



# Transit & Bus Committee Meeting

## March 2016

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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, 3/21/2016**

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

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – FEBRUARY 22, 2016**

*February Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 10*

## **4. OPERATIONS PERFORMANCE SUMMARY**

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

*January Operations Report - Page 18*

## **5. FINANCIAL REPORTS**

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

*NYCT Financial Report - Page 49*

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

*SIR Financial Report - Page 70*

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

*MTA Bus Financial Report - Page 81*

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

*Capital Program Status Report - Page 94*

## **6. PROCUREMENTS**

*NYCT March Procurement Staff Summary and Resolution - Page 103*

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

*NYCT Non-Competitive Actions - Page 107*

### **b. Competitive**

*NYCT Competitive Actions - Page 111*

### **c. Ratifications**

*NYCT and MTACC Ratifications - Page 130*

## **7. ACTION ITEM    Approve**

### **a. MTA Bus Rules and Regulations**

*MTA Bus Rules and Regulations - Page 134*

## **8. SERVICE CHANGES**

### **a. NYCT Bx24 Span Increase**

*NYCT Bx24 Span Increase - Page 153*

### **b. NYCT B12 and B25 Re-route in East New York**

*NYCT B12 and B25 Re-route in East New York - Page 157*

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

### **a. MetroCard Report**

*MetroCard Report - Page 161*

### **b. Non-Exclusive License Agreements for AM NY and Metro Newspaper Distribution**

*Non-Exclusive License Agreements for AM NY and Metro Newspaper Distribution - Page 165*

## **10. MTACC REPORT**

### **a. MTACC Report**

*MTACC Report - Page 167*

### **b. Second Avenue Subway Presentation**

*Second Avenue Subway Presentation - Page 174*

### **c. Second Avenue Subway IEC Project Review**

*Second Avenue Subway IEC Project Review - Page 183*

**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 22, 2016**

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair  
Hon. Andrew Albert  
Hon. Jonathan A. Ballan  
Hon. Allen P. Cappelli  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Polly Trottenberg

The following Members were absent:

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

Also present were:

Veronique Hakim, President, New York City Transit  
Michael Chubak, Acting Executive Vice President  
Wynton Habersham, Acting Senior Vice President, Subways

Joseph Fox, Chief, NYPD Transit Bureau  
Owen J. Monaghan, Vice President, Security  
Cheryl Kennedy, Vice President, Office of System Safety  
Stephen Plochochi, Vice President, Materiel  
Peter Cafiero, Chief, Operations Planning  
John O'Grady, Acting Senior Vice President, Capital Program Management  
Darryl Irick, President, MTA Bus  
David Cannon, Director, Procurement & Risk Management, MTA Capital Construction  
Michael Horodniceanu, President, MTA Capital Construction

I. Chair Ferrer opened the meeting.

## II. Public Speakers

James Munro, VP and Director of Sales, Motorola Solutions, requested that the Committee consider deferring award of the digital bus radio system contract, citing Motorola's experience and low proposal price.

Chad DeRoche addressed the Committee on the need for increased bus and subway accessibility and noted the need for improvement in bus announcements.

Ketrina Hazell requested that the Committee consider developing an app system to alert customers, especially wheelchair users, of elevator outages and asked that elevators be designed so as to accommodate larger sized mobility devices.

Orrin Getz welcomed President Hakim to NYCT and asked her to support an extension of the 7 line to Secaucus, New Jersey, as well as the use of a light rail system in New York City, possibly as a substitute for Select Bus Service along Woodhaven Boulevard in Queens.

Mark Lacari requested that the Committee invest in improvements to the Staten Island transit system, citing the increasing commercial development planned for the area and the poor level of service in the borough.

## III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the January 25, 2016 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

## IV. Agenda Items

President Hakim informed the Committee that New York City Transit, along with Metro-North Railroad, earned the Transportation Security Administration's Gold Standard Award for the year 2015.

President Hakim also thanked NYCT staff who worked through the President's Day weekend to keep the transit system up and running during the record breaking cold temperatures.

Chief Fox presented the NYPD Transit Bureau statistics.

Member Cappelli remarked that the MTA needs to do more as an agency to track those who commit crimes within the system, and made a motion to establish a three-person task force to work with the District Attorneys' office on this issue.

President Hakim indicated that NYCT is prepared to dedicate the appropriate resources to address the problem of recidivist crime in the system.

Member Moerdler reminded the Committee of his prior recommendation that pro bono monitoring of the disposition of transit crimes be sought from law schools and law firms.

Member Metzger indicated that she would support Member Cappelli's motion if modified to allow agency management to determine the method and manpower needed to achieve the stated goals. Member Albert clarified that the effort should apply to crime in both buses and subways.

Upon motion duly made and seconded, Member Cappelli's motion, as modified by Member Metzger, was unanimously approved.

In response to a question from Member Albert, Chief Fox noted that cameras have been placed at "slam-gate" locations and that fare evasion activity at these locations is being monitored.

In response to a question from Member Moerdler, Chief Fox agreed to look into whether knives are now being used more often than guns in perpetrating transit crimes.

### **A. Operations Report**

Acting SVP Habersham reported to the Committee on the Department of Subways' operating performance, also expressing his appreciation for the work of NYCT's car maintenance and engineering teams in ensuring that the "snow fighting" fleet of subway cars is kept in optimal condition and effectively managed.

In response to a question from Member Albert, Acting SVP Habersham informed the Committee that the low weekday terminal on-time performance statistics for the 5 line are primarily attributable to the overall length of the line and its high level of ridership, noting that strategies being implemented to improve performance are having a positive effect.

In response to comments from Member Moerdler, President Hakim agreed to look into ways that the Committee could assist NYCT in improving both weekday on-time performance on the Lexington Avenue line, and Key Performance Indicators in the Bronx.

Member Albert noted that the low MDBF for the R32 and the R42 subway cars makes delays in acquiring the R179s particularly critical.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, calling to the Committee's attention an order of 75 articulated buses which will introduce new customer amenities such as Wi-Fi and USB charging ports.

VP Kennedy presented the Safety Report.

## **B. Financial Reports**

Acting EVP Chubak 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 Cappelli, Mr. Cafiero advised the Committee that a comprehensive study of local and express bus networks in Staten Island is underway to evaluate means of improving service. Member Metzger asked that the two NYC EDC-funded bus routes in Staten Island be included in the study.

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

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

## **C. Procurements**

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 10 actions totaling \$232.2 million in expenditures. VP Plochochi highlighted for the Committee two procurement agenda items: (1) the award of a competitively negotiated, FTA funded, contract to Parsons Transportation Group of New York to furnish and install a new digital bus radio system in the 700/800 MHz band for NYC Transit and MTA Bus at a cost of \$202.1 million and a term of 58 months; and (2) the award of a competitively solicited contract for staffing to Republic Parking System in the estimated amount of \$13.2 million.

Motions were duly made and seconded to approve the procurement action items. Chair Ferrer recused himself from the vote on the digital bus radio system procurement.

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

MTA CC's proposed ratifications requiring a majority vote (Schedule K in the Agenda), were also approved and forwarded to the full Board for consideration.

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

Member Cappelli expressed his support for the award of the digital bus radio system contract to Parsons Transportation Group.

In response to a request by Member Moerdler, Interim VP and General Counsel Henly agreed to provide additional information regarding the timeliness of dispositions of TAB hearings.

#### **V. Service Changes**

Mr. Cafiero advised the Committee that under the proposed service plan, the Second Avenue Subway would become the northern terminus for the **Q** train at all times, and that to maintain service levels on the Astoria line, where the **Q** currently runs on weekdays, the restoration of **W** service from Astoria to lower Manhattan was planned. He further noted that since the proposed changes to the **Q** would impact a significant fraction of its length, a public hearing to consider the proposed service plan will be held in Spring 2016.

Member Albert expressed his support for the service change, including the restoration of **N** line express service along the Broadway corridor.

#### **VI. Special Reports and Presentations**

President Hakim presented the MetroCard Report to the Committee for its information, as well as the NYCT, SIR and MTA Bus Adopted Budget/Financial Plan 2016-2019.

#### **VII. Standard Follow-Up Reports**

President Hakim presented the ADA Compliance Report, the NYCT & MTA Bus Service Quality/PES Indicators Report, the Elevator & Escalator Report, the Transit Adjudication Bureau Report and the 2015 Year-End NYCT & MTA Bus EEO & Diversity Reports.

#### **VIII. MTA CC Project Report**

President Horodniceanu made a presentation on the status of the Second Avenue Subway project.

#### **IX. Action Item**

Upon motion duly made and seconded, the Committee approved the MTA CC Second Avenue Subway Acceleration Agreements.

In response to a question from Member Albert, President Horodniceanu informed the Committee that following the approval of the Acceleration Agreements, approximately \$50 million would remain in the project contingency budget.

X. MTA's Independent Engineering Consultant presented its review of the Second Avenue Subway project to the Committee.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "B. Quintas", written in a cursive style.

Bettina Quintas  
Assistant Secretary



## 2016 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 2016

No Items

#### April 2016

Final Review of NYC Transit 2015 Operating Results	Management & Budget
Final Review of SIR 2015 Operating Results	Management & Budget
Final Review of MTA Bus 2015 Operating Results	Management & Budget

#### May 2016

Transit Adjudication Bureau Report, 1 <sup>st</sup> Qtr, 2016	Law
Elevator & Escalator Service Report, 1 <sup>st</sup> Qtr, 2016	Subways
NYCT & MTA Bus EEO & Diversity Report, 1 <sup>st</sup> Qtr, 2016	EEO & Human Resources

#### June 2016

No Items

#### July 2016

No Items

#### August 2016

No Meetings Held

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

## Responsibility

### September 2016

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

### October 2016

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

### November 2016

Charter for Transit Committee	Law
Elevator & Escalator Service Report, 3 <sup>rd</sup> , Qtr, 2016	Subways
Transit Adjudication Bureau Report, 3 <sup>rd</sup> Qtr, 2016	Law

### December 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
SIR 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3 <sup>rd</sup> Qtr, 2016	EEO & Human Resources

### January 2017

Approval of 2017 NYC Transit Committee Work Plan	Committee Chair & Members
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### February 2017

Preliminary Review of NYC Transit 2016 Operating Results	Management & Budget
Preliminary Review of SIR 2016 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2016 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2017-2020	Management & Budget
SIR Adopted Budget/Financial Plan 2017-2020	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2017-2020	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



## 2016 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 2016**

No Agenda Items

### **APRIL 2016**

#### Final Review of NYC Transit 2015 Operating Results

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

#### Final Review of SIR 2015 Operating Results

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

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

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

### **MAY 2016**

#### Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2016

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

#### Elevator & Escalator Service Report, 1<sup>st</sup> Qtr, 2016

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

#### EEO & Diversity Report, 1<sup>st</sup> Qtr, 2016

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

### **JUNE 2016**

No Agenda Items

### **JULY 2016**

No Agenda Items

### **AUGUST 2016**

No Meetings Held

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

### SEPTEMBER 2016

#### 2016 NYC Transit Mid-Year Forecast Monthly Allocation

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

#### 2016 SIR Mid-Year Forecast Monthly Allocation

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

#### 2016 MTA Bus Mid-Year Forecast Monthly Allocation

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

#### 2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

#### 2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

#### 2017 MTA Bus Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

#### Service Quality Indicators/PES Report

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

#### Elevator & Escalator Service Report, 2<sup>nd</sup> Qtr, 2016

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

#### Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2016

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

#### EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2016

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

### OCTOBER 2016

#### 2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

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

### 2017 SIR Preliminary Budget

Public comments will be accepted on the SIR 2017 Preliminary Budget.

### 2017 MTA Bus Preliminary Budget

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

## NOVEMBER 2016

### 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, 3<sup>rd</sup> Qtr, 2016

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

### Transit Adjudication Bureau Report, 3<sup>rd</sup> Qtr, 2016

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

## DECEMBER 2016

### NYCT 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

### SIR 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

### MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

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

### EEO & Diversity Report, 3<sup>rd</sup> Qtr, 2016

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

### **JANUARY 2017**

#### Approval of Committee Work Plan

The Committee will be provided with the work plan for 2017 and will be asked to approve its use for the year.

### **FEBRUARY 2017**

#### Preliminary Review of NYC Transit's 2016 Operating Results

NYC Transit will present a brief review of its 2016 Budget results.

#### Preliminary Review of SIR 2016 Operating Results

NYC Transit will present a brief review of SIR's 2016 Budget results.

#### Preliminary Review of MTA Bus 2016 Operating Results

MTA Bus will present a brief review of its 2016 Budget results.

#### Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 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 2017 by category.

#### SIR Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 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 2017 by category.

#### MTA Bus Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 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 2017 by category.

#### Service Quality Indicators / PES Report

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

## II. 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.

### EEO & Diversity Report- 2016 Year-End Report

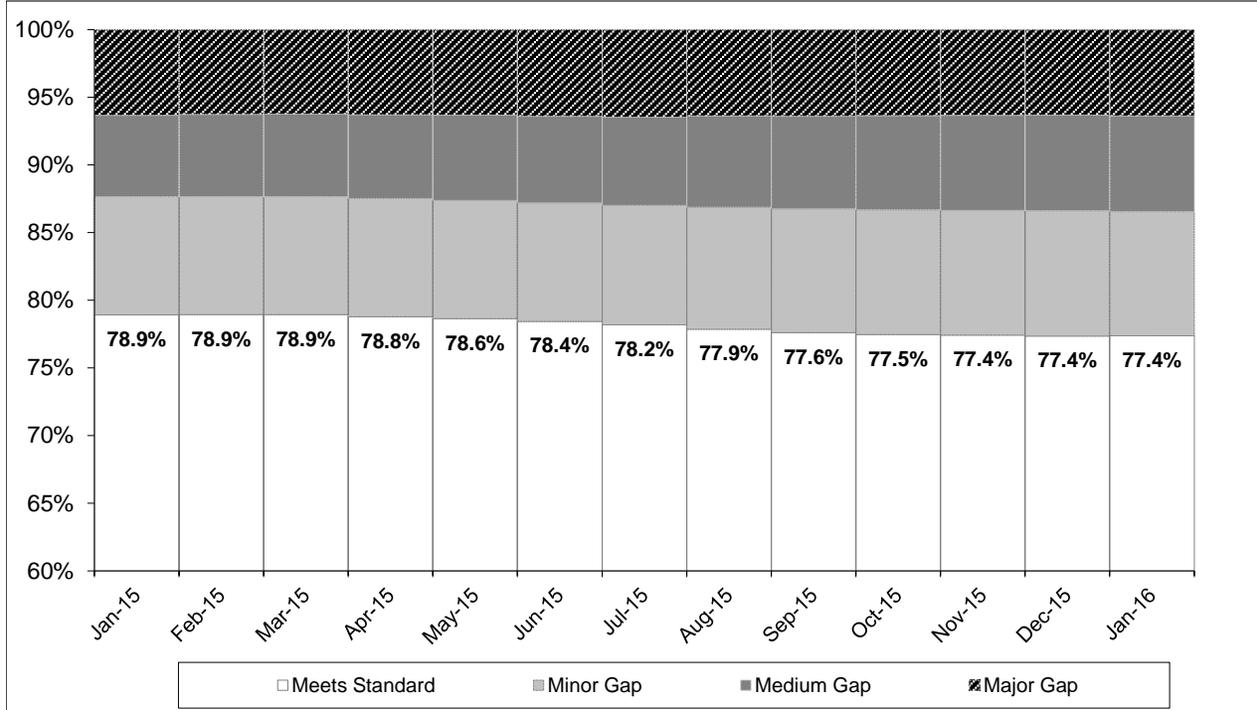
A detailed year-end 2016 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

# Monthly Operations Report

Statistical results for the month of January 2016 are shown below.

<b>Subway Monthly Operations Report Service Indicators</b>						
<b>Performance Indicator</b>	<b>Current Month: January 2016</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>				77.4%	78.9%	-1.5%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	70.8%	73.0%	-2.2%	72.0%	72.9%	-0.9%
A Division Weekday Wait Assessment - (All Lines)				74.7%	75.5%	-0.8%
B Division Weekday Wait Assessment	81.2%	80.1%	+1.1%	78.8%	80.7%	-1.9%
<b>System Weekend Wait Assessment (Chart 3)</b>				84.3%	85.7%	-1.4%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	83.4%	78.9%	+4.5%	81.4%	82.9%	-1.5%
A Division Weekend Wait Assessment - (All Lines)				83.3%	84.9%	-1.6%
B Division Weekend Wait Assessment	86.3%	92.1%	-5.8%	84.9%	86.2%	-1.3%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	67.9%	72.0%	-4.1%	69.3%	74.0%	-4.7%
A Division Weekday Terminal On-Time Performance	64.1%	69.0%	-4.9%	65.3%	69.2%	-3.9%
B Division Weekday Terminal On-Time Performance	71.0%	74.5%	-3.5%	72.6%	77.8%	-5.2%
System Number of Weekday Terminal Delays (Chart 6)	50,051	43,606	+14.8%	50,393	43,062	+17.0%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	75.8%	78.1%	-2.3%	74.1%	80.8%	-6.7%
A Division Weekend Terminal On-Time Performance	74.8%	73.8%	+1.0%	71.9%	78.3%	-6.4%
B Division Weekend Terminal On-Time Performance	76.5%	81.2%	-4.7%	75.6%	82.5%	-6.9%
System Number of Weekend Terminal Delays (Chart 9)	12,123	13,131	-7.7%	13,151	9,830	+33.8%
<b>Mean Distance Between Failures (Charts 10-11)</b>	115,580	142,317	-18.8%	129,056	143,150	-9.8%
A Division Mean Distance Between Failures	104,209	133,694	-22.1%	112,469	126,912	-11.4%
B Division Mean Distance Between Failures	125,974	149,309	-15.6%	144,892	157,943	-8.3%
<b>System Weekday Service-KPI (Charts 12-13)</b>	75.3%	77.6%	-2.3%	75.8%	78.2%	-2.4%
A Division Weekday Service-KPI	71.2%	73.6%	-2.4%	71.9%	73.8%	-1.9%
B Division Weekday Service-KPI	78.2%	80.4%	-2.2%	78.7%	81.4%	-2.7%
<b>System Weekday PES-KPI (Charts 14-16)</b>				91.7%	90.9%	+0.8%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	95.7%	94.3%	+1.4%	95.5%	91.4%	+4.1%
AM Rush On-Time Performance	95.0%	90.8%	+4.2%	95.5%	92.2%	+3.3%
PM Rush On-Time Performance	100.0%	96.7%	+3.3%	97.7%	94.3%	+3.4%
Percentage of Completed Trips	97.2%	99.9%	-2.7%	99.6%	99.7%	-0.1%
Mean Distance Between Failures	219,689	27,396	+701.9%	61,176	67,432	-9.3%
Staten Island Railway PES-KPI (Chart 17)				90.4%	90.9%	-0.5%

## Subway Weekday Wait Assessment 12 Month Rolling Average (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><u>Meets Standard</u></b>	<b>GAP</b>			
		<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	
<b>Feb '15 - Jan '16</b>	77.4%	9.2%	7.1%	6.4%	2016 TARGET: 80.7%
<b>Feb '14 - Jan '15</b>	78.9%	8.7%	6.0%	6.3%	2015 ACTUAL: 77.4%

**Chart 1**

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

Line	<u>Feb '15 - Jan '16</u>				<u>Feb '14 - Jan '15</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways*</u>			<u>Meets Standard</u>	<u>Headways*</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	78.5%	9.3%	6.8%	5.3%	80.0%	8.4%	6.0%	5.6%	-1.5%
②	72.0%	10.1%	9.4%	8.5%	72.1%	10.0%	9.1%	8.8%	-0.1%
③	77.7%	9.7%	7.1%	5.5%	77.6%	9.6%	7.0%	5.8%	+0.1%
④	70.8%	9.7%	8.8%	10.8%	71.5%	9.6%	8.7%	10.2%	-0.7%
⑤	66.2%	10.1%	10.8%	12.9%	67.6%	9.9%	10.1%	12.3%	-1.4%
⑥	66.6%	9.8%	10.7%	12.9%	68.7%	8.9%	9.6%	12.9%	-2.1%
⑦	74.5%	10.4%	8.1%	7.0%	76.0%	9.8%	6.6%	7.6%	-1.5%
Ⓢ 42nd	91.0%	4.2%	2.5%	2.3%	90.6%	3.7%	2.2%	3.4%	+0.4%
<b>Subdivision A</b>	<b>74.7%</b>	<b>9.1%</b>	<b>8.0%</b>	<b>8.2%</b>	<b>75.5%</b>	<b>8.7%</b>	<b>7.4%</b>	<b>8.3%</b>	<b>-0.8%</b>
Ⓐ	67.9%	9.7%	9.9%	12.4%	69.8%	10.2%	8.0%	11.9%	-1.9%
Ⓑ	77.6%	10.5%	7.0%	4.8%	80.0%	9.4%	5.6%	5.0%	-2.4%
Ⓒ	78.0%	10.5%	6.5%	5.1%	81.0%	9.5%	4.9%	4.6%	-3.0%
Ⓓ	78.9%	10.4%	6.8%	4.0%	81.9%	8.6%	5.4%	4.0%	-3.0%
Ⓔ	74.7%	9.9%	8.1%	7.2%	74.6%	9.7%	7.4%	8.3%	+0.1%
Ⓕ	72.3%	10.0%	8.5%	9.2%	71.3%	8.9%	7.5%	12.3%	+1.0%
Ⓢ Fkln	96.4%	1.5%	1.0%	1.2%	95.9%	2.0%	1.0%	1.2%	+0.5%
Ⓖ	81.2%	10.4%	5.6%	2.9%	81.8%	10.1%	4.9%	3.2%	-0.6%
Ⓢ Rock	91.9%	4.5%	2.3%	1.3%	89.8%	6.1%	1.8%	2.2%	+2.1%
Ⓙ	77.7%	9.7%	7.2%	5.3%	81.7%	9.5%	5.1%	3.7%	-4.0%
Ⓛ	77.8%	9.9%	7.0%	5.3%	82.0%	9.6%	4.7%	3.6%	-4.2%
Ⓜ	76.7%	9.8%	7.5%	6.0%	79.0%	10.0%	6.6%	4.4%	-2.3%
Ⓝ	77.6%	10.8%	7.3%	4.3%	80.9%	9.0%	4.8%	5.3%	-3.3%
Ⓞ	78.7%	10.8%	5.9%	4.6%	80.2%	9.7%	5.5%	4.6%	-1.5%
Ⓡ	74.8%	9.6%	7.6%	8.0%	81.1%	8.8%	5.5%	4.6%	-6.3%
<b>Subdivision B</b>	<b>78.8%</b>	<b>9.2%</b>	<b>6.5%</b>	<b>5.4%</b>	<b>80.7%</b>	<b>8.7%</b>	<b>5.3%</b>	<b>5.3%</b>	<b>-1.9%</b>
<b>Systemwide</b>	<b>77.4%</b>	<b>9.2%</b>	<b>7.1%</b>	<b>6.4%</b>	<b>78.9%</b>	<b>8.7%</b>	<b>6.0%</b>	<b>6.3%</b>	<b>-1.5%</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  
 .....

