Other	3.419	2.683	(0.736)	(21.5)	3.419	2.683	(0.736)	(21.5)
Total Other Operating Revenue	7.184	8.967	1.783	24.8	7.184	8.967	1.783	24.8
Capital and Other Reimbursements	74.045	90.507	16.462	22.2	74.045	90.507	16.462	22.2
<b>Total Receipts</b>	<b>\$416.480</b>	<b>\$426.668</b>	<b>\$10.188</b>	<b>2.4</b>	<b>\$416.480</b>	<b>\$426.668</b>	<b>\$10.188</b>	<b>2.4</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	261.679	268.659	(6.980)	(2.7)	261.679	268.659	(6.980)	(2.7)
Overtime	36.095	39.575	(3.480)	(9.6)	36.095	39.575	(3.480)	(9.6)
Total Salaries & Wages	297.774	308.234	(10.460)	(3.5)	297.774	308.234	(10.460)	(3.5)
Health and Welfare	69.907	85.777	(15.870)	(22.7)	69.907	85.777	(15.870)	(22.7)
OPEB Current Payment	31.087	26.504	4.583	14.7	31.087	26.504	4.583	14.7
Pensions	78.669	75.077	3.592	4.6	78.669	75.077	3.592	4.6
Other Fringe Benefits	32.184	42.185	(10.001)	(31.1)	32.184	42.185	(10.001)	(31.1)
Total Fringe Benefits	211.847	229.543	(17.696)	(8.4)	211.847	229.543	(17.696)	(8.4)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$509.621</b>	<b>\$537.777</b>	<b>(\$28.156)</b>	<b>(5.5)</b>	<b>\$509.621</b>	<b>\$537.777</b>	<b>(\$28.156)</b>	<b>(5.5)</b>
<b>Non-Labor:</b>								
Electric Power	26.476	27.025	(0.549)	(2.1)	26.476	27.025	(0.549)	(2.1)
Fuel	14.957	12.625	2.332	15.6	14.957	12.625	2.332	15.6
Insurance	20.082	20.091	(0.009)	(0.0)	20.082	20.091	(0.009)	(0.0)
Claims	8.033	16.141	(8.108)	(100.9)	8.033	16.141	(8.108)	(100.9)
Paratransit Service Contracts	32.053	30.990	1.063	3.3	32.053	30.990	1.063	3.3
Mtce. and Other Operating Contracts	14.966	14.023	0.943	6.3	14.966	14.023	0.943	6.3
Professional Service Contracts	6.581	11.962	(5.381)	(81.8)	6.581	11.962	(5.381)	(81.8)
Materials & Supplies	29.529	30.153	(0.624)	(2.1)	29.529	30.153	(0.624)	(2.1)
Other Business Expenditures	6.638	5.543	1.095	16.5	6.638	5.543	1.095	16.5
<b>Total Non-Labor Expenditures</b>	<b>\$159.315</b>	<b>\$168.553</b>	<b>(\$9.238)</b>	<b>(5.8)</b>	<b>\$159.315</b>	<b>\$168.553</b>	<b>(\$9.238)</b>	<b>(5.8)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$668.936</b>	<b>\$706.330</b>	<b>(\$37.394)</b>	<b>(5.6)</b>	<b>\$668.936</b>	<b>\$706.330</b>	<b>(\$37.394)</b>	<b>(5.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$252.456)</b>	<b>(\$279.662)</b>	<b>(\$27.206)</b>	<b>(10.8)</b>	<b>(\$252.456)</b>	<b>(\$279.662)</b>	<b>(\$27.206)</b>	<b>(10.8)</b>

NOTE: Totals may not add due to rounding.

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
	<b>Same as Month Variances</b>					
Farebox Receipts	(8.1)	(2.4)	Primarily due to the impact of adverse weather affecting ridership, partly offset by the favorable timing of receipts			
Other Operating Receipts	1.8	24.8	Due mainly to higher paratransit Urban Tax receipts			
Capital and Other Reimbursements	16.5	22.2	Mostly due to the favorable timing of reimbursements			
Salaries & Wages	(10.5)	(3.5)	Mainly the unfavorable timing of payroll expenses and payments			
Health & Welfare (including OPEB current payment)	(11.3)	(11.2)	The unfavorable timing of payments, partly offset by the favorable timing of credits and expenses			
Other Fringe Benefits	(10.0)	(31.1)	Mostly the unfavorable timing of payments			
Fuel	2.3	15.6	Largely due to lower prices, partly offset by the unfavorable timing of payments			
Claims	(8.1)	over (100.0)	Higher payouts of public liability claims than anticipated			
Maintenance Contracts	0.9	6.3	The favorable timing of payments, in part offset by higher expenses			
Professional Service Contracts	(5.4)	(81.8)	The unfavorable timing of expenses and payments			
Other Business Expenses	1.1	16.5	Mainly the favorable timing of expenses			

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1.485)	\$12.836	\$14.321	-	(\$1.485)	\$12.836	\$14.321	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.163)	(7.163)	0.000	0.0	(7.163)	(7.163)	0.000	0.0
Paratransit Reimbursement	(11.441)	(10.921)	0.520	4.5	(11.441)	(10.921)	0.520	4.5
Other	(9.298)	(15.157)	(5.859)	(63.0)	(9.298)	(15.157)	(5.859)	(63.0)
<b>Total Other Operating Revenue</b>	<b>(27.902)</b>	<b>(33.241)</b>	<b>(5.339)</b>	<b>(19.1)</b>	<b>(27.902)</b>	<b>(33.241)</b>	<b>(5.339)</b>	<b>(19.1)</b>
Capital and Other Reimbursements	0.000	18.611	18.611	-	0.000	18.611	18.611	-
<b>Total Receipts</b>	<b>(\$29.387)</b>	<b>(\$1.794)</b>	<b>\$27.593</b>	<b>93.9</b>	<b>(\$29.387)</b>	<b>(\$1.794)</b>	<b>\$27.593</b>	<b>93.9</b>
<b>Expenditures</b>								
Labor:								
Payroll	32.352	26.309	(6.043)	(18.7)	32.352	26.309	(6.043)	(18.7)
Overtime	3.899	6.624	2.725	69.9	3.899	6.624	2.725	69.9
Total Salaries & Wages	36.251	32.933	(3.318)	(9.2)	36.251	32.933	(3.318)	(9.2)
Health and Welfare	(6.566)	(26.899)	(20.333)	(309.7)	(6.566)	(26.899)	(20.333)	(309.7)
OPEB Current Payment	0.000	0.630	0.630	-	0.000	0.630	0.630	-
Pensions	(60.331)	(56.852)	3.479	5.8	(60.331)	(56.852)	3.479	5.8
Other Fringe Benefits	6.059	(2.938)	(8.997)	(148.5)	6.059	(2.938)	(8.997)	(148.5)
Total Fringe Benefits	(60.838)	(86.059)	(25.221)	(41.5)	(60.838)	(86.059)	(25.221)	(41.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$24.587)</b>	<b>(\$53.126)</b>	<b>(\$28.539)</b>	<b>(116.1)</b>	<b>(\$24.587)</b>	<b>(\$53.126)</b>	<b>(\$28.539)</b>	<b>(116.1)</b>
Non-Labor:								
Electric Power	0.000	(1.484)	(1.484)	-	0.000	(1.484)	(1.484)	-
Fuel	0.000	(2.884)	(2.884)	-	0.000	(2.884)	(2.884)	-
Insurance	(14.202)	(13.995)	0.207	1.5	(14.202)	(13.995)	0.207	1.5
Claims	0.886	(7.222)	(8.108)	-	0.886	(7.222)	(8.108)	-
Paratransit Service Contracts	0.000	(0.637)	(0.637)	-	0.000	(0.637)	(0.637)	-
Mtce. and Other Operating Contracts	0.000	1.761	1.761	-	0.000	1.761	1.761	-
Professional Service Contracts	3.750	1.661	(2.089)	(55.7)	3.750	1.661	(2.089)	(55.7)
Materials & Supplies	(1.000)	(0.195)	0.805	80.5	(1.000)	(0.195)	0.805	80.5
Other Business Expenses	0.000	0.310	0.310	-	0.000	0.310	0.310	-
<b>Total Non-Labor Expenditures</b>	<b>(\$10.566)</b>	<b>(\$22.685)</b>	<b>(\$12.119)</b>	<b>(114.7)</b>	<b>(\$10.566)</b>	<b>(\$22.685)</b>	<b>(\$12.119)</b>	<b>(114.7)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$35.153)</b>	<b>(\$75.811)</b>	<b>(\$40.658)</b>	<b>(115.7)</b>	<b>(\$35.153)</b>	<b>(\$75.811)</b>	<b>(\$40.658)</b>	<b>(115.7)</b>
Depreciation	125.168	126.477	1.309	1.0	125.168	126.477	1.309	1.0
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$90.015</b>	<b>\$50.666</b>	<b>(\$39.349)</b>	<b>(43.7)</b>	<b>\$90.015</b>	<b>\$50.666</b>	<b>(\$39.349)</b>	<b>(43.7)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$60.628</b>	<b>\$48.872</b>	<b>(\$11.756)</b>	<b>(19.4)</b>	<b>\$60.628</b>	<b>\$48.872</b>	<b>(\$11.756)</b>	<b>(19.4)</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**January 2015**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b>Administration</b>				
Office of the President	62	62	0	
Law	277	268	9	
Office of the EVP	42	39	3	
Human Resources	227	231	(4)	
Office of Management and Budget	41	36	5	
Capital Planning & Budget	33	30	3	
Corporate Communications	262	259	3	
Non-Departmental	(117)	-	(117)	Vacancy Provision
Labor Relations	97	87	10	
Materiel	283	267	16	
Controller	137	134	3	
<b>Total Administration</b>	<b>1,344</b>	<b>1,413</b>	<b>(69)</b>	
<b>Operations</b>				
Subways Service Delivery	7,647	7,693	(46)	Mainly Excess Train Operators
Subways Operations Support/Admin	359	363	(4)	
Subways Stations	2,630	2,567	63	Mostly Station Agent Vacancies
<b>Sub-total Subways</b>	<b>10,636</b>	<b>10,623</b>	<b>13</b>	
Buses	10,723	10,566	157	Mostly Bus Operator/Dispatcher Vacancies
Paratransit	213	203	10	
Operations Planning	381	392	(11)	
Revenue Control	448	410	38	
<b>Total Operations</b>	<b>22,401</b>	<b>22,194</b>	<b>207</b>	
<b>Maintenance</b>				
Subways Operations Support/Admin	162	175	(13)	
Subways Engineering	342	350	(8)	
Subways Car Equipment	4,330	4,297	33	
Subways Infrastructure	1,475	1,399	76	Mostly Hourly Maintainer Vacancies
Subways Elevators & Escalators	442	414	28	
Subways Stations	3,631	3,576	55	Mostly Hourly Maintainer Vacancies
Subways Track	2,795	2,717	78	Mainly Hourly Track Worker Vacancies
Subways Power	623	575	48	Mostly Hourly Elec. Helper/Maintainer Vacancies
Subways Signals	1,489	1,377	112	Mostly Hourly Signal Helper/Maintainer Vacancies
Subways Electronic Maintenance	1,516	1,426	90	Mainly Hourly Maintainer Vacancies
<b>Sub-total Subways</b>	<b>16,805</b>	<b>16,306</b>	<b>499</b>	
Buses	3,776	3,791	(15)	
Revenue Control	137	137	0	
Supply Logistics	558	565	(7)	
System Safety	91	81	10	
<b>Total Maintenance</b>	<b>21,367</b>	<b>20,880</b>	<b>487</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,319	1,338	(19)	
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,338</b>	<b>(19)</b>	
<b>Public Safety</b>				
Security	642	621	21	
<b>Total Public Safety</b>	<b>642</b>	<b>621</b>	<b>21</b>	
<b>Total Positions</b>	<b>47,073</b>	<b>46,446</b>	<b>627</b>	
Non-Reimbursable	42,321	42,418	(97)	
Reimbursable	4,752	4,028	724	Reimbursable Estimate
Total Full-Time	46,933	46,214	719	
Total Full-Time Equivalents	140	232	(92)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	548	457	91	
Professional, Technical, Clerical	849	930	(81)	
Operational Hourlies	(53)	26	(79)	
<b>Total Administration</b>	<b>1,344</b>	<b>1,413</b>	<b>(69)</b>	
<b>Operations</b>				
Managers/Supervisors	2,547	2,556	(9)	
Professional, Technical, Clerical	482	473	9	
Operational Hourlies	19,372	19,165	207	
<b>Total Operations</b>	<b>22,401</b>	<b>22,194</b>	<b>207</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,918	3,830	88	
Professional, Technical, Clerical	1,015	1,009	6	
Operational Hourlies	16,434	16,041	393	
<b>Total Maintenance</b>	<b>21,367</b>	<b>20,880</b>	<b>487</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	339	332	7	
Professional, Technical, Clerical	978	1,004	(26)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,338</b>	<b>(19)</b>	
<b>Public Safety</b>				
Managers/Supervisors	254	235	19	
Professional, Technical, Clerical	40	34	6	
Operational Hourlies	348	352	(4)	
<b>Total Public Safety</b>	<b>642</b>	<b>621</b>	<b>21</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,606	7,410	196	
Professional, Technical, Clerical	3,364	3,450	(86)	
Operational Hourlies	36,103	35,586	517	
<b>Total Positions</b>	<b>47,073</b>	<b>46,446</b>	<b>627</b>	

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

	January						January Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	344,408	\$10.425	320,231	\$10.142	24,177	\$0.283 2.7%	344,408	\$10.425	320,231	\$10.142	24,177	\$0.283 2.7%
<u>Unscheduled Service</u>	243,432	7.212	386,032	\$8.950	(142,600)	(1.737) (24.1%)	243,432	7.212	376,925	\$8.950	(133,494)	(1.737) (24.1%)
<u>Programmatic/Routine Maintenance</u>	397,471	11.163	598,449	\$14.788	(200,978)	(3.625) (32.5%)	397,471	11.163	598,398	\$14.788	(200,926)	(3.625) (32.5%)
<u>Unscheduled Maintenance</u>	0.000	0.000	0	\$0.000	0.000	0.000 .0%	0.000	0.000	0	\$0.000	0.000	0.000 .0%
<u>Vacancy/Absentee Coverage</u>	39,811	1.264	143,959	\$4.420	(104,148)	(3.156) (249.7%)	39,811	1.264	143,959	\$4.420	(104,148)	(3.156) (249.7%)
<u>Weather Emergencies</u>	89,189	3.346	46,139	\$1.509	43,049	1.838 54.9%	89,189	3.346	46,139	\$1.509	43,049	1.838 54.9%
<u>Safety/Security/Law Enforcement</u>	9,140	0.290	9,383	\$0.298	(243)	(0.008) (2.7%)	9,140	0.290	9,383	\$0.298	(243)	(0.008) (2.7%)
<u>Other</u>	8,240	0.690	(59,693)	(\$1.451)	67,934	2.141 310.1%	8,240	0.690	(59,693)	(\$1.451)	67,934	2.141 310.1%
Subtotal	1,131,690	\$34.391	1,439,309	\$38.655	(312,810)	(\$4.264) (12.4%)	1,131,690	\$34.391	1,439,309	\$38.655	(303,652)	(\$4.264) (12.4%)
<b>REIMBURSABLE OVERTIME</b>	195,242	\$5.603	275,014	\$7.544	(79,772)	(\$1.941) (34.6%)	195,242	\$5.603	275,014	\$7.544	(79,772)	(\$1.941) (34.6%)
<b>TOTAL OVERTIME</b>	<b>1,326,932</b>	<b>\$39.994</b>	<b>1,714,323</b>	<b>\$46.200</b>	<b>(392,583)</b>	<b>(\$6.205)</b> <b>(15.5%)</b>	<b>1,326,932</b>	<b>\$39.994</b>	<b>1,714,323</b>	<b>\$46.200</b>	<b>(383,424)</b>	<b>(\$6.205)</b> <b>(15.5%)</b>

Totals may not add due to rounding

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

\* Exceeds 100%

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

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	24,177	\$0.3 (6.6%)		24,177	\$0.3 (6.6%)	
<u>Unscheduled Service</u>	(142,600)	(\$1.7) 40.7%	Unfavorable variance due to subway service delays and overcrowding.	(133,494)	(\$1.7) 40.7%	Unfavorable variance due to subway service delays and overcrowding.
<u>Programmatic/Routine Maintenance</u>	(200,978)	(\$3.6) 85.0%	Mainly due to track defect backlogs and inspection, testing and maintenance of signal systems. Track inspections utilizing increased technology have resulted in greater number of defects and maintenance requirements.	(200,926)	(\$3.6) 85.0%	Mainly due to track defect backlogs and inspection, testing and maintenance of signal systems. Track inspections utilizing increased technology have resulted in greater number of defects and maintenance requirements.
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	(104,148)	(\$3.2) 74.0%	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and signal maintainers.	(104,148)	(\$3.2) 74.0%	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and signal maintainers.
<u>Weather Emergencies</u>	43,049	\$1.8 (43.1%)	Favorable results for weather, does not include winter storm Juno which will be included in February results.	43,049	\$1.8 (43.1%)	Favorable results for weather, does not include winter storm Juno which will be included in February results.
<u>Safety/Security/Law Enforcement</u>	(243)	(\$0.0) .2%		(243)	(\$0.0) .2%	
<u>Other</u>	67,934	\$2.1 (50.2%)	Favorable results due to timing of expenses.	67,934	\$2.1 (50.2%)	Favorable results due to timing of expenses.
<b>Subtotal</b>	(312,810)	(\$4.3) 68.7%		(303,652)	(\$4.3) 68.7%	
	(79,772)	(\$1.9) 31.3%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(79,772)	(\$1.9) 31.3%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
<b>REIMBURSABLE OVERTIME</b>						
<b>TOTAL OVERTIME</b>	<b>(392,583)</b>	<b>(\$6.2)</b>		<b>(383,424)</b>	<b>(\$6.2)</b>	

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

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

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



## FINANCIAL AND RIDERSHIP REPORT

**January 2015**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.7 million in January, was \$0.1 million (12.2 percent) below the Adopted Budget (budget), due mostly to lower farebox revenue, caused by multiple snowstorms, and student fare reimbursements.

Total **ridership** in January 2015 was 336,736 riders, 12.3 percent (47,303 riders) below budget, also due to multiple snowstorms. January 2015 average weekday ridership was 14,540, 3.0 percent (455 riders) lower than January 2014. Average weekday ridership for the twelve months ending January 2015 was 15,422 riders, 2.6 percent (388 riders) higher than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than budget in January by \$0.1 million (3.5 percent). Labor exceeded budget by \$0.2 million (6.0 percent), largely from higher payroll expenses of \$0.2 million (12.1 percent), resulting mainly from the unfavorable timing delay of Sandy reimbursable Capital Construction work, and increased overtime expenses of \$0.1 million (51.0 percent), caused by adverse weather and maintenance/vacancy coverage requirements. Partly offsetting these unfavorable results was the favorable timing of health & welfare/OPEB current expenses of \$0.3 million (67.5 percent). Non-labor expenses underran budget by \$0.3 million (27.3 percent), due largely to the favorable timing of expenses affecting several accounts.

Depreciation expenses of \$0.7 million were slightly above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded by Staten Island Railway in January as these expenses are only recorded on a quarterly basis.

The **operating cash deficit** (excluding subsidies) was \$1.8 million in January, \$1.1 million (37.5 percent) favorable to budget, due largely to the favorable timing of health & welfare and pension payments, and student fare reimbursements.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.476	0.426	(0.050)	(10.5)	-	-	-	-	0.476	0.426	0.050	(10.5)
Other Operating Revenue	0.272	0.231	(0.041)	(15.1)	-	-	-	-	0.272	0.231	0.041	(15.1)
Capital and Other Reimbursements	-	-	-	-	0.393	0.097	(0.296)	(75.3)	0.393	0.097	0.296	(75.3)
<b>Total Revenue</b>	<b>\$ 0.748</b>	<b>\$ 0.657</b>	<b>\$ (0.091)</b>	<b>(12.2)</b>	<b>\$ 0.393</b>	<b>\$ 0.097</b>	<b>\$ (0.296)</b>	<b>(75.3)</b>	<b>\$ 1.141</b>	<b>\$ 0.754</b>	<b>\$ (0.387)</b>	<b>(33.9)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.503	1.685	(0.182)	(12.1)	0.167	0.038	0.129	77.2	1.670	1.723	(0.053)	(3.2)
Overtime	0.200	0.302	(0.102)	(51.0)	0.025	0.013	0.012	48.0	0.225	0.315	(0.090)	(40.0)
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.703</b>	<b>\$ 1.987</b>	<b>\$ (0.284)</b>	<b>(16.7)</b>	<b>\$ 0.192</b>	<b>\$ 0.051</b>	<b>\$ 0.141</b>	<b>73.4</b>	<b>\$ 1.895</b>	<b>\$ 2.038</b>	<b>\$ (0.143)</b>	<b>(7.5)</b>
Health and Welfare	0.330	0.083	0.247	74.8	0.043	\$ -	0.043	100.0	0.373	0.083	0.290	77.7
OPEB Current Portion	0.110	0.060	0.050	45.5	-	0.002	(0.002)	-	0.110	0.062	0.048	43.6
Pensions	0.493	0.489	0.004	0.8	0.007	\$ -	0.007	100.0	0.500	0.489	0.011	2.2
Other Fringe Benefits	0.158	0.229	(0.071)	(44.9)	0.005	\$ -	0.005	100.0	0.163	0.229	(0.066)	(40.5)
<b>Total Fringe Benefits</b>	<b>\$ 1.091</b>	<b>\$ 0.861</b>	<b>\$ 0.230</b>	<b>21.1</b>	<b>\$ 0.055</b>	<b>\$ 0.002</b>	<b>\$ 0.053</b>	<b>96.4</b>	<b>\$ 1.146</b>	<b>\$ 0.863</b>	<b>\$ 0.283</b>	<b>24.7</b>
Reimbursable Overhead	(0.146)	(0.042)	(0.104)	(71.2)	0.146	0.042	0.104	71.2	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.648</b>	<b>\$ 2.806</b>	<b>\$ (0.158)</b>	<b>(6.0)</b>	<b>\$ 0.393</b>	<b>\$ 0.095</b>	<b>\$ 0.298</b>	<b>75.8</b>	<b>\$ 3.041</b>	<b>\$ 2.901</b>	<b>\$ 0.140</b>	<b>4.6</b>
Non-Labor:												
Electric Power	0.361	0.404	(0.043)	(11.9)	-	0.001	(0.001)	-	0.361	0.405	(0.044)	(12.2)
Fuel	0.045	0.004	0.041	91.1	-	-	-	-	0.045	0.004	0.041	91.1
Insurance	0.133	0.106	0.027	20.3	-	-	-	-	0.133	0.106	0.027	20.3
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.096	0.141	59.5	-	-	-	-	0.237	0.096	0.141	59.5
Professional Service Contracts	0.066	(0.005)	0.071	107.6	-	0.001	(0.001)	-	0.066	(0.004)	0.070	106.1
Materials & Supplies	0.200	0.148	0.052	26.0	-	-	-	-	0.200	0.148	0.052	26.0
Other Business Expenses	0.002	0.009	(0.007)	(350.0)	-	-	-	-	0.002	0.009	(0.007)	(350.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 1.051</b>	<b>\$ 0.764</b>	<b>\$ 0.287</b>	<b>27.3</b>	<b>\$ -</b>	<b>\$ 0.002</b>	<b>\$ (0.002)</b>	<b>-</b>	<b>\$ 1.051</b>	<b>\$ 0.766</b>	<b>\$ 0.285</b>	<b>27.1</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.699</b>	<b>\$ 3.570</b>	<b>\$ 0.129</b>	<b>3.5</b>	<b>\$ 0.393</b>	<b>\$ 0.097</b>	<b>\$ 0.296</b>	<b>75.3</b>	<b>\$ 4.092</b>	<b>\$ 3.667</b>	<b>\$ 0.425</b>	<b>10.4</b>
Depreciation	0.692	0.720	(0.028)	(4.0)	-	-	-	-	0.692	0.720	(0.028)	(4.0)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 4.391</b>	<b>\$ 4.290</b>	<b>\$ 0.101</b>	<b>2.3</b>	<b>\$ 0.393</b>	<b>\$ 0.097</b>	<b>\$ 0.296</b>	<b>75.3</b>	<b>\$ 4.784</b>	<b>\$ 4.387</b>	<b>\$ 0.397</b>	<b>8.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.643)</b>	<b>\$ (3.633)</b>	<b>\$ 0.010</b>	<b>0.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.643)</b>	<b>\$ (3.633)</b>	<b>\$ 0.010</b>	<b>0.3</b>