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

Line	Feb '15 - Jan '16				Feb '14 - Jan '15				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	88.4%	6.7%	3.3%	1.7%	87.5%	6.6%	3.6%	2.3%	+0.9%
2	78.5%	10.3%	7.2%	4.0%	80.3%	10.1%	6.1%	3.5%	-1.8%
3	85.5%	8.1%	4.1%	2.4%	87.6%	6.9%	3.2%	2.3%	-2.1%
4	74.2%	10.2%	8.5%	7.1%	77.9%	9.7%	6.8%	5.7%	-3.7%
5	84.3%	7.9%	4.8%	3.0%	82.5%	7.8%	5.1%	4.6%	+1.8%
6	77.7%	9.5%	7.4%	5.3%	81.3%	8.5%	5.7%	4.5%	-3.6%
7	79.3%	11.1%	5.0%	4.6%	83.9%	9.2%	3.4%	3.5%	-4.6%
S 42nd	98.9%	0.5%	0.2%	0.4%	98.5%	0.8%	0.2%	0.5%	+0.4%
<b>Subdivision A</b>	<b>83.3%</b>	<b>8.0%</b>	<b>5.1%</b>	<b>3.5%</b>	<b>84.9%</b>	<b>7.4%</b>	<b>4.3%</b>	<b>3.4%</b>	<b>-1.6%</b>
A	74.6%	10.4%	7.9%	7.1%	78.6%	9.8%	5.4%	6.2%	-4.0%
C	84.2%	7.8%	3.9%	4.1%	81.2%	8.9%	6.1%	3.8%	+3.0%
D	87.9%	6.9%	4.1%	1.1%	83.7%	7.1%	4.1%	5.1%	+4.2%
E	79.3%	10.4%	5.4%	5.0%	86.8%	7.3%	2.6%	3.3%	-7.5%
F	84.5%	7.8%	3.3%	4.4%	83.1%	8.1%	3.5%	5.3%	+1.4%
S Fkln	92.3%	3.9%	2.4%	1.4%	95.8%	2.9%	0.3%	1.0%	-3.5%
G	92.1%	5.1%	1.8%	1.0%	92.0%	4.5%	1.8%	1.8%	+0.1%
J Z	90.3%	6.5%	2.1%	1.1%	90.3%	6.2%	2.3%	1.2%	+0.0%
L	78.1%	8.0%	7.8%	6.1%	87.2%	5.9%	3.2%	3.6%	-9.1%
N	84.0%	8.8%	4.6%	2.5%	85.4%	7.1%	4.8%	2.7%	-1.4%
O	85.9%	6.1%	4.6%	3.5%	88.9%	6.7%	3.6%	0.8%	-3.0%
R	85.6%	5.2%	5.4%	3.7%	81.0%	9.6%	4.4%	4.9%	+4.6%
<b>Subdivision B</b>	<b>84.9%</b>	<b>7.2%</b>	<b>4.4%</b>	<b>3.4%</b>	<b>86.2%</b>	<b>7.0%</b>	<b>3.5%</b>	<b>3.3%</b>	<b>-1.3%</b>
<b>Systemwide</b>	<b>84.3%</b>	<b>7.6%</b>	<b>4.7%</b>	<b>3.5%</b>	<b>85.7%</b>	<b>7.2%</b>	<b>3.8%</b>	<b>3.3%</b>	<b>-1.4%</b>

\* Headway Definitions

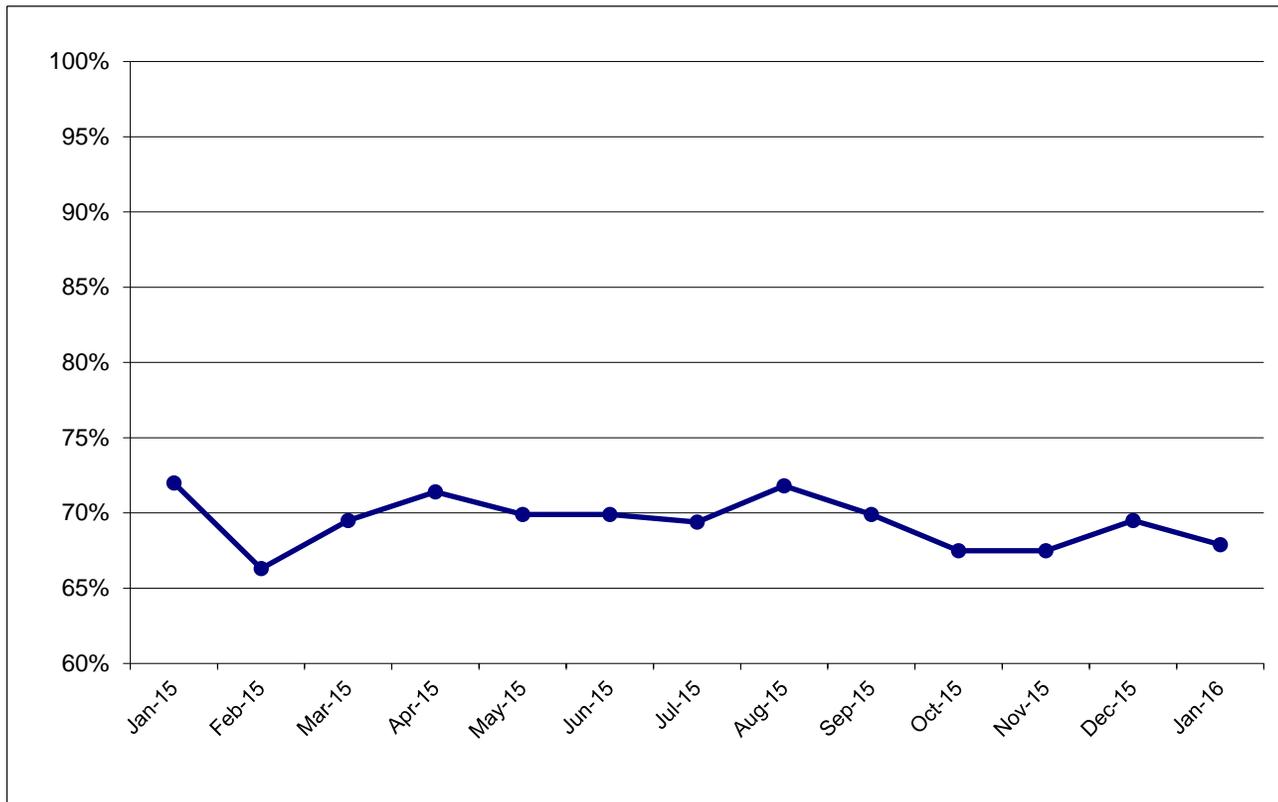
Meets Standard: meets Wait Assessment standard of scheduled headway +25%

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 Weekday Terminal On-Time Performance Monthly (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 2016: 67.9%  
 Jan 2015: 72.0%  
 12-Mon Avg: 69.3%  
 (Feb '15 - Jan '16)

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

Jan 2016: 64.1%  
 Jan 2015: 69.0%  
 12-Mon Avg: 65.3%  
 (Feb '15 - Jan '16)

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

Jan 2016: 71.0%  
 Jan 2015: 74.5%  
 12-Mon Avg: 72.6%  
 (Feb '15 - Jan '16)

### Discussion of Results

In January 2016, Over Crowding (18,103 delays), Right-Of-Way (9,290 delays), and Track Gangs (6,276 delays) were the highest categories of delays, representing 67.3% of the total 50,051 delays.

**Chart 4**

**Subway Weekday Terminal On-Time Performance  
12 Month Rolling Average  
(24 hours)**

<u>Line</u>	<u>Feb '15 - Jan '16</u>	<u>Feb '14 - Jan '15</u>	<u>% Difference</u>
①	76.3%	78.9%	-2.6%
②	42.4%	47.0%	-4.6%
③	64.8%	66.7%	-1.9%
④	42.6%	46.4%	-3.8%
⑤	38.9%	43.8%	-4.9%
⑥	45.6%	53.7%	-8.1%
⑦	82.3%	87.9%	-5.6%
④ S 42 St	98.9%	97.7%	+1.2%
<b>Subdivision A</b>	65.3%	69.2%	-3.9%
① A	66.2%	72.1%	-5.9%
① B	75.9%	74.9%	+1.0%
① C	78.4%	83.9%	-5.5%
① D	73.4%	75.2%	-1.8%
① E	69.0%	71.6%	-2.6%
① F	57.2%	54.8%	+2.4%
④ S Fkn	99.6%	99.2%	+0.4%
① G	68.3%	77.0%	-8.7%
④ S Rock	95.8%	95.6%	+0.2%
① J Z	71.1%	85.9%	-14.8%
① L	91.4%	94.1%	-2.7%
① M	69.1%	74.6%	-5.5%
① N	65.6%	71.3%	-5.7%
① Q	70.2%	75.3%	-5.1%
① R	59.0%	81.2%	-22.2%
<b>Subdivision B</b>	72.6%	77.8%	-5.2%
<b>Systemwide</b>	<b>69.3%</b>	<b>74.0%</b>	<b>-4.7%</b>

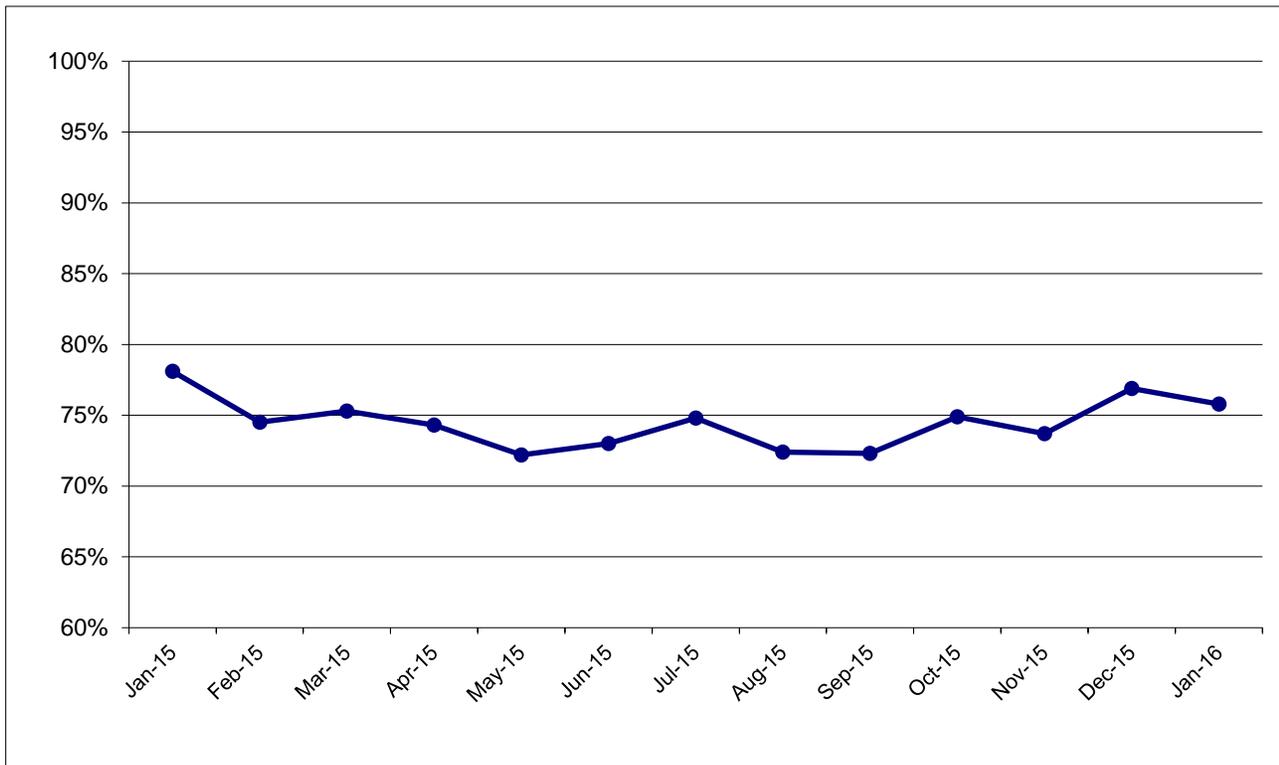
**Chart 5**

## Subway Weekday Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>Jan '16 Delays</u>
Over Crowding	18,103
ROW Delays	9,290
Track Gangs	6,276
Sick Customer	2,682
Car Equipment	2,473
Work Equipment/G. O.	2,355
Inclement Weather	2,295
Unruly Customer	1,612
Operational Diversions	1,605
Police	1,414
Employee	853
Fire	681
Infrastructure	327
External	86
<b>Total Delays</b>	<b>50,051</b>

\* Total may differ slightly due to rounding.

## Subway Weekend Terminal On-Time Performance Monthly (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 2016: 75.8%  
 Jan 2015: 78.1%  
 12-Mon Avg: 74.1%  
 (Feb '15 - Jan '16)

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

Jan 2016: 74.8%  
 Jan 2015: 73.8%  
 12-Mon Avg: 71.9%  
 (Feb '15 - Jan '16)

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

Jan 2016: 76.5%  
 Jan 2015: 81.2%  
 12-Mon Avg: 75.6%  
 (Feb '15 - Jan '16)

### Discussion of Results

In January 2016, Work Equipment/G.O. (2,972 delays), Over Crowding (2,456 delays), and Track Gangs (2,230 delays) were the highest categories of delays, representing 63.2% of the total 12,123 delays.

**Subway Weekend Terminal On-Time Performance  
12 Month Rolling Average  
(24 hours)**

<u>Line</u>	<u>Feb '15 - Jan '16</u>	<u>Feb '14 - Jan '15</u>	<u>% Difference</u>
①	87.5%	86.0%	+1.5%
②	44.3%	43.0%	+1.3%
③	61.7%	74.6%	-12.9%
④	48.1%	62.4%	-14.3%
⑤	75.7%	72.4%	+3.3%
⑥	55.8%	72.2%	-16.4%
⑦	85.8%	93.6%	-7.8%
Ⓢ 42 St	99.6%	99.6%	0.0%
<b>Subdivision A</b>	71.9%	78.3%	-6.4%
Ⓐ	62.7%	73.6%	-10.9%
Ⓒ	58.5%	74.1%	-15.6%
Ⓓ	70.4%	80.3%	-9.9%
Ⓔ	61.1%	69.1%	-8.0%
Ⓕ	38.9%	56.3%	-17.4%
Ⓢ Fkln	99.7%	98.9%	+0.8%
Ⓖ	84.1%	88.4%	-4.3%
Ⓢ Rock	97.7%	97.4%	+0.3%
Ⓙ	88.7%	94.4%	-5.7%
Ⓛ	89.1%	96.1%	-7.0%
Ⓜ	96.4%	98.0%	-1.6%
Ⓝ	69.6%	76.8%	-7.2%
Ⓠ	82.0%	86.4%	-4.4%
Ⓡ	71.2%	73.8%	-2.6%
<b>Subdivision B</b>	75.6%	82.5%	-6.9%
<b>Systemwide</b>	<b>74.1%</b>	<b>80.8%</b>	<b>-6.7%</b>

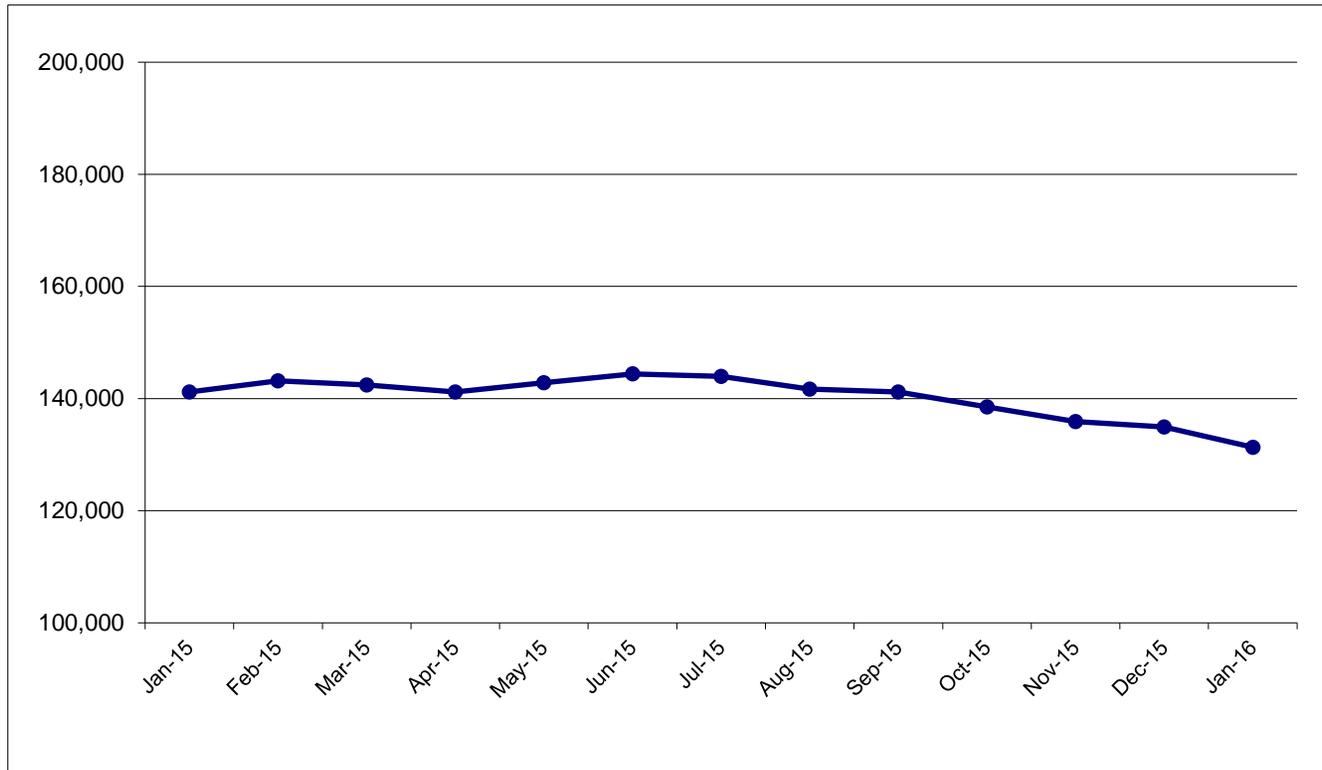
**Chart 8**

## Subway Weekend Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>Jan '16 Delays</u>
Work Equipment/G. O.	2,972
Over Crowding	2,456
Track Gangs	2,230
ROW Delays	1,614
Unruly Customer	561
Police	535
Sick Customer	404
Operational Diversions	382
Car Equipment	376
Employee	287
Inclement Weather	149
Fire	118
External	22
Infrastructure	18
<b>Total Delays</b>	<b>12,123</b>

\* Total may differ slightly due to rounding.

## Subway Mean Distance Between Failure 12 Month Rolling Average



### 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 2016: 115,580

Jan 2015: 142,317

### 12-Month Average

Feb '15 - Jan '16: 129,056

Feb '14 - Jan '15: 143,150

### Annual Result

2016 TARGET: 150,000

2015 ACTUAL: 131,325

### Discussion of Results

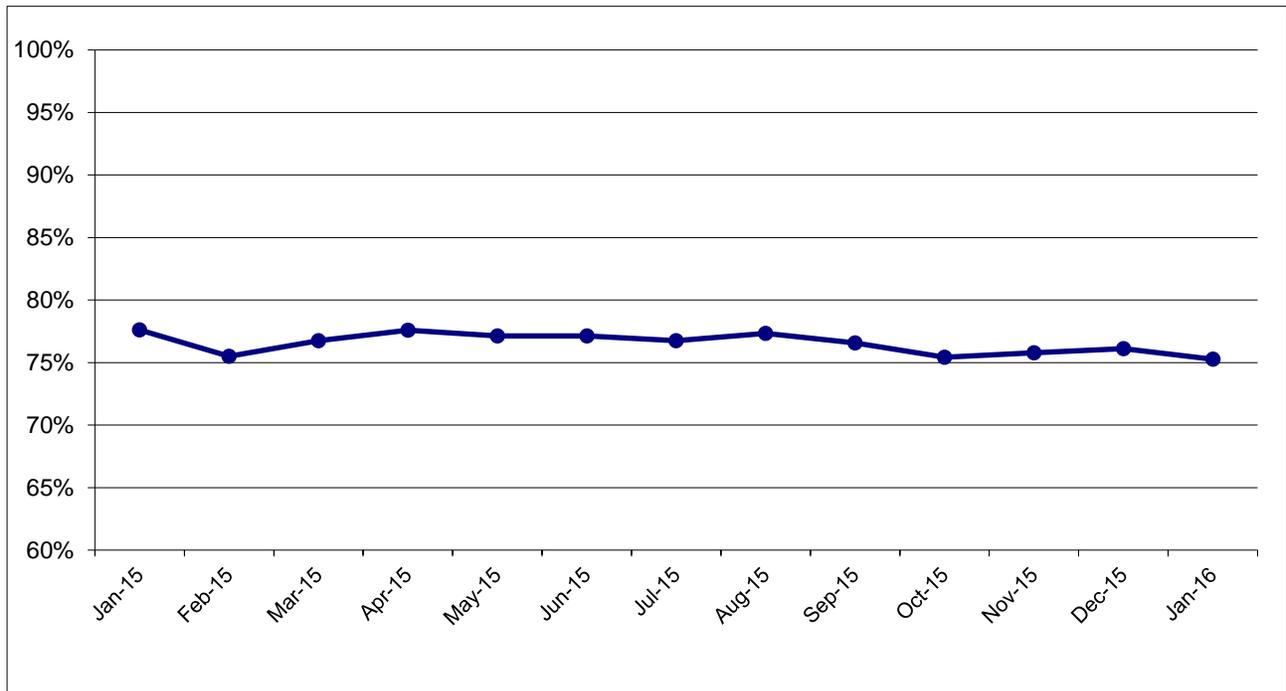
MDBF in January 2016 decreased 18.8% from January 2015. Over the past year, the MDBF 12-month average decreased 9.9%.

## Subway Mean Distance Between Failure 12 Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Jan '16</u>	<u>Jan '15</u>	<u>% Change</u>
R32	222	39,134	60,354	-35.2%
R42	50	34,880	54,105	-35.5%
R46	752	101,040	90,950	11.1%
R62	315	184,641	215,548	-14.3%
R62A	824	94,337	121,234	-22.2%
R68	425	133,897	156,180	-14.3%
R68A	200	121,808	86,097	41.5%
R142	1,030	150,637	146,801	2.6%
R142A	265	59,739	81,594	-26.8%
R143	212	67,420	87,881	-23.3%
R160	1,662	360,118	375,347	-4.1%
R188 - New	118	316,687	560,628	-43.5%
R188 - Conversion	300	103,191	98,442	4.8%
<b>Fleet</b>	<b>6,375</b>	<b>129,056</b>	<b>143,150</b>	<b>-9.8%</b>

Chart 11

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



### 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 2016: 75.3%  
 Jan 2015: 77.6%  
 12 Mon Avg: 75.8%  
 (Feb '15 - Jan '16)

#### Subdivision A

##### Monthly Results

Jan 2016: 71.2%  
 Jan 2015: 73.6%  
 12 Mon Avg: 71.9%  
 (Feb '15 - Jan '16)

#### Subdivision B

##### Monthly Results

Jan 2016: 78.2%  
 Jan 2015: 80.4%  
 12 Mon Avg: 78.7%  
 (Feb '15 - Jan '16)

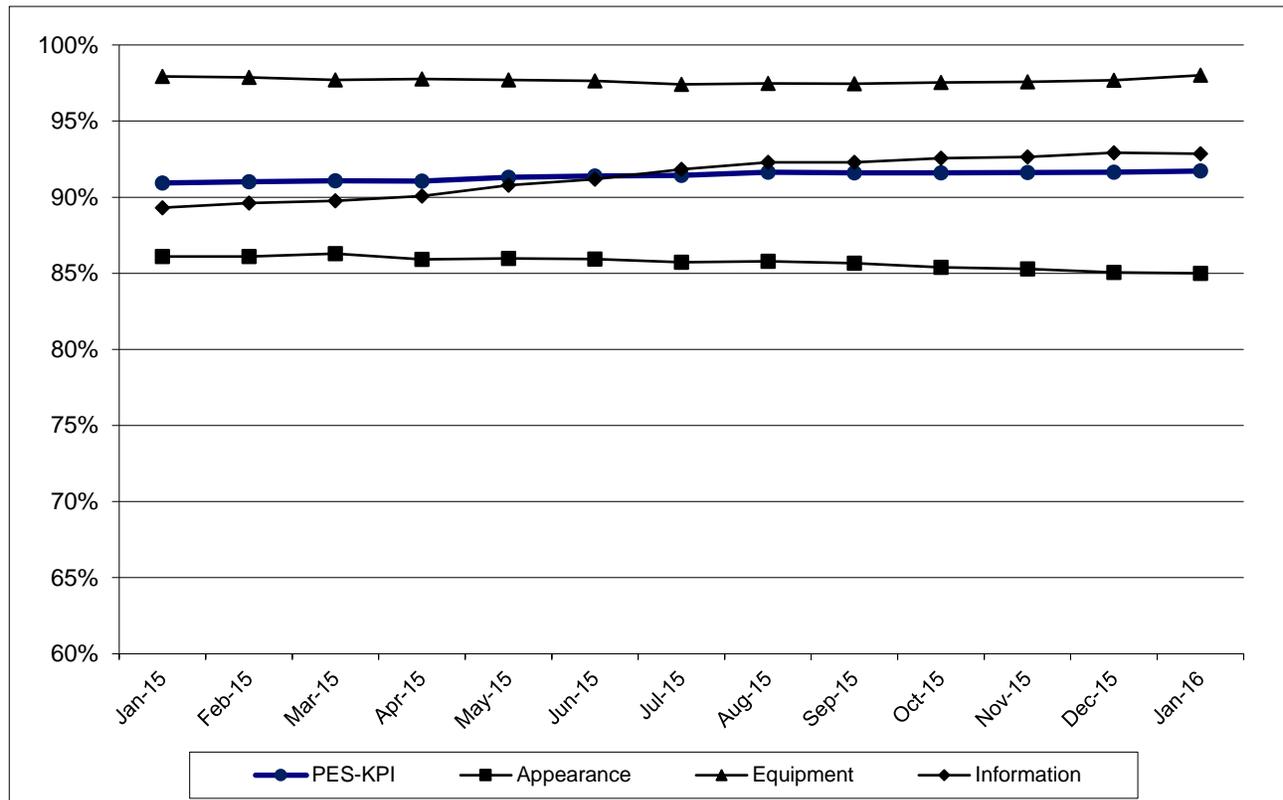
**Chart 12**

**Service - Key Performance Indicator (S-KPI)  
12 Month Rolling Average**

<u>Line</u>	<u>Feb '15 - Jan '16</u>	<u>Feb '14 - Jan '15</u>	<u>% Difference</u>
①	77.8%	79.0%	-1.2%
②	65.9%	65.5%	+0.4%
③	76.1%	76.6%	-0.5%
④	60.8%	64.1%	-3.3%
⑤	61.4%	62.8%	-1.4%
⑥	57.9%	62.2%	-4.3%
⑦	79.4%	82.0%	-2.6%
⑤ 42nd	86.5%	85.4%	+1.1%
<b>Subdivision A</b>	<b>71.9%</b>	<b>73.8%</b>	<b>-1.9%</b>
①	67.7%	69.2%	-1.5%
②	77.4%	76.3%	+1.1%
③	74.4%	77.9%	-3.5%
④	79.4%	81.7%	-2.3%
⑤	75.6%	76.2%	-0.6%
⑥	70.6%	69.2%	+1.4%
⑤ Fkln	91.4%	89.2%	+2.2%
⑦	73.7%	78.4%	-4.7%
⑤ Rock	87.4%	86.8%	+0.6%
① ②	71.9%	84.1%	-12.2%
①	79.0%	83.3%	-4.3%
①	76.7%	79.7%	-3.0%
①	76.2%	79.9%	-3.7%
①	78.3%	80.7%	-2.4%
①	69.5%	82.5%	-13.0%
<b>Subdivision B</b>	<b>78.7%</b>	<b>81.4%</b>	<b>-2.7%</b>
<b>Systemwide</b>	<b>75.8%</b>	<b>78.2%</b>	<b>-2.4%</b>

**Chart 13**

## Passenger Environment Survey (PES-KPI) 12 Month Rolling Average



### 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>Jan 2016:</b>	<b>91.7%</b>	85.0%	98.0%	92.9%
<b>Jan 2015:</b>	<b>90.9%</b>	86.1%	97.9%	89.3%
<b>% Difference:</b>	<b>+0.8%</b>	-1.1%	+0.1%	+3.6%

**Chart 14**

## PES-KPI - Subway Car 12 Month Rolling Average

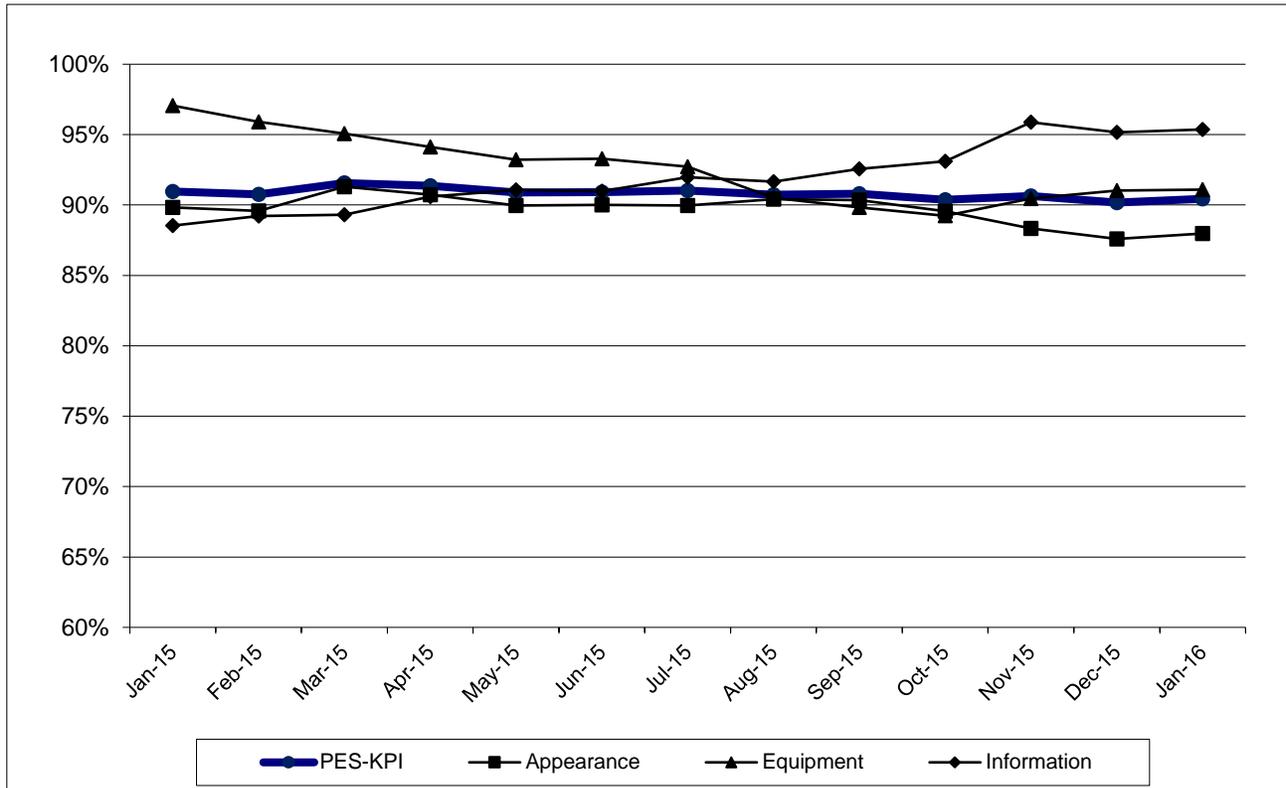
Line	January 2016				January 2015				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	94.6%	96.6%	95.9%	91.1%	93.4%	92.4%	95.7%	92.3%	+1.2%
②	96.4%	94.5%	99.0%	95.8%	95.2%	90.9%	97.4%	97.6%	+1.2%
③	95.1%	96.8%	97.8%	90.5%	95.7%	94.8%	99.1%	93.1%	-0.6%
④	94.8%	92.6%	96.0%	96.0%	95.8%	92.7%	97.6%	97.3%	-1.0%
⑤	95.9%	93.5%	97.7%	96.5%	95.5%	93.5%	97.3%	95.9%	+0.4%
⑥	94.8%	94.8%	97.1%	92.6%	95.0%	91.6%	96.6%	96.9%	-0.2%
⑦	97.1%	97.7%	98.6%	94.9%	95.6%	96.4%	98.2%	92.2%	+1.5%
④ S 42nd	93.8%	96.9%	93.2%	91.2%	95.7%	95.0%	99.2%	92.7%	-1.9%
Subdivision A	95.3%	95.2%	97.2%	93.5%	95.1%	93.1%	97.3%	94.9%	+0.2%
① A	94.8%	92.7%	97.6%	94.0%	94.5%	94.4%	95.0%	94.0%	+0.3%
① B	92.2%	91.7%	94.0%	91.1%	93.5%	92.9%	95.0%	92.7%	-1.3%
① C	95.8%	95.0%	98.6%	93.9%	94.3%	93.3%	96.5%	93.1%	+1.5%
① D	91.6%	88.9%	95.5%	90.6%	94.2%	94.5%	95.6%	92.5%	-2.6%
① E	96.3%	93.3%	97.4%	98.3%	96.2%	94.0%	98.7%	96.0%	+0.1%
① F	95.9%	94.0%	97.8%	95.8%	94.5%	91.5%	98.9%	93.1%	+1.4%
④ S Fkln	94.7%	92.6%	96.8%	94.8%	92.4%	93.3%	94.9%	88.9%	+2.3%
① G	94.7%	95.8%	95.7%	92.5%	94.4%	94.1%	94.5%	94.6%	+0.3%
① J/Z	95.5%	92.4%	98.6%	95.7%	95.8%	92.7%	96.6%	98.2%	-0.3%
① L	95.5%	92.9%	95.8%	98.0%	95.4%	90.5%	99.0%	96.8%	+0.1%
① M	95.8%	90.5%	97.9%	99.1%	95.8%	91.7%	97.2%	98.4%	+0.0%
① N	95.9%	92.6%	97.2%	98.1%	95.5%	89.1%	99.5%	98.0%	+0.4%
① Q	95.9%	88.3%	100.0%	99.6%	95.0%	90.5%	98.3%	96.4%	+0.9%
① R	95.4%	94.6%	98.2%	93.5%	95.5%	92.5%	97.8%	96.3%	-0.1%
Subdivision B	95.1%	92.5%	97.2%	95.5%	94.9%	92.4%	97.2%	95.3%	+0.2%
Systemwide	95.2%	93.5%	97.2%	94.8%	95.0%	92.6%	97.3%	95.1%	+0.2%

Chart 15

## PES-KPI - Stations 12 Month Rolling Average

<u>Borough</u>	<u>January 2016</u>				<u>January 2015</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	85.9%	72.1%	98.0%	90.2%	86.0%	79.5%	98.1%	82.0%	-0.1%
Manhattan	87.6%	76.4%	98.6%	90.0%	86.2%	77.8%	98.7%	83.8%	+1.4%
Brooklyn	89.3%	78.6%	99.0%	92.4%	86.5%	80.8%	98.3%	81.7%	+2.8%
Queens	89.2%	80.1%	99.7%	89.7%	89.0%	83.1%	99.1%	86.0%	+0.2%
<b>Systemwide</b>	<b>88.3%</b>	<b>77.2%</b>	<b>98.8%</b>	<b>90.9%</b>	<b>86.9%</b>	<b>80.1%</b>	<b>98.7%</b>	<b>83.3%</b>	<b>+1.4%</b>

## Staten Island Railway Passenger Environment Survey (SIR PES-KPI) 12 Month Rolling Average



### 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>Jan 2016:</b>	<b>90.4%</b>	88.0%	91.1%	95.4%
<b>Jan 2015:</b>	<b>90.9%</b>	89.8%	97.1%	88.5%
<b>% Difference:</b>	<b>-0.5%</b>	-1.8%	-6.0%	+6.9%

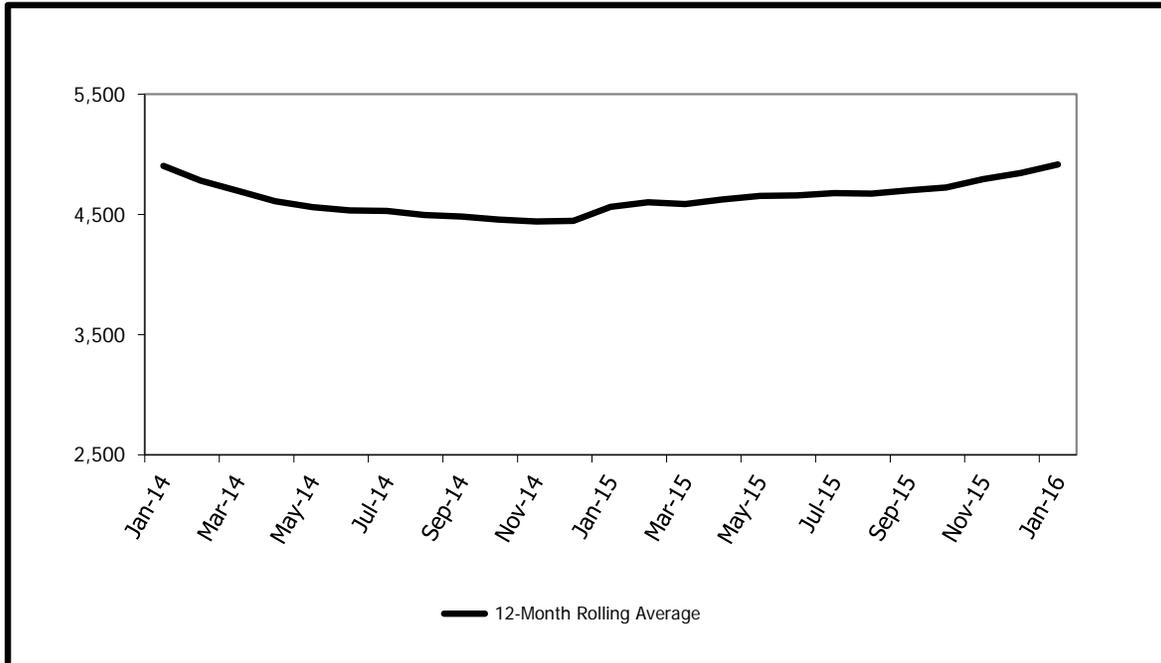
**Chart 17**

# Monthly Operations Report

Statistical results for the month of January 2016 are shown below.

<b>MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators</b>						
<b>Performance Indicator</b>	<b>Current Month: January 2016</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>	6,075	4,954	+22.6%	4,915	4,562	+7.7%
NYCT Bus	5,800	4,631	+25.2%	4,694	4,324	+8.5%
MTA Bus	7,179	6,387	+12.4%	5,786	5,536	+4.5%
<b>System MDBSI (chart 2)</b>	2,657	2,577	+3.1%	2,480	2,435	+1.8%
NYCT Bus	2,551	2,528	+0.9%	2,376	2,379	-0.1%
MTA Bus	3,073	2,749	+11.8%	2,882	2,635	+9.4%
<b>System Trips Completed (chart 3)</b>	97.13%	97.62%	-0.5%	98.86%	98.80%	+0.1%
NYCT Bus	97.15%	97.61%	-0.5%	98.92%	98.95%	-0.0%
MTA Bus	97.03%	97.67%	-0.6%	98.61%	98.19%	+0.4%
<b>System AM Pull Out (chart 4)</b>	99.69%	99.62%	+0.1%	99.55%	99.38%	+0.2%
NYCT Bus	99.71%	99.68%	+0.0%	99.61%	99.56%	+0.0%
MTA Bus	99.63%	99.41%	+0.2%	99.36%	98.76%	+0.6%
<b>System PM Pull Out (chart 5)</b>	99.85%	99.64%	+0.2%	99.78%	99.57%	+0.2%
NYCT Bus	99.89%	99.80%	+0.1%	99.89%	99.81%	+0.1%
MTA Bus	99.72%	99.09%	+0.6%	99.40%	98.72%	+0.7%
<b>System Buses &gt;= 12 years</b>	20%	27%				
NYCT Bus	23%	32%				
MTA Bus	10%	12%				
<b>System Fleet Age</b>	7.73	8.92				
NYCT Bus	7.46	9.06				
MTA Bus	8.68	8.40				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	94.65%	94.42%	+0.2%	94.62%	94.26%	+0.4%
Trips Requested	598,201	604,884	-1.1%	650,487	648,804	+0.3%
Trips Scheduled	507,422	500,431	+1.4%	560,823	565,988	-0.9%
Trips Completed	480,278	472,504	+1.6%	530,662	533,501	-0.5%
Early Cancellations as a Percentage of Trips Requested	14.50%	16.62%	-2.1%	13.01%	11.96%	+1.0%
Late Cancellations as a Percentage of Trips Scheduled	3.07%	3.31%	-0.2%	2.91%	3.53%	-0.6%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.63%	1.64%	-0.0%	1.56%	1.46%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.65%	0.64%	+0.0%	0.92%	0.75%	+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	0.68%	0.65%	+0.0%	0.77%	0.80%	-0.0%
New Applications Received	2,175	2,500	-13.0%	3,016	3,052	-1.2%

## Bus Mean Distance Between Failures - System\*



### Definition

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

### Monthly Results

January 2016: 6,075  
 January 2015: 4,954

### 12-Month Average

February 15 - January 16: 4,915  
 February 14 - January 15: 4,562

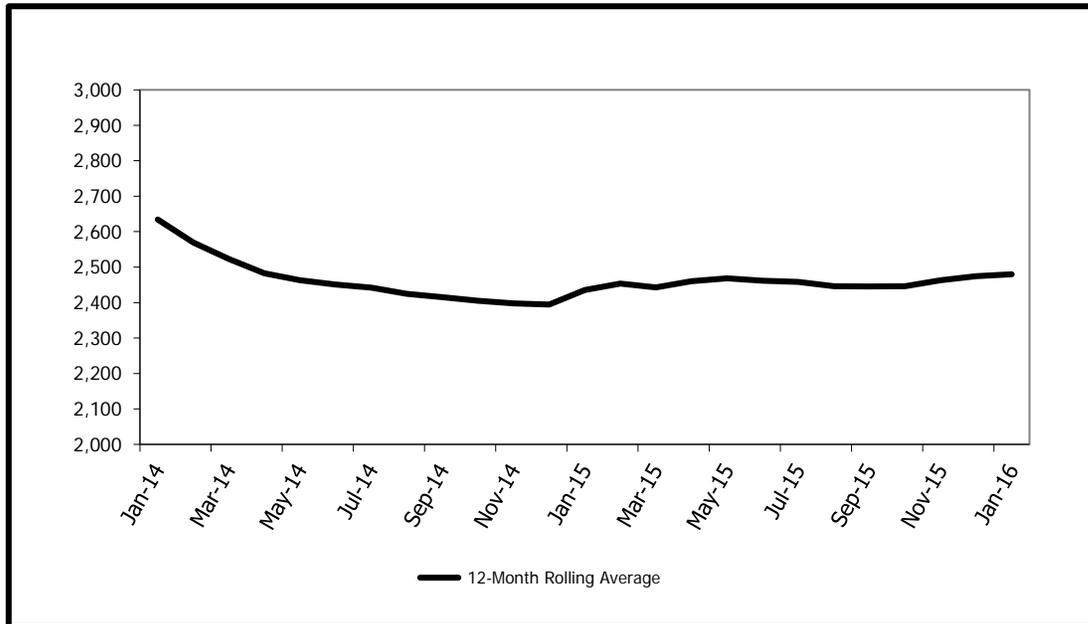
### Annual Results

2016 Goal: 5,002  
 2015 Actual: 4,844

\* "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 2016: 2,657  
 January 2015: 2,577

### 12-Month Average

February 15 - January 16: 2,480  
 February 14 - January 15: 2,435

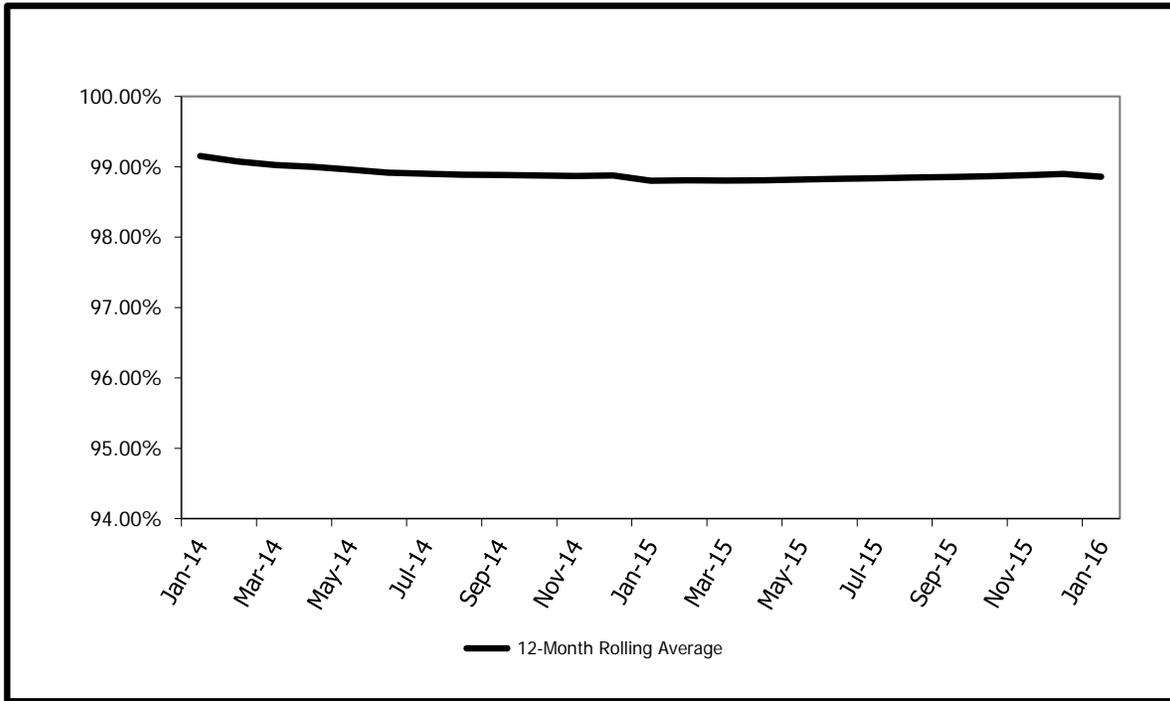
### Annual Results

2016 YTD: 2,657  
 2015 Actual: 2,474

\* "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 2016: 97.13%  
 January 2015: 97.62%