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.476	0.426	(0.050)	(10.5)	-	-	-	-	0.476	0.426	0.050	(10.5)
Other Operating Revenue	0.272	0.231	(0.041)	(15.1)	-	-	-	-	0.272	0.231	0.041	(15.1)
Capital and Other Reimbursements	-	-	-	-	0.393	0.097	(0.296)	(75.3)	0.393	0.097	0.296	(75.3)
<b>Total Revenue</b>	<b>\$ 0.748</b>	<b>\$ 0.657</b>	<b>\$ (0.091)</b>	<b>(12.2)</b>	<b>\$ 0.393</b>	<b>\$ 0.097</b>	<b>\$ (0.296)</b>	<b>(75.3)</b>	<b>\$ 1.141</b>	<b>\$ 0.754</b>	<b>\$ (0.387)</b>	<b>(33.9)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.503	1.685	(0.182)	(12.1)	0.167	0.038	0.129	77.2	1.670	1.723	(0.053)	(3.2)
Overtime	0.200	0.302	(0.102)	(51.0)	0.025	0.013	0.012	48.0	0.225	0.315	(0.090)	(40.0)
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.703</b>	<b>\$ 1.987</b>	<b>\$ (0.284)</b>	<b>(16.7)</b>	<b>\$ 0.192</b>	<b>\$ 0.051</b>	<b>\$ 0.141</b>	<b>73.4</b>	<b>\$ 1.895</b>	<b>\$ 2.038</b>	<b>\$ (0.143)</b>	<b>(7.5)</b>
Health and Welfare	0.330	0.083	0.247	74.8	0.043	\$ -	0.043	100.0	0.373	0.083	0.290	77.7
OPEB Current Portion	0.110	0.060	0.050	45.5	-	0.002	(0.002)	-	0.110	0.062	0.048	43.6
Pensions	0.493	0.489	0.004	0.8	0.007	\$ -	0.007	100.0	0.500	0.489	0.011	2.2
Other Fringe Benefits	0.158	0.229	(0.071)	(44.9)	0.005	\$ -	0.005	100.0	0.163	0.229	(0.066)	(40.5)
<b>Total Fringe Benefits</b>	<b>\$ 1.091</b>	<b>\$ 0.861</b>	<b>\$ 0.230</b>	<b>21.1</b>	<b>\$ 0.055</b>	<b>\$ 0.002</b>	<b>\$ 0.053</b>	<b>96.4</b>	<b>\$ 1.146</b>	<b>\$ 0.863</b>	<b>\$ 0.283</b>	<b>24.7</b>
Reimbursable Overhead	(0.146)	(0.042)	(0.104)	(71.2)	0.146	0.042	0.104	71.2	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.648</b>	<b>\$ 2.806</b>	<b>\$ (0.158)</b>	<b>(6.0)</b>	<b>\$ 0.393</b>	<b>\$ 0.095</b>	<b>\$ 0.298</b>	<b>75.8</b>	<b>\$ 3.041</b>	<b>\$ 2.901</b>	<b>\$ 0.140</b>	<b>4.6</b>
Non-Labor:												
Electric Power	0.361	0.404	(0.043)	(11.9)	-	0.001	(0.001)	-	0.361	0.405	(0.044)	(12.2)
Fuel	0.045	0.004	0.041	91.1	-	-	-	-	0.045	0.004	0.041	91.1
Insurance	0.133	0.106	0.027	20.3	-	-	-	-	0.133	0.106	0.027	20.3
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.096	0.141	59.5	-	-	-	-	0.237	0.096	0.141	59.5
Professional Service Contracts	0.066	(0.005)	0.071	107.6	-	0.001	(0.001)	-	0.066	(0.004)	0.070	106.1
Materials & Supplies	0.200	0.148	0.052	26.0	-	-	-	-	0.200	0.148	0.052	26.0
Other Business Expenses	0.002	0.009	(0.007)	(350.0)	-	-	-	-	0.002	0.009	(0.007)	(350.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 1.051</b>	<b>\$ 0.764</b>	<b>\$ 0.287</b>	<b>27.3</b>	<b>\$ -</b>	<b>\$ 0.002</b>	<b>\$ (0.002)</b>	<b>-</b>	<b>\$ 1.051</b>	<b>\$ 0.766</b>	<b>\$ 0.285</b>	<b>27.1</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.699</b>	<b>\$ 3.570</b>	<b>\$ 0.129</b>	<b>3.5</b>	<b>\$ 0.393</b>	<b>\$ 0.097</b>	<b>\$ 0.296</b>	<b>75.3</b>	<b>\$ 4.092</b>	<b>\$ 3.667</b>	<b>\$ 0.425</b>	<b>10.4</b>
Depreciation	0.692	0.720	(0.028)	(4.0)	-	-	-	-	0.692	0.720	(0.028)	(4.0)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 4.391</b>	<b>\$ 4.290</b>	<b>\$ 0.101</b>	<b>2.3</b>	<b>\$ 0.393</b>	<b>\$ 0.097</b>	<b>\$ 0.296</b>	<b>75.3</b>	<b>\$ 4.784</b>	<b>\$ 4.387</b>	<b>\$ 0.397</b>	<b>8.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.643)</b>	<b>\$ (3.633)</b>	<b>\$ 0.010</b>	<b>0.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.643)</b>	<b>\$ (3.633)</b>	<b>\$ 0.010</b>	<b>0.3</b>

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.050)	(10.5)	Due to multiple snowstorms	<b>SAME VARIANCES AS THE MONTH</b>		
Other Operating Revenue	Non Reimb.	(0.041)	(15.1)	Mainly the unfavorable timing of student fare reimbursements			
Payroll	Non Reimb.	(0.182)	(12.1)	Mostly the unfavorable timing of Sandy reimbursable Capital Construction requirements			
Overtime	Non Reimb.	(0.102)	(51.0)	Largely the impact of adverse weather, and maintenance/vacancy coverage requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.297	67.5	Favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.071)	(44.9)	Mainly increased Workers' Compensation expenses			
Reimbursable Overhead	Non Reimb.	(0.104)	(71.2)	Unfavorable timing of Sandy reimbursable Capital Construction requirements			
Electric Power	Non Reimb.	(0.043)	(11.9)	Unfavorable timing of expenses			
Fuel	Non Reimb.	0.041	91.1	Favorable timing of non-revenue vehicle fuel expenses			
Insurance	Non Reimb.	0.027	20.3	The favorable timing of interagency payments			
Claims	Non Reimb.	0.005	71.4	The favorable timing of expenses			
Maintenance & Other Operating Contracts	Non Reimb.	0.141	59.5	The favorable timing of expenses			
Professional Service Contracts	Non Reimb.	0.071	over 100.0	The favorable timing of expenses			
Materials and Supplies	Non Reimb.	0.052	26.0	The favorable timing of expenses			
Capital and Other Reimbursements	Reimb.	(0.296)	(75.3)	Timing of Contractor requirements			
Payroll	Reimb.	0.129	77.2	Timing of Contractor requirements			
Overtime	Reimb.	0.012	48.0	Timing of Contractor requirements			
Health and Welfare (including OPEB current payment)	Reimb.	0.041	95.3	Timing of Contractor requirements			

Table 4

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

	<u>Month</u>				<u>Year-to-Date</u>			
	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	<u>Favorable (Unfavorable) Percent</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	<u>Favorable (Unfavorable) Percent</u>
<b><u>Receipts</u></b>								
Farebox Revenue	0.476	0.481	0.005	1.1	0.476	0.481	0.005	1.1
Other Operating Revenue	0.272	0.746	0.474	174.3	0.272	0.746	0.474	174.3
Capital and Other Reimbursements	0.393	-	(0.393)	(100.0)	0.393	-	(0.393)	(100.0)
<b>Total Receipts</b>	<b>\$ 1.141</b>	<b>\$ 1.227</b>	<b>\$ 0.086</b>	<b>7.5</b>	<b>\$ 1.141</b>	<b>\$ 1.227</b>	<b>\$ 0.086</b>	<b>7.5</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	1.670	1.760	(0.090)	(5.4)	1.670	1.760	(0.090)	(5.4)
Overtime	0.225	0.235	(0.010)	(4.4)	0.225	0.235	(0.010)	(4.4)
Health and Welfare	0.373	0.004	0.369	98.9	0.373	0.004	0.369	98.9
OPEB Current Portion	0.110	0.004	0.106	96.4	0.110	0.004	0.106	96.4
Pensions	0.500	-	0.500	100.0	0.500	-	0.500	100.0
Other Fringe Benefits	0.163	0.351	(0.188)	(115.3)	0.163	0.351	(0.188)	(115.3)
GASB Account	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 3.041</b>	<b>\$ 2.354</b>	<b>\$ 0.687</b>	<b>22.6</b>	<b>\$ 3.041</b>	<b>\$ 2.354</b>	<b>\$ 0.687</b>	<b>22.6</b>
Non-Labor:								
Electric Power	0.361	0.300	0.061	16.9	0.361	0.300	0.061	16.9
Fuel	0.045	0.016	0.029	64.4	0.045	0.016	0.029	64.4
Insurance	0.133	0.056	0.077	57.9	0.133	0.056	0.077	57.9
Claims	0.007	0.100	(0.093)	(1,328.6)	0.007	0.100	(0.093)	(1,328.6)
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.061	0.176	74.3	0.237	0.061	0.176	74.3
Professional Service Contracts	0.066	0.098	(0.032)	(48.5)	0.066	0.098	(0.032)	(48.5)
Materials & Supplies	0.200	0.081	0.119	59.5	0.200	0.081	0.119	59.5
Other Business Expenditures	0.002	0.006	(0.004)	(200.0)	0.002	0.006	(0.004)	(200.0)
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.051</b>	<b>\$ 0.718</b>	<b>\$ 0.333</b>	<b>31.7</b>	<b>\$ 1.051</b>	<b>\$ 0.718</b>	<b>\$ 0.333</b>	<b>31.7</b>
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 4.092</b>	<b>\$ 3.072</b>	<b>\$ 1.020</b>	<b>24.9</b>	<b>\$ 4.092</b>	<b>\$ 3.072</b>	<b>\$ 1.020</b>	<b>24.9</b>
<b>Operating Cash Deficit</b>	<b>\$ (2.951)</b>	<b>\$ (1.845)</b>	<b>\$ 1.106</b>	<b>37.5</b>	<b>\$ (2.951)</b>	<b>\$ (1.845)</b>	<b>\$ 1.106</b>	<b>37.5</b>

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

<u>Operating Receipts or Disbursements</u>	0.00			YEAR TO DATE		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Other Operating Revenue	0.474	over 100.0%	Mostly favorable timing of student fare reimbursements from 2014	<b>SAME VARIANCES AS THE MONTH</b>		
Capital and Other Reimbursements	(0.393)	(100.0%)	Unfavorable timing of reimbursements			
Health and Welfare (including OPEB current payment)	0.475	98.3%	Favorable timing of expenses/payments			
Pensions	0.500	100.0%	Favorable timing of payments			
Other Fringe Benefits	(0.188)	over (100.0)%	Unfavorable timing of payments and higher Workers' Compensation payments			
Electric Power	0.061	16.9%	Favorable timing of payments			
Insurance	0.077	57.9%	The favorable timing of interagency payments			
Claims	(0.093)	over (100.0)%	Higher public liability claims payouts than anticipated			
Maintenance Contracts	0.176	74.3%	The favorable timing of expenses/payments			
Materials and Supplies	0.119	59.5%	The favorable timing of payments			

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.000	0.055	0.055	-	0.000	0.055	0.055	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.515	0.515	-	0.000	0.515	0.515	-
Capital and Other Reimbursements	0.000	(0.097)	(0.097)	-	0.000	(0.097)	(0.097)	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.473</b>	<b>\$0.473</b>	-	<b>\$0.000</b>	<b>\$0.473</b>	<b>\$0.473</b>	-
<b>Expenditures</b>								
Labor:								
Payroll	0.000	(0.037)	(0.037)	-	0.000	(0.037)	(0.037)	-
Overtime	0.000	0.080	0.080	-	0.000	0.080	0.080	-
Health and Welfare	0.000	0.079	0.079	-	0.000	0.079	0.079	-
OPEB Current Portion	0.000	0.058	0.058	-	0.000	0.058	0.058	-
Pensions	0.000	0.489	0.489	-	0.000	0.489	0.489	-
Other Fringe Benefits	0.000	(0.122)	(0.122)	-	0.000	(0.122)	(0.122)	-
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.547</b>	<b>\$0.547</b>	-	<b>\$0.000</b>	<b>\$0.547</b>	<b>\$0.547</b>	-
Non-Labor:								
Electric Power	0.000	0.105	0.105	-	0.000	0.105	0.105	-
Fuel	0.000	(0.012)	(0.012)	-	0.000	(0.012)	(0.012)	-
Insurance	0.000	0.050	0.050	-	0.000	0.050	0.050	-
Claims	0.000	(0.098)	(0.098)	-	0.000	(0.098)	(0.098)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.035	0.035	-	0.000	0.035	0.035	-
Professional Service Contracts	0.000	(0.102)	(0.102)	-	0.000	(0.102)	(0.102)	-
Materials & Supplies	0.000	0.067	0.067	-	0.000	0.067	0.067	-
Other Business Expenditures	0.000	0.003	0.003	-	0.000	0.003	0.003	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.048</b>	<b>\$0.048</b>	-	<b>\$0.000</b>	<b>\$0.048</b>	<b>\$0.048</b>	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>\$0.000</b>	<b>\$0.595</b>	<b>\$0.595</b>	-	<b>\$0.000</b>	<b>\$0.595</b>	<b>\$0.595</b>	-
Depreciation Adjustment	0.692	0.720	0.028	4.0	0.692	0.720	0.028	4.0
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$0.692</b>	<b>\$1.315</b>	<b>\$0.623</b>	<b>90.0</b>	<b>\$0.692</b>	<b>\$1.315</b>	<b>\$0.623</b>	<b>90.0</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.692</b>	<b>\$1.788</b>	<b>\$1.096</b>	<b>158.4</b>	<b>\$0.692</b>	<b>\$1.788</b>	<b>\$1.096</b>	<b>158.4</b>

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	11	2
General Office	6	7	(1)
Purchasing/Stores	6	5	1
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>
<b>Operations</b>			
Transportation	103	94	9
<b>Total Operations</b>	<b>103</b>	<b>94</b>	<b>9</b>
<b>Maintenance</b>			
Mechanical	43	41	2
Electronics/Electrical	15	13	2
Power/Signals	26	24	2
Maintenance of Way	46	50	(4)
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>155</b>	<b>154</b>	<b>1</b>
<b>Engineering/Capital</b>			
Sandy Recovery	26	18	8
<b>Total Engineering Capital</b>	<b>26</b>	<b>18</b>	<b>8</b>
<b>Total Positions</b>	<b>309</b>	<b>289</b>	<b>20</b>
Non-Reimbursable	280	268	12
Reimbursable	29	21	8
Total Full-Time	309	289	20
Total Full-Time-Equivalents	0	0	0

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	95	90	5	
<b>Total Operations</b>	<b>103</b>	<b>94</b>	<b>9</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	139	5	
<b>Total Maintenance</b>	<b>155</b>	<b>154</b>	<b>1</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	13	7	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>18</b>	<b>8</b>	
<b>Total Positions</b>				
Managers/Supervisors	31	34	(3)	
Professional, Technical, Clerical	19	13	6	
Operational Hourlies	259	242	17	
<b>Total Positions</b>	<b>309</b>	<b>289</b>	<b>20</b>	

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

<b>Month of January</b>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.384	0.337	(0.047)	(12.3%)	Mostly due to multiple snowstorms

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2014 ACTUAL VERSUS 2015 PRELIMINARY ACTUAL  
(in millions)**

	<b>Month of January</b>		Variance		<u>Explanation</u>
	<u>2014</u>	<u>2015</u>	<u>Amount</u>	<u>Percent</u>	
	Average Weekday	0.015	0.015	(0.000)	
Average Weekend	0.006	0.006	0.000	0.5%	
	<b>12-Month Rolling Average</b>				
Average Weekday	0.015	0.015	0.000	2.6%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	12.4%	Weekend service suspensions in 2013

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

**FINANCIAL AND RIDERSHIP REPORT****January 2015**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$17.3 million in January, \$0.9 million (5.1 percent) below budget. Farebox revenue was \$0.9 million (5.5 percent) less than budget, due to lower ridership caused by the snowstorm shutdown of January 26-27. Other operating revenue was less than \$0.1 million (2.0 percent) under budget.

Total MTA Bus **ridership** in January 2015 was 9.5 million, 5.4 percent (0.5 million riders) below budget. January 2015 average weekday ridership was 369,255, an increase of 2.2 percent (7,908 riders) from January 2014. Average weekday ridership for the twelve months ending January 2015 was 407,952, an increase of 0.9 percent (3,825 riders) from the twelve months ending January 2014.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were \$50.5 million in January, \$3.3 million (6.2) percent) favorable to budget.

- Labor expenses exceeded budget by \$1.0 million (2.6 percent). Payroll expenses were higher by \$1.6 million (7.7 percent), due largely to demographic progression rate changes in the represented groups, partly offset by vacancies. Overtime expenses overran by \$0.4 million (8.4 percent), due mainly to vacancy/absentee coverage requirements, increased running time, maintenance requirements in support of an aging fleet, and adverse weather. Other fringe benefits were below budget by \$0.5 million (13.6 percent), due mainly to the favorable timing of Workers' Compensation payments. Health & welfare/OPEB current expenses underran by \$0.3 million (4.1 percent), due to the favorable timing of expenses.
- Non-labor expenses were below budget by \$4.4 million (30.7 percent). Fuel expenses were less than budget by \$1.1 million (37.1 percent), caused by lower rates and reduced service as a result of Winter Storm Juno. Underruns were reported in maintenance contracts of \$1.2 million (48.8 percent), claims expenses of \$0.9 million (36.9 percent), and professional service contracts of \$0.8 million (34.4 percent), due to the favorable timing of expenses.

Depreciation expenses of \$4.1 million were \$0.5 million (13.6 percent) above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$8.4 million of accrued expenses, essentially on budget.

The **operating cash deficit** (excluding subsidies) was \$36.3 million, \$4.4 million (13.9 percent) above budget, due primarily to lower receipts caused by timing and adverse weather.

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 15.981	\$ 15.095	\$ (0.886)	(5.5)	\$ -	\$ -	\$ -	-	\$ 15.981	\$ 15.095	\$ (0.886)	(5.5)
Other Operating Income	2.269	2.224	(0.045)	(2.0)	-	-	-	-	2.269	2.224	(0.045)	(2.0)
Capital and Other Reimbursements	-	-	-	-	0.487	0.067	(0.420)	(86.2)	0.487	0.067	(0.420)	(86.2)
<b>Total Revenue</b>	<b>\$ 18.250</b>	<b>\$ 17.319</b>	<b>\$ (0.931)</b>	<b>(5.1)</b>	<b>\$ 0.487</b>	<b>\$ 0.067</b>	<b>\$ (0.420)</b>	<b>(86.2)</b>	<b>\$ 18.737</b>	<b>\$ 17.386</b>	<b>\$ (1.351)</b>	<b>(7.2)</b>
<b>- Labor:</b>												
Payroll	\$ 21.147	\$ 22.778	\$ (1.631)	(7.7)	\$ 0.230	\$ 0.037	\$ 0.193	83.9	\$ 21.377	\$ 22.815	\$ (1.438)	(6.7)
Overtime	4.318	4.679	(0.361)	(8.4)	-	-	-	-	4.318	4.679	(0.361)	(8.4)
Health and Welfare	4.567	4.551	0.016	0.4	0.088	0.010	0.078	88.7	4.655	4.561	0.094	2.0
OPEB Current Payment	1.742	1.500	0.242	13.9	-	-	-	-	1.742	1.500	0.242	13.9
Pensions	3.876	3.698	0.178	4.6	0.040	0.005	0.035	87.5	3.916	3.703	0.213	5.4
Other Fringe Benefits	3.975	3.433	0.542	13.6	0.039	0.005	0.034	87.2	4.014	3.438	0.576	14.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 39.626</b>	<b>\$ 40.639</b>	<b>\$ (1.013)</b>	<b>(2.6)</b>	<b>\$ 0.397</b>	<b>\$ 0.057</b>	<b>\$ 0.340</b>	<b>85.7</b>	<b>\$ 40.023</b>	<b>\$ 40.696</b>	<b>\$ (0.673)</b>	<b>(1.7)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.153	\$ 0.123	\$ 0.030	19.6	\$ -	\$ -	\$ -	-	\$ 0.153	\$ 0.123	\$ 0.030	19.6
Fuel	3.027	1.903	1.124	37.1	-	-	-	-	3.027	1.903	1.124	37.1
Insurance	0.468	0.301	0.167	35.7	-	-	-	-	0.468	0.301	0.167	35.7
Claims	2.376	1.500	0.876	36.9	-	-	-	-	2.376	1.500	0.876	36.9
Maintenance and Other Operating Contracts	2.444	1.251	1.193	48.8	0.019	-	0.019	100.0	2.463	1.251	1.212	49.2
Professional Service Contracts	2.327	1.527	0.800	34.4	-	-	-	-	2.327	1.527	0.800	34.4
Materials & Supplies	3.188	2.956	0.232	7.3	0.070	0.010	0.060	85.7	3.258	2.966	0.292	9.0
Other Business Expense	0.212	0.275	(0.063)	(29.7)	-	-	-	-	0.212	0.275	(0.063)	(29.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 14.195</b>	<b>\$ 9.836</b>	<b>\$ 4.359</b>	<b>30.7</b>	<b>\$ 0.089</b>	<b>\$ 0.010</b>	<b>\$ 0.079</b>	<b>88.8</b>	<b>\$ 14.284</b>	<b>\$ 9.846</b>	<b>\$ 4.438</b>	<b>31.1</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 53.820</b>	<b>\$ 50.475</b>	<b>\$ 3.345</b>	<b>6.2</b>	<b>\$ 0.487</b>	<b>\$ 0.067</b>	<b>\$ 0.420</b>	<b>86.2</b>	<b>\$ 54.307</b>	<b>\$ 50.542</b>	<b>\$ 3.765</b>	<b>6.9</b>
Depreciation	3.584	4.071	(0.487)	(13.6)	-	-	-	-	3.584	4.071	(0.487)	(13.6)
OPEB Obligation	8.346	8.350	(0.004)	(0.0)	-	-	-	-	8.346	8.350	(0.004)	(0.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 65.750</b>	<b>\$ 62.896</b>	<b>\$ 2.854</b>	<b>4.3</b>	<b>\$ 0.487</b>	<b>\$ 0.067</b>	<b>\$ 0.420</b>	<b>86.2</b>	<b>\$ 66.237</b>	<b>\$ 62.963</b>	<b>\$ 3.274</b>	<b>4.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (47.500)</b>	<b>\$ (45.577)</b>	<b>\$ 1.923</b>	<b>4.0</b>	<b>\$ 0.000</b>	<b>\$ -</b>	<b>\$ (0.000)</b>	<b>(100.0)</b>	<b>\$ (47.500)</b>	<b>\$ (45.577)</b>	<b>\$ 1.923</b>	<b>4.0</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2015 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 15.981	\$ 15.095	\$ (0.886)	(5.5)	\$ -	\$ -	\$ -	-	\$ 15.981	\$ 15.095	\$ (0.886)	(5.5)
Other Operating Income	2.269	2.224	(0.045)	(2.0)	-	-	-	-	2.269	2.224	(0.045)	(2.0)
Capital and Other Reimbursements	-	-	-	-	0.487	0.067	(0.420)	(86.2)	0.487	0.067	(0.420)	(86.2)
<b>Total Revenue</b>	<b>\$ 18.250</b>	<b>\$ 17.319</b>	<b>\$ (0.931)</b>	<b>(5.1)</b>	<b>\$ 0.487</b>	<b>\$ 0.067</b>	<b>\$ (0.420)</b>	<b>(86.2)</b>	<b>\$ 18.737</b>	<b>\$ 17.386</b>	<b>\$ (1.351)</b>	<b>(7.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 21.147	\$ 22.778	\$ (1.631)	(7.7)	\$ 0.230	\$ 0.037	\$ 0.193	83.9	\$ 21.377	\$ 22.815	\$ (1.438)	(6.7)
Overtime	4.318	4.679	(0.361)	(8.4)	-	-	-	-	4.318	4.679	(0.361)	(8.4)
Health and Welfare	4.567	4.551	0.016	0.4	0.088	0.010	0.078	88.7	4.655	4.561	0.094	2.0
OPEB Current Payment	1.742	1.500	0.242	13.9	-	-	-	-	1.742	1.500	0.242	13.9
Pensions	3.876	3.698	0.178	4.6	0.040	0.005	0.035	87.5	3.916	3.703	0.213	5.4
Other Fringe Benefits	3.975	3.433	0.542	13.6	0.039	0.005	0.034	87.2	4.014	3.438	0.576	14.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 39.626</b>	<b>\$ 40.639</b>	<b>\$ (1.013)</b>	<b>(2.6)</b>	<b>\$ 0.397</b>	<b>\$ 0.057</b>	<b>\$ 0.340</b>	<b>85.7</b>	<b>\$ 40.023</b>	<b>\$ 40.696</b>	<b>\$ (0.673)</b>	<b>(1.7)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.153	\$ 0.123	\$ 0.030	19.6	\$ -	\$ -	\$ -	-	\$ 0.153	\$ 0.123	\$ 0.030	19.6
Fuel	3.027	1.903	1.124	37.1	-	-	-	-	3.027	1.903	1.124	37.1
Insurance	0.468	0.301	0.167	35.7	-	-	-	-	0.468	0.301	0.167	35.7
Claims	2.376	1.500	0.876	36.9	-	-	-	-	2.376	1.500	0.876	36.9
Maintenance and Other Operating Contracts	2.444	1.251	1.193	48.8	0.019	-	0.019	100.0	2.463	1.251	1.212	49.2
Professional Service Contracts	2.327	1.527	0.800	34.4	-	-	-	-	2.327	1.527	0.800	34.4
Materials & Supplies	3.188	2.956	0.232	7.3	0.070	0.010	0.060	85.7	3.258	2.966	0.292	9.0
Other Business Expense	0.212	0.275	(0.063)	(29.7)	-	-	-	-	0.212	0.275	(0.063)	(29.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 14.195</b>	<b>\$ 9.836</b>	<b>\$ 4.359</b>	<b>30.7</b>	<b>\$ 0.089</b>	<b>\$ 0.010</b>	<b>\$ 0.079</b>	<b>88.8</b>	<b>\$ 14.284</b>	<b>\$ 9.846</b>	<b>\$ 4.438</b>	<b>31.1</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 53.820</b>	<b>\$ 50.475</b>	<b>\$ 3.345</b>	<b>6.2</b>	<b>\$ 0.487</b>	<b>\$ 0.067</b>	<b>\$ 0.420</b>	<b>86.2</b>	<b>\$ 54.307</b>	<b>\$ 50.542</b>	<b>\$ 3.765</b>	<b>6.9</b>
Depreciation	3.584	4.071	(0.487)	(13.6)	-	-	-	-	3.584	4.071	(0.487)	(13.6)
OPEB Obligation	8.346	8.350	(0.004)	(0.0)	-	-	-	-	8.346	8.350	(0.004)	(0.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 65.750</b>	<b>\$ 62.896</b>	<b>\$ 2.854</b>	<b>4.3</b>	<b>\$ 0.487</b>	<b>\$ 0.067</b>	<b>\$ 0.420</b>	<b>86.2</b>	<b>\$ 66.237</b>	<b>\$ 62.963</b>	<b>\$ 3.274</b>	<b>4.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (47.500)</b>	<b>\$ (45.577)</b>	<b>\$ 1.923</b>	<b>4.0</b>	<b>\$ 0.000</b>	<b>\$ -</b>	<b>\$ (0.000)</b>	<b>(100.0)</b>	<b>\$ (47.500)</b>	<b>\$ (45.577)</b>	<b>\$ 1.923</b>	<b>4.0</b>

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (0.886)	(5.5)	Lower ridership due to the snow storm shutdown of Jan 26-27.	\$ (0.886)	(5.5)	Lower ridership due to the snow storm shutdown of Jan 26-27.		
Other Operating Revenue	NR	\$ (0.045)	(2.0)	(a)	\$ (0.045)	(2.0)	(a)		
Capital and Other Reimbursements	R	\$ (0.420)	(86.2)	Delayed funding ,timing of reimbursement receipts , and vacancies.	\$ (0.420)	(86.2)	Delayed funding ,timing of reimbursement receipts , and vacancies.		
<b>Total Revenue Variance</b>		<b>\$ (1.351)</b>	<b>(7.2)</b>		<b>\$ (1.351)</b>	<b>(7.2)</b>			
Payroll	NR	\$ (1.631)	(7.7)	Demographic progression rate changes in the representative groups not budgeted, partially offset by vacancies.	\$ (1.631)	(7.7)	Demographic progression rate changes in the representative groups not budgeted, partially offset by vacancies.		
Overtime	NR	\$ (0.361)	(8.4)	Mainly due to coverage for vacancies and absences, increased running tim , the aging bus fleet's impact on bus maintenance and the impact of inclement weather	\$ (0.361)	(8.4)	Mainly due to coverage for vacancies and absences, increased running tim , the aging bus fleet's impact on bus maintenance and the impact of inclement weather		
Health and Welfare (including OPEB)	NR	\$ 0.258	4.1	Favorable timing of expenses	\$ 0.258	4.1	Favorable timing of expenses		
Pension	NR	\$ 0.178	4.6	Favorable timing of expenses	\$ 0.178	4.6	Favorable timing of expenses		
Other Fringe Benefits	NR	\$ 0.542	13.6	Favorable timing of workers' compensation payments and associated vacancies	\$ 0.542	13.6	Favorable timing of workers' compensation payments and associated vacancies		
Electric Power	NR	\$ 0.030	19.6	Timing of expenses	\$ 0.030	19.6	Timing of expenses		
Fuel	NR	\$ 1.124	37.1	Lower rates and reduced service as the result of Winter Storm Juno.	\$ 1.124	37.1	Lower rates and reduced service as the result of Winter Storm Juno.		
Insurance	NR	\$ 0.167	35.7	Timing of expenses	\$ 0.167	35.7	Timing of expenses		
Claims	NR	\$ 0.876	36.9	Timing of expenses	\$ 0.876	36.9	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 1.193	48.8	Timing of expenses	\$ 1.193	48.8	Timing of expenses		
Professional Service Contracts	NR	\$ 0.800	34.4	Timing of expenses	\$ 0.800	34.4	Timing of expenses		
Materials & Supplies	NR	\$ 0.232	7.3	Timing of expenses	\$ 0.232	7.3	Timing of expenses		
Other Business Expense	NR	\$ (0.063)	(29.7)	(a)	\$ (0.063)	(29.7)	(a)		
Depreciation	NR	\$ (0.487)	(13.6)	non cash expense	\$ (0.487)	(13.6)	non cash expense		
Other Post Employment Benefits	NR	\$ (0.004)	(0.0)	(a)	\$ (0.004)	(0.0)	(a)		
Environmental Remediation		\$ -	-		\$ -	-			
Payroll	R	\$ 0.193	83.9	Timing of charges and delayed funding	\$ 0.193	83.9	Timing of charges and delayed funding		
Health and Welfare	R	\$ 0.078	88.7	Timing of charges	\$ 0.078	88.7	Timing of charges.		
Pension	R	\$ 0.035	87.5		\$ 0.035	87.5			
Other Fringe Benefits	R	\$ 0.034	87.2		\$ 0.034	87.2			
Maintenance and Other Operating Contracts	R	\$ 0.019	*	Timing of charges	\$ 0.019	*	Timing of charges		
Materials & Supplies	R	\$ 0.060	*	Timing of charges	\$ 0.060	*	Timing of charges		
<b>Total Expense Variance</b>		<b>\$ 3.274</b>	<b>4.9</b>		<b>\$ 3.274</b>	<b>4.9</b>			
<b>Net Variance</b>		<b>\$ 1.923</b>	<b>4.0</b>		<b>\$ 1.923</b>	<b>4.0</b>			

(a) - Variance less than 5%

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

(\$ in millions)

	January 2015				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 15.981	\$ 14.401	\$ (1.580)	(9.9)	\$ 15.981	\$ 14.401	\$ (1.580)	(9.9)
Other Operating Revenue	2.228	1.112	(1.116)	(50.1)	2.228	1.112	(1.116)	(50.1)
Capital and Other Reimbursements	0.883	0.091	(0.792)	(89.7)	0.883	0.091	(0.792)	(89.7)
<b>Total Receipts</b>	<b>\$ 19.091</b>	<b>\$ 15.604</b>	<b>\$ (3.487)</b>	<b>(18.3)</b>	<b>\$ 19.091</b>	<b>\$ 15.604</b>	<b>\$ (3.487)</b>	<b>(18.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 19.170	\$ 18.824	\$ 0.346	1.8	\$ 19.170	\$ 18.824	\$ 0.346	1.8
Overtime	4.318	4.679	(0.361)	(8.4)	4.318	4.679	(0.361)	(8.4)
Health and Welfare	4.537	4.936	(0.399)	(8.8)	4.537	4.936	(0.399)	(8.8)
OPEB Current Payment	1.742	1.500	0.242	13.9	1.742	1.500	0.242	13.9
Pensions	3.831	3.698	0.133	3.5	3.831	3.698	0.133	3.5
Other Fringe Benefits	3.679	3.205	0.474	12.9	3.679	3.205	0.474	12.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 37.278</b>	<b>\$ 36.842</b>	<b>\$ 0.436</b>	<b>1.2</b>	<b>\$ 37.278</b>	<b>\$ 36.842</b>	<b>\$ 0.436</b>	<b>1.2</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.150	\$ 0.123	\$ 0.027	18.0	\$ 0.150	\$ 0.123	\$ 0.027	18.0
Fuel	2.972	0.375	2.597	87.4	2.972	0.375	2.597	87.4
Insurance	0.460	0.491	(0.031)	(6.7)	0.460	0.491	(0.031)	(6.7)
Claims	2.000	3.335	(1.335)	(66.8)	2.000	3.335	(1.335)	(66.8)
Maintenance and Other Operating Contracts	2.419	3.205	(0.786)	(32.5)	2.419	3.205	(0.786)	(32.5)
Professional Service Contracts	2.285	1.205	1.080	47.3	2.285	1.205	1.080	47.3
Materials & Supplies	3.199	6.099	(2.900)	(90.7)	3.199	6.099	(2.900)	(90.7)
Other Business Expenses	0.208	0.230	(0.022)	(10.6)	0.208	0.230	(0.022)	(10.6)
<b>Total Non-Labor Expenditures</b>	<b>\$ 13.694</b>	<b>\$ 15.063</b>	<b>\$ (1.369)</b>	<b>(10.0)</b>	<b>\$ 13.694</b>	<b>\$ 15.063</b>	<b>\$ (1.369)</b>	<b>(10.0)</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 50.972</b>	<b>\$ 51.905</b>	<b>\$ (0.934)</b>	<b>(1.8)</b>	<b>\$ 50.972</b>	<b>\$ 51.905</b>	<b>\$ (0.934)</b>	<b>(1.8)</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (31.880)</b>	<b>\$ (36.301)</b>	<b>\$ (4.421)</b>	<b>(13.9)</b>	<b>\$ (31.880)</b>	<b>\$ (36.301)</b>	<b>\$ (4.421)</b>	<b>(13.9)</b>

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	January 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (1.580)	(9.9)	Lower ridership due to the snow storm shutdown of Jan 26-27.	\$ (1.580)	(9.9)	Lower ridership due to the snow storm shutdown of Jan 26-27.
Other Operating Revenue	(1.116)	(50.1)	Timing of students/elderly reimbursements	(1.116)	(50.1)	Timing of students/elderly reimbursements
Capital and Other Reimbursements	(0.792)	(89.7)	Delayed funding ,timing of reimbursement receipts , and vacancies.	(0.792)	(89.7)	Delayed funding ,timing of reimbursement receipts , and vacancies.
<b>Total Receipts</b>	<b>\$ (3.487)</b>	<b>(18.3)</b>		<b>\$ (3.487)</b>	<b>(18.3)</b>	
Payroll	\$ 0.346	1.8	Delay in Interagency payments and vacancies, offset by demographic progression rate changes in the representative groups.	\$ 0.346	1.8	Delay in Interagency payments and vacancies, offset by demographic progression rate changes in the representative groups.
Overtime	(0.361)	(8.4)	Mainly due to coverage for vacancies and absences, increased running time, the aging bus fleet's impact on bus maintenance and the impact of inclement weather	(0.361)	(8.4)	Mainly due to coverage for vacancies and absences, increased running time, the aging bus fleet's impact on bus maintenance and the impact of inclement weather
Health and Welfare (including OPEB)	(0.157)	(2.5)	Payments for prior periods	(0.157)	(2.5)	Payments for prior periods
Pension	0.133	3.5	Favorable timing of payments	0.133	3.5	Favorable timing of payments
Other Fringe Benefits	0.474	12.9	Timing of payments	0.474	12.9	Timing of payments
GASB	-	-		-	-	
Electric Power	0.027	18.0	(a)	0.027	18.0	(a)
Fuel	2.597	87.4	Lower rates, delay in payments and reduced service as the result of Winter Storm Juno.	2.597	87.4	Lower rates, delay in payments and reduced service as the result of Winter Storm Juno.
Insurance	(0.031)	(6.7)	(a)	(0.031)	(6.7)	(a)
Claims	(1.335)	(66.8)	Payment of a \$2.5 million from a 2012 accident that was settled in November 2014	(1.335)	(66.8)	Payment of a \$2.5 million from a 2012 accident that was settled in November 2014
Maintenance and Other Operating Contracts	(0.786)	(32.5)	Payments for prior periods	(0.786)	(32.5)	Payments for prior periods
Professional Service Contracts	1.080	47.3	Favorable timing of payments	1.080	47.3	Favorable timing of payments
Materials & Supplies	(2.900)	(90.7)	Payments for prior periods	(2.900)	(90.7)	Payments for prior periods
Other Business Expenditure	(0.022)	(10.6)	(a)	(0.022)	(10.6)	(a)
<b>Total Expenditures</b>	<b>\$ (0.934)</b>	<b>(1.8)</b>		<b>\$ (0.934)</b>	<b>(1.8)</b>	
<b>Net Cash Variance</b>	<b>\$ (4.421)</b>	<b>(13.9)</b>		<b>\$ (4.421)</b>	<b>(13.9)</b>	

(a) - Variance less than 5%

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

(\$ in millions)

	January 2015					Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Percent	Adopted Budget	Actual	Favorable (Unfavorable)		Percent
			Variance					Variance		
<b>Receipts</b>										
Farebox Revenue	\$ 0.000	\$ (0.694)	\$ (0.694)	*		\$ 0.000	\$ (0.694)	\$ (0.694)	*	
Other Operating Revenue	(0.041)	(1.112)	(1.071)	*		(0.041)	(1.112)	(1.071)	*	
Capital and Other Reimbursements	0.396	0.024	(0.372)	(93.9)		0.396	0.024	(0.372)	(93.9)	
<b>Total Receipts</b>	<b>\$ 0.355</b>	<b>\$ (1.782)</b>	<b>\$ (2.137)</b>	<b>*</b>		<b>\$ 0.355</b>	<b>\$ (1.782)</b>	<b>\$ (2.137)</b>	<b>*</b>	
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ 2.208	\$ 3.991	\$ 1.783	80.8		\$ 2.207	\$ 3.991	\$ 1.784	80.8	
Overtime	-	-	-	-		-	-	-	-	
Health and Welfare	0.118	(0.375)	(0.493)	*		0.118	(0.375)	(0.493)	*	
OPEB Current Payment	-	-	-	-		-	-	-	-	
Pensions	0.085	0.005	(0.080)	(94.1)		0.085	0.005	(0.080)	(94.1)	
Other Fringe Benefits	0.335	0.233	(0.102)	(30.3)		0.335	0.233	(0.102)	(30.3)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 2.745</b>	<b>\$ 3.854</b>	<b>\$ 1.109</b>	<b>40.4</b>		<b>\$ 2.745</b>	<b>\$ 3.854</b>	<b>\$ 1.109</b>	<b>40.4</b>	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ 0.003	\$ -	\$ 0.003	100.0		\$ 0.003	\$ -	\$ 0.003	100.0	
Fuel for Buses and Trains	0.054	1.528	1.474	*		0.054	1.528	1.474	*	
Insurance	0.008	(0.190)	(0.198)	*		0.008	(0.190)	(0.198)	*	
Claims	0.376	(1.835)	(2.211)	*		0.376	(1.835)	(2.211)	*	
Maintenance and Other Operating Contracts	0.044	(1.954)	(1.998)	*		0.044	(1.954)	(1.998)	*	
Professional Service Contracts	0.042	0.322	0.280	*		0.042	0.322	0.280	*	
Materials & Supplies	0.059	(3.133)	(3.192)	*		0.059	(3.133)	(3.192)	*	
Other Business Expenditures	0.004	0.045	0.041	*		0.004	0.045	0.041	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.590</b>	<b>\$ (5.217)</b>	<b>\$ (5.801)</b>	<b>*</b>		<b>\$ 0.590</b>	<b>\$ (5.217)</b>	<b>\$ (5.801)</b>	<b>*</b>	
<b>Other Expenditure Adjustments:</b>										
Other	-	-	-	-		-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures:</b>										
Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ 3.690</b>	<b>\$ (3.145)</b>	<b>\$ (6.829)</b>	<b>*</b>		<b>\$ 3.336</b>	<b>\$ (1.363)</b>	<b>\$ (4.693)</b>	<b>*</b>	
Depreciation Adjustment	3.584	4.071	0.487	13.6		3.584	4.071	0.487	13.6	
Other Post Employment Benefits	8.346	8.350	0.004	0.0		8.346	8.350	0.004	0.0	
Environmental Remediation	-	-	-	-		-	-	-	-	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 15.620</b>	<b>\$ 9.276</b>	<b>\$ (6.338)</b>	<b>(40.6)</b>		<b>\$ 15.620</b>	<b>\$ 9.276</b>	<b>\$ (6.338)</b>	<b>(40.6)</b>	

NOTE: Totals may not add due to rounding

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

	<u>January 2015</u>			<u>Year-to-date as of January 2015</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 15.981	\$ 15.095	\$ (0.886)	\$ 15.981	\$ 15.095	\$ (0.886)
<b>Total Farebox Revenue</b>	<b>\$ 15.981</b>	<b>\$ 15.095</b>	<b>\$ (0.886)</b>	<b>\$ 15.981</b>	<b>\$ 15.095</b>	<b>\$ (0.886)</b>
Other Revenue	\$ 2.269	\$ 2.224	\$ (0.045)	\$ 2.269	\$ 2.224	\$ (0.045)
Capital & Other	0.487	0.067	(0.420)	0.487	0.067	(0.420)
<b>Total Revenue</b>	<b>\$ 18.737</b>	<b>\$ 17.386</b>	<b>\$ (1.351)</b>	<b>\$ 18.737</b>	<b>\$ 17.386</b>	<b>\$ (1.351)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.001	9.458	(0.543)	10.001	9.458	(0.543)
<b>Total Ridership</b>	<b>10.001</b>	<b>9.458</b>	<b>(0.543)</b>	<b>10.001</b>	<b>9.458</b>	<b>(0.543)</b>

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**Non-Reimbursable and Reimbursable And Full - Time/Full Time Equivalents**  
**January 2015**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	9	10	(1)	
Office of Management and Budget	16	11	5	
Technology & Information Services	-	14	(14)	
Material	19	16	3	
Controller	15	19	(4)	
Office of the President	6	7	(1)	
System Safety Administration	5	1	4	
Law	21	25	(4)	
Corporate Communications	3	3	-	
Labor Relations	4	2	2	
Strategic Office	13	11	2	
Non-Departmental	27	-	27	
<b>Total Administration</b>	<b>141</b>	<b>122</b>	<b>19</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,226	2,207	19	
Office of the Executive VP	1	3	(2)	
Safety & Training	31	44	(13)	Students in Training
Road Operations	119	118	1	
Transportation Support	20	22	(2)	
Operations Planning	31	30	1	
Revenue Control	27	21	6	
<b>Total Operations</b>	<b>2,455</b>	<b>2,445</b>	<b>10</b>	
<b>Maintenance</b>				
Buses	754	769	(15)	
Maintenance Support/CMF	176	166	10	
Facilities	73	51	22	Vacancies Replaced by MOU
Supply Logistics	92	88	4	
<b>Total Maintenance</b>	<b>1,095</b>	<b>1,074</b>	<b>21</b>	
Capital Program Management	37	24	13	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>24</b>	<b>13</b>	
Security	18	16	2	
<b>Total Public Safety</b>	<b>18</b>	<b>16</b>	<b>2</b>	
<b>Total Positions</b>	<b>3,746</b>	<b>3,681</b>	<b>65</b>	
Non-Reimbursable	3,708	3,648	60	
Reimbursable	38	33	5	
<b>Total Full-Time</b>	<b>3,731</b>	<b>3,666</b>	<b>65</b>	
Total Full-Time Equivalents	15	15	-	

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**JANUARY 2015**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	54	50	4	
Professional, Technical, Clerical	62	72	(10)	
Operational Hourlies	25	-	25	
<b>Total Administration</b>	<b>141</b>	<b>122</b>	<b>19</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	304	304	-	
Professional, Technical, Clerical	50	54	(4)	
Operational Hourlies	2,101	2,087	14	Students in Training
<b>Total Operations</b>	<b>2,455</b>	<b>2,445</b>	<b>10</b>	
<b>Maintenance</b>				
Managers/Supervisors	217	209	8	
Professional, Technical, Clerical	18	21	(3)	
Operational Hourlies	860	844	16	
<b>Total Maintenance</b>	<b>1,095</b>	<b>1,074</b>	<b>21</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	13	8	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>24</b>	<b>13</b>	
<b>Public Safety</b>				
Managers/Supervisors	14	10	4	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	0	2	(2)	
<b>Total Public Safety</b>	<b>18</b>	<b>16</b>	<b>2</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	610	586	24	
Professional, Technical, Clerical	150	162	(12)	
Operational Hourlies	2,986	2,933	53	
<b>Total Baseline Positions</b>	<b>3,746</b>	<b>3,681</b>	<b>65</b>	

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

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	52,886	\$2.2	50,309	\$1.9	2,577	\$0.2	52,886	\$2.2	50,309	\$1.9	2,577	\$0.2
					4.9%	11.3%					4.9%	11.3%
<u>Unscheduled Service</u>	10,766	\$0.5	6,515	\$0.3	4,250	0.2	10,766	\$0.5	6,515	\$0.3	4,250	0.2
					39.5%	49.0%					39.5%	49.0%
<u>Programmatic/Routine Maintenance</u>	19,891	\$0.8	28,083	\$1.2	(8,192)	(0.4)	19,891	\$0.8	28,083	\$1.2	(8,192)	(0.4)
					-41.2%	-45.2%					-41.2%	-45.2%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	12,121	\$0.6	9,038	\$0.3	3,083	0.2	12,121	\$0.6	9,038	\$0.3	3,083	0.2
					25.4%	40.6%					25.4%	40.6%
<u>Weather Emergencies</u>	4,938	\$0.2	18,199	\$0.9	(13,262)	(0.7)	4,938	\$0.2	18,199	\$0.9	(13,262)	(0.7)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	137	\$0.0	137	\$0.0	(1)	(0.0)	137	\$0.0	137	\$0.0	(1)	(0.0)
					-0.6%	-4.3%					-0.6%	-4.3%
<u>Other</u>	323	\$0.0	656	\$0.0	(333)	(0.0)	323	\$0.0	656	\$0.0	(333)	(0.0)
					*	*					*	*
Subtotal	101,061	\$4.3	112,938	\$4.7	(11,877)	(\$0.4)	101,061	\$4.3	112,938	\$4.7	(11,877)	(\$0.4)
					-11.8%	-8.4%					-11.8%	-8.4%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>101,061</b>	<b>\$4.3</b>	<b>112,938</b>	<b>\$4.7</b>	<b>(11,877)</b>	<b>(\$0.4)</b>	<b>101,061</b>	<b>\$4.3</b>	<b>112,938</b>	<b>\$4.7</b>	<b>(11,877)</b>	<b>(\$0.4)</b>
					-11.8%	-8.4%					-11.8%	-8.4%

Totals may not add due to rounding.  
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.  
\* Exceeds 100%

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

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	2,577	\$0.2		2,577	\$0.2	
	4.9%	11.3%		4.9%	11.3%	
<u>Unscheduled Service</u>	4,250	\$0.2		4,250	\$0.2	
	39.5%	49.0%		39.5%	49.0%	
<u>Programmatic/Routine Maintenance</u>	(8,192)	(\$0.4)		(8,192)	(\$0.4)	
	-41.2%	-45.2%	Aging bus fleet impact on bus maintenance.	-41.2%	-45.2%	Aging bus fleet impact on bus maintenance.
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	3,083	\$0.2		3,083	\$0.2	
	25.4%	40.6%		25.4%	40.6%	
<u>Weather Emergencies</u>	(13,262)	(\$0.7)	Winter Storm	(13,262)	(\$0.7)	Winter Storm
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>	(1)	(\$0.0)		(1)	(\$0.0)	
	-0.6%	-4.3%		-0.6%	-4.3%	
<u>Other</u>	(333)	(\$0.0)		(333)	(\$0.0)	
	*	*		*	*	
<b>Subtotal</b>	<b>(11,877)</b>	<b>(\$0.4)</b>		<b>(11,877)</b>	<b>(\$0.4)</b>	
	-11.8%	-8.4%		-11.8%	-8.4%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(11,877)</b>	<b>(\$0.4)</b>		<b>(11,877)</b>	<b>(\$0.4)</b>	

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

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$10.4	\$3.8	36
<b>Design Completions</b>	8.8	1.4	16
<b>Awards</b>	253.1	331.5	131
<b>Substantial Completions</b>	60.6	17.1	29
<b>Closeouts</b>	79.5	36.0	45

During January, NYCT awarded projects totaling \$331.5 million including:

- mainline track and switch replacement at various locations throughout the transit system;
- station renewals at three stations and line structure rehabilitation on the Sea Beach Line in Brooklyn;
- Sandy resiliency projects to protect vulnerable NYCT assets from flooding through street level openings following future major storms; and
- installation of Help Point kiosks at stations throughout the transit system.