**12-Month Average**

February 15 - January 16: 98.86%  
 February 14 - January 15: 98.80%

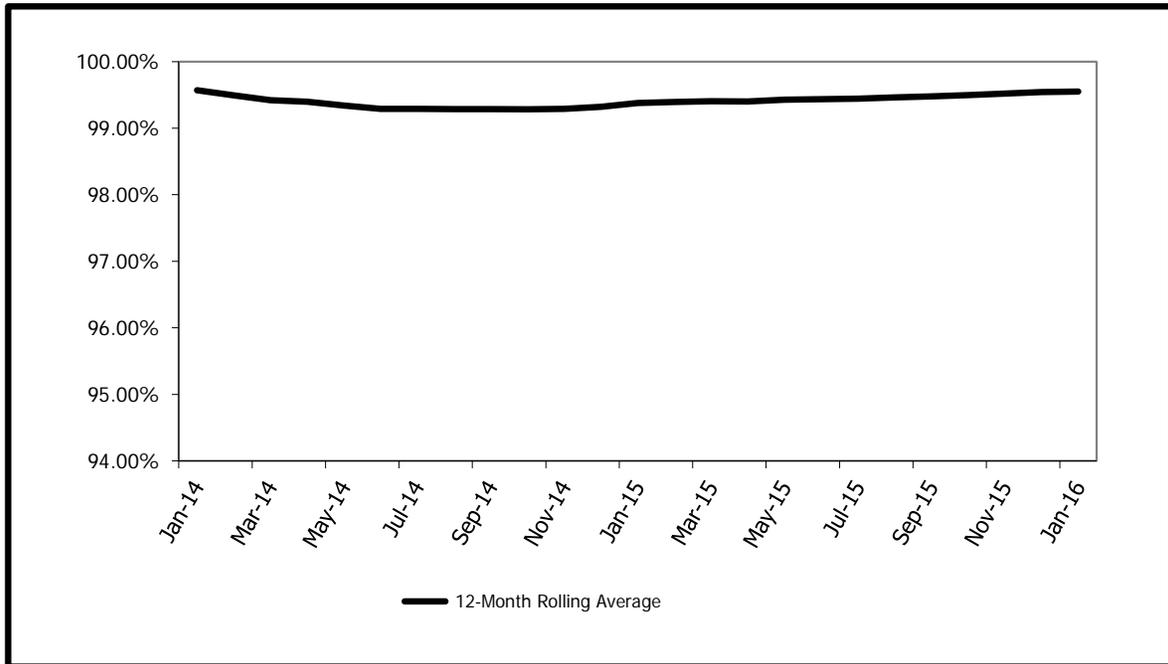
**Annual Results**

2016 YTD: 97.13%  
 2015 Actual: 98.90%

\* "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 2016: 99.69%  
 January 2015: 99.62%

### 12-Month Average

February 15 - January 16: 99.55%  
 February 14 - January 15: 99.38%

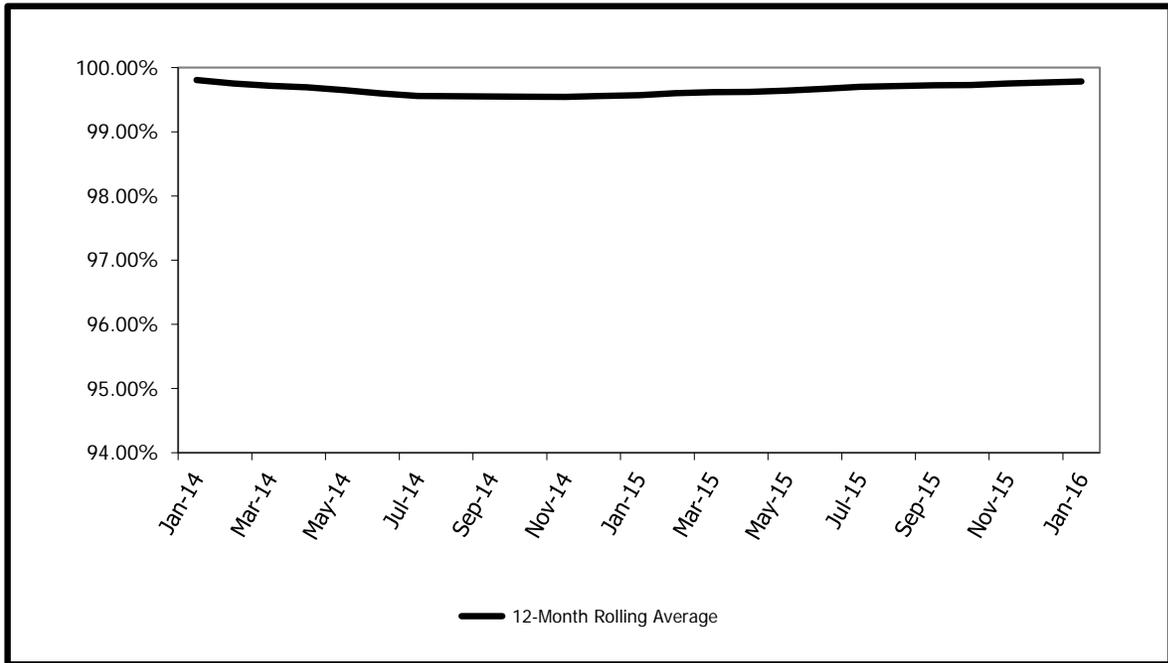
### Annual Results

2016 YTD: 99.69%  
 2015 Actual: 99.55%

\* "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 2016:	99.85%	February 15 - January 16	99.78%	2016 YTD:	99.85%
January 2015:	99.64%	February 14 - January 15	99.57%	2015 Actual:	99.77%

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

**Chart 5**

# Monthly Operations Report

Statistical results for the 12-Month period are shown below.

Safety Report			
Performance Indicators	12-Month Average		
	Feb 2015 - Jan 2016	Feb 2014 - Jan 2015	% Change
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	2.59	2.64	-1.9%
Subway Collisions <sup>2,3</sup>	0	1	-100.0%
Subway Derailments <sup>2,3</sup>	3	2	+50.0%
Subway Fires <sup>2</sup>	1,043	973	+7.2%
<b>Buses</b>			
Bus Collisions Per Million Miles Regional	53.85	49.05	+9.8%
Bus Collision Injuries Per Million Miles Regional	6.31	6.68	-5.5%
Bus Customer Accidents Per Million Customers Regional	1.16	1.07	+8.3%
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.80	3.64	+4.4%

<sup>1</sup> 12-Month Average data from January 2015 through December 2015.

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

<sup>3</sup> Data from March 2015 through February 2016.

Leading Indicators				
Subways	February	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	30	61	336	18.2%
Joint Track Safety Audits -- Compliance Rate	98.6%	98.8%	100.0%	98.8%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	5,007	10,385	61,178	17.0%
<b>Station -- Emergency Communication</b>				
Help Point Installations	9	19	130	14.6%
Buses	February	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Warning System Pilot <sup>4</sup>	N/A	N/A	40	N/A
Collision Avoidance System Pilot <sup>5</sup>	N/A	N/A	20	N/A
Vision Zero Employee Training	480	968	6,000	16.1%

<sup>4</sup> Proof-of-Concept completed on 4 buses in February as planned. Statement of Work and Requirements document in progress and 70% completed. Funding secured for Pilot program with initial production scheduled for 3rd quarter of this year.

<sup>5</sup> Proof-of-Concept is ongoing on 2 buses with algorithms being fine-tuned. Statement of Work and Requirements document in progress and 70% completed. Funding secured for Pilot program with initial production scheduled for 3rd quarter of this year.

# Monthly Operations Report

## Safety Report Definitions:

**Joint Track Safety Audits** are conducted by a joint team of personnel from the Office of System Safety and the Transport Workers Union. The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, Capital Program Management and MTA Capital Construction work sites along the right of way to assess compliance with the rules and procedures, identify deficiencies in training and equipment, and improve on-track safety.

**Continuous Welded Rail (CWR)** significantly reduces the number of rail joints, which lessens the occurrence of broken rails while also providing a smoother ride. Track Engineering analyzed system-wide broken rail data and set forth a CWR installation plan to help reduce broken rails and improve track conditions.

**Help Point Installations** are designed to provide a visible communication device in passenger stations to enable customers to communicate with an NYCT employee. Help Points will be installed on subway platforms as well as in passenger station fare control areas. Customers can request information or report an emergency to trained NYCT personnel who will respond appropriately.

**Audible Pedestrian Warning System Pilot** technology produces an audible voice alert to pedestrians when a bus is making a left- or a right-hand turn. The system turns on automatically without a bus operator's intervention and alerts pedestrians with a street- and curb-side speaker. Volume automatically adjusts based on outside ambient noise.

**Collision Avoidance System Pilot** provides proactive operator warnings to prevent potential forward collisions as well as potential collisions on both sides of the bus. A 'Vehicle Detection Algorithm' recognizes motorized vehicles such as cars, motorcycles and trucks in day- and night-time conditions. Visual and audible alerts to bus operators are activated under the following customizable triggers: unintentional lane departure warning, pedestrian and cyclist collision warning, forward collision warning.

**Vision Zero Training** provides focused Safety Awareness Training to all Bus Operators which engages them on all aspects of Pedestrian Safety issues; emphasizing the current challenges of managing their Buses in an environment with distracted Pedestrians, Motorists and Cyclists. The program incorporates Testimonial videos from "Families for Safer Streets" along with a series of videos of serious Bus and Pedestrian accidents secured from on-board bus cameras as well as external traffic and security cameras. The Training which will be delivered over two years was implemented in April 2015 and will be completed by the end of March 2017.

# Monthly Operations Report

<b>Subways Crime Report</b>						
<b>Performance Indicator</b>	<b>Current Month: February 2016</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>
Major Felonies <sup>1</sup> <b>(Attachments 1-3)</b>	182	173	+5.2%	390	324	+20.4%
Robberies <sup>1</sup>	38	27	+40.7%	79	70	+12.9%

<b>SIR Crime Report</b>						
<b>Performance Indicator</b>	<b>Current Month: February 2016</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>
Major Felonies <sup>1</sup> <b>(Attachment 4)</b>	2	3	-33.3%	4	4	0.0%
Robberies <sup>1</sup>	0	3	-100.0%	0	4	-100.0%

<sup>1</sup> The table shows year-to-date figures rather than 12-month averages.



**CRIME STATISTICS FEBRUARY**

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	38	27	11	40.7%
GL	124	126	-2	-1.6%
FELASSAULT	18	20	-2	-10.0%
BURGLARY	2	0	2	***. *%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>182</u></b>	<b><u>173</u></b>	<b><u>9</u></b>	<b><u>5.2%</u></b>

*During February, the daily Robbery average increased from 0.9 to 1.3  
During February, the daily Major Felony average increased from 6 to 6.3*

**CRIME STATISTICS JANUARY THRU FEBRUARY**

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	79	70	9	12.9%
GL	251	221	30	13.6%
FELASSAULT	55	32	23	71.9%
BURGLARY	5	1	4	400.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>390</u></b>	<b><u>324</u></b>	<b><u>66</u></b>	<b><u>20.4%</u></b>

*Year to date the daily Robbery average increased from 1.2 to 1.3  
Year to date the daily Major Felony average increased from 5.4 to 6.5*

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



Police Department  
City of New York

## MTA Report

### FEBRUARY ACTIVITY

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	4134	3969	165	4.2%
TOS Arrests	2292	2041	251	12.3%
Summons	6820	6295	525	8.3%

### JANUARY THRU FEBRUARY ACTIVITY

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	8437	7519	918	12.2%
TOS Arrests	4715	3947	768	19.5%
Summons	13775	11845	1930	16.3%

**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>2016</i>
<i>Murder</i>	0	0	2	0	0	0	0	1	2	1	1	0	1	0	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	0
<i>Robbery</i>	404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	174	97	88	70	79
<i>Assault</i>	65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	26	29	26	32	55
<i>Burglary</i>	9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0	2	4	1	5
<i>GL</i>	486	405	333	356	355	329	257	296	324	182	193	223	213	176	201	286	284	270	221	251
<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>324</i>	<i>390</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>5.49</i>	<i>6.61</i>



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

**February 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	3	-3	-100%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	2	0	2	100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	2	3	-1	-33%

**Year to Date 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	4	-4	-100%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	4	0	4	100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	4	4	0	0%

## FINANCIAL AND RIDERSHIP REPORT

**Preliminary financial results for January 2016 are presented in the table below and compared to the Adopted Budget (budget).**

Category (\$ in millions)	January 2016 Results			
	Budget \$	Prel Actual \$	Variance Fav/(Unfav) \$	%
<b>Total Farebox Revenue</b>	<b>350.3</b>	<b>334.8</b>	<b>(15.5)</b>	<b>(4.4)</b>
<b>Nonreimb. Exp. before Dep./OPEB</b>	<b>578.5</b>	<b>566.3</b>	<b>12.2</b>	<b>2.1</b>
<b>Net Cash Deficit*</b>	<b>(248.6)</b>	<b>(276.1)</b>	<b>(27.5)</b>	<b>(11.0)</b>

\*Excludes subsidies and debt service

January 2016 **farebox revenue** was \$334.8 million, \$15.5 million (4.4 percent) below budget. Subway revenue was \$11.3 million (4.2 percent) below budget, bus revenue was \$4.0 million (5.3 percent) below budget, and paratransit revenue was \$0.2 million (13.0 percent) below budget. Accrued fare media liability was equal to the budget. The January 2016 non-student **average fare** of \$1.884 increased 5.7¢ from January 2015; the subway fare increased 5.5¢, the local bus fare increased 5.0¢, and the express bus fare increased 12.3¢.

Total **ridership** in January 2016 of 186.1 million was 4.4 percent (8.6 million trips) below budget. Average weekday ridership in January 2016 was 7.5 million, an increase of 5.7 percent from January 2015. Average weekday ridership for the twelve months ending January 2016 was 7.8 million, an increase of 0.5 percent from the twelve months ending January 2015.

**Nonreimbursable expenses** before depreciation and OPEB in January were less than budget by \$12.2 million (2.1 percent).

Labor expenses exceeded budget by \$4.0 million (0.9 percent), due mainly to:

- The timing of overtime expenses. The blizzard overtime impact will be reported in February's results, as the January payroll close coincided with the blizzard.
- An overrun in other fringe benefit expenses, due mostly to unfavorable direct overhead credits resulting from reimbursable payroll underruns.

Non-labor expenses underran budget by \$16.2 million (11.3 percent), including:

- Favorable results in energy-related expenses
- Lower professional service contract expenses - bond service expense timing and accrual adjustments

The January **net cash deficit** of \$276.1 million exceeded the budget by \$27.5 million (11.0 percent), due mostly to a reduction of farebox revenue/cash receipts, caused by the blizzard, and the unfavorable timing of capital reimbursements.

## FINANCIAL RESULTS

### Farebox Revenue

#### January 2016 Farebox Revenue - (\$ in millions)

	January			
	Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent
Subway	267.4	256.1	(11.3)	(4.2%)
NYCT Bus	76.3	72.2	(4.0)	(5.3%)
Paratransit	1.6	1.4	(0.2)	(13.0%)
Subtotal	345.3	329.7	(15.5)	(4.5%)
Fare Media Liability	5.0	5.0	0.0	0.0%
<b>Total - NYCT</b>	<b>350.3</b>	<b>334.8</b>	<b>(15.5)</b>	<b>(4.4%)</b>
MTA Bus Company	16.4	15.7	(0.7)	(4.2%)
<i>Total - Regional Bus</i>	<i>92.7</i>	<i>88.0</i>	<i>(4.7)</i>	<i>(5.1%)</i>

Note: Totals may not add due to rounding.

- January 2016 subway and bus revenue was negatively affected by the January 23 blizzard which deposited a near-record 26.8 inches of snow and resulted in the suspension of above-ground subway service and all bus service from the afternoon of Saturday, January 23 through the morning of Sunday, January 24.
- Excluding Saturday, January 23 through Monday, January 25, subway and bus revenue was \$6.2 million (2.0 percent) below budget.
- Even excluding the blizzard impact, Paratransit revenue was 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			
	2015	Prelim.	Change		2015	Prelim.	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	1.911	1.966	0.055	2.9%				
Local Bus	1.524	1.574	0.050	3.3%	1.542	1.595	0.053	3.5%
Subway & Local Bus	1.812	1.869	0.057	3.1%	1.542	1.595	0.053	3.5%
Express Bus	4.989	5.112	0.123	2.5%	4.997	5.140	0.143	2.9%
Total	1.827	1.884	0.057	3.1%	1.805	1.857	0.052	2.9%

- The average fare increases were mostly due to the March 22, 2015 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the January average fare of \$1.19 was 20¢ lower than the average fare of \$1.39 in 1996.

### Other Operating Revenue

Other operating revenue in January underran budget by \$6.7 million (17.0 percent), caused mostly by the unfavorable timing of paratransit Urban Tax revenues recorded in December 2015 and lower advertising and MetroCard surcharge revenues.

## Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were less than budget by \$12.2 million (2.1 percent). Major variances are reviewed below:

*Labor* expenses exceeded budget by \$4.0 million (0.9 percent). Overtime expenses were above budget by \$2.9 million (7.5 percent), due principally to the payment of 2015 earned hourly overtime in January 2016, resulting in the unfavorable timing of expenses in January to be reversed in February. Since the last January payroll closed on the day of the blizzard, the overtime impact from the blizzard will be reported in February. Other fringe benefits were higher by \$2.3 million (8.9 percent), caused mainly by unfavorable direct overhead credits, due to reimbursable payroll underruns, and higher FICA expenses. Reimbursable overhead credits were also unfavorable by \$1.7 million (9.7 percent), also resulting from reimbursable payroll underruns. Payroll expenses exceeded budget by \$0.8 million (0.3 percent), driven by the unfavorable timing of reimbursable work requirements, partly offset by vacancy savings. Health & welfare/OPEB current expenses underran by \$2.1 million (2.2 percent), primarily from the favorable timing of expenses.

*Non-labor* expenses were below budget by \$16.2 million (11.3 percent). These results included the following:

- Professional service contract expenses were lower than budget by \$7.6 million (80.6 percent), principally from the favorable timing of bond service expenses and accrual adjustments affecting several professional service accounts.
- Electric power expenses were below budget by \$5.1 million (18.2 percent), due largely to lower consumption and prices, and favorable billing adjustments.
- Fuel expenses underran by \$3.9 million (38.9 percent), resulting primarily from lower prices.
- Paratransit service contract expenses were less than budget by \$3.2 million (9.6 percent), due principally to lower trips and the favorable timing of expenses.
- Materials and supplies expenses underran by \$2.0 million (7.7 percent), largely from the favorable timing of maintenance material requirements, partly offset by unfavorable inventory obsolescence adjustments.
- Claims expenses were less by \$0.9 million (8.3 percent), due to the favorable timing of expenses.

- Maintenance contract expenses exceeded budget by \$5.3 million (37.6 percent), due mainly to the recording of 2016 accrual adjustments applicable to various accounts, partly offset by the favorable timing of uniform and refuse/recycling expenses.
- Other business expenses were unfavorable by \$1.2 million (19.8 percent), primarily involving the recording of 2016 accrual adjustments applicable to various accounts.

Depreciation expenses were above budget by \$41.7 million (32.4 percent), due to the unfavorable timing of assets reaching beneficial use.

### **Net Cash Deficit**

The January net cash deficit of \$276.1 million exceeded the budget by \$27.5 million (11.0 percent), due mostly to a reduction of farebox revenue/cash receipts, caused by the blizzard, and the unfavorable timing of capital reimbursements.

### **Incumbents**

There were 47,150 full-time paid incumbents at the end of January, representing a net decrease of 1 incumbent from December 2015 (excluding 164 temporary December paid incumbents).

## RIDERSHIP RESULTS

### January 2016 Ridership vs. Budget - (millions)

	January			
	Budget	Actual	More/(Less)	
			Amount	Percent
Subway	141.8	136.4	(5.4)	(3.8%)
NYCT Bus	52.1	49.0	(3.0)	(5.8%)
Subtotal	193.9	185.4	(8.5)	(4.4%)
Paratransit	0.8	0.7	(0.1)	(15.3%)
<b>Total - NYCT</b>	<b>194.7</b>	<b>186.1</b>	<b>(8.6)</b>	<b>(4.4%)</b>
MTA Bus Company	10.0	9.5	(0.6)	(5.5%)
<i>Total - Regional Bus</i>	<i>62.1</i>	<i>58.5</i>	<i>(3.6)</i>	<i>(5.7%)</i>

Notes: Totals may not add due to rounding.

- Subway and bus ridership was 5.1 million (33.2 percent) below budget from Saturday, January 23 through Monday, January 25, 2016, due to the January 23 blizzard, the January 23-24 service suspensions, and residual ridership losses on Monday, January 25.
- Paratransit ridership was severely impacted by the blizzard, but was also below budget throughout the month.