During the same period, NYCT substantially completed projects totaling \$17.7 million including:

- the purchase of 147 paratransit vehicles.

Also during January, NYCT started four design projects for \$3.8 million, completed two designs for \$1.4 million, and closed out seven projects for \$36.0 million.

Capital Program Status  
March 2015  
(January 2015)

During January, NYCT awarded projects totaling \$331.5 million including mainline track and switch replacement at various locations throughout the transit system for \$178.1 million. Mainline track replacement will take place on the following lines: 8<sup>th</sup> Avenue, Broadway-7<sup>th</sup> Avenue, Canarsie, Brighton, West End, Flushing and Queens Boulevard (QBL). Also, mainline switches will be replaced on the 6<sup>th</sup> Avenue Line in Manhattan. Track and switch replacement typically 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. In addition, traditional bolted rail will be replaced with continuously welded rail (CWR) on the QBL and 8<sup>th</sup> Avenue Lines. CWR is installed at critical locations to prevent the occurrence of broken rail as well as to reduce damage to rolling stock and provide a better quality ride.

Also during January, NYCT awarded projects to renew three stations and rehabilitate the line structure on the Sea Beach Line in Brooklyn for \$111.8 million. Renewals will take place at the following stations: Kings Highway, Avenue U and 86<sup>th</sup> Street and will eliminate all deficient conditions rated 3 or worse at these stations as rated by the latest Station Condition Survey. Work will include renewal of the street level control houses, tunnel structures supporting the control houses, passageway enclosures between platform stairs, concrete platform stairs and concrete enclosures, and platform including canopy structure. Also included is the structural rehabilitation of various locations of the concrete retaining wall along the Sea Beach Line. The work will progress parallel with a project for the renewal of six stations on the Sea Beach Line, awarded in December 2014.

Additionally, NYCT awarded Sandy resiliency projects for \$13.6 million to protect vulnerable NYCT assets such as stations and fan plants from flooding through street level openings following future major storms. These measures include the installation of watertight emergency egress and equipment hatches, and flood doors and erectable barriers at station entrances.

Also during January, NYCT awarded projects for \$7.8 million to install Help Point kiosks at 23 stations throughout the transit system. The kiosks will be installed at stations on the 8<sup>th</sup> Avenue Line in Manhattan, the Queens Boulevard Line in Queens, the Eastern Parkway Line in Brooklyn and at various other locations. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

During January, NYCT substantially completed projects totaling \$17.7 million including the purchase of 147 paratransit vehicles for \$6.9 million. MTA New York City Transit operates a paratransit system (Access-A-Ride) in response to the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA). Since its inception, the service has grown enormously and has become an important mode of transportation for thousands of New Yorkers with disabilities. Access-A-Ride serves eligible customers within NYC who are unable to use fixed route bus and subways for some or all of their mass transportation trips. These vehicles are a modified SUV-type vehicle equipped with a wheelchair ramp.

Also during January, NYCT started four design projects for \$3.8 million, completed two designs for \$1.4 million, and closed out seven projects for \$36.0 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 January.

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

Project	Base Budget	Current Budget	Original Date	Months Delay
ATS: A Division - Non-reporting Block Alarm	\$0.7	\$0.7	06/2013	19
Sandy Repairs: Clifton Shop Repairs (Short Term)	3.2	4.1	09/2014	4
Sandy Repairs: Tower B Rehabilitation (Short Term)	0.9	0.6	09/2014	4
Test Pits Contract	2.6	2.6	12/2014	1
Purchase 86 Non-Revenue Vehicles - 2011	13.3	13.3	01/2015	0
Jay Street Systems Relocation: Work Experience Program (WEP) Facility	4.4	8.6	02/2015	(1)
Sandy Repairs: South Ferry Advance Removal	5.7	6.1	04/2015	(3)

The closeout of the ATS: A Division – Non-reporting Block Alarm project was delayed by 19 months because the testing period for the equipment and system took longer than expected. The closeouts of the Sandy Repairs projects: Clifton Shop Repairs (Short Term) and Tower B Rehabilitation (Short Term) were delayed by four months due to a delay in the processing of final Additional Work Orders (AWO’s).

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

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

**January**

Design Starts	\$10.4	7	\$3.8	4	36.3	57.1
Design Completions	8.8	7	1.4	2	16.3	28.6
Construction Awards	253.1	25	331.5	25	131.0	100.0
Substantial Completions	60.6	10	17.7	2	29.2	20.0
Closeouts	79.5	14	36.0	7	45.2	50.0

**2015 Year-To-Date**

Design Starts	\$10.4	7	\$3.8	4	36.3	57.1
Design Completions	8.8	7	1.4	2	16.3	28.6
Construction Awards	253.1	25	331.5	25	131.0	100.0
Substantial Completions	60.6	10	17.7	2	29.2	20.0
Closeouts	79.5	14	36.0	7	45.2	50.0

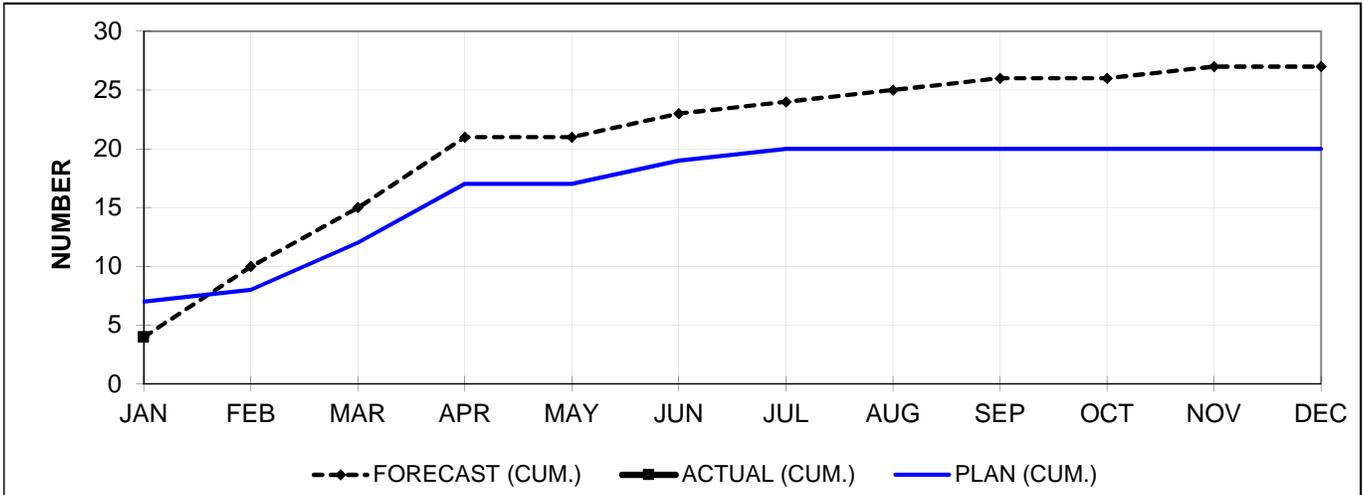
**2015 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$26.4	27	132.0	135.0
Design Completions	188.2	96	192.0	99	102.0	103.1
Construction Awards	1,822.1	138	2,371.9	152	130.2	110.1
Substantial Completions	1,672.9	191	1,868.6	198	111.7	103.7
Closeouts	8,149.3	236	8,138.5	235	99.9	99.6

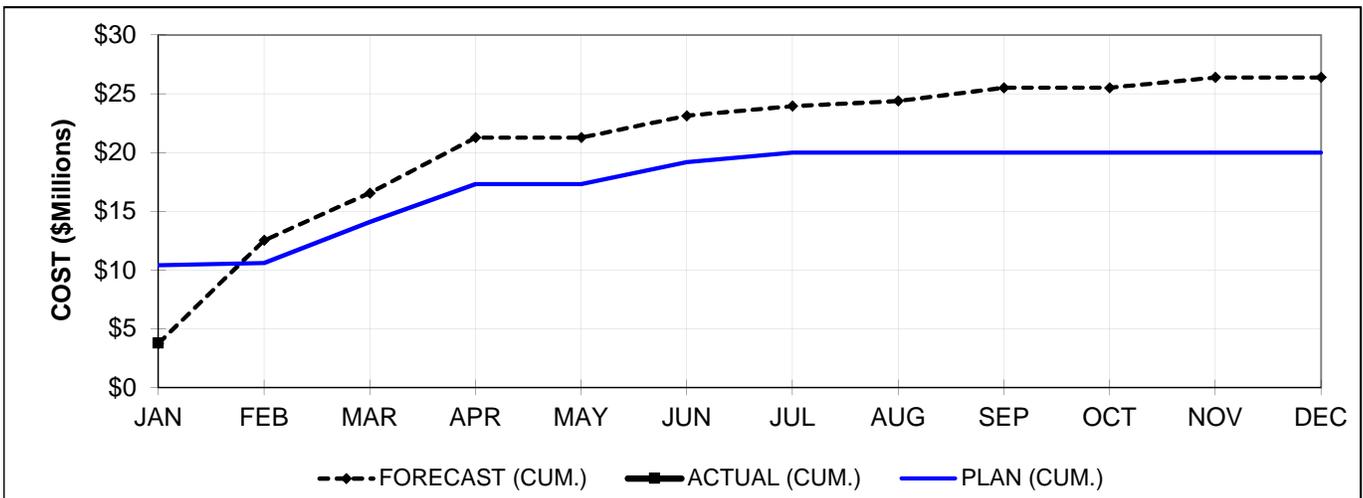
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

## 2015 Design Starts Charts

As of January 2015



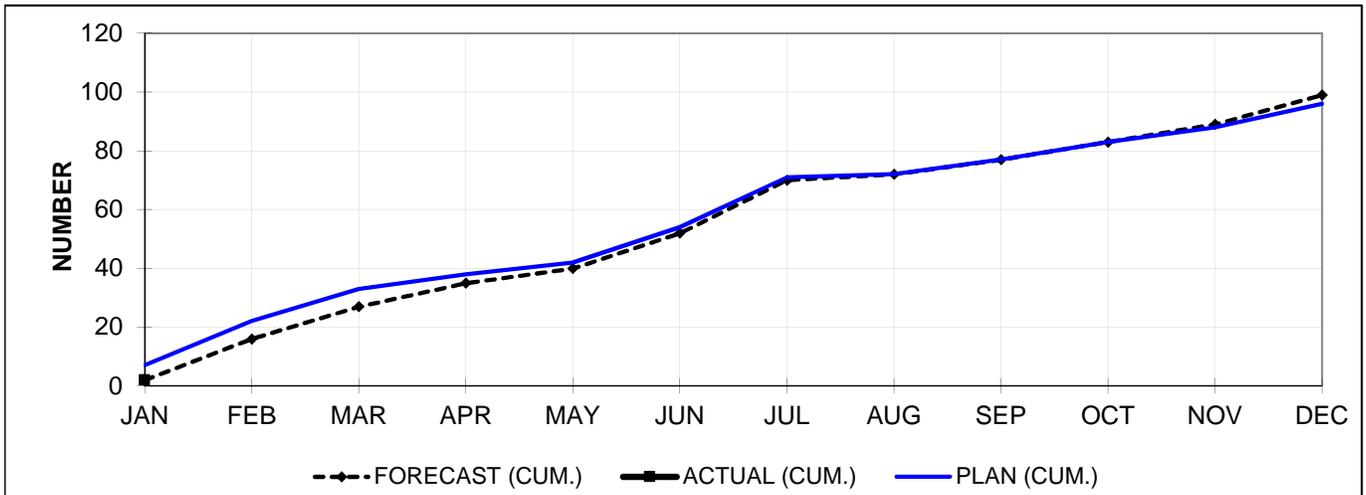
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		6	5	6	0	2	1	1	1	0	1	0
ACTUAL (NON-CUM.)	4											
PLAN (NON-CUM.)	7	1	4	5	0	2	1	0	0	0	0	0
FORECAST (CUM.)		10	15	21	21	23	24	25	26	26	27	27
ACTUAL (CUM.)	4											
PLAN (CUM.)	7	8	12	17	17	19	20	20	20	20	20	20



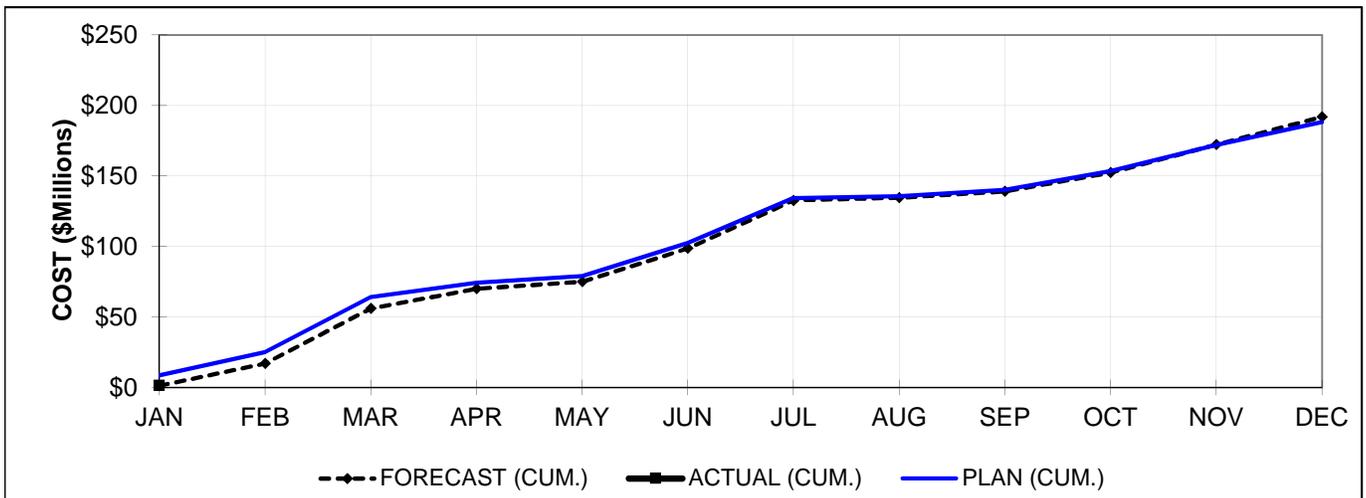
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		8.8	4.0	4.7	0.0	1.9	0.8	0.4	1.1	0.0	0.9	0.0
ACTUAL (NON-CUM.)	3.8											
PLAN (NON-CUM.)	10.4	0.2	3.5	3.2	0.0	1.9	0.8	0.0	0.0	0.0	0.0	0.0
FORECAST (CUM.)		12.5	16.6	21.3	21.3	23.1	24.0	24.4	25.5	25.5	26.4	26.4
ACTUAL (CUM.)	3.8											
PLAN (CUM.)	10.4	10.6	14.1	17.3	17.3	19.2	20.0	20.0	20.0	20.0	20.0	20.0

## 2015 Design Completions Charts

As of January 2015



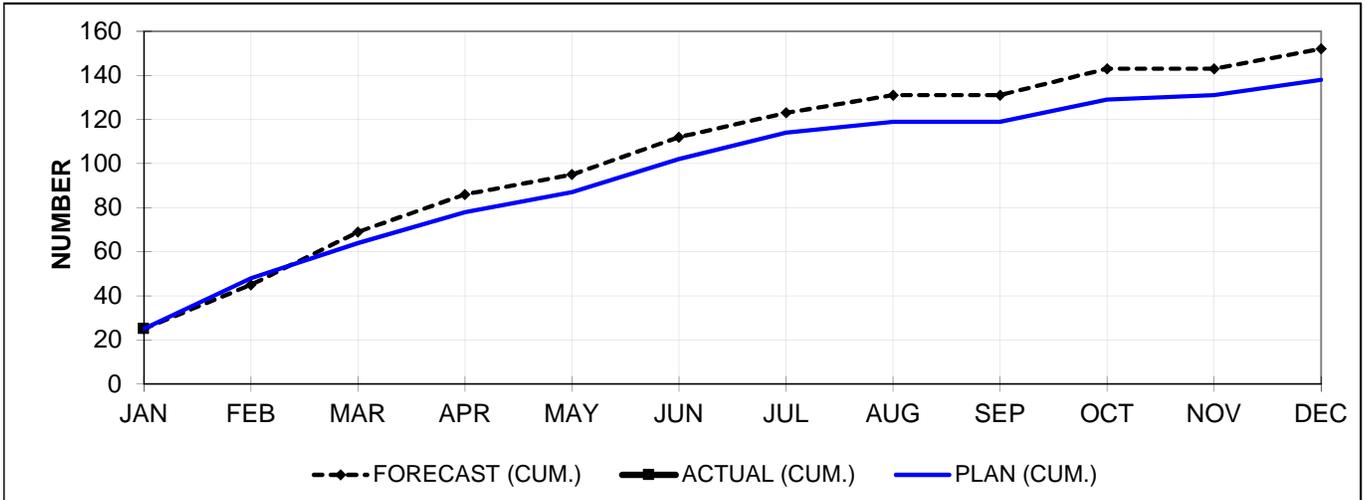
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		14	11	8	5	12	18	2	5	6	6	10
ACTUAL (NON-CUM.)	2											
PLAN (NON-CUM.)	7	15	11	5	4	12	17	1	5	6	5	8
FORECAST (CUM.)		16	27	35	40	52	70	72	77	83	89	99
ACTUAL (CUM.)	2											
PLAN (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96



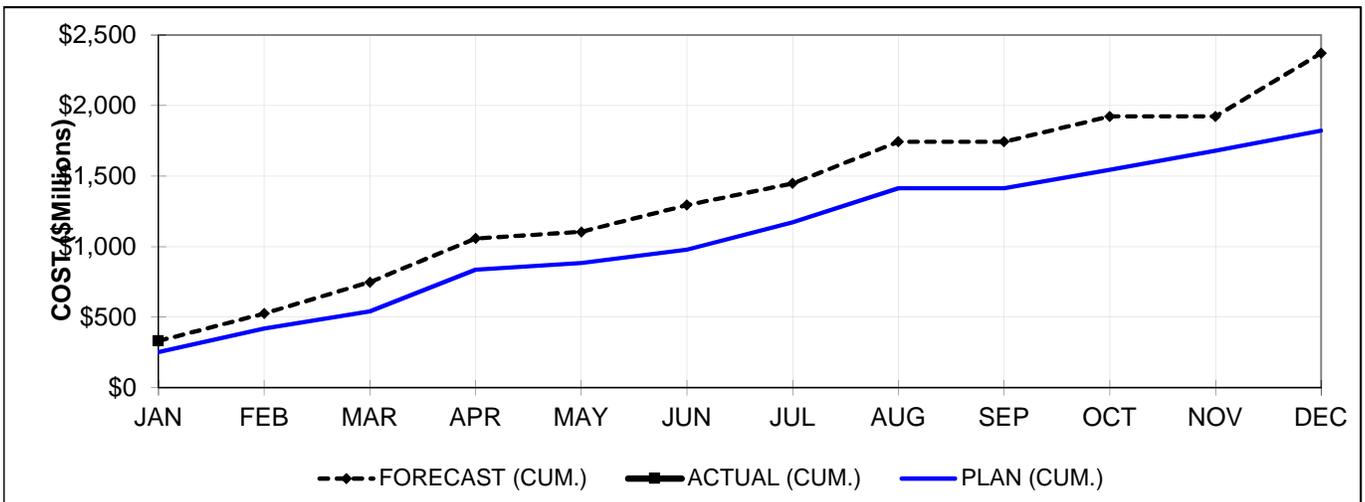
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		15.8	39.0	14.0	5.0	23.6	34.0	1.9	4.5	13.3	19.8	19.6
ACTUAL (NON-CUM.)	1.4											
PLAN (NON-CUM.)	8.8	16.4	39.0	10.1	4.7	23.6	31.8	1.4	4.5	13.3	18.4	16.2
FORECAST (CUM.)		17.2	56.2	70.3	75.2	98.8	132.8	134.7	139.3	152.6	172.4	192.0
ACTUAL (CUM.)	1.4											
PLAN (CUM.)	8.8	25.2	64.2	74.3	79.0	102.6	134.3	135.7	140.3	153.6	172.0	188.2

## 2015 Awards Charts

As of January 2015



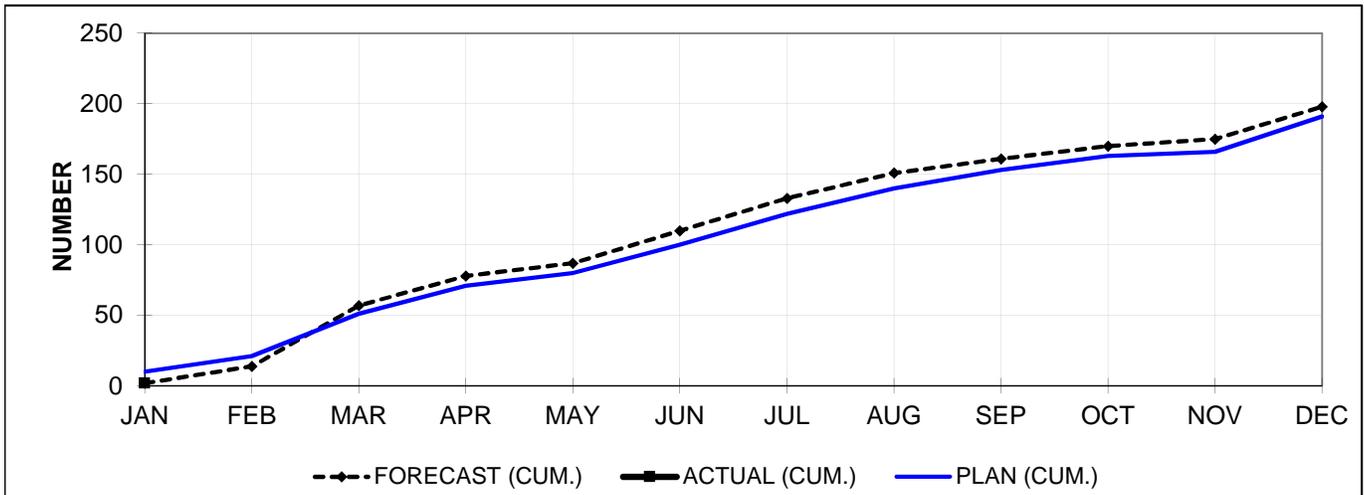
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		20	24	17	9	17	11	8	0	12	0	9
ACTUAL (NON-CUM.)	25											
PLAN (NON-CUM.)	25	23	16	14	9	15	12	5	0	10	2	7
FORECAST (CUM.)		45	69	86	95	112	123	131	131	143	143	152
ACTUAL (CUM.)	25											
PLAN (CUM.)	25	48	64	78	87	102	114	119	119	129	131	138



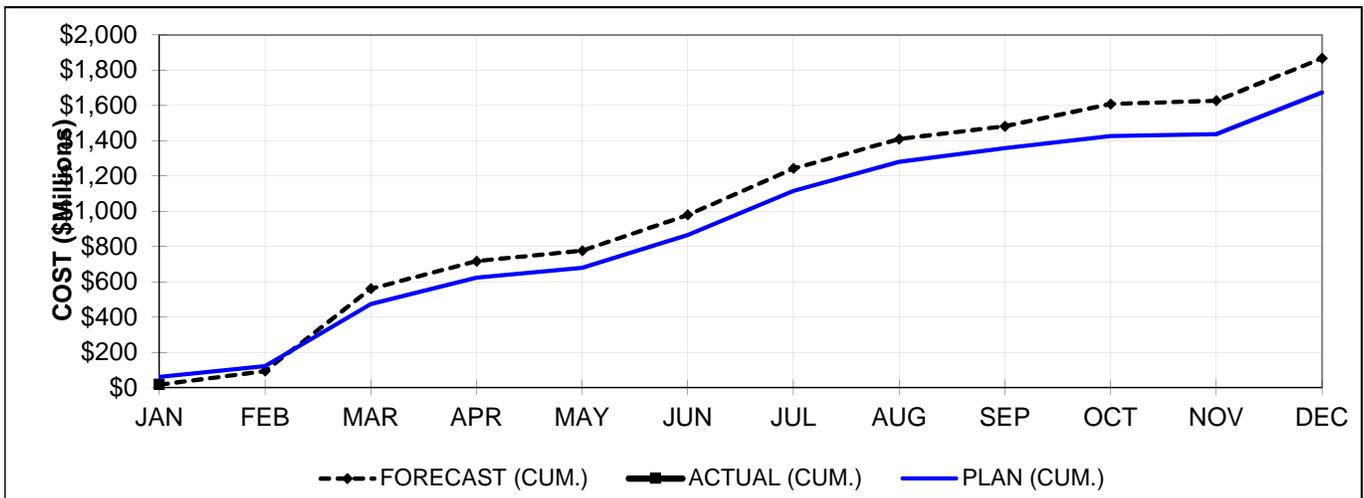
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		194.6	222.5	309.8	46.4	190.1	153.3	295.6	0.0	179.8	0.0	448.3
ACTUAL (NON-CUM.)	331.5											
PLAN (NON-CUM.)	253.1	167.3	120.1	296.3	47.7	95.4	193.6	241.5	0.0	129.7	135.1	142.3
FORECAST (CUM.)		526.2	748.7	1,058.5	1,104.9	1,295.0	1,448.2	1,743.8	1,743.8	1,923.6	1,923.6	2,371.9
ACTUAL (CUM.)	331.5											
PLAN (CUM.)	253.1	420.4	540.5	836.9	884.6	980.0	1,173.5	1,415.0	1,415.0	1,544.7	1,679.8	1,822.1

## 2015 Substantial Completions Charts

As of January 2015



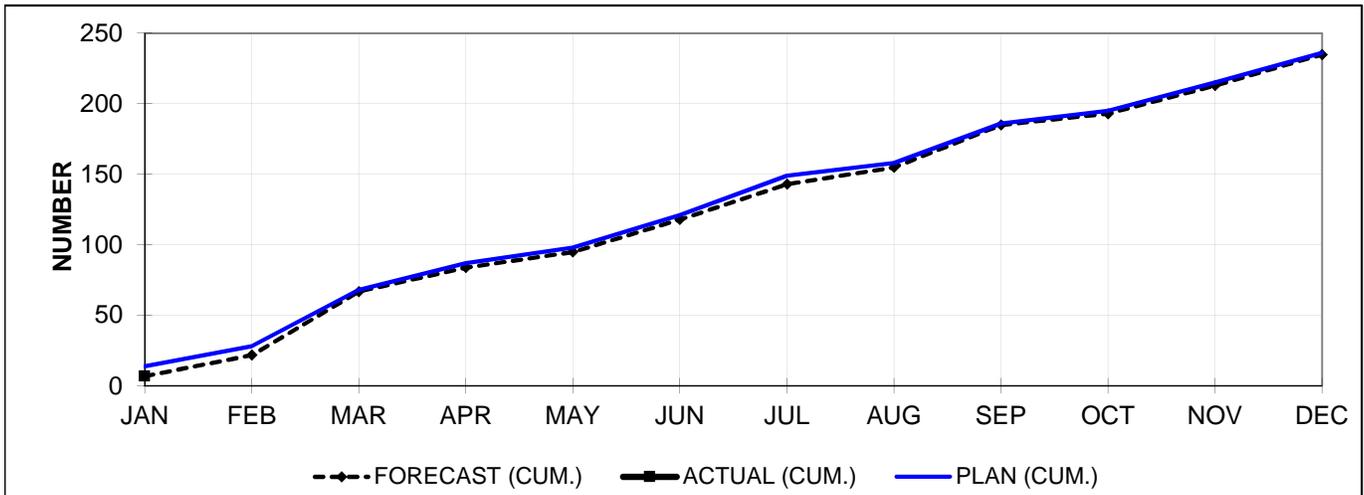
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		12	43	21	9	23	23	18	10	9	5	23
ACTUAL (NON-CUM.)	2											
PLAN (NON-CUM.)	10	11	30	20	9	20	22	18	13	10	3	25
FORECAST (CUM.)		14	57	78	87	110	133	151	161	170	175	198
ACTUAL (CUM.)	2											
PLAN (CUM.)	10	21	51	71	80	100	122	140	153	163	166	191



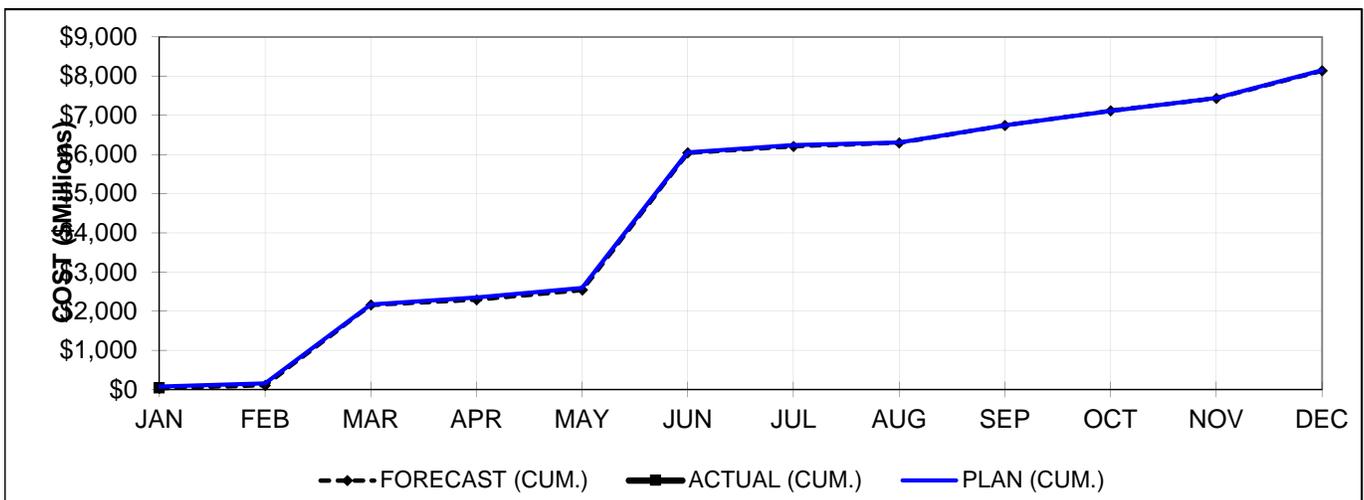
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		76.4	467.9	156.2	59.1	203.1	262.9	167.6	71.7	126.2	19.0	240.7
ACTUAL (NON-CUM.)	17.7											
PLAN (NON-CUM.)	60.6	61.4	352.4	148.5	56.5	185.1	250.1	164.7	78.9	67.5	12.3	234.9
FORECAST (CUM.)		94.1	562.0	718.2	777.3	980.5	1,243.4	1,411.0	1,482.7	1,608.9	1,627.9	1,868.6
ACTUAL (CUM.)	17.7											
PLAN (CUM.)	60.6	122.0	474.5	622.9	679.5	864.6	1,114.7	1,279.4	1,358.3	1,425.8	1,438.0	1,672.9

## 2015 Closeouts Charts

As of January 2015



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		15	45	17	11	23	25	12	30	8	20	22
ACTUAL (NON-CUM.)	7											
PLAN (NON-CUM.)	14	14	40	19	11	23	28	9	28	9	20	21
FORECAST (CUM.)		22	67	84	95	118	143	155	185	193	213	235
ACTUAL (CUM.)	7											
PLAN (CUM.)	14	28	68	87	98	121	149	158	186	195	215	236



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		76.6	2050.5	131.6	248.9	3501.1	164.0	90.5	447.1	371.4	318.7	702.2
ACTUAL (NON-CUM.)	36.0											
PLAN (NON-CUM.)	79.5	80.5	2010.4	183.5	239.6	3461.8	186.8	64.6	433.2	369.3	334.8	705.3
FORECAST (CUM.)		112.5	2,163.0	2,294.6	2,543.5	6,044.6	6,208.6	6,299.1	6,746.2	7,117.6	7,436.4	8,138.5
ACTUAL (CUM.)	36.0											
PLAN (CUM.)	79.5	160.0	2,170.4	2,353.9	2,593.5	6,055.3	6,242.1	6,306.7	6,739.9	7,109.2	7,444.0	8,149.3

# Report

## PROCUREMENTS

The Procurement Agenda this month includes 7 actions for a proposed expenditure of \$98.3M.

**Subject** Request for Authorization to Award Various Procurements

**Department** Materiel Division – NYCT

**Department Head Name** Stephen M. Plochochi

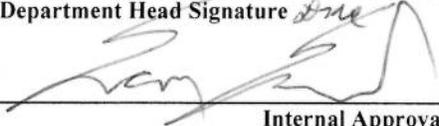
**Department Head Signature**  


**Project Manager Name** Rose Davis

March 11, 2015

**Department** Law and Procurement – MTACC

**Department Head Name** Evan Eisland

**Department Head Signature**  


**Board Action**

Order	To	Date	Approval	Info	Other
1	Committee	3/23/15			
2	Board	3/25/15			

**Internal Approvals**

	Approval		Approval
	President NYCT		President MTACC
NYCT For RB	Executive VP 3/12/15		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

**Internal Approvals (cont.)**

Order	Approval	Order	Approval	Order	Approval	Order	Approval

**PURPOSE:**

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

**DISCUSSION:**

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

Schedules Requiring Majority Vote:

Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$	1.7 M
• <b>GIRO, Inc.</b>			<b>\$ 1.7 M</b>
<b>SUBTOTAL</b>	<u>1</u>	<u>\$</u>	<u>1.7 M</u>

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

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

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

Schedules Requiring Majority Vote:

Schedule F: Personal Service Contracts	1	\$	3.1 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	0.9 M
	<u>2</u>	\$	<u>4.0 M</u>

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

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

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

**NYC Transit proposes to award Ratifications in the following categories:**

Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	1	\$	35.5 M
	<u>1</u>	\$	<u>35.5 M</u>

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	3	\$	57.1 M
	<u>3</u>	\$	<u>57.1 M</u>

TOTAL 7 \$ 98.3 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.

MARCH 2015

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

**J. Modifications to Miscellaneous Procurement Contracts**

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

1. **GIRO, Inc.** **\$1,699,535** Staff Summary Attached  
**Contract# 97K7070.18**

Modification to the contract for the purchase, maintenance and technical support of the Transit Vehicle and Crew Scheduling Software System (HASTUS), in order to upgrade the scheduling software, including required customization, training and support.

**Schedule J: Modifications to Miscellaneous Procurement Contracts**



**Item Number:** 1

<b>Vendor Name (&amp; Location)</b> GIRO, Inc. (Montreal, Canada)	
<b>Description</b> Purchase, maintenance, and technical support of the Transit Vehicle and Crew Scheduling Software System (HASTUS)	
<b>Contract Term (including Options, if any)</b> August 4, 1998 – March 8, 2016	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA-IT, Sidney Gellineau	

<b>Contract Number</b> 97K7070	<b>AWO/Mod. #</b> 18
<b>Original Amount:</b>	\$ 1,310,177
<b>Prior Modifications:</b>	\$ 4,581,321
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 5,891,498
<b>This Request:</b>	\$ 1,699,535
<b>% of This Request to Current Amount:</b>	28.9%
<b>% of Modifications (including This Request) to Original Amount:</b>	479.4%

**Discussion:**

This modification is to upgrade NYC Transit’s HASTUS scheduling software from HASTUS 2008 to HASTUS 2014, including customization, and training.

This contract is for the license and customization of the HASTUS scheduling software. NYC Transit has been utilizing this software since 1986. In July 1998, due to the obsolescence of HASTUS 2 software, the Board approved the award of a non-competitive contract to GIRO, Incorporated (GIRO) for the purchase of HASTUS 5 Transit Vehicle and Crew scheduling software, including training and associated support. Since award, 17 modifications, including five that required Board approval have been issued for the purchase of new modules, additional licenses, training, support, and three major version upgrades with associated customization.

Only GIRO can maintain the HASTUS software since HASTUS is proprietary to GIRO. NYC Transit has made significant investments in HASTUS which has been extensively customized by GIRO to meet the needs of NYC Transit for both bus and subway scheduling. HASTUS is used to manage changes to planned service and to optimize daily vehicle and operator assignments. HASTUS has been customized to provide data to other key systems such as Automated Train Supervision (ATS), Communications Based Train Control (CBTC) and the Unified Timekeeping System (UTS), and is also used to provide schedule information to the public via PA/CIS systems in stations, the Trip Planner+ tool on the MTA website, and data sharing with outside app developers.

This modification is to upgrade GIRO’s HASTUS scheduling software from version 2008 to version 2014. This upgrade is necessary to make the software compatible with Windows 7, MTA-IT’s current standard. HASTUS 2008 is currently running on desktop PCs that run Windows XP. Since full support for Windows XP is no longer available from Microsoft, it is imperative that NYC Transit move to a version of HASTUS that runs with a fully supported operating system.

This modification includes the cost of labor required for the upgrade and software licensing fees. GIRO submitted an initial proposal of \$1,872,035. The proposal was reviewed by MTA Audit. Utilizing MTA Audit’s findings, Procurement’s negotiations with GIRO focused on the labor rates for the Project Manager, Analyst, and Programmer titles, as well as per diem rates for travel expenses. The final price of \$1,699,535 has been found to be fair and reasonable. Savings of \$172,500 were achieved.



# Staff Summary

Item Number <b>1</b>			
Division/Division Head/Signature: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel <i>W</i>	6 X	Subways
2 X	Law	7	EVP <i>M/C for RB</i> <i>3/12/15</i>
3 X	Budget	8	President <i>MP</i> <i>3.12.15</i>
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Battelle Memorial Institute	CM-1115
Description Independent Safety Assessor for Signal Modernization for the Queens Boulevard Line Communication Based Train Control Project	
Total Amount \$3,135,745 (NTE)	
Contract Term (including Options, if any) Sixty-one months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To obtain Board approval to award a competitively negotiated consultant contract for an Independent Safety Assessor (ISA) for Signal Modernization for the Queens Boulevard Line (QBL) Communication Based Train Control (CBTC) Project to Battelle Memorial Institute of Columbus, Ohio, in the not-to-exceed amount of \$3,135,745 with a duration of 61 months.

**DISCUSSION:**

This contract requires the services of a consultant to provide an independent safety assessment for the implementation of new CBTC technology to be installed for the QBL Project. Contracts for the design, procurement, supervision of installation and testing of the CBTC system for the QBL are expected to be awarded in the second quarter of 2015 to the two pre-qualified suppliers. This CBTC technology will be part of the signal system modernization of QBL. The ISA will conduct independent reviews during the design, development, integration, factory testing, installation, field testing and commissioning of the two CBTC systems to ensure that all safety related requirements have been met, and that the two systems are fully interoperable. The ISA will provide an independent evaluation of each CBTC manufacturer's use of safety design practices and will evaluate the NYC Transit Rail Safety Program Plan as well as the Product Safety Plan from each CBTC manufacturer and conduct independent reviews of Verification and Validation procedures developed for safety certification.

A One-Step RFP was advertised in March 2014. This is a highly specialized field and outreach efforts were made to the consulting industry to encourage competition for this and similar RFPs. Six firms purchased the RFP package and three proposals were received. Two of the six firms joined the procurement as subconsultants, and one firm declined to participate. Proposals were received from Battelle Memorial Institute (Battelle), Hatch Mott MacDonald (HMM) and Rail Safety Consulting – TUV Rheinland (RSC-TUV). The three firms were found to be technically qualified to perform the work and were invited for oral presentations in support of their written technical proposals. During the oral presentations, all firms demonstrated comprehensive knowledge and experience with CBTC and NYC Transit signaling and safety procedures.

The Selection Committee (SC) evaluated the proposals based on the criteria provided in the RFP, where the technical criteria was weighted significantly higher than the price criteria. The SC voted unanimously to negotiate with the three firms. The initial cost

# Staff Summary

proposals for the 61-month contract were as follows: Battelle \$3,286,490, HMM \$6,484,431 and RSC-TUV \$3,216,187. The engineer's estimate was \$3,998,863. Negotiations focused on the proposed titles and labor hours, ensuring that there was a unified understanding as to what type of qualifications and experience was required for each title. Negotiations also focused on direct rates, fixed fee, overhead rates, other direct costs, and clarifications of the scope of work.

Best and Final Offers (BAFO) were received as follows: Battelle \$3,135,745, HMM \$3,771,778 and RSC-TUV \$2,840,729. Based on the technical proposals, oral presentations and the BAFOs, and in accordance with the evaluation criteria, the SC voted to recommend award of the contract to Battelle. Although all firms were deemed to be technically qualified with extensive worldwide experience, the Battelle proposal was unanimously deemed to be technically superior and offered the best overall value to NYC Transit. The higher technical qualifications of Battelle were a determining factor in the selection, considering the critical safety issues associated with the QBL project. The SC determined that the prices of Battelle and RSC-TUV were within 10% of each other and were not significant enough to alter the award when considering the technical superiority of Battelle. Battelle's BAFO of \$3,135,745 was \$863,118 below the estimate and included 3.3% more labor hours than RSC-TUV. The balance of the cost difference between Battelle and RSC-TUV is in the projected out of pocket expenses. Both BAFOs are considered "Fair & Reasonable" by Procurement and CPM based on the competitive nature of the RFP.

Battelle is one of the world's largest nonprofit research and development organizations, with over 22,000 employees at more than 130 locations globally; the company was founded in 1929 and operates as a science and technology company that develops and commercializes technology in the areas of energy, health and life sciences, national security and defense, laboratory management, community and education. In addition, Battelle conducts independent safety audits and assessments of train control/signaling systems and equipment for transit, freight, and high-speed rail applications. It serves federal, state, and local government agencies, as well as private sector customers. Battelle has extensive experience with the safety assessment of CBTC systems in NYCT and the interoperability of different vendors' systems. Battelle was the ISA on the Canarsie CBTC project and is currently the ISA on both Flushing and Culver CBTC projects; Battelle's team members provided ISA work on CBTC and on Automatic Train Control (ATC) for Transit Systems in the US, and numerous safety analyses on Automatic Train Protection (ATP) systems used by Transit Authorities in the US and South America.

A review of Battelle's submittals and the Division of Materiel background check disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines. Procurement finds Battelle to be fully responsible for award.

## M/W/DBE:

The MTA Department of Diversity and Civil Rights (DDCR) has established goals at 5% MBE and 0% WBE for this contract. DDCR has approved the MBE Utilization Plan for Battelle.

Battelle has not completed any MTA contract; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

## PREVIOUS WORK OF THE SELECTED CONSULTANT FOR MTA OR AFFILIATES

CM-1062 Canarsie Line Communication Based Train Control ISA

CM-1345 Flushing and Culver Lines CBTC ISA

## 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:

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

## 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 consultant contract for an Independent Safety Assessor for the Signal Modernization for the QBL CBTC Project to Battelle in the not-to-exceed amount of \$3,135,745 with a duration of 61 months.

Item Number: 2

<b>Vendor Name (&amp; Location)</b> Global Traffic Technologies, LLC (St. Paul, Minnesota)
<b>Description</b> Transit Signal Priority Pilot Program
<b>Contract Term (including Options, if any)</b> October 8, 2012 – March 19, 2020
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick

<b>Contract Number</b> B-62010A	<b>AWO/Mod. #</b> 1
<b>Original Amount:</b>	\$ 481,980
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 481,980
<b>This Request:</b>	\$ 923,800
<b>% of This Request to Current Amount:</b>	191.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	191.7%

**Discussion:**

This modification will exercise a contractual option to expand the Transit Signal Priority pilot program by equipping up to an additional 200 buses on specified corridors with the Traffic Signal Priority (TSP) system.

This contract implements a pilot program known as Transit Signal Priority to test the TSP system on specified bus corridors, the aim of which is to improve bus service through the prioritization of green traffic signals for buses. This pilot project represents an agreement between the MTA and the New York City Department of Transportation (DOT), for which DOT reprogrammed grant funding for this project. To implement this program, the DOT has equipped selected corridors with traffic signal controllers and created a Traffic Management Center, complete with back-end computer servers and communications architecture, to facilitate management of traffic signals via messages submitted by TSP equipped vehicles and will eventually install traffic control equipment on the more than 12,000 traffic signals citywide. The TSP system is intended to improve travel times, which will in turn improve bus service reliability and on-time performance.

This contract, approved by the Board in September 2012, was the result of a competitive Request for Proposal (RFP) procurement in which the Selection Committee voted unanimously to recommend the award of this contract to Global Traffic Technologies (GTT) based on its superior technical ranking and offering the best overall value. The contract was structured to initiate a two-phase pilot TSP project, with Phase 1 equipping up to 60 articulated buses operating on the M15 Select Bus Service (SBS) corridor, which operates mainly on a north/south direction utilizing First and Second Avenues in Manhattan from Battery Park to 126<sup>th</sup> Street. Phase 2 of the contract consisted of an option to expand the pilot program to equip up to an additional 200 buses. These pilots were to permit exploration and proof-of-concept as part of a broader implementation that may comprise a future system across multiple corridors, which would be handled via a future RFP. Based on the results of a traffic study conducted for DOT, TSP findings indicated benefits to bus operations (i.e. travel times were reduced by 13.7% to 18.4%, depending on time of day and traffic conditions).

This modification will implement the Phase 2 option by purchasing equipment from GTT for up to 200 additional buses. This quantity is to be utilized on: the Nostrand Avenue, Brooklyn – B44 SBS; Hylan Boulevard, Staten Island – S79 SBS; Webster Avenue, Bronx – Bx41 SBS; and Utica Avenue, Brooklyn – B46 Limited.

The pricing for this option was included in the base contract. GTT’s pricing for the option included a reduction in the on-board vehicle hardware costs, therefore, without including the original one time server software licensing fees, the per bus price for the option is approximately 29% lower (\$6,034 per bus for base, \$4,619 per bus for option) than that of the base award. The final price of \$923,800 was found to be fair and reasonable at the time of the initial award.

MARCH 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

**D. Ratification of Completed Procurement Actions**

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

- |   |                     |                               |
|---|---------------------|-------------------------------|
| <b>1. New Flyer of America, Inc.</b><br><b>Contract# B-40656-2.2</b><br><b>Immediate Operating Need</b> | <b>\$35,538,336</b> | <u>Staff Summary Attached</u> |
| Purchase of 72 low floor 40-foot standard diesel buses.   |                     |                               |

**MARCH 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.)

2. **86th Street Constructors, JV.** *Staff Summary Attached*  
**Contract# C-26012.13** **\$1,420,000**  
Modification to the contract for the construction of the Second Avenue Subway – 86th Street Station Finishes, in order to address additional costs associated with the replacement of rigid galvanized steel conduit with intermediate metal conduit for fire-rated circuits.
  
3. **E.E. Cruz/Tully Construction Company, JV, LLC** *Staff Summary Attached*  
**Contract# C-26010.128** **\$1,275,000**  
Modification to the contract for station finishes for the Second Avenue Subway, 96<sup>th</sup> Street Station, in order to address the acceleration of Ancillary 2 work.
  
4. **Parsons Brinckerhoff, Inc.** *Staff Summary Attached*  
**Contract# CM-1338.21** **\$54,380,770**  
Modification to the contract for Consultant Construction Management services on the Second Avenue Subway Project, Phase 1, in order to extend Consultant Construction Management services for 36 months.