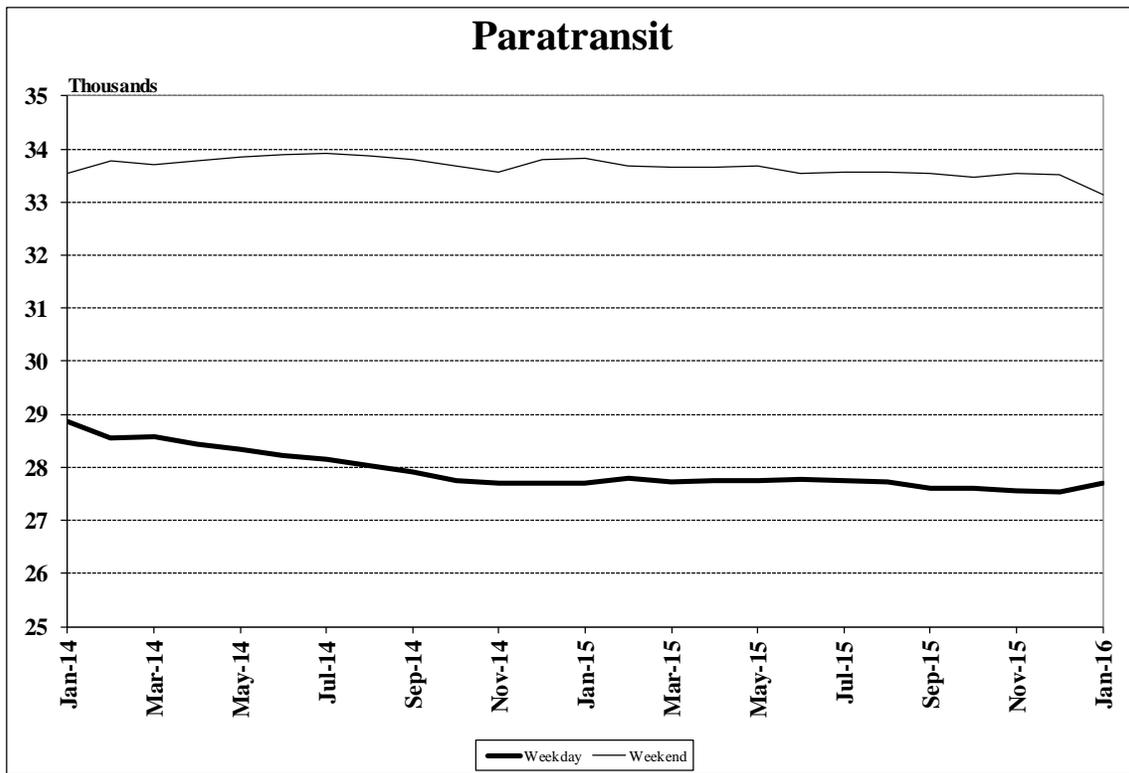
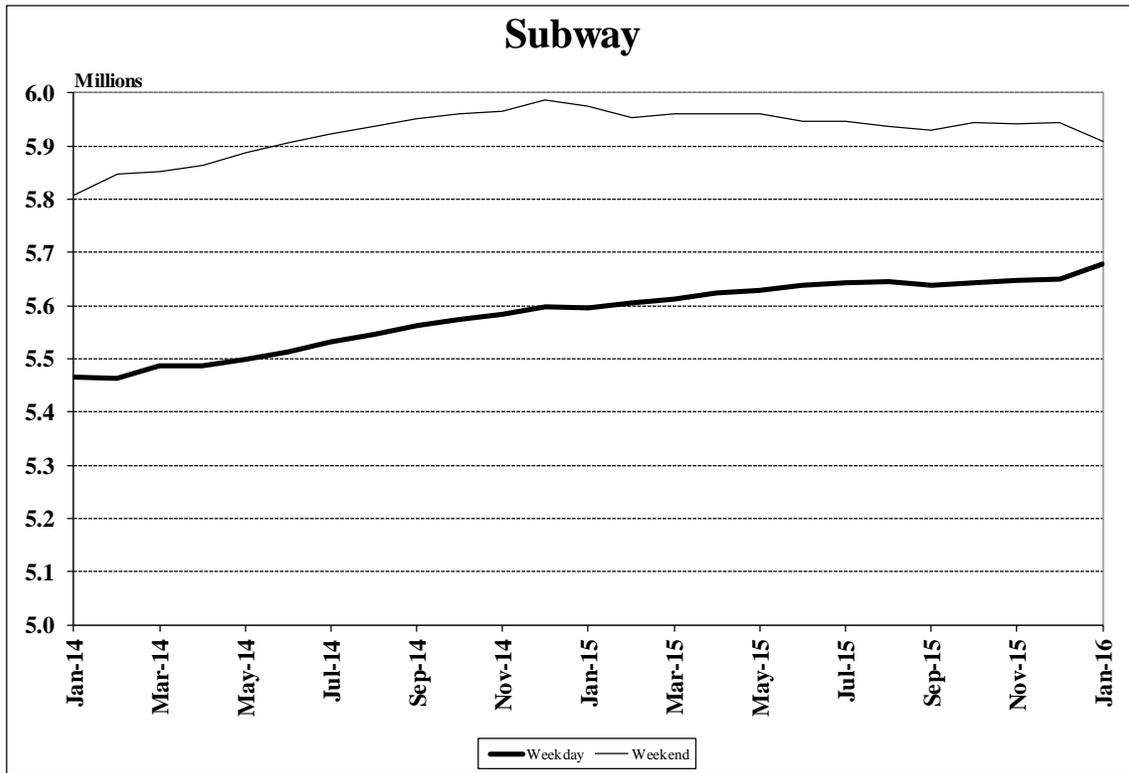
January Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2015	2016	Change		2015	2016	Change	
			Amount	Percent			Amount	Percent
Subway	5,113	5,450	+337	+6.6%	5,250	4,962	-287	-5.5%
NYCT Local Bus	1,873	1,936	+63	+3.3%	1,986	1,748	-238	-12.0%
NYCT Express Bus	38	40	+2	+5.9%	11	10	-1	-6.2%
Paratransit	24	26	+2	+7.4%	29	26	-4	-12.5%
<b>TOTAL - NYCT</b>	<b>7,048</b>	<b>7,452</b>	<b>+404</b>	<b>+5.7%</b>	<b>7,276</b>	<b>6,746</b>	<b>-530</b>	<b>-7.3%</b>
MTABC Local Bus	342	359	+16	+4.8%	337	307	-31	-9.1%
MTABC Express Bus	28	29	+0	+1.3%	10	9	-1	-9.3%
Total - MTA Bus	371	387	+17	+4.5%	347	316	-31	-9.1%
<i>Total - Regional Bus</i>	<i>2,282</i>	<i>2,364</i>	<i>82</i>	<i>+3.6%</i>	<i>2,344</i>	<i>2,074</i>	<i>-270</i>	<i>-11.5%</i>
<b>12-Month Rolling Average</b>								
Subway	5,595	5,679	+84	+1.5%	5,975	5,909	-66	-1.1%
Local Bus	2,081	2,035	-45	-2.2%	2,313	2,236	-77	-3.3%
Express Bus	42	41	-1	-3.2%	12	12	-0	-1.7%
Paratransit	28	28	+0	+0.0%	34	33	-1	-2.0%
<b>TOTAL - NYCT</b>	<b>7,746</b>	<b>7,783</b>	<b>+37</b>	<b>+0.5%</b>	<b>8,334</b>	<b>8,190</b>	<b>-143</b>	<b>-1.7%</b>
MTABC Local Bus	376	377	+1	+0.3%	391	390	-1	-0.3%
MTABC Express Bus	32	30	-2	-5.3%	13	12	-0	-3.9%
Total - MTA Bus	408	407	-1	-0.2%	404	402	-2	-0.4%
<i>Total - Regional Bus</i>	<i>2,531</i>	<i>2,484</i>	<i>-47</i>	<i>-1.9%</i>	<i>2,729</i>	<i>2,650</i>	<i>-79</i>	<i>-2.9%</i>

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

- January 2016 average weekday subway ridership was the highest of any January in over forty-seven years.
- January 2016 average weekday subway and bus ridership were both higher than January 2015. While there were residual ridership losses from the blizzard on Monday, January 25, there was virtually no weekday rain or snowfall on January 2016 weekdays, compared to 12.8 inches of snow over five weekdays in January 2015.

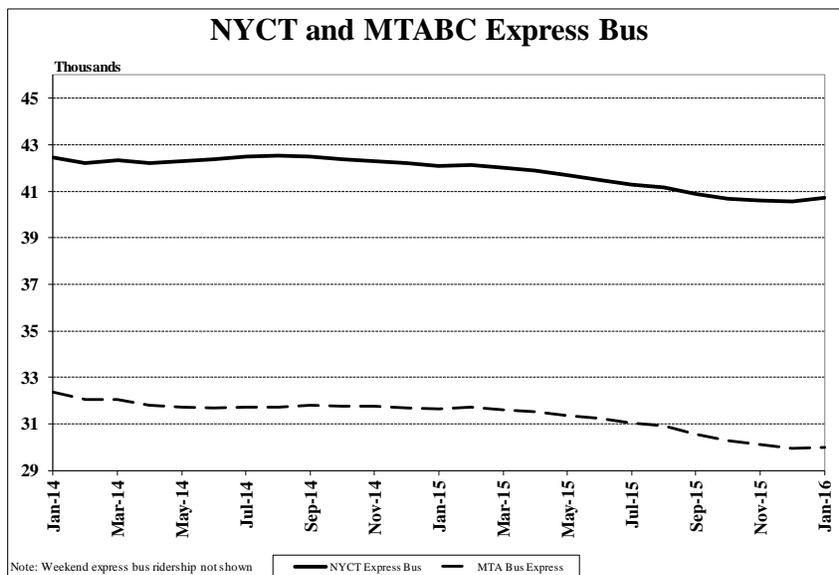
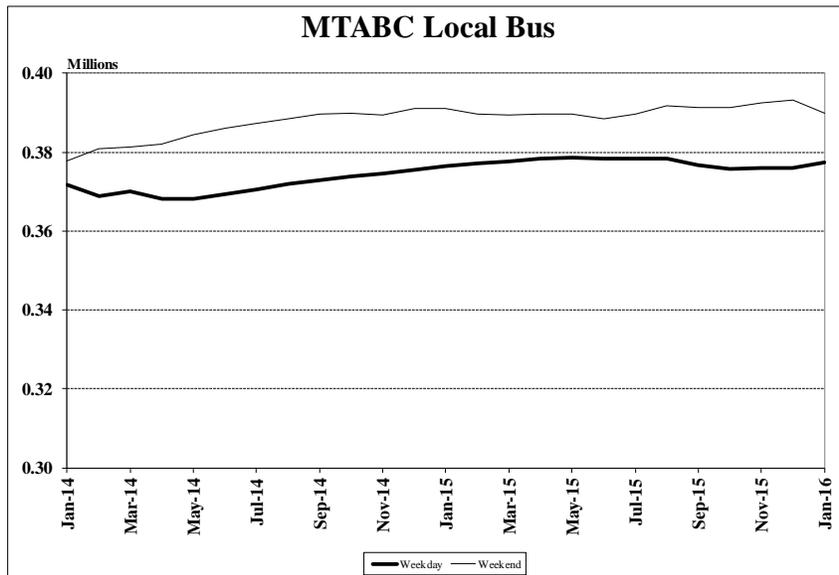
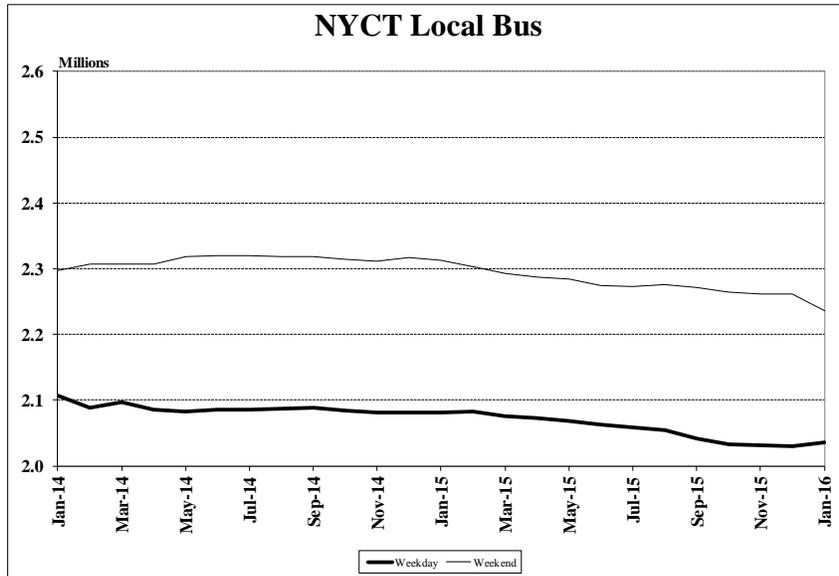
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From January 2015 to January 2016, weekday ridership increased on all area services (January 2016 Metro-North ridership was not available). The weekday increases were due to multiple weekday snowstorms in January 2015 and service suspensions on most services on January 26 and 27, 2015. The largest weekday increase was on the Staten Island Railway (up 13.1 percent).

January 2016 weekend ridership decreased on NYCT subway and all local and express bus services due to the January 23 blizzard and service suspensions over the January 23-24 weekend. However, weekend ridership increased on the Staten Island Railway and Staten Island Ferry, as well as on PATH and the Long Island Rail Road.

Bridges and Tunnels traffic increased on weekdays and decreased on weekends.

<b>Ridership on Transit Services in the New York Area</b>				
<b>(thousands)</b>				
<b>Transit Service</b>	<b>Jan-15</b>	<b>Preliminary Jan-16</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
<b>NYCT Subway</b>	<b>5,113</b>	<b>5,450</b>	<b>+6.6%</b>	<b>+1.5%</b>
<b>NYCT Local Bus</b>	<b>1,873</b>	<b>1,936</b>	<b>+3.3%</b>	<b>-2.2%</b>
<b>NYCT Express Bus</b>	<b>38</b>	<b>40</b>	<b>+5.9%</b>	<b>-3.2%</b>
<b>NYCT Paratransit</b>	<b>24</b>	<b>26</b>	<b>+7.4%</b>	<b>+0.0%</b>
<b>Staten Island Railway</b>	<b>15</b>	<b>16</b>	<b>+13.1%</b>	<b>+4.9%</b>
<b>MTA Local Bus</b>	<b>342</b>	<b>359</b>	<b>+4.8%</b>	<b>+0.3%</b>
<b>MTA Express Bus</b>	<b>28</b>	<b>29</b>	<b>+1.3%</b>	<b>-5.3%</b>
Long Island Rail Road	283	299	+5.5%	+2.4%
Staten Island Ferry	51	56	+9.1%	+2.8%
PATH	228	250	+10.1%	+3.9%
<u>Average Weekend</u>				
<b>NYCT Subway</b>	<b>5,250</b>	<b>4,962</b>	<b>-5.5%</b>	<b>-1.1%</b>
<b>NYCT Local Bus</b>	<b>1,986</b>	<b>1,748</b>	<b>-12.0%</b>	<b>-3.3%</b>
<b>NYCT Express Bus</b>	<b>11</b>	<b>10</b>	<b>-6.2%</b>	<b>-1.7%</b>
<b>NYCT Paratransit</b>	<b>29</b>	<b>26</b>	<b>-12.5%</b>	<b>-2.0%</b>
<b>Staten Island Railway</b>	<b>6</b>	<b>6</b>	<b>+0.9%</b>	<b>-2.8%</b>
<b>MTA Local Bus</b>	<b>337</b>	<b>307</b>	<b>-9.1%</b>	<b>-0.3%</b>
<b>MTA Express Bus</b>	<b>10</b>	<b>9</b>	<b>-9.3%</b>	<b>-3.9%</b>
Long Island Rail Road	168	168	+0.2%	+1.3%
Staten Island Ferry	51	56	+11.3%	+1.5%
PATH	155	155	+0.6%	+7.2%

<b>MTA Bridges and Tunnels</b>				
<b>(thousands)</b>				
Average Weekday	710	787	+10.9%	+4.6%
Average Weekend	1,226	1,177	-4.0%	+3.8%

Note: Percentages are based on unrounded data; January 2016 Metro-North ridership was not available for this report.

## **Economy**

From January 2015 to January 2016, New York City employment increased 2.7 percent (110,600 jobs). Private sector employment increased 3.0 percent (107,000 jobs) and government employment increased 0.7 percent (3,600 jobs). Employment increased in every private sub-sector, with the largest percentage increase occurring in construction (up 5.5 percent or 7,100 jobs), and the largest absolute increase occurring in education and health services (up 36,800 jobs or 4.3 percent).

Employment data for 2015 was recently re-benchmarked by the New York State Department of Labor, resulting in a 2.9 percent increase in 2015, compared to the previously reported 2.4 percent increase. The April 2016 report will include an updated analysis of employment trends compared to ridership.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2016 Adopted**  
**Accrual Statement of Operations By Category\_MM**  
**Month - Jan 2016**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$267.386	\$256.118	(11.269)	(4.2)	\$0.000	\$0.000	-	-	\$267.386	\$256.118	(11.269)	(4.2)
Bus	\$76.273	\$72.237	(4.037)	(5.3)	\$0.000	\$0.000	-	-	\$76.273	\$72.237	(4.037)	(5.3)
Paratransit	\$1.602	\$1.395	(0.208)	(13.0)	\$0.000	\$0.000	-	-	\$1.602	\$1.395	(0.208)	(13.0)
Fare Liability	\$5.033	\$5.033	\$0.000	0.0	\$0.000	\$0.000	-	-	\$5.033	\$5.033	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$350.295</b>	<b>\$334.782</b>	<b>(15.513)</b>	<b>(4.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$350.295</b>	<b>\$334.782</b>	<b>(15.513)</b>	<b>(4.4)</b>
Fare Reimbursement	\$7.163	\$7.162	(0.001)	0.0	\$0.000	\$0.000	-	-	\$7.163	\$7.162	(0.001)	0.0
Paratransit Reimbursement	\$18.933	\$14.376	(4.557)	(24.1)	\$0.000	\$0.000	-	-	\$18.933	\$14.376	(4.557)	(24.1)
Other Operating Revenue	\$13.308	\$11.172	(2.136)	(16.1)	\$0.000	\$0.000	-	-	\$13.308	\$11.172	(2.136)	(16.1)
<b>Other Revenue</b>	<b>\$39.404</b>	<b>\$32.711</b>	<b>(6.693)</b>	<b>(17.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$39.404</b>	<b>\$32.711</b>	<b>(6.693)</b>	<b>(17.0)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$87.037	\$77.672	(9.365)	(10.8)	\$87.037	\$77.672	(9.365)	(10.8)
<b>Total Revenue</b>	<b>\$389.699</b>	<b>\$367.493</b>	<b>(22.206)</b>	<b>(5.7)</b>	<b>\$87.037</b>	<b>\$77.672</b>	<b>(9.365)</b>	<b>(10.8)</b>	<b>\$476.736</b>	<b>\$445.165</b>	<b>(31.571)</b>	<b>(6.6)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$267.261	\$268.051	(0.791)	(0.3)	\$37.134	\$31.390	\$5.744	15.5	\$304.394	\$299.441	\$4.953	1.6
Overtime	\$38.021	\$40.874	(2.852)	(7.5)	\$7.494	\$8.130	(0.636)	(8.5)	\$45.515	\$49.004	(3.488)	(7.7)
<b>Total Salaries &amp; Wages</b>	<b>\$305.282</b>	<b>\$308.925</b>	<b>(3.643)</b>	<b>(1.2)</b>	<b>\$44.627</b>	<b>\$39.520</b>	<b>\$5.108</b>	<b>11.4</b>	<b>\$349.909</b>	<b>\$348.445</b>	<b>\$1.465</b>	<b>0.4</b>
Health and Welfare	\$66.329	\$65.156	\$1.173	1.8	\$1.826	\$2.682	(0.856)	(46.9)	\$68.155	\$67.838	\$0.316	0.5
OPEB Current Payment	\$35.274	\$34.382	\$0.892	2.5	\$0.761	\$0.723	\$0.038	5.0	\$36.035	\$35.105	\$0.930	2.6
Pensions	\$19.651	\$18.020	\$1.631	8.3	\$0.537	\$0.537	\$0.000	(0.1)	\$20.188	\$18.557	\$1.631	8.1
Other Fringe Benefits	\$26.253	\$28.599	(2.346)	(8.9)	\$13.726	\$11.790	\$1.936	14.1	\$39.979	\$40.388	(0.409)	(1.0)
<b>Total Fringe Benefits</b>	<b>\$147.507</b>	<b>\$146.157</b>	<b>\$1.351</b>	<b>0.9</b>	<b>\$16.850</b>	<b>\$15.732</b>	<b>\$1.117</b>	<b>6.6</b>	<b>\$164.357</b>	<b>\$161.889</b>	<b>\$2.468</b>	<b>1.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(17.342)	(15.660)	(1.682)	(9.7)	\$17.342	\$15.660	\$1.682	9.7	\$0.000	\$0.000	\$0.000	(0.2)
<b>Labor</b>	<b>\$435.447</b>	<b>\$439.421</b>	<b>(3.974)</b>	<b>(0.9)</b>	<b>\$78.819</b>	<b>\$70.912</b>	<b>\$7.907</b>	<b>10.0</b>	<b>\$514.266</b>	<b>\$510.333</b>	<b>\$3.933</b>	<b>0.8</b>
<b>Non-Labor :</b>												
Electric Power	\$27.987	\$22.888	\$5.099	18.2	\$0.021	\$0.026	(0.005)	(21.1)	\$28.008	\$22.914	\$5.094	18.2
Fuel	\$9.966	\$6.090	\$3.875	38.9	\$0.000	\$0.002	(0.002)	-	\$9.966	\$6.092	\$3.874	38.9
Insurance	\$6.033	\$6.061	(0.028)	(0.5)	\$0.000	\$0.000	-	-	\$6.033	\$6.061	(0.028)	(0.5)
Claims	\$10.429	\$9.562	\$0.866	8.3	\$0.000	\$0.000	-	-	\$10.429	\$9.562	\$0.866	8.3
Paratransit Service Contracts	\$33.534	\$30.318	\$3.215	9.6	\$0.000	\$0.000	-	-	\$33.534	\$30.318	\$3.215	9.6
Maintenance and Other Operating Contracts	\$14.071	\$19.367	(5.296)	(37.6)	\$2.400	\$2.327	\$0.073	3.0	\$16.471	\$21.695	(5.223)	(31.7)
Professional Service Contracts	\$9.465	\$1.834	\$7.631	80.6	\$0.442	\$0.302	\$0.139	31.6	\$9.907	\$2.137	\$7.770	78.4
Materials & Supplies	\$25.719	\$23.726	\$1.993	7.7	\$5.199	\$3.646	\$1.553	29.9	\$30.918	\$27.372	\$3.546	11.5
Other Business Expenses	\$5.836	\$6.993	(1.157)	(19.8)	\$0.156	\$0.457	(0.302)	-	\$5.991	\$7.450	(1.459)	(24.3)
<b>Non-Labor</b>	<b>\$143.039</b>	<b>\$126.841</b>	<b>\$16.198</b>	<b>11.3</b>	<b>\$8.218</b>	<b>\$6.761</b>	<b>\$1.458</b>	<b>17.7</b>	<b>\$151.257</b>	<b>\$133.601</b>	<b>\$17.656</b>	<b>11.7</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$578.486</b>	<b>\$566.262</b>	<b>\$12.224</b>	<b>2.1</b>	<b>\$87.037</b>	<b>\$77.672</b>	<b>\$9.365</b>	<b>10.8</b>	<b>\$665.523</b>	<b>\$643.935</b>	<b>\$21.589</b>	<b>3.2</b>
Depreciation	\$128.988	\$170.733	(41.745)	(32.4)	\$0.000	\$0.000	-	-	\$128.988	\$170.733	(41.745)	(32.4)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$707.475</b>	<b>\$736.996</b>	<b>(29.521)</b>	<b>(4.2)</b>	<b>\$87.037</b>	<b>\$77.672</b>	<b>\$9.365</b>	<b>10.8</b>	<b>\$794.512</b>	<b>\$814.668</b>	<b>(20.156)</b>	<b>(2.5)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(317.776)</b>	<b>(369.503)</b>	<b>(51.727)</b>	<b>(16.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(317.776)</b>	<b>(369.503)</b>	<b>(51.727)</b>	<b>(16.3)</b>

Note: Totals may not add due to rounding.

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

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2016 Adopted**  
**Accrual Statement of Operations By Category\_MM**  
**Year-To-Date - Jan 2016**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$267.386	\$256.118	(11.269)	(4.2)	\$0.000	\$0.000	-	-	\$267.386	\$256.118	(11.269)	(4.2)
Bus	\$76.273	\$72.237	(4.037)	(5.3)	\$0.000	\$0.000	-	-	\$76.273	\$72.237	(4.037)	(5.3)
Paratransit	\$1.602	\$1.395	(0.208)	(13.0)	\$0.000	\$0.000	-	-	\$1.602	\$1.395	(0.208)	(13.0)
Fare Liability	\$5.033	\$5.033	\$0.000	0.0	\$0.000	\$0.000	-	-	\$5.033	\$5.033	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$350.295</b>	<b>\$334.782</b>	<b>(15.513)</b>	<b>(4.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$350.295</b>	<b>\$334.782</b>	<b>(15.513)</b>	<b>(4.4)</b>
Fare Reimbursement	\$7.163	\$7.162	(0.001)	0.0	\$0.000	\$0.000	-	-	\$7.163	\$7.162	(0.001)	0.0
Paratransit Reimbursement	\$18.933	\$14.376	(4.557)	(24.1)	\$0.000	\$0.000	-	-	\$18.933	\$14.376	(4.557)	(24.1)
Other Operating Revenue	\$13.308	\$11.172	(2.136)	(16.1)	\$0.000	\$0.000	-	-	\$13.308	\$11.172	(2.136)	(16.1)
<b>Other Revenue</b>	<b>\$39.404</b>	<b>\$32.711</b>	<b>(6.693)</b>	<b>(17.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$39.404</b>	<b>\$32.711</b>	<b>(6.693)</b>	<b>(17.0)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$67.037	\$77.672	(9.365)	(10.8)	\$67.037	\$77.672	(9.365)	(10.8)
<b>Total Revenue</b>	<b>\$389.699</b>	<b>\$367.493</b>	<b>(22.206)</b>	<b>(5.7)</b>	<b>\$87.037</b>	<b>\$77.672</b>	<b>(9.365)</b>	<b>(10.8)</b>	<b>\$476.736</b>	<b>\$445.165</b>	<b>(31.571)</b>	<b>(6.6)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$267.261	\$268.051	(0.791)	(0.3)	\$37.134	\$31.390	\$5.744	15.5	\$304.394	\$299.441	\$4.953	1.6
Overtime	\$38.021	\$40.874	(2.852)	(7.5)	\$7.494	\$8.130	(0.636)	(8.5)	\$45.515	\$49.004	(3.488)	(7.7)
<b>Total Salaries &amp; Wages</b>	<b>\$305.282</b>	<b>\$308.925</b>	<b>(3.643)</b>	<b>(1.2)</b>	<b>\$44.627</b>	<b>\$39.520</b>	<b>\$5.108</b>	<b>11.4</b>	<b>\$349.909</b>	<b>\$348.445</b>	<b>\$1.465</b>	<b>0.4</b>
Health and Welfare	\$66.329	\$65.156	\$1.173	1.8	\$1.826	\$2.682	(0.856)	(46.9)	\$68.155	\$67.838	\$0.316	0.5
OPEB Current Payment	\$35.274	\$34.382	\$0.892	2.5	\$0.761	\$0.723	\$0.038	5.0	\$36.035	\$35.105	\$0.930	2.6
Pensions	\$19.651	\$18.020	\$1.631	8.3	\$0.537	\$0.537	\$0.000	(0.1)	\$20.188	\$18.557	\$1.631	8.1
Other Fringe Benefits	\$26.253	\$28.599	(2.346)	(8.9)	\$13.726	\$11.790	\$1.936	14.1	\$39.979	\$40.388	(0.409)	(1.0)
<b>Total Fringe Benefits</b>	<b>\$147.507</b>	<b>\$146.157</b>	<b>\$1.351</b>	<b>0.9</b>	<b>\$16.850</b>	<b>\$15.732</b>	<b>\$1.117</b>	<b>6.6</b>	<b>\$164.357</b>	<b>\$161.889</b>	<b>\$2.468</b>	<b>1.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(17.342)	(15.660)	(1.682)	(9.7)	\$17.342	\$15.660	\$1.682	9.7	\$0.000	\$0.000	\$0.000	(0.2)
<b>Labor</b>	<b>\$435.447</b>	<b>\$439.421</b>	<b>(3.974)</b>	<b>(0.9)</b>	<b>\$78.819</b>	<b>\$70.912</b>	<b>\$7.907</b>	<b>10.0</b>	<b>\$514.266</b>	<b>\$510.333</b>	<b>\$3.933</b>	<b>0.8</b>
<b>Non-Labor :</b>												
Electric Power	\$27.987	\$22.888	\$5.099	18.2	\$0.021	\$0.026	(0.005)	(21.1)	\$28.008	\$22.914	\$5.094	18.2
Fuel	\$9.966	\$6.090	\$3.875	38.9	\$0.000	\$0.002	(0.002)	-	\$9.966	\$6.092	\$3.874	38.9
Insurance	\$6.033	\$6.061	(0.028)	(0.5)	\$0.000	\$0.000	-	-	\$6.033	\$6.061	(0.028)	(0.5)
Claims	\$10.429	\$9.562	\$0.866	8.3	\$0.000	\$0.000	-	-	\$10.429	\$9.562	\$0.866	8.3
Paratransit Service Contracts	\$33.534	\$30.318	\$3.215	9.6	\$0.000	\$0.000	-	-	\$33.534	\$30.318	\$3.215	9.6
Maintenance and Other Operating Contracts	\$14.071	\$19.367	(5.296)	(37.6)	\$2.400	\$2.327	\$0.073	3.0	\$16.471	\$21.695	(5.223)	(31.7)
Professional Service Contracts	\$9.465	\$1.834	\$7.631	80.6	\$0.442	\$0.302	\$0.139	31.6	\$9.907	\$2.137	\$7.770	78.4
Materials & Supplies	\$25.719	\$23.726	\$1.993	7.7	\$5.199	\$3.646	\$1.553	29.9	\$30.918	\$27.372	\$3.546	11.5
Other Business Expenses	\$5.836	\$6.993	(1.157)	(19.8)	\$0.156	\$0.457	(0.302)	-	\$5.991	\$7.450	(1.459)	(24.3)
<b>Non-Labor</b>	<b>\$143.039</b>	<b>\$128.841</b>	<b>\$16.198</b>	<b>11.3</b>	<b>\$8.218</b>	<b>\$6.761</b>	<b>\$1.458</b>	<b>17.7</b>	<b>\$151.257</b>	<b>\$133.601</b>	<b>\$17.656</b>	<b>11.7</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$578.486</b>	<b>\$566.262</b>	<b>\$12.224</b>	<b>2.1</b>	<b>\$87.037</b>	<b>\$77.672</b>	<b>\$9.365</b>	<b>10.8</b>	<b>\$665.523</b>	<b>\$643.935</b>	<b>\$21.589</b>	<b>3.2</b>
Depreciation	\$128.988	\$170.733	(41.745)	(32.4)	\$0.000	\$0.000	-	-	\$128.988	\$170.733	(41.745)	(32.4)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$707.475</b>	<b>\$736.996</b>	<b>(29.521)</b>	<b>(4.2)</b>	<b>\$87.037</b>	<b>\$77.672</b>	<b>\$9.365</b>	<b>10.8</b>	<b>\$794.512</b>	<b>\$814.668</b>	<b>(20.156)</b>	<b>(2.5)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(317.776)</b>	<b>(369.503)</b>	<b>(51.727)</b>	<b>(16.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(317.776)</b>	<b>(369.503)</b>	<b>(51.727)</b>	<b>(16.3)</b>

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
 January 2016  
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(15.5)	(4.4)	Due largely to the impact of the 1/23-24 blizzard	<b>VARIANCES ARE THE SAME AS THE MONTH</b>		
Other Operating Revenue	NR	(6.7)	(17.0)	Caused mainly by the unfavorable timing of paratransit Urban Tax revenues recorded in December 2015 and underruns in advertising and MetroCard surcharge revenues			
Payroll	NR	(0.8)	(0.3)	Caused mainly by the unfavorable timing of reimbursable work requirements, partly offset by vacancy savings			
Overtime	NR	(2.9)	(7.5)	Due principally to the payment of 2015 earned hourly overtime in January 2016, resulting in the unfavorable timing of expenses in January to be reversed in February. Since the last January payroll closed on the day of the blizzard, the overtime impact from the blizzard will be reported in February's financial results			
Health & Welfare (including OPEB current payment)	NR	2.1	2.2	The favorable timing of expenses			
Other Fringe Benefits	NR	(2.3)	(8.9)	Caused mainly by unfavorable direct overhead credits, due to reimbursable payroll underruns, and higher FICA expenses			
Reimbursable Overhead	NR	(1.7)	(9.7)	Unfavorable reimbursable overhead credits, resulting from reimbursable payroll underruns			
Electric Power	NR	5.1	18.2	Primarily lower consumption and prices, and favorable billing adjustments			
Fuel	NR	3.9	38.9	Mainly lower prices			
Claims	NR	0.9	8.3	The favorable timing of expenses			

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**January 2016**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE	
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance	
		\$	%		\$	%
Paratransit Service Contracts	NR	3.2	9.6	Due principally to lower trips and the favorable timing of expenses	<b>VARIANCES ARE THE SAME AS THE MONTH</b>	
Maintenance and Other Operating Contracts	NR	(5.3)	(37.6)	Primarily the recording of 2016 accrual adjustments applicable to various accounts, partly offset by the favorable timing of uniform and refuse/recycling expenses		
Professional Service Contracts	NR	7.6	80.6	Primarily the favorable timing of bond services expenses and accrual adjustments affecting several professional service accounts		
Materials and Supplies	NR	2.0	7.7	Mostly the favorable timing of maintenance material requirements, partly offset by unfavorable inventory obsolescence adjustments		
Other Business Expenses	NR	(1.2)	(19.8)	Largely the recording of 2016 accrual adjustments applicable to various accounts		
Capital and Other Reimbursements	R	(9.4)	(10.8)	Reduced reimbursements consistent with a decrease in reimbursable expenses		
Payroll	R	5.7	15.5	Mainly the timing of capital engineering work and non-capital transactions		
Overtime	R	(0.6)	(8.5)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support		
Other Fringe Benefits	R	1.9	14.1	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns		
Materials & Supplies	R	1.6	29.9	Primarily the favorable timing of maintenance material requirements		
Other Business Expenses	R	(0.3)	over (100.0)	Primarily unfavorable results in miscellaneous expenses/credits		

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2016 Adopted**  
**Cash Receipts and Expenditures**  
 Jan FY16  
 (\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$349,554	\$330,546	(19,008)	(5.4)	\$349,554	\$330,546	(19,008)	(5.4)
Fare Reimbursement	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Paratransit Reimbursement	\$7,540	\$8,587	\$1,047	13.9	\$7,540	\$8,587	\$1,047	13.9
Other Operating Revenue	\$3,264	\$3,122	(0,142)	(4.4)	\$3,264	\$3,122	(0,142)	(4.4)
<b>Other Revenue</b>	<b>\$10,804</b>	<b>\$11,709</b>	<b>\$0,905</b>	<b>8.4</b>	<b>\$10,804</b>	<b>\$11,709</b>	<b>\$0,905</b>	<b>8.4</b>
Capital and Other Reimbursements	\$87,037	\$74,617	(12,420)	(14.3)	\$87,037	\$74,617	(12,420)	(14.3)
<b>Total Revenue</b>	<b>\$447,395</b>	<b>\$416,872</b>	<b>(30,523)</b>	<b>(6.8)</b>	<b>\$447,395</b>	<b>\$416,872</b>	<b>(30,523)</b>	<b>(6.8)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$268,412	\$269,250	(0,838)	(0.3)	\$268,412	\$269,250	(0,838)	(0.3)
Overtime	\$45,515	\$49,004	(3,489)	(7.7)	\$45,515	\$49,004	(3,489)	(7.7)
<b>Total Salaries &amp; Wages</b>	<b>\$313,927</b>	<b>\$318,254</b>	<b>(4,327)</b>	<b>(1.4)</b>	<b>\$313,927</b>	<b>\$318,254</b>	<b>(4,327)</b>	<b>(1.4)</b>
Health and Welfare	\$68,155	\$80,880	(12,725)	(18.7)	\$68,155	\$80,880	(12,725)	(18.7)
OPEB Current Payment	\$36,035	\$35,105	\$0,930	2.6	\$36,035	\$35,105	\$0,930	2.6
Pensions	\$76,945	\$75,271	\$1,674	2.2	\$76,945	\$75,271	\$1,674	2.2
Other Fringe Benefits	\$42,075	\$43,086	(1,011)	(2.4)	\$42,075	\$43,086	(1,011)	(2.4)
<b>Total Fringe Benefits</b>	<b>\$223,210</b>	<b>\$234,342</b>	<b>(11,132)</b>	<b>(5.0)</b>	<b>\$223,210</b>	<b>\$234,342</b>	<b>(11,132)</b>	<b>(5.0)</b>
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Labor</b>	<b>\$537,137</b>	<b>\$552,596</b>	<b>(15,459)</b>	<b>(2.9)</b>	<b>\$537,137</b>	<b>\$552,596</b>	<b>(15,459)</b>	<b>(2.9)</b>
<b>Non-Labor :</b>								
Electric Power	\$28,008	\$21,267	\$6,741	24.1	\$28,008	\$21,267	\$6,741	24.1
Fuel	\$9,966	\$5,497	\$4,469	44.8	\$9,966	\$5,497	\$4,469	44.8
Insurance	\$16,537	\$18,953	(2,416)	(14.6)	\$16,537	\$18,953	(2,416)	(14.6)
Claims	\$9,543	\$3,408	\$6,135	64.3	\$9,543	\$3,408	\$6,135	64.3
Paratransit Service Contracts	\$33,534	\$25,587	\$7,947	23.7	\$33,534	\$25,587	\$7,947	23.7
Maintenance and Other Operating Contracts	\$16,471	\$25,066	(8,595)	(52.2)	\$16,471	\$25,066	(8,595)	(52.2)
Professional Service Contracts	\$6,907	\$7,788	(0,881)	(12.8)	\$6,907	\$7,788	(0,881)	(12.8)
Materials & Supplies	\$31,918	\$27,065	\$4,853	15.2	\$31,918	\$27,065	\$4,853	15.2
Other Business Expenses	\$5,991	\$5,717	\$0,274	4.6	\$5,991	\$5,717	\$0,274	4.6
<b>Non-Labor</b>	<b>\$158,875</b>	<b>\$140,348</b>	<b>\$18,527</b>	<b>11.7</b>	<b>\$158,875</b>	<b>\$140,348</b>	<b>\$18,527</b>	<b>11.7</b>
<b>Other Expense Adjustments:</b>								
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$696,013</b>	<b>\$692,944</b>	<b>\$3,069</b>	<b>0.4</b>	<b>\$696,013</b>	<b>\$692,944</b>	<b>\$3,069</b>	<b>0.4</b>
Depreciation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
OPEB Liability	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
<b>Total Expenditures</b>	<b>\$696,013</b>	<b>\$692,944</b>	<b>\$3,069</b>	<b>0.4</b>	<b>\$696,013</b>	<b>\$692,944</b>	<b>\$3,069</b>	<b>0.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(248,618)</b>	<b>(276,072)</b>	<b>(27,454)</b>	<b>(11.0)</b>	<b>(248,618)</b>	<b>(276,072)</b>	<b>(27,454)</b>	<b>(11.0)</b>

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS  
 January 2016  
 (\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(19.0)	(5.4)	Due largely to the impact of the 1/23-24 blizzard	<b>VARIANCES ARE THE SAME AS THE MONTH</b>		
Other Operating Receipts	0.9	8.4	Due principally to higher paratransit Urban Tax receipts			
Capital and Other Reimbursements	(12.4)	(14.3)	Lower reimbursements due to the favorable timing of reimbursable work and the unfavorable timing of reimbursements			
Salaries & Wages	(4.3)	(1.4)	Caused largely by higher overtime expenditures			
Health & Welfare (including OPEB current payment)	(11.8)	(11.3)	Due primarily to the unfavorable timing of payments			
Other Fringe Benefits	(1.0)	(2.4)	Mainly the unfavorable timing of payments			
Electric Power	6.7	24.1	Primarily lower consumption and prices			
Fuel	4.5	44.8	Mainly lower prices			
Insurance	(2.4)	(14.6)	Predominantly the unfavorable timing of interagency payments			
Claims	6.1	64.3	The favorable timing of payments			
Paratransit Service Contracts	7.9	23.7	Expense underruns and the favorable timing of payments			
Maintenance Contracts	(8.6)	(52.2)	Primarily the unfavorable timing of payments			
Materials & Supplies	4.9	15.2	Largely the favorable timing of maintenance material requirements and the favorable timing of payments			

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2016 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
 Jan FY16  
 (\$ in Millions)

2/25/2016 01:30 PM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
<b>Farebox Revenue</b>	(0.741)	(4.236)	(3.495)	-	(0.741)	(4.236)	(3.495)	-
Fare Reimbursement	(7.163)	(7.162)	\$0.001	0.0	(7.163)	(7.162)	\$0.001	0.0
Paratransit Reimbursement	(11.393)	(5.789)	\$5.604	49.2	(11.393)	(5.789)	\$5.604	49.2
Other Operating Revenue	(10.044)	(8.050)	\$1.994	19.9	(10.044)	(8.050)	\$1.994	19.9
<b>Other Revenue</b>	<b>(28.600)</b>	<b>(21.002)</b>	<b>\$7.598</b>	<b>26.6</b>	<b>(28.600)</b>	<b>(21.002)</b>	<b>\$7.598</b>	<b>26.6</b>
Capital and Other Reimbursements	\$0.000	(3.055)	(3.055)	-	\$0.000	(3.055)	(3.055)	-
<b>Total Revenue</b>	<b>(29.341)</b>	<b>(28.293)</b>	<b>\$1.048</b>	<b>3.6</b>	<b>(29.341)</b>	<b>(28.293)</b>	<b>\$1.048</b>	<b>3.6</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$35.982	\$30.191	(5.791)	(16.1)	\$35.982	\$30.191	(5.791)	(16.1)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$35.982</b>	<b>\$30.191</b>	<b>(5.791)</b>	<b>(16.1)</b>	<b>\$35.982</b>	<b>\$30.191</b>	<b>(5.791)</b>	<b>(16.1)</b>
Health and Welfare	\$0.000	(13.042)	(13.042)	-	\$0.000	(13.042)	(13.042)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(56.757)	(56.714)	\$0.043	0.1	(56.757)	(56.714)	\$0.043	0.1
Other Fringe Benefits	(2.096)	(2.698)	(0.602)	(28.7)	(2.096)	(2.698)	(0.602)	(28.7)
<b>Total Fringe Benefits</b>	<b>(58.853)</b>	<b>(72.453)</b>	<b>(13.600)</b>	<b>(23.1)</b>	<b>(58.853)</b>	<b>(72.453)</b>	<b>(13.600)</b>	<b>(23.1)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>(22.871)</b>	<b>(42.263)</b>	<b>(19.391)</b>	<b>(84.8)</b>	<b>(22.871)</b>	<b>(42.263)</b>	<b>(19.391)</b>	<b>(84.8)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$1.647	\$1.647	-	\$0.000	\$1.647	\$1.647	-
Fuel	\$0.000	\$0.595	\$0.595	-	\$0.000	\$0.595	\$0.595	-
Insurance	(10.504)	(12.892)	(2.388)	(22.7)	(10.504)	(12.892)	(2.388)	(22.7)
Claims	\$0.886	\$6.154	\$5.268	-	\$0.886	\$6.154	\$5.268	-
Paratransit Service Contracts	\$0.000	\$4.731	\$4.731	-	\$0.000	\$4.731	\$4.731	-
Maintenance and Other Operating Contracts	\$0.000	(3.371)	(3.371)	-	\$0.000	(3.371)	(3.371)	-
Professional Service Contracts	\$3.000	(5.651)	(8.651)	-	\$3.000	(5.651)	(8.651)	-
Materials & Supplies	(1.000)	\$0.307	\$1.307	-	(1.000)	\$0.307	\$1.307	-
Other Business Expenses	\$0.000	\$1.733	\$1.733	-	\$0.000	\$1.733	\$1.733	-
<b>Non-Labor</b>	<b>(7.618)</b>	<b>(6.747)</b>	<b>\$0.871</b>	<b>11.4</b>	<b>(7.618)</b>	<b>(6.747)</b>	<b>\$0.871</b>	<b>11.4</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>(30.489)</b>	<b>(49.009)</b>	<b>(18.520)</b>	<b>(60.7)</b>	<b>(30.489)</b>	<b>(49.009)</b>	<b>(18.520)</b>	<b>(60.7)</b>
Depreciation	\$128.988	\$170.733	\$41.745	32.4	\$128.988	\$170.733	\$41.745	32.4
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$98.499</b>	<b>\$121.724</b>	<b>\$23.225</b>	<b>23.6</b>	<b>\$98.499</b>	<b>\$121.724</b>	<b>\$23.225</b>	<b>23.6</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$69.158</b>	<b>\$93.431</b>	<b>\$24.273</b>	<b>35.1</b>	<b>\$69.158</b>	<b>\$93.431</b>	<b>\$24.273</b>	<b>35.1</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**January 2016**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b>Administration</b>				
Office of the President	66	56	10	
Law	303	290	13	
Office of the EVP	46	41	5	
Human Resources	231	238	(7)	
Office of Management and Budget	42	39	3	
Capital Planning & Budget	35	31	4	
Corporate Communications	260	250	10	
Non-Departmental	(36)	6	(42)	
Labor Relations	98	93	5	
Materiel	289	268	21	
Controller	131	122	9	
<b>Total Administration</b>	<b>1,465</b>	<b>1,434</b>	<b>31</b>	
<b>Operations</b>				
Subways Service Delivery	7,927	7,831	96	
Subways Operations Support/Admin	405	368	37	
Subways Stations	2,632	2,613	19	
<b>Sub-total Subways</b>	<b>10,964</b>	<b>10,812</b>	<b>152</b>	
Buses	10,949	10,927	22	
Paratransit	213	202	11	
Operations Planning	402	399	3	
Revenue Control	579	541	38	
<b>Total Operations</b>	<b>23,107</b>	<b>22,881</b>	<b>226</b>	
<b>Maintenance</b>				
Subways Operations Support/Admin	150	147	3	
Subways Engineering	377	356	21	
Subways Car Equipment	4,451	4,418	33	
Subways Infrastructure	1,589	1,493	96	
Subways Elevators & Escalators	444	408	36	
Subways Stations	3,698	3,631	67	
Subways Track	2,811	2,752	59	
Subways Power	608	608	0	
Subways Signals	1,504	1,475	29	
Subways Electronic Maintenance	1,592	1,495	97	
<b>Sub-total Subways</b>	<b>17,224</b>	<b>16,783</b>	<b>441</b>	
Buses	3,686	3,667	19	
Supply Logistics	559	563	(4)	
System Safety	99	89	10	
Non-Departmental	(88)	0	(88)	
<b>Total Maintenance</b>	<b>21,480</b>	<b>21,102</b>	<b>378</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,358	1,372	(14)	
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,372</b>	<b>(14)</b>	
<b>Public Safety</b>				
Security	650	618	32	
<b>Total Public Safety</b>	<b>650</b>	<b>618</b>	<b>32</b>	
<b>Total Positions</b>	<b>48,060</b>	<b>47,407</b>	<b>653</b>	
Non-Reimbursable	42,971	43,185	(214)	
Reimbursable	5,089	4,222	867	
Total Full-Time	47,857	47,152	705	
Total Full-Time Equivalents	203	255	(52)	

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**January 2016**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	542	470	72	
Professional, Technical, Clerical	894	941	(47)	
Operational Hourlies	29	23	6	
<b>Total Administration</b>	<b>1,465</b>	<b>1,434</b>	<b>31</b>	
<b>Operations</b>				
Managers/Supervisors	2,755	2,677	78	
Professional, Technical, Clerical	505	484	21	
Operational Hourlies	19,847	19,720	127	
<b>Total Operations</b>	<b>23,107</b>	<b>22,881</b>	<b>226</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,852	3,819	33	
Professional, Technical, Clerical	1,085	1,019	66	
Operational Hourlies	16,543	16,264	279	
<b>Total Maintenance</b>	<b>21,480</b>	<b>21,102</b>	<b>378</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	339	348	(9)	
Professional, Technical, Clerical	1,017	1,022	(5)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,372</b>	<b>(14)</b>	
<b>Public Safety</b>				
Managers/Supervisors	275	266	9	
Professional, Technical, Clerical	39	37	2	
Operational Hourlies	336	315	21	
<b>Total Public Safety</b>	<b>650</b>	<b>618</b>	<b>32</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,763	7,580	183	
Professional, Technical, Clerical	3,540	3,503	37	
Operational Hourlies	36,757	36,324	433	
<b>Total Positions</b>	<b>48,060</b>	<b>47,407</b>	<b>653</b>	

**MTA New York City Transit**  
**2016 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January						January Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	337,034	\$10.571	334,097	\$10.547	2,937	\$0.024	337,034	\$10.571	334,097	\$10.547	2,937	\$0.024
						%						%
<u>Unscheduled Service</u>	266,558	\$8.541	306,827	\$9.996	(40,269)	(\$1.455)	266,558	\$8.541	306,827	\$9.996	(40,269)	(\$1.455)
						(17.0%)						(17.0%)
<u>Programmatic/Routine Maintenance</u>	359,744	\$12.762	467,250	\$15.78	(107,506)	(\$3.016)	359,744	\$12.762	467,250	\$15.778	(107,506)	(\$3.016)
						-23.6%						-23.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
						0.0%						0.0%
<u>Vacancy/Absentee Coverage</u>	41,411	\$1.278	50,521	\$1.666	(9,110)	(\$0.389)	41,411	\$1.278	50,521	\$1.666	(9,110)	(\$0.389)
						(30.4%)						(30.4%)
<u>Weather Emergencies</u>	124,333	\$4.124	65,727	\$2.197	58,606	\$1.928	124,333	\$4.124	65,727	\$2.197	58,606	\$1.928
						%						46.7%
<u>Safety/Security/Law Enforcement</u>	11,242	\$0.323	11,807	\$0.331	(565)	(\$0.008)	11,242	\$0.323	11,807	\$0.331	(565)	(\$0.008)
						(2.6%)						(2.6%)
<u>Other</u>	13,963	\$0.423	10,365	\$0.36	3,598	\$0.063	13,963	\$0.423	10,365	\$0.359	3,598	\$0.063
						15.0%						15.0%
Subtotal	1,154,286	\$38.021	1,246,594	\$40.874	(92,309)	(\$2.853)	1,154,286	\$38.021	1,246,594	\$40.874	(92,309)	(\$2.853)
						-7.5%						(7.5%)
<b>REIMBURSABLE OVERTIME</b>	246,696	\$7.494	232,483	\$8.130	14,212	(\$0.636)	246,696	\$7.494	232,483	\$8.130	14,212	(\$0.636)
						-8.5%						(8.5%)
<b>TOTAL OVERTIME</b>	<b>1,400,981</b>	<b>\$45.515</b>	<b>1,479,078</b>	<b>\$49.004</b>	<b>(78,096)</b>	<b>(\$3.489)</b>	<b>1,400,981</b>	<b>\$45.515</b>	<b>1,479,078</b>	<b>\$49.004</b>	<b>(78,096)</b>	<b>(\$3.489)</b>
						(7.7%)						(7.7%)

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**  
**2016 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>	2,937	\$0.0 (0.8%)		2,937	\$0.0 (0.8%)	
<u>Unscheduled Service</u>	(40,269)	(\$1.5) 51.0%	Unfavorable results due largely to payment of 2015 earned hourly overtime in January 2016, resulting in unfavorable timing of expenses, which will be reversed in February.	(40,269)	(\$1.5) 51.0%	Unfavorable results due largely to payment of 2015 earned hourly overtime in January 2016, resulting in unfavorable timing of expenses, which will be reversed in February.
<u>Programmatic/Routine Maintenance</u>	(107,506)	(\$3.0) 105.7%	Unfavorable results due mostly to payment of 2015 earned hourly overtime in January 2016, resulting in unfavorable timing of expenses, which will be reversed in February.	(107,506)	(\$3.0) 105.7%	Unfavorable results due mostly to payment of 2015 earned hourly overtime in January 2016, resulting in unfavorable timing of expenses, which will be reversed in February.
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	(9,110)	(\$0.4) 13.6%		(9,110)	(\$0.4) 13.6%	
<u>Weather Emergencies</u>	58,606	\$1.9 (67.6%)	January results includes minimal impact from the blizzard. January payroll closed on the day of the blizzard, the majority of the overtime impact will be reported in February.	58,606	\$1.9 (67.6%)	January results includes minimal impact from the blizzard. January payroll closed on the day of the blizzard, the majority of the overtime impact will be reported in February.
<u>Safety/Security/Law Enforcement</u>	(565)	(\$0.0) .3%		(565)	(\$0.0) .3%	
<u>Other</u>	3,598	\$0.1 (2.2%)		3,598	\$0.1 (2.2%)	
<b>Subtotal</b>	(92,309)	(\$2.9) 81.8%		(92,309)	(\$2.9) 81.8%	
<b>REIMBURSABLE OVERTIME</b>	14,212	(\$0.6) 18.2%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	14,212	(\$0.6) 18.2%	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>TOTAL OVERTIME</b>	<b>(78,096)</b>	<b>(\$3.5)</b>		<b>(78,096)</b>	<b>(\$3.5)</b>	

Totals may not add due to rounding.