**Schedule D: Ratification of Completed Procurement Actions**



**Item Number:** 1

<b>Vendor Name (&amp; Location)</b> New Flyer of America, Inc. (St. Cloud, Minnesota)	
<b>Description</b> Purchase of 690 low floor 40-foot diesel buses	
<b>Contract Term (including Options, if any)</b> January 14, 2014 – December 31, 2020	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick	

<b>Contract Number</b> B-40656-2	<b>AWO/Mod. #</b> 2
<b>Original Amount:</b>	\$ 138,130,948
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 138,130,948
<b>This Request:</b>	\$ 35,538,336
<b>% of This Request to Current Amount:</b>	25.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	25.7%

**Discussion:**

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (ION) approved by the Vice President, Materiel waiving formal competitive bidding pursuant to Article III, Paragraph A of the All-Agency Procurement Guidelines and Public Authorities Law 1209 Subsection 9(a) and approve the purchase of 72 low floor 40-foot standard diesel buses manufactured by New Flyer of America, Inc. (New Flyer).

Contract B-40656 was a competitively solicited and negotiated Request for Proposal (RFP) for the purchase of 690 low floor 40-foot standard diesel buses to replace buses that are beyond their 12-year useful life. The award was split between Nova Bus LFS, a Division of Prevost Car (US), Inc. (Nova) and New Flyer, the only two bus manufacturers that are structurally qualified to build buses for NYC Transit; it included an option to purchase up to 700 additional buses utilizing a run-off process, through which both contractors will compete by submitting updated proposals. Contract B-40656-1 was awarded to Nova Bus for 414 buses with deliveries scheduled from May 2015 through April 2016; and Contract B-40656-2 was awarded to New Flyer for 276 buses with deliveries scheduled from February 2015 through October 2015. It should be noted that New Flyer is currently delivering ahead of schedule by approximately 35 buses.

Despite efforts by DOB to extend the life of 72 Orion V buses from 1999 in order to keep them on the road until 2017, an unforeseen increase in the number and severity of problematic structural issues in this fleet was observed in September 2014 which has been attributed to accelerated internal corrosion and fatigue-type frame failures that occur over time and are not readily detectable. As a result, the Department of Buses (DOB) initiated a comprehensive structural survey of the entire 1999 Orion V fleet in addition to its regular inspections. Preliminary results of the survey indicated structural deterioration of the bus frames. As these buses are more than 12 years old, they are no longer covered by a structural warranty. Given the age of the buses as well as the fatigue and corrosion, any additional structural repairs would be cost prohibitive and would only temporarily mitigate the problems; DOB senior management has determined that it is imperative that these buses are replaced as soon as possible.

In December 2014, NYC Transit Procurement reached out to Nova and New Flyer to determine their ability to accommodate the urgent need to replace the 72 buses. New Flyer indicated that it had capacity opportunities in the 3<sup>rd</sup> and 4<sup>th</sup> quarters of 2015, while Nova indicated that it would not have available capacity until a year later during the 3<sup>rd</sup> or 4<sup>th</sup> quarter of 2016. Subsequently, Nova’s senior management indicated that given the challenges they are facing with their current order of 414 buses and the resulting delays to the delivery schedule, Nova would not be in a position to take on any additional orders from NYC Transit at this time. Therefore, instead of conducting an expedited run-off for the 72 buses, it was determined that an ION to modify New Flyer’s contract would be issued to meet the urgent need to replace these 72 buses. New Flyer will deliver these 72 buses in parallel with its delivery of buses from the base order starting in August 2015 and finishing in December 2015.

## Schedule D: Ratification of Completed Procurement Actions



New Flyer's initial proposal was for \$496,990 per bus (\$35,783,280) which is the same unit price contained in the base contract. After extensive discussions, NYC Transit Procurement was successful in getting New Flyer to reduce its unit price by \$3,402 per bus to \$493,588 per bus (\$35,538,336) resulting in a total savings of \$244,944. Based on a comparison of New Flyer's final price to the base pricing from Contract B-40656-2, current market conditions and the relevant Producer Price Index, New Flyer's final price for the 72 buses was found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

<b>Vendor Name (&amp; Location)</b> 86th Street Constructors, JV (New York, NY)	<b>Contract Number</b> C-26012	<b>AWO/Mod.#:</b> 13
Second Avenue Subway – 86 <sup>th</sup> Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances	<b>Original Amount:</b>	\$ 208,376,000
<b>Contract Term (including Options, if any)</b> June 12, 2013 – May 31, 2016	<b>Prior Modifications:</b>	\$ 812,500
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 209,188,500
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	\$ 1,420,000
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	0.7%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu	<b>% of Modifications (including This Request) to Original Amount:</b>	1.1%

**Discussion:**

This retroactive modification is for additional costs associated with the replacement of Rigid Galvanized Steel (RGS) conduit with Intermediate Metal Conduit (IMC) for fire-rated circuits.

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 Second Avenue and adjacent streets impacted by construction.

This is another of several modifications across various Second Avenue Subway contracts resulting from Underwriters Laboratory’s (UL) de-certification of fire resistive cable due to its failure to meet a one-hour fire resistive rating when encased in RGS conduit. After commissioning its own series of fire tests in order to avoid significant delays to the Second Avenue Subway Project, MTACC determined that the use of IMC conduit provided adequate time for safe evacuation from the station. MTACC’s recommendation for the use of IMC for power circuits in the 96<sup>th</sup>, 86<sup>th</sup>, and 72<sup>nd</sup> Street stations was approved by NYC Transit’s Code Compliance, CPM, Maintenance of Way, System Safety and Subways Departments. This modification provides for the replacement of approximately 74,000 linear feet of RGS conduit in various sizes with IMC including stainless steel fittings, pull boxes and splice boxes. All cable will remain as specified in the contract. Board approval was previously obtained for similar modifications at the 72<sup>nd</sup> and 96<sup>th</sup> Street Stations.

In order to mitigate delays to the completion of a contractual milestone providing shared access to the Systems Contractor, it was necessary to direct the contractor to procure all materials and install approximately 5,000 linear feet of IMC in the east tunnel. Approval to process this modification on a retroactive basis was obtained from the MTACC President on September 17, 2014.

The contractor’s proposal was \$2,071,133. MTACC’s revised estimate is \$1,446,083. Negotiations resulted in agreement on a net lump sum price of \$1,420,000, which is considered fair and reasonable. Savings of \$651,133 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

<b>Vendor Name (&amp; Location)</b> E.E. Cruz/Tully Construction Co., JV, LLC (New York, NY)	<b>Contract Number</b> C-26010 (C2B)	<b>AWO/Mod. #</b> 128
<b>Description</b> Second Avenue Subway Route 132A – 96 <sup>th</sup> Street Station Finishes	<b>Original Amount:</b>	\$ 324,600,000
<b>Contract Term (including Options, if any)</b> June 22, 2012 – December 20, 2015	<b>Prior Modifications:</b>	\$ 13,639,646
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 338,239,646
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	\$ 1,275,000
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	0.4%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu	<b>% of Modifications (including This Request) to Original Amount:</b>	5.6%

**Discussion:**

This retroactive modification addresses the acceleration of Ancillary 2 work at the 96<sup>th</sup> Street Station of the Second Avenue Subway. The two station ancillary spaces start at the lowest level of the station and continue above ground into a four story building, all of which house mechanical and HVAC equipment associated with station HVAC and tunnel ventilation. Work to be accelerated through this modification includes the installation of reinforcing steel and pouring concrete for walls, columns, slabs, and roofs; installing and stripping all formwork; erecting and removing shoring and sidewalk bridges; rubbing, patching, and cleanup from concrete pours; and providing lighting for work performed outside of first shift. This modification addresses the additional cost differential for performing this work on extended day shifts, second shifts, and weekends.

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

The location of a utility duct bank at the station roof level was lower than shown in the contract drawings. As a result, this duct bank conflicted with the proposed station roof slab which extends into the Ancillary 2 space. It appears that this conflict may be the result of a design error. Modification No. 85 addresses revisions to the roof slab in order to avoid the conflict with the duct bank. Although discussions regarding the schedule impact of Modification No. 85 are ongoing, MTACC’s schedule analysis identifies an excusable and compensable time extension of 79 calendar days to the Substantial Completion date. MTACC and the contractor have agreed that the acceleration of Ancillary 2 work through this modification will recover 53 calendar days associated with the Modification No. 85 delay. This acceleration will also mitigate delays to the follow-on Systems Contract.

As part of the agreement to recover 53 calendar days, it was necessary for the acceleration to start by January 19, 2015. Approval to proceed with the work on a retroactive basis was obtained from the MTACC President on January 16, 2015.

The contractor’s proposal was \$1,498,160. MTACC’s revised estimate is \$1,232,212. Negotiations resulted in a lump sum price of \$1,275,000 which was found to be fair and reasonable. Savings of \$223,160 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

<b>Vendor Name (&amp; Location)</b> Parsons Brinckerhoff, Inc. (New York, NY)
Consultant Construction Management (CCM) Services for the Second Avenue Subway Project, Phase 1
<b>Contract Term (including Options, if any)</b> May 31, 2007 – December 27, 2014
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu

<b>Contract Number</b> CM-1338	<b>AWO/Mod. #</b> 21
<b>Original Amount:</b>	\$ 80,940,647
<b>Prior Modifications:</b>	\$ 35,029,744
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 115,970,391
<b>This Request:</b>	\$ 54,380,770
<b>% of This Request to Current Amount:</b>	46.9%
<b>% of Modifications (including This Request) to Original Amount:</b>	110.5%

**Discussion:**

This partially retroactive modification is for 36 months of additional Consultant Construction Management (CCM) services on Phase 1 of the Second Avenue Subway (SAS) Project.

Contract CM-1338 was awarded to Parsons Brinckerhoff (PB) on May 31, 2007. Initially six contracts were planned for the construction of Phase I of the SAS project. It was subsequently decided by MTACC to increase the number of contracts from six to ten in order to provide for smaller construction packages which would in turn enhance competition and receive more favorable pricing. All ten construction contracts have been awarded and the project is on schedule. As a result of the repackaging, MTACC has realized aggregate bid cost savings significantly greater than the cost of the additional CCM work required. Basic CCM services under this contract include the monitoring/managing of all construction activities such as coordination with contractors and other agencies, inspections and reporting non-conformances, ensuring adherence to environmental specifications, reviewing contractor submittals, performing administrative, payment and scheduling services.

Modification No. 15 was approved by the Board in September 2013 for additional CCM services resulting from the increased number of construction contracts and additional tasks/staffing required for expanded and new scope items not anticipated in the original contract. The Board was advised at that time that MTACC will re-evaluate its staffing requirements prior to the December 2014 completion date of this contract as, by this time, more definitive information will be available to accurately assess the additional CCM funds required. This assessment of the remaining services through closeout in December 2017 has been made.

Under this Modification No. 21, PB will provide continued CCM services through construction completion and subsequent closeout. The projected staffing support under this Modification equates to approximately 133 FTEs through construction completion and approximately 30 FTEs during the closeout period. In addition to the basic CCM services and staffing support under Modification No. 15, this modification will also increase the staffing support in newly identified areas: the implementation of an integration team to coordinate the testing and commissioning of all systems, a Project Scheduling Manager to combine the individual schedules for the three new stations into one overall Project Schedule and a Chief Scheduler to provide technical direction to all schedulers on the Project.

The contract budget was exhausted by January 2015. A retroactive memo was approved by the MTACC President to continue work pending negotiations and award of this modification. PB's final proposal, based on 36 months of staffing support from December 28, 2014 to December 31, 2017, was \$54,380,770. MTACC's revised estimate was \$52,623,406. The BAFO reflects the incorporation of MTA Audit recommended overhead rates. There is no overall escalation in direct salary rates; the average contract rates were also reduced reflecting \$5.3M in negotiated savings. The final price is considered fair and reasonable.

<b>Item Number</b>						<b>SUMMARY INFORMATION</b>					
<b>Dept &amp; Dept Head Name:</b> Lower Manhattan Projects, U. Durg <i>[Signature]</i>						<b>Vendor Name</b>				<b>Contract Number</b>	
						Downtown Design Partnership				PS850	
<b>Division and Division Head Name:</b>						<b>Description</b>					
						Assumption of Agreement for Expert Professional Architectural and Engineering Services for the Permanent World Trade Center Path Terminal on a Task Order Basis and Modification No. 1					
<b>Board Reviews</b>						<b>Total Amount</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	Assumption of Contract:		\$ -0-			
						Modification No. 1:		\$ 3,788,671			
						Total Contract Amount:		\$ 3,788,671			
1	NYCT and Bus Committee	3/23/15	X			<b>Contract Term</b> 42 Months					
2	Finance Committee	3/23/15	X								
3	Board	3/25/15	X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
						<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
<b>Internal Approvals</b>						<b>Procurement Type</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>			<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
3 <i>[Signature]</i>	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>			<b>Solicitation Type</b>					
2 <i>[Signature]</i>	Vice President, Program Controls	4	Interim Executive Vice President <i>[Signature]</i>			<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Assumption & Modification					
1 <i>[Signature]</i>	Chief Procurement Officer <i>[Signature]</i>					<b>Funding Source</b>					
						<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					

**I. PURPOSE/RECOMMENDATION:**

- To obtain Board approval to accept the assignment and assume a Contract between the Port Authority of New York and New Jersey ("PANYNJ") and the Downtown Design Partnership, a joint venture of AECOM and STV Inc. ("DDP"), for Expert Professional Architectural and Engineering Services for the Permanent World Trade Center Path Terminal on a Task Order Basis. MTACC is seeking permission to assume only the portion of this contract that is related to the reconstruction of the Cortlandt Street #1 Line Station.
- In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, to obtain Board approval to modify the contract to add certain design support services and construction phase services for the not-to-exceed amount of \$3,788,671 and a duration of 42 months.

**II. BACKGROUND**

On February 25, 2015, the MTA Board approved the assumption and modification of a contract between PANYNJ and Judlau Contracting, Inc. for the rehabilitation of the Cortlandt Street #1 Line Station (the Judlau Contract"). The Board was advised at that time that MTACC would be back to the Board shortly with this request in order to provide the design and construction phase services necessary to complete the Station.

**III. DISCUSSION:**

In June 2003, PANYNJ issued a Request for Proposal for architectural and engineering design services for the permanent World Trade Center PATH Terminal. PANYNJ received three proposals and, in October 2003, awarded the Contract to DDP (the DDP Contract"). Pursuant to various task orders issued under the DDP Contract, DDP completed the design of the Cortlandt Street #1 Line Station. By

this action, MTACC seeks Board approval to assume that part of the DDP Contract and the relevant task orders, and all of PANYNJ's rights thereunder, related to the reconstruction of the station. Thus, MTACC will acquire, among other things, PANYNJ's rights to the design documents, as well as the ability to engage DDP to update and modify the design documents as necessary and to provide construction phase services in connection with the Judlau Contract for the reconstruction of the station.

Updates to the design documents are required because, while NYCT User Groups provided comments during the design process, not all of their comments were incorporated into the final design. Differing site conditions and other issues may also require revisions to the design documents. As the designer of record for this project, DDP is best suited to make these design changes. Similarly, DDP is best suited to provide construction phase services such as reviewing contractor submittals and responding to contractor requests for information or clarification with regard to the design documents.

Accordingly, in addition to authorization to assume the DDP Contract, MTACC seeks Board Approval to modify the contract to add the above-described design services. Moreover, while the DDP Contract provides for construction phase services generally, PANYNJ has not yet issued a task order for the construction phase services required for Phase 2 of the Judlau Contract to complete the Cortlandt Street #1 Line Station. Thus, MTACC seeks Board Approval to modify the DDP Contract to add the required construction phase services as well as to add MTA's standard contract Terms and Conditions and the obligation to meet MTA's insurance requirements.

DDP proposed \$3,779,754 for the proposed scope of work while MTACC's estimate is \$4,688,498. Negotiations were held and DDP was requested to revise their proposal to include some additional support hours. The parties agreed to a not-to-exceed cost of \$3,788,671 which reflects agreement on labor hours and rates, the incorporation of the MTA Audit recommended overhead rate along with fee and other indirect costs. The negotiated costs are considered to be fair and reasonable.

AECOM has pre-existing Significant Adverse Information ("SAI") as defined in the All-Agency Responsibility Guidelines. By memorandum dated December 22, 2014 the Chairman and CEO addressed the previous SAI and granted approval to all MTA agencies to make future awards to AECOM and all of its subsidiaries and affiliates unless new SAI is uncovered.

#### **IV. D/M/WBE:**

The Contract has a MBE goal of 12% and a WBE goal of 5%.

#### **IV. IMPACT ON FUNDING:**

Funding for this work will come from the MTA's 2010 – 2014 Capital Program.

#### **V. ALTERNATIVES:**

The MTA needs to acquire the rights to the design documents as well as the right and ability to modify those documents as necessary and to provide the necessary engineering and design support services during construction. For this reason, to solicit the required services would not be practical.

#### **VI. Recommendation**

It is recommended that the Board approve the assignment and assumption of the contract between the Port Authority of New York and New Jersey and The Downtown Design Partnership for Expert Professional Architectural and Engineering Services for the Permanent World Trade Center Path Terminal on a Task Order Basis as they related to the design for the reconstruction of the Cortlandt Street #1 Line Station and approve a modification to the contract for a total not-to-exceed amount of \$3,788,671.

# Report



**New York City Transit**

**SERVICE CHANGES:      REVISE B26 AND Q58 SERVICE IN RIDGEWOOD**

**Service Issue**

The B26 and Q58 make right turns from Wyckoff Avenue onto Palmetto Street. This complex intersection is composed of three intersecting streets which is heavily congested with pedestrians and vehicles and has been the source of numerous accidents, several of which have involved NYCT buses. NYC DOT plans on banning right turns from Wyckoff Avenue onto Palmetto Street under the Mayor's Vision Zero Plan.

**Recommendation**

Revise B26 and Q58 bus service in Ridgewood.

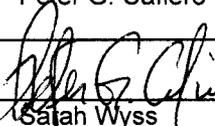
**Budget Impact**

The net operational cost associated with this service is \$43,000 annually for the B26 and \$226,000 annually for the Q58.

**Proposed Implementation Date**

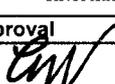
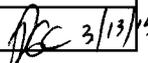
Summer 2015.

# Staff Summary

<b>Subject</b>	Revise B26 and Q58 Service in Ridgewood
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Peter G. Cafiero
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Sarah Wyss

<b>Date</b>	February 20, 2015
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

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

Internal Approvals					
Order	Approval	Order	Approval		
8	President 	X 4	VP General Counsel		
X 7	Executive VP	X 3	Director OMB		
X 6	SVP Buses	X 2	VP GCR		
X 5	VP Corp. Comm.	1	Chief OP		3/13/15

## Purpose

To obtain presidential approval and inform the board of a recommendation to permanently revise the B26 and Q58 route in Ridgewood.

## Discussion

The B26 is an east-west route that provides local bus service between Downtown Brooklyn and Ridgewood. The B26 travels along Fulton Street, Putnam Avenue, Halsey Street, and Wyckoff Avenue. The eastbound B26 terminal is located on Wyckoff Avenue, near side, Palmetto Street, near the Myrtle-Wyckoff Aves **L** **M** Station. The B26 operates at all times.

The Q58 is an east-west route that provides local and limited service between Ridgewood and Downtown Flushing. The Q58 travels along Fresh Pond Road, Grand Avenue, Corona Avenue, and College Point Boulevard. The westbound Q58 terminal is located on Wyckoff Avenue, near side, Palmetto Street, near the Myrtle-Wyckoff Aves **L** **M** Station. The Q58 operates at all times.

The B26 and Q58 share a last stop and terminal on Wyckoff Avenue. After leaving the terminal, both routes turn right from Wyckoff Avenue to Palmetto Street to enter the Ridgewood Bus Terminal. This turn is through a complex six-point intersection of Wyckoff Avenue, Palmetto Street, and Myrtle Avenue. There are many bus and vehicular movements through the intersection and large pedestrian volumes. The Myrtle-Wyckoff Aves **L** **M** Station is located at this intersection. Support columns from the elevated tracks are located throughout the intersection and decrease visibility.

This intersection has been the source of numerous accidents, several of which have involved NYCT buses. Moreover, in accordance with the City of New York's Vision Zero Plan, NYC DOT plans on banning all vehicles from turning from Wyckoff Avenue onto Palmetto Street.

The legal name of MTA New York City Transit is New York City Transit Authority.

If the B26 and Q58 are permanently rerouted along Putnam Avenue, Ridgewood Place, and Palmetto Street, the existing shared stop and terminal, on Wyckoff Avenue at Palmetto Street, would be discontinued (please see attached map). The new B26 stop and terminal would be located on Palmetto Street, far side, Wyckoff Avenue. The new Q58 stop and terminal would be located on Palmetto Street, near side, Wyckoff Avenue.

## **Recommendation**

Revise B26 and Q58 bus service in Ridgewood by discontinuing routing via Wyckoff Avenue. Eastbound B26 trips would travel along their previous route to Wyckoff Avenue, left on Putnam Avenue, right on Ridgewood Place, right on Palmetto Street to new terminal on Palmetto Street, far side, Wyckoff Avenue. From the new terminal, the westbound B26 would continue on Palmetto Street to existing routing.

Westbound Q58 trips would travel along their previous route to Putnam Avenue, right on Ridgewood Place, right on Palmetto Street to new terminal on Palmetto Street, near side, Wyckoff Avenue. From the terminal, the eastbound Q58 would continue on Palmetto Street to existing routing.

The new B26 and Q58 routing in Ridgewood would eliminate the difficult turns through the complex intersection of Wyckoff Avenue, Palmetto Street, and Myrtle Avenues.

## **Alternatives to the Proposed Service Change**

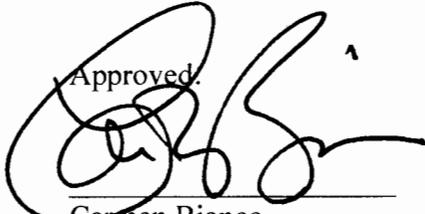
1. *Continue to operate the B26 and the Q58 on Wyckoff Avenue at Palmetto Street.* Since NYC DOT plans on banning turns from Wyckoff Avenue onto Palmetto Street, NYCT would have to resort to circuitous routing in Ridgewood that would not serve the Ridgewood Bus Terminal.

## **Budget Impact**

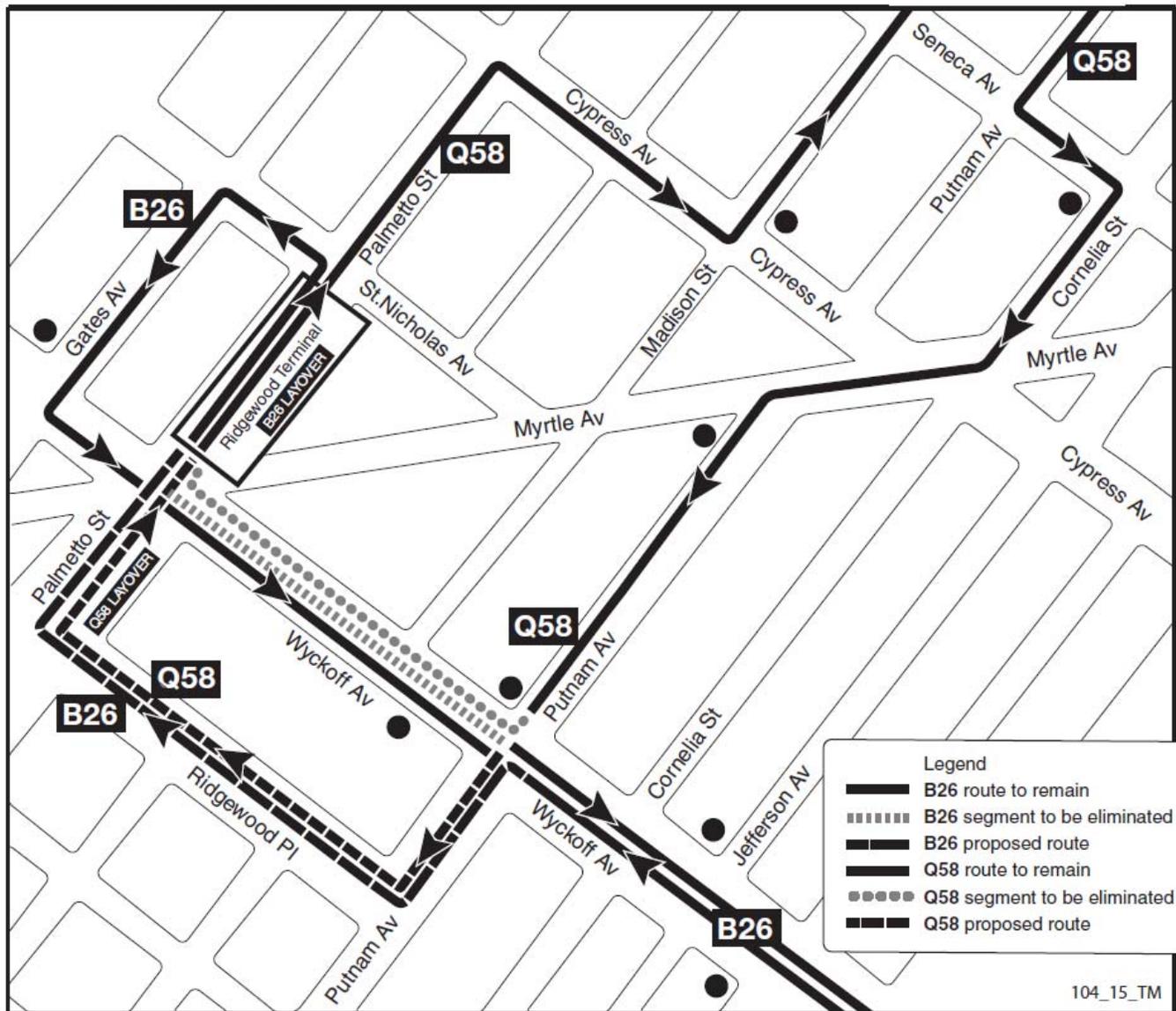
The net operational cost associated with this service is \$43,000 annually for the B26 and \$226,000 annually for the Q58.