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

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2016 Overtime Reporting**  
**Overtime Legend**

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



## FINANCIAL AND RIDERSHIP REPORT

**January 2016**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.7 million in January, was less than \$0.1 million (4.8 percent) below the Adopted Budget (budget), due mostly to the 1/23-24 blizzard impacting ridership.

Total **ridership** in January 2016 was 363,383 riders, 2.4 percent (8,986 riders) below budget, also due to the blizzard. January 2016 average weekday ridership was 16,441 riders, 13.1 percent (1,899 riders) higher than January 2015, due to more occurrences of snow in 2015 (including a system shutdown) than in 2016. Average weekday ridership for the twelve months ending January 2016 was 16,181 riders, 4.9 percent (759 riders) higher than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than budget in January by \$3.2 million (57.4 percent). Labor expenses underran budget by \$1.4 million (43.1 percent), largely from the favorable timing of expenses, including underruns in payroll of \$0.5 million (28.8 percent), pensions of \$0.5 million (100.0 percent) and health & welfare/OPEB current of \$0.3 million (65.4 percent). Non-labor expenses were below budget by \$1.8 million (77.6 percent), due primarily to lower maintenance contract expenses of \$1.6 million (98.4 percent), resulting from the timing of SIR car fleet maintenance processing/billing provided by NYCT.

Depreciation expenses were less than \$0.1 million (6.9 percent) below 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 \$2.9 million in January, \$1.6 million (35.4 percent) favorable to budget, due largely to the timing of SIR car fleet maintenance processing/billing provided by NYCT.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2016 Adopted**  
**Accrual Statement of Operations By Category\_MM**  
 Month - Jan 2016  
 (\$ in Millions)

2/28/2016 03:45 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.506	\$0.487	(0.019)	(3.8)	\$0.000	\$0.000	-	-	\$0.506	\$0.487	(0.019)	(3.8)
Other Revenue	\$0.275	\$0.257	(0.018)	(6.5)	\$0.000	\$0.000	-	-	\$0.275	\$0.257	(0.018)	(6.5)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.460	\$0.410	(0.050)	(10.9)	\$0.460	\$0.410	(0.050)	(10.9)
<b>Total Revenue</b>	<b>\$0.781</b>	<b>\$0.744</b>	<b>(0.037)</b>	<b>(4.8)</b>	<b>\$0.460</b>	<b>\$0.410</b>	<b>(0.050)</b>	<b>(10.9)</b>	<b>\$1.241</b>	<b>\$1.154</b>	<b>(0.087)</b>	<b>(7.0)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$1.897	\$1.351	\$0.546	28.8	\$0.149	\$0.095	\$0.054	36.3	\$2.046	\$1.446	\$0.600	29.3
Overtime	\$0.174	\$0.300	(0.126)	(72.5)	\$0.150	\$0.108	\$0.042	28.0	\$0.324	\$0.408	(0.084)	(26.0)
<b>Total Salaries &amp; Wages</b>	<b>\$2.071</b>	<b>\$1.652</b>	<b>\$0.420</b>	<b>20.3</b>	<b>\$0.299</b>	<b>\$0.203</b>	<b>\$0.096</b>	<b>32.2</b>	<b>\$2.370</b>	<b>\$1.855</b>	<b>\$0.516</b>	<b>21.8</b>
Health and Welfare	\$0.359	\$0.075	\$0.284	79.2	\$0.000	\$0.000	\$0.000	-	\$0.359	\$0.075	\$0.284	79.2
OPEB Current Payment	\$0.118	\$0.090	\$0.028	23.6	\$0.000	\$0.004	(0.004)	-	\$0.118	\$0.094	\$0.024	20.2
Pensions	\$0.511	\$0.000	\$0.511	-	\$0.000	\$0.000	\$0.000	-	\$0.511	\$0.000	\$0.511	-
Other Fringe Benefits	\$0.317	\$0.217	\$0.100	31.5	\$0.009	\$0.000	\$0.009	-	\$0.326	\$0.217	\$0.109	33.4
<b>Total Fringe Benefits</b>	<b>\$1.305</b>	<b>\$0.382</b>	<b>\$0.923</b>	<b>70.7</b>	<b>\$0.009</b>	<b>\$0.004</b>	<b>\$0.005</b>	<b>55.6</b>	<b>\$1.314</b>	<b>\$0.386</b>	<b>\$0.928</b>	<b>70.6</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.152)	(0.198)	\$0.046	30.3	\$0.152	\$0.198	(0.046)	(30.3)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$3.224</b>	<b>\$1.835</b>	<b>\$1.389</b>	<b>43.1</b>	<b>\$0.460</b>	<b>\$0.405</b>	<b>\$0.055</b>	<b>12.0</b>	<b>\$3.684</b>	<b>\$2.240</b>	<b>\$1.444</b>	<b>39.2</b>
<b>Non-Labor :</b>												
Electric Power	\$0.400	\$0.311	\$0.089	22.3	\$0.000	\$0.002	(0.002)	-	\$0.400	\$0.313	\$0.087	21.8
Fuel	\$0.020	(0.007)	\$0.027	-	\$0.000	\$0.000	-	-	\$0.020	(0.007)	\$0.027	-
Insurance	\$0.100	\$0.094	\$0.006	5.9	\$0.000	\$0.000	-	-	\$0.100	\$0.094	\$0.006	5.9
Claims	\$0.008	\$0.002	\$0.006	75.0	\$0.000	\$0.000	-	-	\$0.008	\$0.002	\$0.006	75.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.671	\$0.026	\$1.645	98.4	\$0.000	\$0.000	-	-	\$1.671	\$0.026	\$1.645	98.4
Professional Service Contracts	\$0.064	(0.005)	\$0.069	-	\$0.000	\$0.002	(0.002)	-	\$0.064	(0.003)	\$0.067	-
Materials & Supplies	\$0.020	\$0.084	(0.064)	-	\$0.000	\$0.001	(0.001)	-	\$0.020	\$0.085	(0.065)	-
Other Business Expenses	\$0.002	\$0.006	(0.004)	-	\$0.000	\$0.000	-	-	\$0.002	\$0.006	(0.004)	-
<b>Non-Labor</b>	<b>\$2.285</b>	<b>\$0.511</b>	<b>\$1.774</b>	<b>77.6</b>	<b>\$0.000</b>	<b>\$0.005</b>	<b>(0.005)</b>	<b>-</b>	<b>\$2.285</b>	<b>\$0.516</b>	<b>\$1.769</b>	<b>77.4</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.509</b>	<b>\$2.347</b>	<b>\$3.162</b>	<b>57.4</b>	<b>\$0.460</b>	<b>\$0.410</b>	<b>\$0.050</b>	<b>10.9</b>	<b>\$5.969</b>	<b>\$2.757</b>	<b>\$3.213</b>	<b>53.8</b>
Depreciation	\$0.690	\$0.642	\$0.048	6.9	\$0.000	\$0.000	-	-	\$0.690	\$0.642	\$0.048	6.9
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$6.199</b>	<b>\$2.989</b>	<b>\$3.210</b>	<b>51.8</b>	<b>\$0.460</b>	<b>\$0.410</b>	<b>\$0.050</b>	<b>10.9</b>	<b>\$6.659</b>	<b>\$3.399</b>	<b>\$3.260</b>	<b>49.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.418)</b>	<b>(2.245)</b>	<b>\$3.173</b>	<b>58.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.418)</b>	<b>(2.245)</b>	<b>\$3.173</b>	<b>58.6</b>

Note: Totals may not add due to rounding

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

Master Page # 71 of 188 - New York City Transit and Bus Committee Meeting 3/21/2016

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2016 Adopted**  
**Accrual Statement of Operations By Category\_MM**  
Year-To-Date - Jan 2016  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Var Percent		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Favorable (Unfavorable)	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.506	\$0.487	(0.019)	(3.8)	\$0.000	\$0.000	-	-	\$0.506	\$0.487	(0.019)	(3.8)
Other Revenue	\$0.275	\$0.257	(0.018)	(6.5)	\$0.000	\$0.000	-	-	\$0.275	\$0.257	(0.018)	(6.5)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.460	\$0.410	(0.050)	(10.9)	\$0.460	\$0.410	(0.050)	(10.9)
<b>Total Revenue</b>	<b>\$0.781</b>	<b>\$0.744</b>	<b>(0.037)</b>	<b>(4.8)</b>	<b>\$0.460</b>	<b>\$0.410</b>	<b>(0.050)</b>	<b>(10.9)</b>	<b>\$1.241</b>	<b>\$1.154</b>	<b>(0.087)</b>	<b>(7.0)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$1.897	\$1.351	\$0.546	28.8	\$0.149	\$0.095	\$0.054	36.3	\$2.046	\$1.446	\$0.600	29.3
Overtime	\$0.174	\$0.300	(0.126)	(72.5)	\$0.150	\$0.108	\$0.042	28.0	\$0.324	\$0.408	(0.084)	(26.0)
<b>Total Salaries &amp; Wages</b>	<b>\$2.071</b>	<b>\$1.652</b>	<b>\$0.420</b>	<b>20.3</b>	<b>\$0.299</b>	<b>\$0.203</b>	<b>\$0.096</b>	<b>32.2</b>	<b>\$2.370</b>	<b>\$1.855</b>	<b>\$0.516</b>	<b>21.8</b>
Health and Welfare	\$0.359	\$0.075	\$0.284	79.2	\$0.000	\$0.000	\$0.000	-	\$0.359	\$0.075	\$0.284	79.2
OPEB Current Payment	\$0.118	\$0.090	\$0.028	23.6	\$0.000	\$0.004	(0.004)	-	\$0.118	\$0.094	\$0.024	20.2
Pensions	\$0.511	\$0.000	\$0.511	-	\$0.000	\$0.000	\$0.000	-	\$0.511	\$0.000	\$0.511	-
Other Fringe Benefits	\$0.317	\$0.217	\$0.100	31.5	\$0.009	\$0.000	\$0.009	-	\$0.326	\$0.217	\$0.109	33.4
<b>Total Fringe Benefits</b>	<b>\$1.305</b>	<b>\$0.382</b>	<b>\$0.923</b>	<b>70.7</b>	<b>\$0.009</b>	<b>\$0.004</b>	<b>\$0.005</b>	<b>55.6</b>	<b>\$1.314</b>	<b>\$0.386</b>	<b>\$0.928</b>	<b>70.6</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.152)	(0.198)	\$0.046	30.3	\$0.152	\$0.198	(0.046)	(30.3)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$3.224</b>	<b>\$1.835</b>	<b>\$1.389</b>	<b>43.1</b>	<b>\$0.460</b>	<b>\$0.405</b>	<b>\$0.055</b>	<b>12.0</b>	<b>\$3.684</b>	<b>\$2.240</b>	<b>\$1.444</b>	<b>39.2</b>
<b>Non-Labor :</b>												
Electric Power	\$0.400	\$0.311	\$0.089	22.3	\$0.000	\$0.002	(0.002)	-	\$0.400	\$0.313	\$0.087	21.8
Fuel	\$0.020	(0.007)	\$0.027	-	\$0.000	\$0.000	-	-	\$0.020	(0.007)	\$0.027	-
Insurance	\$0.100	\$0.094	\$0.006	5.9	\$0.000	\$0.000	-	-	\$0.100	\$0.094	\$0.006	5.9
Claims	\$0.008	\$0.002	\$0.006	75.0	\$0.000	\$0.000	-	-	\$0.008	\$0.002	\$0.006	75.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.671	\$0.026	\$1.645	98.4	\$0.000	\$0.000	-	-	\$1.671	\$0.026	\$1.645	98.4
Professional Service Contracts	\$0.064	(0.005)	\$0.069	-	\$0.000	\$0.002	(0.002)	-	\$0.064	(0.003)	\$0.067	-
Materials & Supplies	\$0.020	\$0.084	(0.064)	-	\$0.000	\$0.001	(0.001)	-	\$0.020	\$0.085	(0.065)	-
Other Business Expenses	\$0.002	\$0.006	(0.004)	-	\$0.000	\$0.000	-	-	\$0.002	\$0.006	(0.004)	-
<b>Non-Labor</b>	<b>\$2.285</b>	<b>\$0.511</b>	<b>\$1.774</b>	<b>77.6</b>	<b>\$0.000</b>	<b>\$0.005</b>	<b>(0.005)</b>	<b>-</b>	<b>\$2.285</b>	<b>\$0.516</b>	<b>\$1.769</b>	<b>77.4</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.509</b>	<b>\$2.347</b>	<b>\$3.162</b>	<b>57.4</b>	<b>\$0.460</b>	<b>\$0.410</b>	<b>\$0.050</b>	<b>10.9</b>	<b>\$5.969</b>	<b>\$2.757</b>	<b>\$3.213</b>	<b>53.8</b>
Depreciation	\$0.690	\$0.642	\$0.048	6.9	\$0.000	\$0.000	-	-	\$0.690	\$0.642	\$0.048	6.9
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$6.199</b>	<b>\$2.989</b>	<b>\$3.210</b>	<b>51.8</b>	<b>\$0.460</b>	<b>\$0.410</b>	<b>\$0.050</b>	<b>10.9</b>	<b>\$6.659</b>	<b>\$3.399</b>	<b>\$3.260</b>	<b>49.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.418)</b>	<b>(2.245)</b>	<b>\$3.173</b>	<b>58.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.418)</b>	<b>(2.245)</b>	<b>\$3.173</b>	<b>58.6</b>

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
 JANUARY 2016  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.019)	(3.8)	Mostly due to lower ridership	<b>SAME VARIANCES AS THE MONTH</b>		
Other Operating Revenue	Non Reimb.	(0.018)	(6.5)	The unfavorable timing of student fare reimbursements			
Payroll	Non Reimb.	0.546	28.8	Primarily the timing of expenses including interagency charges			
Overtime	Non Reimb.	(0.126)	(72.5)	Mainly the timing of project requirements, cold weather and unanticipated needs			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.312	65.4	The favorable timing of expenses			
Pension	Non Reimb.	0.511	100.0	The favorable timing of expenses/payments			
Other Fringe Benefits	Non Reimb.	0.100	31.5	Timing of interagency fringe benefit billing			
Electric Power	Non Reimb.	0.089	22.3	Mostly favorable prices			
Fuel	Non Reimb.	0.027	n/a	Largely the favorable timing of expenses			
Insurance	Non Reimb.	0.006	5.9	The favorable timing of interagency billing			
Maintenance & Other Operating Contracts	Non Reimb.	1.645	98.4	Mainly the favorable timing of car fleet maintenance billing from NYCT			
Professional Service Contracts	Non Reimb.	0.069	n/a	The favorable timing of expenses			
Materials and Supplies	Non Reimb.	(0.064)	over (100.0)	Primarily the unfavorable timing of maintenance material requirements			
Capital and Other Reimbursements	Reimb.	(0.050)	(10.9)	Timing of contractor requirements			
Payroll	Reimb.	0.054	36.3	Timing of contractor requirements			
Overtime	Reimb.	0.042	28.0	Timing of contractor requirements			

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2016 Adopted**  
**Cash Receipts and Expenditures**  
 Jan FY16  
 (\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.506	\$0.557	\$0.051	10.0	\$0.506	\$0.557	\$0.051	10.0
Other Revenue	\$0.275	\$0.069	(0.206)	(74.9)	\$0.275	\$0.069	(0.206)	(74.9)
Capital and Other Reimbursements	\$0.460	\$0.271	(0.189)	(41.1)	\$0.460	\$0.271	(0.189)	(41.1)
<b>Total Revenue</b>	<b>\$1.241</b>	<b>\$0.897</b>	<b>(0.344)</b>	<b>(27.7)</b>	<b>\$1.241</b>	<b>\$0.897</b>	<b>(0.344)</b>	<b>(27.7)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$1.876	\$1.856	\$0.020	1.1	\$1.876	\$1.856	\$0.020	1.1
Overtime	\$0.324	\$0.317	\$0.007	2.2	\$0.324	\$0.317	\$0.007	2.2
<b>Total Salaries &amp; Wages</b>	<b>\$2.200</b>	<b>\$2.173</b>	<b>\$0.027</b>	<b>1.2</b>	<b>\$2.200</b>	<b>\$2.173</b>	<b>\$0.027</b>	<b>1.2</b>
Health and Welfare	\$0.359	\$0.000	\$0.359	-	\$0.359	\$0.000	\$0.359	-
OPEB Current Payment	\$0.118	\$0.042	\$0.076	64.4	\$0.118	\$0.042	\$0.076	64.4
Pensions	\$0.511	\$0.000	\$0.511	-	\$0.511	\$0.000	\$0.511	-
Other Fringe Benefits	\$0.313	\$0.385	(0.072)	(23.0)	\$0.313	\$0.385	(0.072)	(23.0)
<b>Total Fringe Benefits</b>	<b>\$1.301</b>	<b>\$0.427</b>	<b>\$0.874</b>	<b>67.2</b>	<b>\$1.301</b>	<b>\$0.427</b>	<b>\$0.874</b>	<b>67.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$3.501</b>	<b>\$2.600</b>	<b>\$0.901</b>	<b>25.7</b>	<b>\$3.501</b>	<b>\$2.600</b>	<b>\$0.901</b>	<b>25.7</b>
<b>Non-Labor :</b>								
Electric Power	\$0.400	\$0.604	(0.204)	(51.0)	\$0.400	\$0.604	(0.204)	(51.0)
Fuel	\$0.020	\$0.018	\$0.002	10.0	\$0.020	\$0.018	\$0.002	10.0
Insurance	\$0.100	\$0.149	(0.049)	(49.0)	\$0.100	\$0.149	(0.049)	(49.0)
Claims	\$0.008	\$0.000	\$0.008	-	\$0.008	\$0.000	\$0.008	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.671	\$0.056	\$1.615	96.6	\$1.671	\$0.056	\$1.615	96.6
Professional Service Contracts	\$0.064	\$0.183	(0.119)	-	\$0.064	\$0.183	(0.119)	-
Materials & Supplies	\$0.020	\$0.216	(0.196)	-	\$0.020	\$0.216	(0.196)	-
Other Business Expenses	\$0.002	\$0.006	(0.004)	-	\$0.002	\$0.006	(0.004)	-
<b>Non-Labor</b>	<b>\$2.285</b>	<b>\$1.232</b>	<b>\$1.053</b>	<b>46.1</b>	<b>\$2.285</b>	<b>\$1.232</b>	<b>\$1.053</b>	<b>46.1</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$5.786</b>	<b>\$3.832</b>	<b>\$1.954</b>	<b>33.8</b>	<b>\$5.786</b>	<b>\$3.832</b>	<b>\$1.954</b>	<b>33.8</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$5.786</b>	<b>\$3.832</b>	<b>\$1.954</b>	<b>33.8</b>	<b>\$5.786</b>	<b>\$3.832</b>	<b>\$1.954</b>	<b>33.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(4.545)</b>	<b>(2.935)</b>	<b>\$1.610</b>	<b>35.4</b>	<b>(4.545)</b>	<b>(2.935)</b>	<b>\$1.610</b>	<b>35.4</b>

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS  
 JANUARY 2016  
 (\$ in millions)

<u>Operating Receipts or Disbursements</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Receipts	0.051	10.0%	Primarily the favorable timing of cash settlements with NYCT	<b>SAME VARIANCES AS THE MONTH</b>		
Other Operating Revenue	(0.206)	(74.9%)	Mostly the unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.189)	(41.1%)	The unfavorable timing of reimbursements			
Health and Welfare (including OPEB current payment)	0.435	91.2%	Mostly the favorable timing of expenses/payments			
Pensions	0.511	100.0%	The favorable timing of expenses/payments			
Electric Power	(0.204)	(51.0%)	Mostly the unfavorable timing of payments			
Maintenance Contracts	1.615	96.6%	Mainly the favorable timing of car fleet maintenance billing from NYCT			
Professional Service Contracts	(0.119)	over (100.0)	The unfavorable timing of payments			
Materials and Supplies	(0.196)	over (100.0)	Primarily the unfavorable timing of payments and maintenance material requirements			