## **Proposed Implementation Date**

Summer 2015.

Approved:   
Carmen Bianco  
President

### B26 and Q58 Reroute in Ridgewood





**SERVICE CHANGES:                    MAKE PERMANENT Q103 WEEKEND  
SERVICE and EXTENDED HOURS of  
WEEKDAY EVENING SERVICE**

**SERVICE ISSUE:**

The Q103 provides local bus service on the Vernon Boulevard corridor along the western Queens waterfront between Astoria and Hunters Point, via the intermediate neighborhoods of Queensbridge and Long Island City. In June 2014, MTA Bus added weekend service and extended the hours of weekday evening service on the Q103 on an experimental basis. According to MTA service guidelines, new days of service must be implemented on an experimental basis and a public hearing must be held following the implementation of the service. The new Q103 service was the subject of public hearing and written comments were received from the community. All were supportive of the new weekend and extended weekday evening service.

The new weekend service and extended hours of weekday evening service responds to community requests for additional bus service as the area population increases. The western Queens waterfront has experienced increased growth over the past several years with the construction of new residential developments, especially at the northern and southern ends. There are also plans for further development. Additionally, the Q103 has been experiencing regular ridership increases.

**RECOMMENDED SOLUTION:**

Make permanent the new Q103 weekend service and the extended hours of weekday evening service between Astoria and Hunters Point.

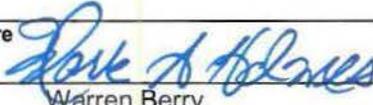
**ESTIMATED IMPACT:**

The net operational cost of the additional Q103 service is approximately \$315,000 annually. Funding for the service has been incorporated in the budget.

**PLANNED IMPLEMENTATION:**

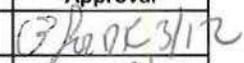
The service has been in operation since June 2014.

# Staff Summary

<b>Subject</b>	Make Permanent Q103 Weekend Service and Extended Hours of Weekday Evening Service
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Mark A. Holmes
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Warren Berry

<b>Date</b>	March 5, 2015
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	President		 3/12
3	Executive Vice President		 3/12
2	VP, Government and Community Relations		 3/11
1	VP, Transportation, Safety & Training		

## Narrative

### PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of a recommendation to make permanent the addition of Q103 weekend service and later weekday evening service on the Q103. This route was formerly operated by Queens Surface Corporation and transitioned into MTA Bus service on February 27, 2005.

### DISCUSSION:

The Q103 provides local bus service between Hunters Point and Astoria, Queens via the intermediate neighborhoods of Queensbridge and Long Island City on the Vernon Boulevard corridor along the western Queens waterfront. The Q103 travels a one-way distance of approximately 3.5 miles.

In June 2014, the MTA Board approved the implementation of new weekend service and extended hours of weekday evening service on the Q103 on an experimental basis. According to MTA service guidelines, new days of service must be implemented on an experimental basis and a public hearing must be held following implementation of the service. The new Q103 service was the subject of a public hearing at York College on December 3, 2014. All Q103 comments were supportive of the new weekend service and the extended weekday evening service, with some suggesting higher frequency and a later span.

The new Saturday and Sunday service and extended hours of weekday evening service were introduced to better serve this growing residential community and respond to community requests. The Vernon Boulevard waterfront corridor, once mainly industrial, is becoming increasingly residential with the construction of new residential apartment buildings encouraged by recent rezonings. This development is

# Staff Summary

construction of new residential apartment buildings encouraged by recent rezonings. This development is most pronounced at the northern and southern ends, and there are also current plans for further development, all of which has led to community requests for additional bus service. The Q103 provides the only transit service along the Vernon Boulevard corridor. The route connects to the subway at the 21 St - Queensbridge **F** station and the Vernon Blvd - Jackson Ave **7** station.

With the added service that was introduced in June 2014, the Q103 now provides local bus service on weekdays between approximately 6:30 AM and 9:00 PM (an approximately 1.5 hour expansion between 7:30 PM and 9:00 PM), and Saturdays and Sundays between approximately 8:00 AM and 7:00 PM. Since the expansion of service, ridership levels have increased on weekdays by approximately 6.8% or 80 passengers when comparing May 2014 (last month before the change) to January 2015, with the majority of this increase occurring during the expanded hours of evening service. Over the previous year, average weekday ridership has increased by approximately 30% or by 230 passengers, and is now at approximately 1,100 passengers. Weekend ridership has been trending upward since the introduction of Saturday and Sunday service and averages approximately 300 passengers per Saturday and 250 passengers per Sunday.

The travel path of the Q103 remained unchanged in both directions and no bus stops were adjusted.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the added Q103 weekend service and extended weekday evening hours of service would not result in a disproportionate impact on either minority or low income populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services, and has approved the analysis of this proposed change.

## **RECOMMENDATION**

Make permanent the new Q103 weekend service and extended hours of weekday evening service between Astoria and Hunters Point.

## **ALTERNATIVES:**

Do not make the Q103 experimental weekend service and extended hours of weekday evening service permanent. This would forego the opportunity to respond to community requests for improved transit in western Queens.

## **IMPACT ON FUNDING:**

The net operational cost of the additional Q103 service is approximately \$315,000 annually. Funding for the service has been incorporated into the budget.

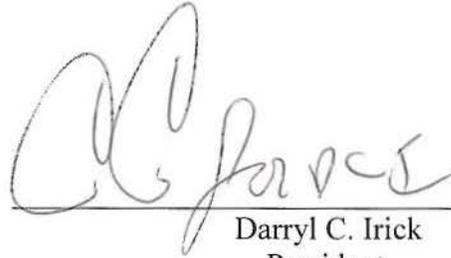
The legal name of MTA Bus is MTA Bus Company.

# Staff Summary

## IMPLEMENTATION:

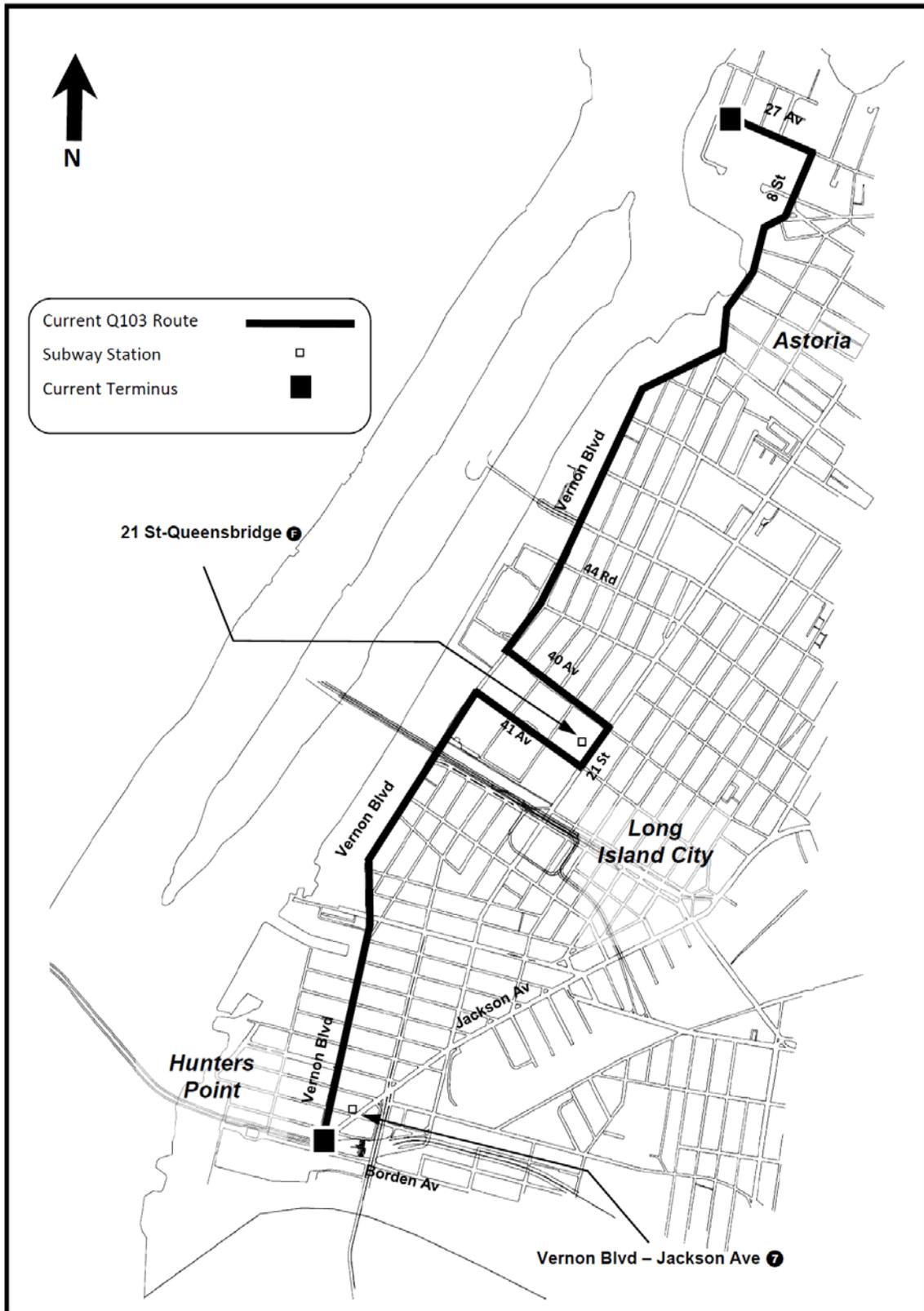
This service has been in operation since June 2014.

Approved:

A handwritten signature in black ink, appearing to read "D. Irick", is written over a horizontal line.

Darryl C. Irick  
President

# Q103 Travel Path



## Public Comments on the Q103 Service Change

### Summary of Public Comments and Staff Responses

Weekend and extended hours of weekday evening service was implemented on the Q103 on an experimental basis in June 2014. The new service was the subject of a public hearing on December 3, 2014 at York College in Queens. Community members were invited to submit oral and written comments on the proposed service change.

**Comment:** Several local businesses, cultural attractions, and elected officials expressed support for the weekend and extended hours of weekday evening Q103 service.

**Response:** No response necessary.

**Comment:** The Q103 should have longer hours and higher frequency.

**Response:** The initial hours and frequency of the expanded Q103 service were introduced at a baseline level. The ridership will be monitored and service adjustments will be made as appropriate.



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

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>January 2014</u>	<u>January 2015*</u>	<u>Difference</u>
Cash	2.5%	2.4%	(0.2%)
Single-Ride Ticket	0.8%	0.7%	(0.1%)
Bonus Pay-Per-Ride	44.6%	43.5%	(1.1%)
Non-Bonus Pay-Per-Ride	3.3%	3.3%	0.1%
7-Day Farecard	19.3%	20.7%	1.4%
30-Day Farecard	<u>29.6%</u>	<u>29.5%</u>	(0.1%)
Total	100.0%	100.0%	

\* Preliminary

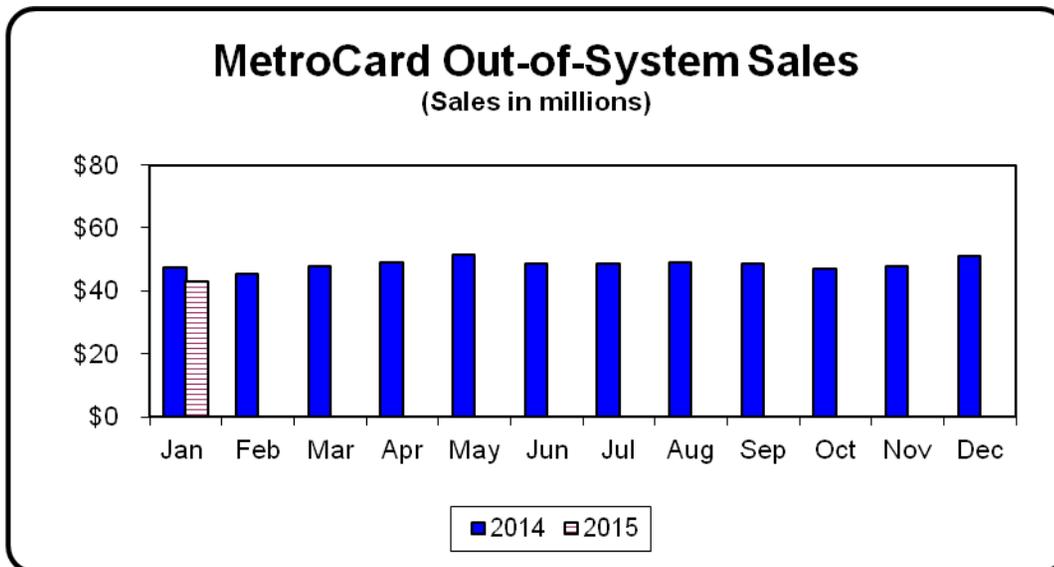
*Note: Percentages may not add due to rounding.*

### **Balance-Protection Program**

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in January 2015 was 4,706, a 9.13 percent decrease from the same period last year. The average value of a credit issued was \$69.70.

## MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$43.0 million in January 2015, a 9.3 percent decrease compared to January of 2014.



### *Retail Sales*

There were 4,426 active out-of-system sales and distribution locations for MetroCards, generating \$16.2 million in sales revenue during January 2015.

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

Sales of 134,370 MetroCards valued at approximately \$12.4 million were made in January 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$92.21. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 80,945 for January 2015, generating an additional \$9.1 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$21.4 million, a 5.0 percent decrease when compared to last year.

## Mobile Sales Program

In January 2015, the Mobile Sales unit completed 170 site visits, of which 113 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$83,000 in revenue was generated. In January 2015, the Mobile Sales unit assisted and enabled 1,129 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Hope House (Queens, NY).

### **Reduced-Fare Program**

During January 2015 enrollment in the Reduced-Fare Program increased by 4,908 new customers, while 1,177 customers left the program. The total number of customers in the program is 941,082. Seniors account for 769,207 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 171,875 customers. Of those, a total of 37,164 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 \$6.4 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In January 2015, the EasyPay Reduced Fare program enrollment totaled 144,804 accounts. During the month, active EasyPay customers accounted for approximately 1.8 million subway and bus rides with \$1.7 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$14.

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

In January 2015, the EasyPay Xpress PPR program enrollment totaled 73,108 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.0 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$53.

### **EasyPay Xpress Unlimited Program**

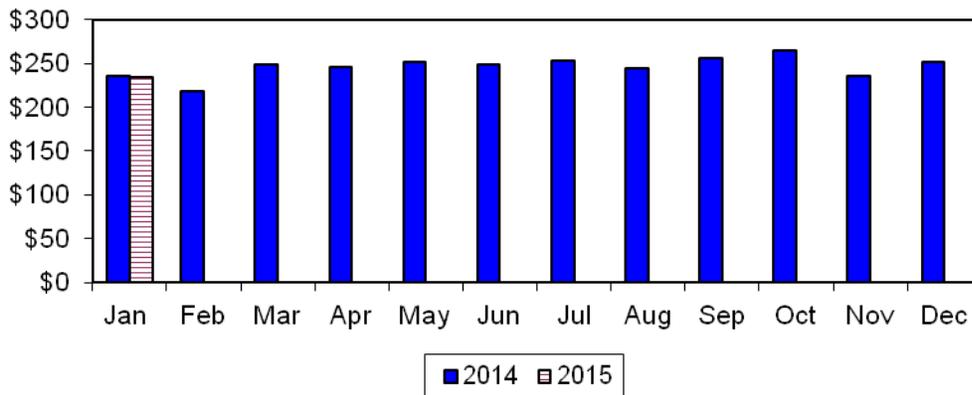
In January 2015, the EasyPay Xpress Unlimited program enrollment totaled 14,614 accounts. During this month, active Xpress Unlimited customers accounted for approximately 620,000 subway and local bus rides with \$1.3 million charged to their accounts. Each active account averaged 47 trips per month with a fixed monthly bill of \$112.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during January 2015 totaled \$234.6 million, on a base of 13.6 million customer transactions. This represents a 3.5 percent decrease in vending machine sales compared to the same period last year. During January 2015, MEMs accounted for 1,842,355 transactions resulting in \$47,800,910 in sales. Debit/credit card purchases accounted for 77.5 percent of total vending machine revenue, while cash purchases accounted for 22.5 percent. Debit/credit card transactions account for 52.2 percent of total vending machine transactions, while cash transactions account for 47.8 percent. The average credit sale was \$29.63, more than three times the average cash sale of \$8.15. The average debit sale was \$20.35.

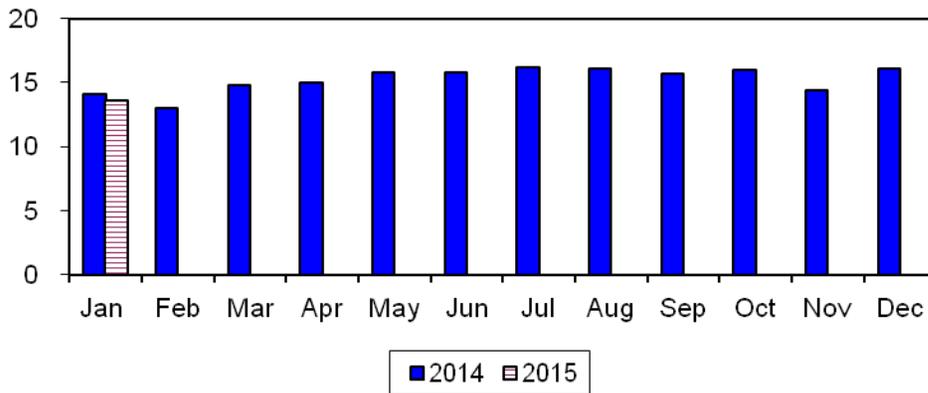
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



## 2014 Year-end Safety Results

	2013	2014
<b>Subway Customer Accidents per Million Customers</b>	2.52	2.62
<b>Subways Customer Injuries per Million Customers</b>	2.53	2.64
<b>Subways Employee Lost Time Accidents Per 100 Employees</b>	2.89	2.61
<b>Subways Collisions</b>	0	1
<b>Subways Derailments</b>	1	2
<b>Customer Accident Rate Per Million Customers</b>		
NYCT Bus	1.07	1.12
MTA Bus	0.87	0.84
<b>Regional Buses</b>	<b>1.04</b>	<b>1.07</b>
<b>Customer Accident Injury Rate Per Million Customers</b>		
NYCT Bus	1.15	1.16
MTA Bus	0.98	0.91
<b>Regional Buses</b>	<b>1.12</b>	<b>1.12</b>
<b>Collision Rate Per Million Miles</b>		
NYCT Bus	50.15	50.25
MTA Bus	44.57	46.38
<b>Regional Buses</b>	<b>48.83</b>	<b>49.33</b>
<b>Collision Injury Rate Per Million Miles</b>		
NYCT Bus	7.56	6.50
MTA Bus	4.94	5.61
<b>Regional Buses</b>	<b>6.94</b>	<b>6.29</b>
<b>Bus Employee Lost Time Accident Rate Per 100-Employees</b>		
NYCT Bus	5.44	5.74
MTA Bus	6.55	7.75
<b>Regional Buses</b>	<b>5.65</b>	<b>6.13</b>
<b>TOTAL NYCT Employee Lost Time Accident Rate Per 100-Employees</b>	<b>3.42</b>	<b>3.37</b>

### **2015 Goals:**

Subway Customer Accidents & Injuries per Million Miles to reduce to 3% below 2014's Actual.

Bus Customer Accidents & Customer Accident Injuries per Million Customers to reduce to 3% below 2014's Actual.

Bus Collisions & Collision Injuries per Million Miles to reduce to 3% below 2014's Actual.

Employee Lost Time Accidents per 100 Employees to reduce to 5% below 2014's Actual.

### **2015 Safety Initiatives**

#### **Subway Customer**

In an effort to reduce our highest customer accident type – Slips, Trips, and Falls, we implemented a multi-tiered station inspection program by managers, supervisors and System Safety that focuses on slip, trip, and fall hazards at high frequency incident stations and stations under construction. We also regularly address this hazard in our customer awareness campaigns.

We continue to implement the recommendations from the Blue Ribbon Panel that will improve our track maintenance program and safety culture.

#### **Bus Customer**

In an effort to address bus collisions and customer accidents, the Department of Buses implemented a number of initiatives. Examples of these programs include:

- Various undercover Bus Operator monitoring by Bus Supervision and System Safety
- Scheduled interactions and observations of Bus Operators by Bus Managers on high accident routes
- Comprehensive customer awareness program including posters, brochures and MetroCard messages aimed at safe employee and customer behavior in and around buses
- Implemented a "Vision Zero" one-day training program to engage the entire bus operator population over a two-year period in an open dialogue emphasizing the challenges of distracted pedestrians and cyclists.

#### **Subway and Bus Employees**

We continue to implement comprehensive Safety Goal Action Plans for Buses, Subways and Support Departments to mitigate employee accidents and enhance the safety culture. These plans address Safety Communications, Audits, Inspections, Incident Investigations and Training and activities aimed at engaging and involving employees in the safety program.

## **MTACC MONTHLY PROJECT STATUS REPORTS:**

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

# Fulton Center Active and Future Construction Contracts

## Report to the Transit Committee - March 2015

data thru February 2015; \$s in million

	Budget	Expenditures
Construction	\$ 928.3	\$ 865.7
Design	106.1	104.3
Construction Management	144.6	117.9
Real Estate	220.9	207.1
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,295.0</b>

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

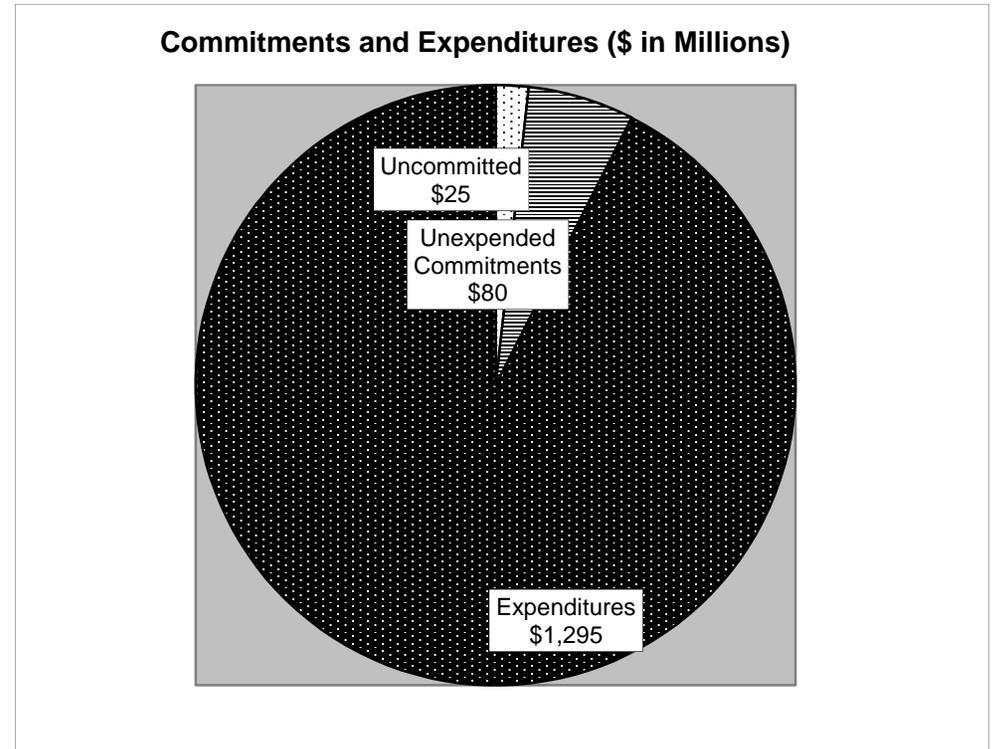
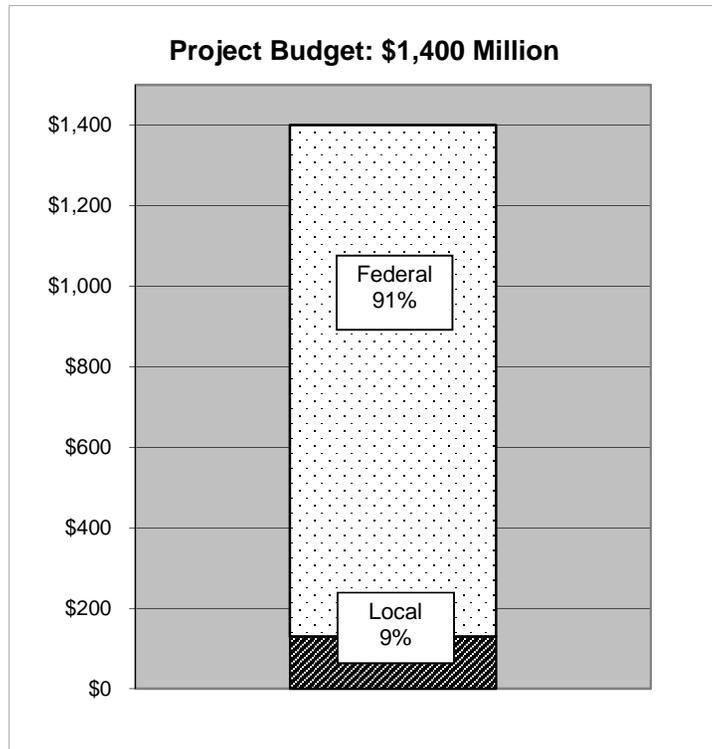
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone	Forecast Substantial Completion
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	\$212.8	\$207.0	\$5.8	\$193.9	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Dec-2015
<b>R to E Connector</b>	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

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

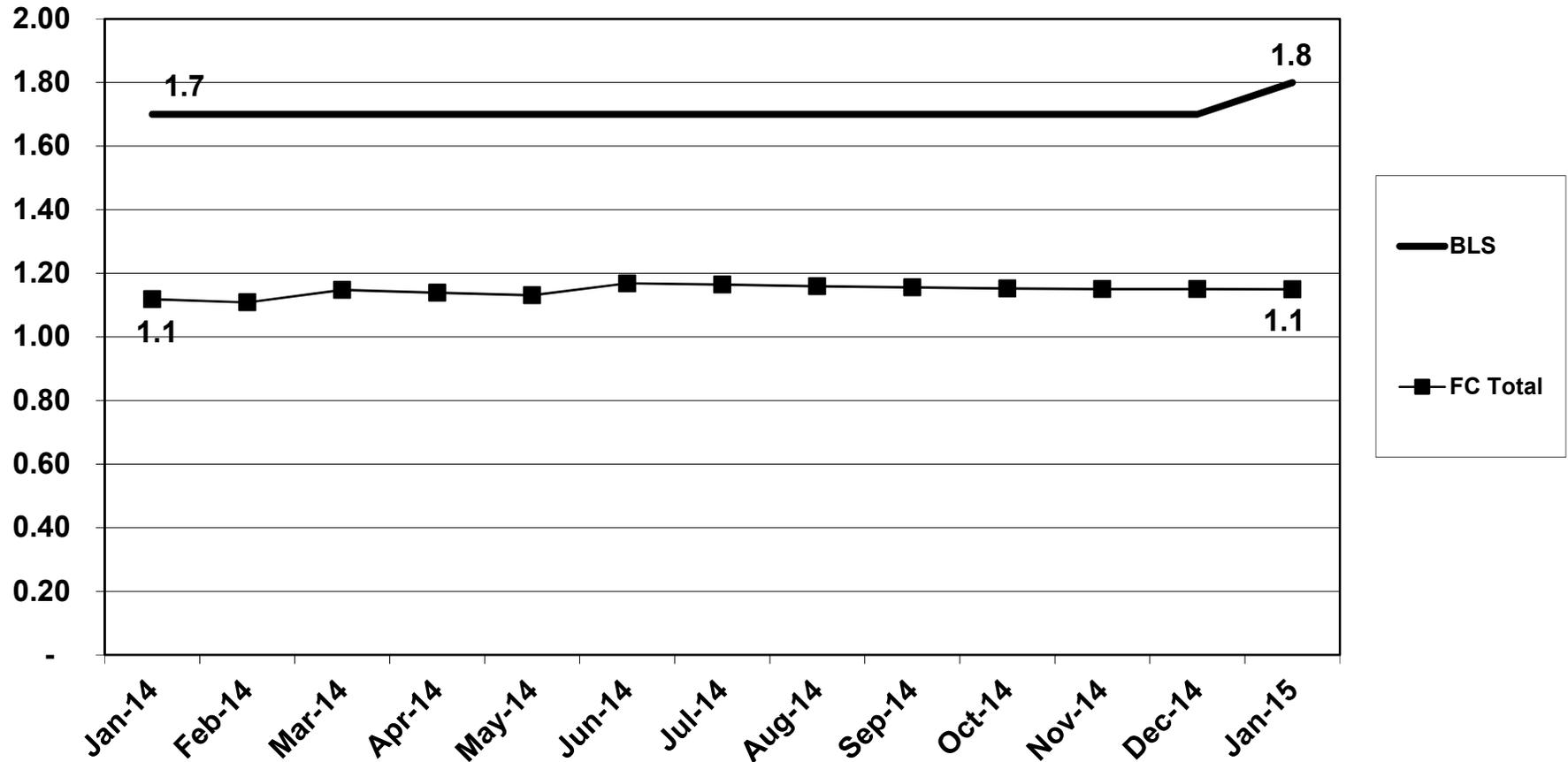
## Fulton Center Status

Report to the Transit Committee - March 2015  
data thru February 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 952	\$ 25	\$ 872
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,270</b>	<b>\$ 1,375</b>	<b>\$ 25</b>	<b>\$ 1,295</b>



## Lost Time Injury Rate Fulton Center Project, 2014-2015 vs. US BLS National Standard for Heavy & Civil Construction



**Note:**

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

# 7 Line Extension Active and Future Construction Contracts

## Report to the Transit Committee - March 2015

data thru February 2015; \$\$ in million

	Budget	Expenditures
Final Design	\$ 118.0	117.2
Construction	1,904.9	1,809.3
Construction Management	44.5	38.7
Subway Project Reserve	33.4	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,965.2</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	236.4
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,201.6</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,254.7</b>

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	Q2-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
<b>Systems, Finishes, and Core &amp; Shell of Site A (Vent Building)</b> <i>Skanska/Railworks JV</i>	\$555.8	\$549.0	\$6.9	\$521.7	Aug-2011	Jun-2014	Q2-2015
<b>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes<sup>††</sup></b> <i>John P. Picone Inc.</i>	\$92.3	\$85.0	\$7.3	\$33.6	Sep-2012	Apr-2016	Nov-2016

\*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.

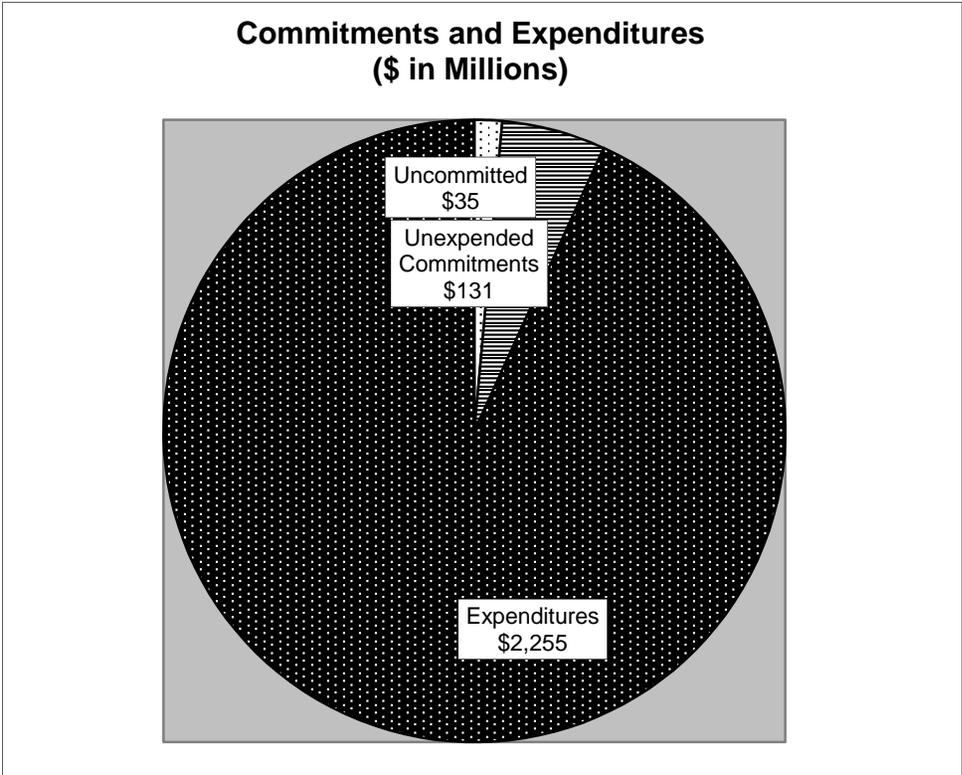
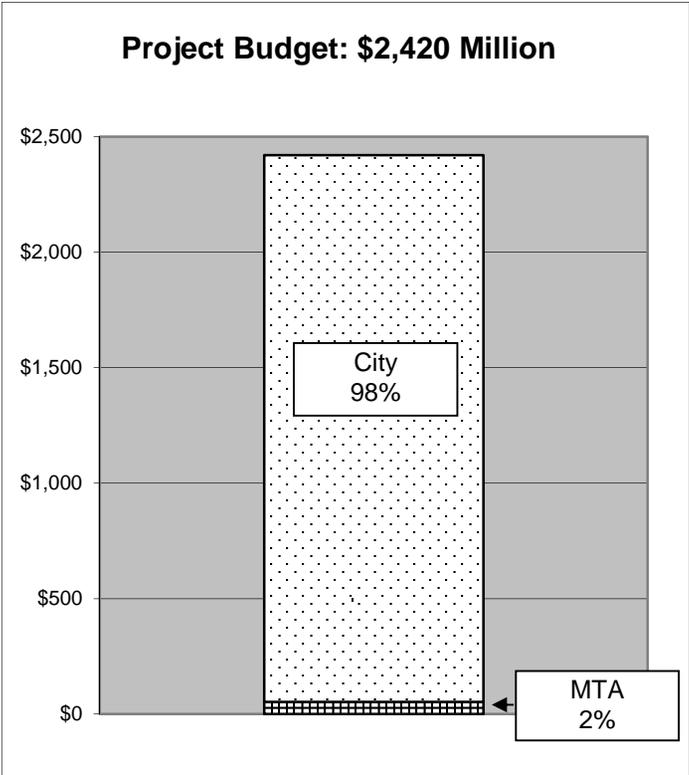
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

# 7 Line Extension Status

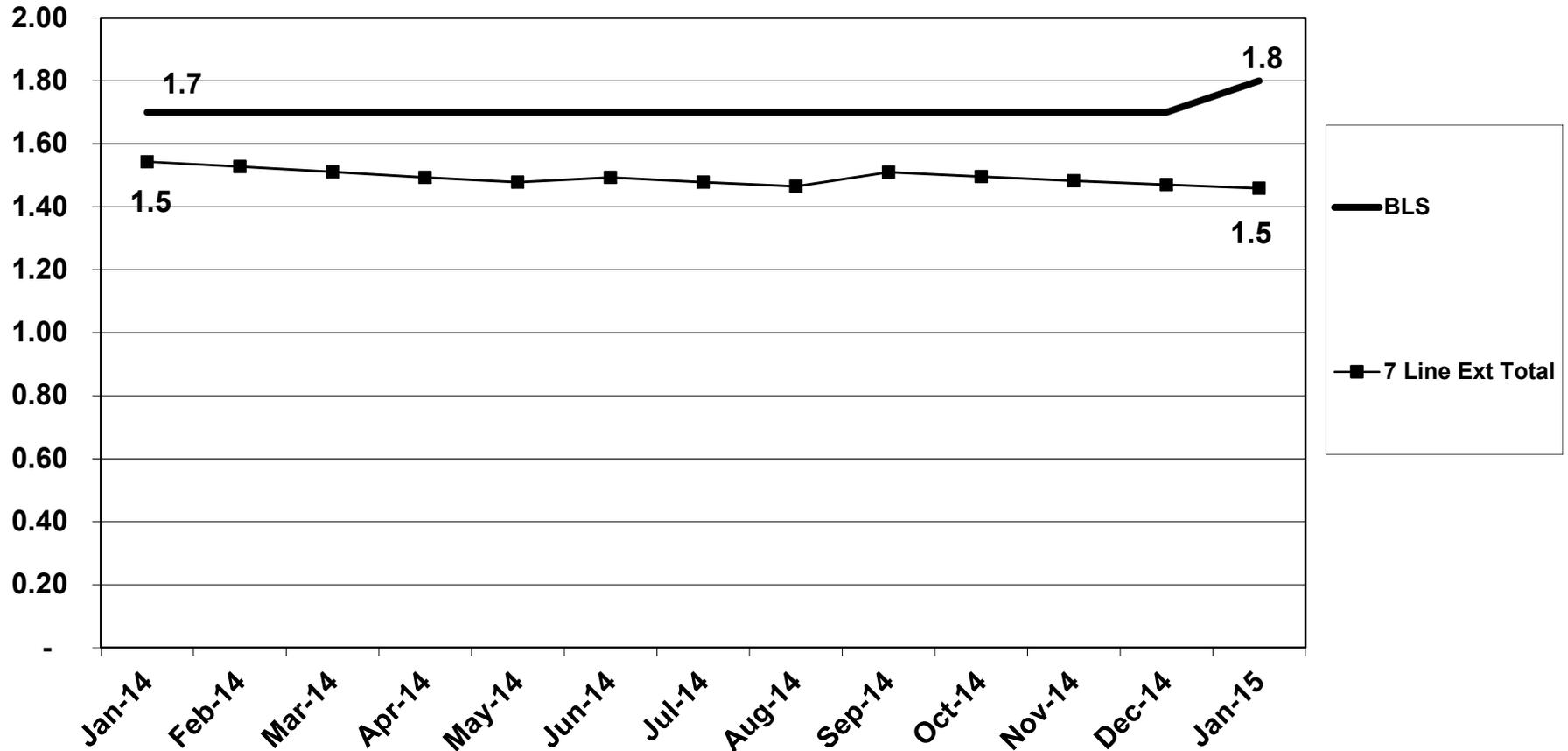
Report to the Transit Committee - March 2015  
data thru February 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,332	2,332	34	2,202
<b>Total Authorized</b>	<b>\$ 2,420</b>	<b>\$ 53</b>	<b>\$ 2,367</b>	<b>\$ 2,332</b>	<b>\$ 2,385</b>	<b>\$ 35</b>	<b>\$ 2,255</b>

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



## Lost Time Injury Rate 7 Line Extension Project, 2014-2015 vs. US BLS National Standard for Heavy & Civil Construction



**Note:**

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

# Second Ave Subway (Ph I) Active & Future Construction Contracts

## Report to the Transit Committee - March 2015

data thru February 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,439.2	\$ 2,386.2
Design	\$ 508.2	480.9
Construction Management	\$ 222.2	154.1
Real Estate	\$ 281.5	226.1
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 3,247.3</b>

	Schedule
Project Design Start	December-2001
Project Design Completion	February-2011
Project Construction Start	March-2007
Revenue Service Date	December-2016

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$190.9	\$189.7	\$1.1	\$158.3	Jul-2010	Jan-2011	May-2014	Sep-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$268.1	\$14.7	\$118.2	Mar-2011	Jan-2012	Aug-2016	Oct-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$347.3	\$347.3	\$0.0	\$192.0	Mar-2011	Jun-2012	Dec-2015	Oct-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$281.2	\$8.0	\$103.0	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$211.2	\$11.8	\$54.7	Oct-2013	Jun-2013	May-2016	Oct-2016

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

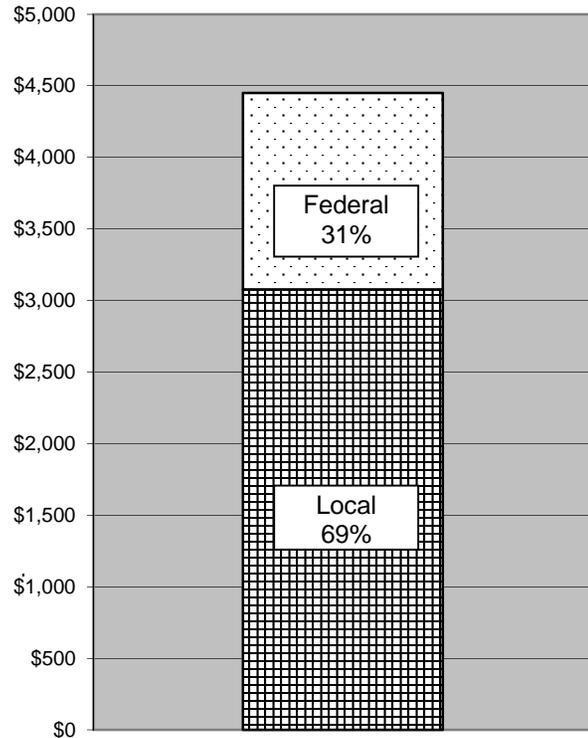
# Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - March 2015

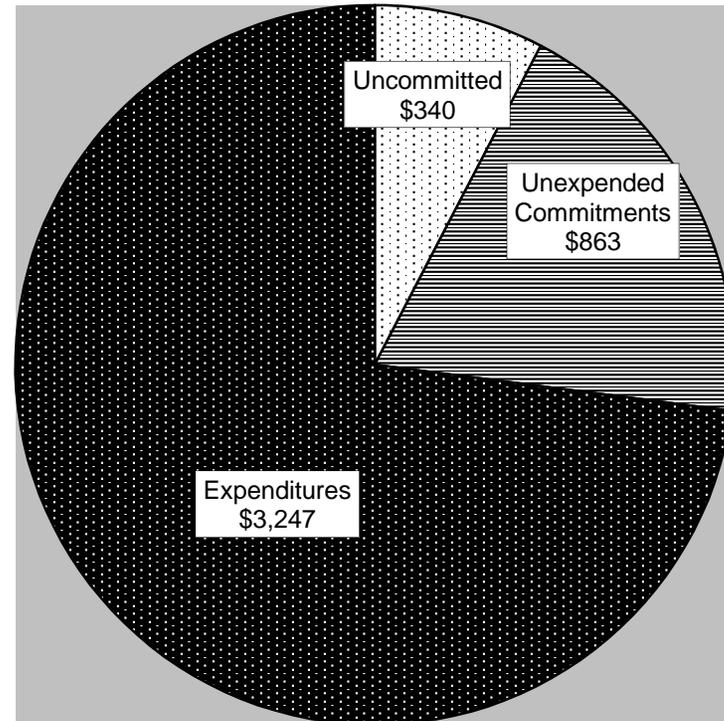
data thru February 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,040
2005-2009	1,914	846	1,068	758	1,866	48	1,573
2010-2014	1,487	1,487	-	-	1,195	292	635
<b>Total</b>	<b>\$ 4,451</b>	<b>\$ 3,077</b>	<b>\$ 1,374</b>	<b>\$ 1,064</b>	<b>\$ 4,111</b>	<b>\$ 340</b>	<b>\$ 3,247</b>

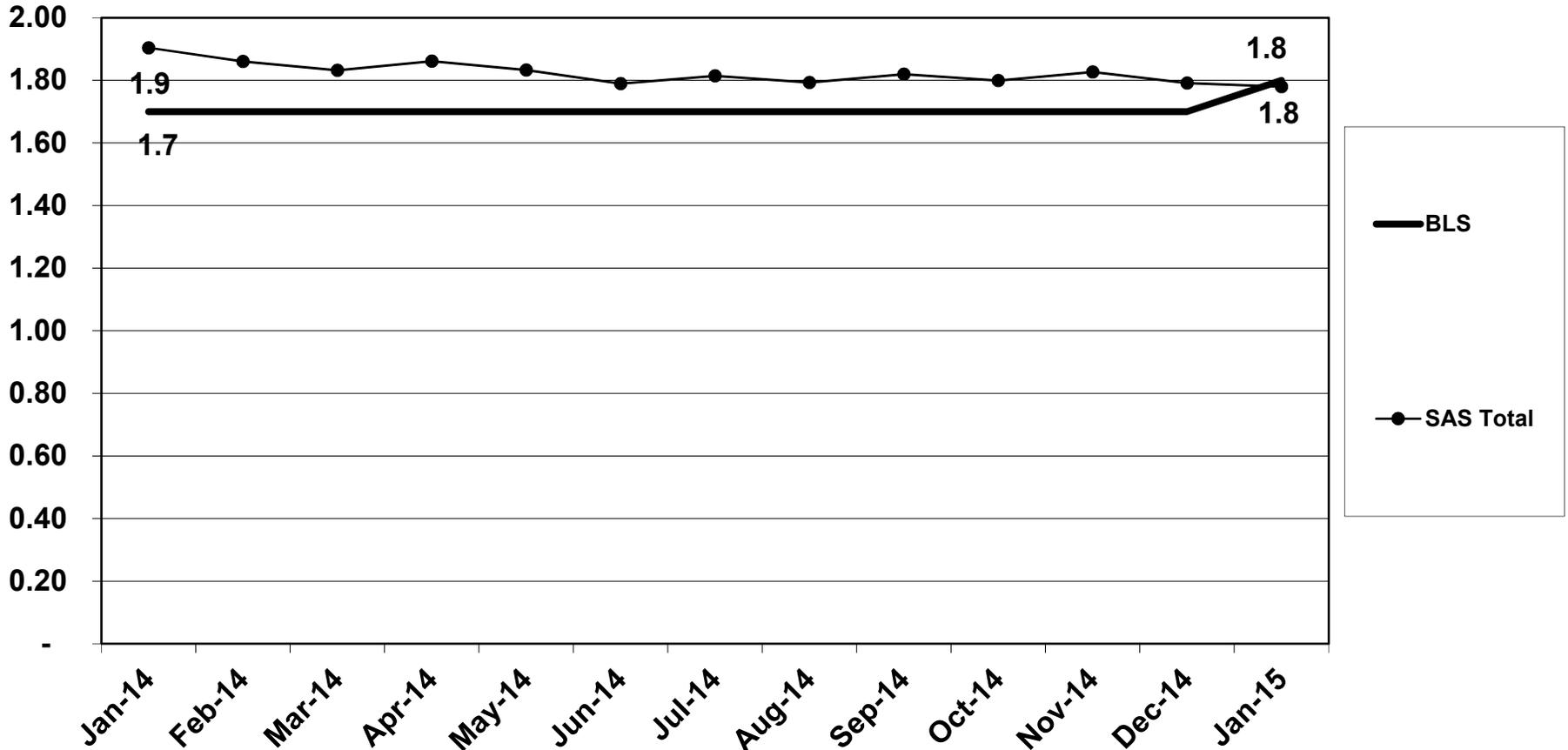
**Project Budget: \$4,451 Million**



**Commitments and Expenditures (\$ in Millions)**



**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)