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2016 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
 Jan FY16  
 (\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$0.070	\$0.070	-	\$0.000	\$0.070	\$0.070	-
Other Revenue	\$0.000	(0.188)	(0.188)	-	\$0.000	(0.188)	(0.188)	-
Capital and Other Reimbursements	\$0.000	(0.139)	(0.139)	-	\$0.000	(0.139)	(0.139)	-
<b>Total Revenue</b>	<b>\$0.000</b>	<b>(0.257)</b>	<b>(0.257)</b>	<b>-</b>	<b>\$0.000</b>	<b>(0.257)</b>	<b>(0.257)</b>	<b>-</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.170	(0.410)	(0.580)	-	\$0.170	(0.410)	(0.580)	-
Overtime	\$0.000	\$0.091	\$0.091	-	\$0.000	\$0.091	\$0.091	-
<b>Total Salaries &amp; Wages</b>	<b>\$0.170</b>	<b>(0.318)</b>	<b>(0.488)</b>	<b>-</b>	<b>-</b>	<b>(0.318)</b>	<b>(0.488)</b>	<b>-</b>
Health and Welfare	\$0.000	\$0.075	\$0.075	-	\$0.000	\$0.075	\$0.075	-
OPEB Current Payment	\$0.000	\$0.052	\$0.052	-	\$0.000	\$0.052	\$0.052	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.013	(0.168)	(0.181)	-	\$0.013	(0.168)	(0.181)	-
<b>Total Fringe Benefits</b>	<b>\$0.013</b>	<b>(0.041)</b>	<b>(0.054)</b>	<b>-</b>	<b>\$0.013</b>	<b>(0.041)</b>	<b>(0.054)</b>	<b>-</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$0.183</b>	<b>(0.360)</b>	<b>(0.543)</b>	<b>-</b>	<b>\$0.183</b>	<b>(0.360)</b>	<b>(0.543)</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	(0.291)	(0.291)	-	\$0.000	(0.291)	(0.291)	-
Fuel	\$0.000	(0.025)	(0.025)	-	\$0.000	(0.025)	(0.025)	-
Insurance	\$0.000	(0.055)	(0.055)	-	\$0.000	(0.055)	(0.055)	-
Claims	\$0.000	\$0.002	\$0.002	-	\$0.000	\$0.002	\$0.002	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.030)	(0.030)	-	\$0.000	(0.030)	(0.030)	-
Professional Service Contracts	\$0.000	(0.186)	(0.186)	-	\$0.000	(0.186)	(0.186)	-
Materials & Supplies	\$0.000	(0.131)	(0.131)	-	\$0.000	(0.131)	(0.131)	-
Other Business Expenses	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Non-Labor</b>	<b>\$0.000</b>	<b>(0.716)</b>	<b>(0.716)</b>	<b>-</b>	<b>\$0.000</b>	<b>(0.716)</b>	<b>(0.716)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.183</b>	<b>(1.075)</b>	<b>(1.258)</b>	<b>-</b>	<b>\$0.183</b>	<b>(1.075)</b>	<b>(1.258)</b>	<b>-</b>
Depreciation	\$0.690	\$0.642	(0.048)	(6.9)	\$0.690	\$0.642	(0.048)	(6.9)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$0.873</b>	<b>(0.433)</b>	<b>(1.306)</b>	<b>-</b>	<b>\$0.873</b>	<b>(0.433)</b>	<b>(1.306)</b>	<b>-</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.873</b>	<b>(0.690)</b>	<b>(1.563)</b>	<b>-</b>	<b>\$0.873</b>	<b>(0.690)</b>	<b>(1.563)</b>	<b>-</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
 January 2016**

<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	10	9	1
Purchasing/Stores	6	5	1
<b>Total Administration</b>	<b>29</b>	<b>25</b>	<b>4</b>
<b>Operations</b>			
Transportation	107	107	0
<b>Total Operations</b>	<b>107</b>	<b>107</b>	<b>0</b>
<b>Maintenance</b>			
Mechanical	52	43	9
Electronics/Electrical	15	14	1
Power/Signals	26	20	6
Maintenance of Way	48	48	0
Infrastructure	25	28	(3)
<b>Total Maintenance</b>	<b>166</b>	<b>153</b>	<b>13</b>
<b>Engineering/Capital</b>			
Reimbursable Program Support	26	17	9
<b>Total Engineering Capital</b>	<b>26</b>	<b>17</b>	<b>9</b>
<b>Total Positions</b>	<b>328</b>	<b>302</b>	<b>26</b>
Non-Reimbursable	302	285	17
Reimbursable	26	17	9
Total Full-Time	328	302	26
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
 January 2016

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	12	7	5	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>29</b>	<b>25</b>	<b>4</b>	
<b>Operations</b>				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	103	(4)	
<b>Total Operations</b>	<b>107</b>	<b>107</b>	<b>0</b>	
<b>Maintenance</b>				
Managers/Supervisors	12	12	0	
Professional, Technical, Clerical	6	3	3	
Operational Hourlies	148	138	10	
<b>Total Maintenance</b>	<b>166</b>	<b>153</b>	<b>13</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	12	8	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>17</b>	<b>9</b>	
<b>Total Positions</b>				
Managers/Supervisors	38	36	2	
Professional, Technical, Clerical	23	13	10	
Operational Hourlies	267	253	14	
<b>Total Positions</b>	<b>328</b>	<b>302</b>	<b>26</b>	

**MTA STATEN ISLAND RAILWAY  
 RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
 2016 BUDGET VERSUS 2016 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>	
0.372	0.363	(0.009)	(2.4%)	Mostly due to the historic blizzard, including a weekend system shutdown

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2015 ACTUAL VERSUS 2016 PRELIMINARY ACTUAL  
(in millions)**

	<b>Month of January</b>				<u>Explanation</u>
	<u>2015</u>	<u>2016</u>	Variance		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.015	0.016	0.002	13.1%	More occurrences of snow in 2015 (including a weekday system shutdown) than in 2016
Average Weekend	0.006	0.006	0.000	0.9%	
<b>12-Month Rolling Average</b>					
Average Weekday	0.015	0.016	0.001	4.9%	The shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase
Average Weekend	0.008	0.008	(0.000)	(2.8%)	More weekends with service changes in the current 12-month period than in the prior 12-month period

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

**FINANCIAL AND RIDERSHIP REPORT****January 2016**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$17.4 million in January, \$0.8 million (4.2 percent) below budget, caused primarily by an underrun in farebox revenue of \$0.7 million (4.2 percent), driven by the January 23-24 blizzard and related system shutdown.

Total MTA Bus **ridership** in January 2016 was 9.5 million, 5.5 percent (0.6 million riders) below forecast. January 2016 average weekday ridership was 387,423, an increase of 4.5 percent (16,716 riders) from January 2015. Average weekday ridership for the twelve months ending January 2016 was 407,438, a decrease of 0.2 percent (634 riders) from the twelve months ending January 2015.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were \$51.8 million in January, \$4.3 million (7.6 percent) favorable to budget.

- Labor expenses were over budget by a net \$0.4 million (1.1 percent). Payroll expenses overran budget by \$1.7 million (7.7 percent), due largely to higher cash-outs of vacation, sick and personal time than planned, partly offset by vacancies. Other fringe benefit expenses were also higher by \$0.4 million (9.2 percent), caused largely by higher Workers' Compensation reserve requirements, based on current actuarial information. Mostly offsetting these overruns were favorable results in health & welfare/OPEB current expenses of \$0.9 million (12.8 percent), overtime expenses of \$0.4 million (8.1 percent) and pension expenses of \$0.3 million (7.4 percent).
- Non-labor expenses were below budget by \$4.7 million (32.8 percent). Maintenance contract expenses underran budget by \$1.8 million (56.8 percent), due to a timing delay in the Shop Program. Professional service contract expenses were under budget by \$1.4 million (64.8 percent), due primarily to a delay in interagency billing. Fuel expenses were less than budget by \$0.8 million (40.0 percent), caused by lower rates and reduced service as a result of the blizzard.

Depreciation expenses of \$4.6 million were \$1.1 million (31.5 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 \$35.9 million, \$0.6 million (1.8 percent) above budget.

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2016**  
(\$ 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	\$ 16.411	\$ 15.726	\$ (0.685)	(4.2)	\$ -	\$ -	\$ -	-	\$ 16.411	\$ 15.726	\$ (0.685)	(4.2)
Other Operating Income	1.707	1.629	(0.078)	(4.6)	-	-	-	-	1.707	1.629	(0.078)	(4.6)
Capital and Other Reimbursements	-	-	-	-	0.497	0.112	(0.385)	(77.5)	0.497	0.112	(0.385)	(77.5)
<b>Total Revenue</b>	<b>\$ 18.118</b>	<b>\$ 17.355</b>	<b>\$ (0.763)</b>	<b>(4.2)</b>	<b>\$ 0.497</b>	<b>\$ 0.112</b>	<b>\$ (0.385)</b>	<b>(77.5)</b>	<b>\$ 18.615</b>	<b>\$ 17.467</b>	<b>\$ (1.148)</b>	<b>(6.2)</b>
<b>Labor:</b>												
Payroll	\$ 21.539	\$ 23.204	\$ (1.665)	(7.7)	\$ 0.238	\$ 0.064	\$ 0.174	73.1	\$ 21.777	\$ 23.268	\$ (1.491)	(6.8)
Overtime	4.644	4.270	0.374	8.1	-	-	-	-	4.644	4.270	0.374	8.1
Health and Welfare	5.093	4.531	0.562	11.0	0.090	0.020	0.070	77.8	5.183	4.551	0.632	12.2
OPEB Current Payment	1.996	1.653	0.343	17.2	-	-	-	-	1.996	1.653	0.343	17.2
Pensions	4.111	3.805	0.306	7.4	0.041	0.009	0.032	78.0	4.152	3.814	0.338	8.1
Other Fringe Benefits	4.272	4.666	(0.394)	(9.2)	0.040	0.009	0.031	77.5	4.312	4.675	(0.363)	(8.4)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.029)	0.029	-	-	-	-	-	-	(0.029)	0.029	-
<b>Total Labor Expenses</b>	<b>\$ 41.655</b>	<b>\$ 42.100</b>	<b>\$ (0.445)</b>	<b>(1.1)</b>	<b>\$ 0.409</b>	<b>\$ 0.102</b>	<b>\$ 0.307</b>	<b>75.1</b>	<b>\$ 42.064</b>	<b>\$ 42.202</b>	<b>\$ (0.138)</b>	<b>(0.3)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.151	\$ 0.138	\$ 0.013	8.6	\$ -	\$ -	\$ -	-	\$ 0.151	\$ 0.138	\$ 0.013	8.6
Fuel	1.987	1.192	0.795	40.0	-	-	-	-	1.987	1.192	0.795	40.0
Insurance	0.508	0.269	0.239	47.0	-	-	-	-	0.508	0.269	0.239	47.0
Claims	2.389	2.400	(0.011)	(0.5)	-	-	-	-	2.389	2.400	(0.011)	(0.5)
Maintenance and Other Operating Contracts	3.158	1.365	1.793	56.8	0.019	-	0.019	100.0	3.177	1.365	1.812	57.0
Professional Service Contracts	2.159	0.759	1.400	64.8	-	-	-	-	2.159	0.759	1.400	64.8
Materials & Supplies	3.857	3.308	0.549	14.2	0.069	0.010	0.059	85.5	3.926	3.318	0.608	15.5
Other Business Expense	0.211	0.259	(0.048)	(22.7)	-	-	-	-	0.211	0.259	(0.048)	(22.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 14.420</b>	<b>\$ 9.690</b>	<b>\$ 4.730</b>	<b>32.8</b>	<b>\$ 0.088</b>	<b>\$ 0.010</b>	<b>\$ 0.078</b>	<b>88.6</b>	<b>\$ 14.508</b>	<b>\$ 9.700</b>	<b>\$ 4.808</b>	<b>33.1</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>\$ 56.075</b>	<b>\$ 51.790</b>	<b>\$ 4.285</b>	<b>7.6</b>	<b>\$ 0.497</b>	<b>\$ 0.112</b>	<b>\$ 0.385</b>	<b>77.5</b>	<b>\$ 56.572</b>	<b>\$ 51.902</b>	<b>\$ 4.670</b>	<b>8.3</b>
Depreciation	3.479	4.574	(1.095)	(31.5)	-	-	-	-	3.479	4.574	(1.095)	(31.5)
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>\$ 67.900</b>	<b>\$ 64.714</b>	<b>\$ 3.186</b>	<b>4.7</b>	<b>\$ 0.497</b>	<b>\$ 0.112</b>	<b>\$ 0.385</b>	<b>77.5</b>	<b>\$ 68.397</b>	<b>\$ 64.826</b>	<b>\$ 3.571</b>	<b>5.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (49.782)</b>	<b>\$ (47.359)</b>	<b>\$ 2.423</b>	<b>4.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (49.782)</b>	<b>\$ (47.359)</b>	<b>\$ 2.423</b>	<b>4.9</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2016 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	\$ 16.411	\$ 15.726	\$ (0.685)	(4.2)	\$ -	\$ -	\$ -	-	\$ 16.411	\$ 15.726	\$ (0.685)	(4.2)
Other Operating Income	1.707	1.629	(0.078)	(4.6)	-	-	-	-	1.707	1.629	(0.078)	(4.6)
Capital and Other Reimbursements	-	-	-	-	0.497	0.112	(0.385)	(77.5)	0.497	0.112	(0.385)	(77.5)
<b>Total Revenue</b>	<b>\$ 18.118</b>	<b>\$ 17.355</b>	<b>\$ (0.763)</b>	<b>(4.2)</b>	<b>\$ 0.497</b>	<b>\$ 0.112</b>	<b>\$ (0.385)</b>	<b>(77.5)</b>	<b>\$ 18.615</b>	<b>\$ 17.467</b>	<b>\$ (1.148)</b>	<b>(6.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 21.539	\$ 23.204	\$ (1.665)	(7.7)	\$ 0.238	\$ 0.064	\$ 0.174	73.1	\$ 21.777	\$ 23.268	\$ (1.491)	(6.8)
Overtime	4.644	4.270	0.374	8.1	-	-	-	-	4.644	4.270	0.374	8.1
Health and Welfare	5.093	4.531	0.562	11.0	0.090	0.020	0.070	77.8	5.183	4.551	0.632	12.2
OPEB Current Payment	1.996	1.653	0.343	17.2	-	-	-	-	1.996	1.653	0.343	17.2
Pensions	4.111	3.805	0.306	7.4	0.041	0.009	0.032	78.0	4.152	3.814	0.338	8.1
Other Fringe Benefits	4.272	4.666	(0.394)	(9.2)	0.040	0.009	0.031	77.5	4.312	4.675	(0.363)	(8.4)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.029)	0.029	-	-	-	-	-	-	(0.029)	0.029	-
<b>Total Labor Expenses</b>	<b>\$ 41.655</b>	<b>\$ 42.100</b>	<b>\$ (0.445)</b>	<b>(1.1)</b>	<b>\$ 0.409</b>	<b>\$ 0.102</b>	<b>\$ 0.307</b>	<b>75.1</b>	<b>\$ 42.064</b>	<b>\$ 42.202</b>	<b>\$ (0.138)</b>	<b>(0.3)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.151	\$ 0.138	\$ 0.013	8.6	\$ -	\$ -	\$ -	-	\$ 0.151	\$ 0.138	\$ 0.013	8.6
Fuel	1.987	1.192	0.795	40.0	-	-	-	-	1.987	1.192	0.795	40.0
Insurance	0.508	0.269	0.239	47.0	-	-	-	-	0.508	0.269	0.239	47.0
Claims	2.389	2.400	(0.011)	(0.5)	-	-	-	-	2.389	2.400	(0.011)	(0.5)
Maintenance and Other Operating Contracts	3.158	1.365	1.793	56.8	0.019	-	0.019	100.0	3.177	1.365	1.812	57.0
Professional Service Contracts	2.159	0.759	1.400	64.8	-	-	-	-	2.159	0.759	1.400	64.8
Materials & Supplies	3.857	3.308	0.549	14.2	0.069	0.010	0.059	85.5	3.926	3.318	0.608	15.5
Other Business Expense	0.211	0.259	(0.048)	(22.7)	-	-	-	-	0.211	0.259	(0.048)	(22.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 14.420</b>	<b>\$ 9.690</b>	<b>\$ 4.730</b>	<b>32.8</b>	<b>\$ 0.088</b>	<b>\$ 0.010</b>	<b>\$ 0.078</b>	<b>88.6</b>	<b>\$ 14.508</b>	<b>\$ 9.700</b>	<b>\$ 4.808</b>	<b>33.1</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>\$ 56.075</b>	<b>\$ 51.790</b>	<b>\$ 4.285</b>	<b>7.6</b>	<b>\$ 0.497</b>	<b>\$ 0.112</b>	<b>\$ 0.385</b>	<b>77.5</b>	<b>\$ 56.572</b>	<b>\$ 51.902</b>	<b>\$ 4.670</b>	<b>8.3</b>
Depreciation	3.479	4.574	(1.095)	(31.5)	-	-	-	-	3.479	4.574	(1.095)	(31.5)
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>\$ 67.900</b>	<b>\$ 64.714</b>	<b>\$ 3.186</b>	<b>4.7</b>	<b>\$ 0.497</b>	<b>\$ 0.112</b>	<b>\$ 0.385</b>	<b>77.5</b>	<b>\$ 68.397</b>	<b>\$ 64.826</b>	<b>\$ 3.571</b>	<b>5.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (49.782)</b>	<b>\$ (47.359)</b>	<b>\$ 2.423</b>	<b>4.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (49.782)</b>	<b>\$ (47.359)</b>	<b>\$ 2.423</b>	<b>4.9</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2016				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (0.685)	(4.2)	Lower ridership due to the snow storm shutdown of Jan 23.	\$ (0.685)	(4.2)	Lower ridership due to the snow storm shutdown of Jan 23.		
Other Operating Revenue	NR	\$ (0.078)	(4.6)	(a)	\$ (0.078)	(4.6)	(a)		
Capital and Other Reimbursements	R	\$ (0.385)	(77.5)	Timing of reimbursement receipts	\$ (0.385)	(77.5)	Timing of reimbursement receipts		
<b>Total Revenue Variance</b>		<b>\$ (1.148)</b>	<b>(6.2)</b>		<b>\$ (1.148)</b>	<b>(6.2)</b>			
Payroll	NR	\$ (1.665)	(7.7)	Higher cashout of vacation, sick and personal time than planned, partially offset by vacancies.	\$ (1.665)	(7.7)	Higher cashout of vacation, sick and personal time than planned, partially offset by vacancies.		
Overtime	NR	\$ 0.374	8.1	Lower scheduled and unscheduled service overtime than planned.	\$ 0.374	8.1	Lower scheduled and unscheduled service overtime than planned.		
Health and Welfare (including OPEB)	NR	\$ 0.905	12.8	Lower expenses	\$ 0.905	12.8	Lower expenses		
Pension	NR	\$ 0.306	7.4	Lower expenses	\$ 0.306	7.4	Lower expenses		
Other Fringe Benefits	NR	\$ (0.394)	(9.2)	Unfavorable workers' compensation expenses due to latest actuarial estimate	\$ (0.394)	(9.2)	Unfavorable workers' compensation expenses due to latest actuarial estimate		
Reimbursable Overhead	NR	\$ 0.029	-	(a)	\$ 0.029	-	(a)		
Electric Power	NR	\$ 0.013	8.6	(a)	\$ 0.013	8.6	(a)		
Fuel	NR	\$ 0.795	40.0	Lower rates and reduced service as the result of Winter Storm Jonas.	\$ 0.795	40.0	Lower rates and reduced service as the result of Winter Storm Jonas.		
Insurance	NR	\$ 0.239	47.0	Lower expenses	\$ 0.239	47.0	Lower expenses		
Claims	NR	\$ (0.011)	(0.5)	(a)	\$ (0.011)	(0.5)	(a)		
Maintenance and Other Operating Contracts	NR	\$ 1.793	56.8	Delay in the shop program	\$ 1.793	56.8	Delay in the shop program		
Professional Service Contracts	NR	\$ 1.400	64.8	Mainly due to delay in intragency billing	\$ 1.400	64.8	Mainly due to delay in intragency billing		
Materials & Supplies	NR	\$ 0.549	14.2	Mainly due to lower general maintenance material expenses	\$ 0.549	14.2	Mainly due to lower general maintenance material expenses		
Other Business Expense	NR	\$ (0.048)	(22.7)	Higher mobility tax and AFC collection fees	\$ (0.048)	(22.7)	Higher mobility tax and AFC collection fees		
Depreciation	NR	\$ (1.095)	(31.5)	non cash expense	\$ (1.095)	(31.5)	non cash expense		
Other Post Employment Benefits	NR	\$ (0.004)	(0.0)	(a)	\$ (0.004)	(0.0)	(a)		
Environmental Remediation		\$ -	-		\$ -	-			
Payroll	R	\$ 0.174	73.1	Timing of charges	\$ 0.174	73.1	Timing of charges		
Health and Welfare	R	\$ 0.070	77.8	Timing of charges	\$ 0.070	77.8	Timing of charges.		
Pension	R	\$ 0.032	78.0						
Other Fringe Benefits	R	\$ 0.031	77.5						
Maintenance and Other Operating Contracts	R	\$ 0.019	*	Timing of charges	\$ 0.019	*	Timing of charges		
Materials & Supplies	R	\$ 0.059	*	Timing of charges	\$ 0.059	*	Timing of charges		
<b>Total Expense Variance</b>		<b>\$ 3.571</b>	<b>5.2</b>		<b>\$ 3.571</b>	<b>5.2</b>			
<b>Net Variance</b>		<b>\$ 2.423</b>	<b>4.9</b>		<b>\$ 2.423</b>	<b>4.9</b>			

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	January 2016				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<b>Receipts</b>									
Farebox Revenue	\$ 16.411	\$ 14.457	\$ (1.954)	(11.9)	\$ 16.411	\$ 14.457	\$ (1.954)	(11.9)	
Other Operating Revenue	1.727	3.802	2.075	*	1.727	3.802	2.075	*	
Capital and Other Reimbursements	0.769	0.460	(0.309)	(40.2)	0.769	0.460	(0.309)	(40.2)	
<b>Total Receipts</b>	<b>\$ 18.907</b>	<b>\$ 18.719</b>	<b>\$ (0.188)</b>	<b>(1.0)</b>	<b>\$ 18.907</b>	<b>\$ 18.719</b>	<b>\$ (0.188)</b>	<b>(1.0)</b>	
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	\$ 20.183	\$ 22.463	\$ (2.280)	(11.3)	\$ 20.183	\$ 22.463	\$ (2.280)	(11.3)	
Overtime	4.644	4.270	0.374	8.1	4.644	4.270	0.374	8.1	
Health and Welfare	5.058	4.850	0.208	4.1	5.058	4.850	0.208	4.1	
OPEB Current Payment	1.996	1.654	0.342	17.1	1.996	1.654	0.342	17.1	
Pensions	4.065	3.805	0.260	6.4	4.065	3.805	0.260	6.4	
Other Fringe Benefits	3.896	5.265	(1.369)	(35.1)	3.896	5.265	(1.369)	(35.1)	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 39.842</b>	<b>\$ 42.307</b>	<b>\$ (2.465)</b>	<b>(6.2)</b>	<b>\$ 39.842</b>	<b>\$ 42.307</b>	<b>\$ (2.465)</b>	<b>(6.2)</b>	
<i>Non-Labor:</i>									
Electric Power	\$ 0.153	\$ 0.138	\$ 0.015	9.8	\$ 0.153	\$ 0.138	\$ 0.015	9.8	
Fuel	2.011	1.242	0.769	38.2	2.011	1.242	0.769	38.2	
Insurance	0.514	0.650	(0.136)	(26.5)	0.514	0.650	(0.136)	(26.5)	
Claims	2.083	0.938	1.145	55.0	2.083	0.938	1.145	55.0	
Maintenance and Other Operating Contracts	3.215	3.275	(0.060)	(1.9)	3.215	3.275	(0.060)	(1.9)	
Professional Service Contracts	2.184	3.361	(1.177)	(53.9)	2.184	3.361	(1.177)	(53.9)	
Materials & Supplies	3.973	2.500	1.473	37.1	3.973	2.500	1.473	37.1	
Other Business Expenses	0.213	0.227	(0.014)	(6.6)	0.213	0.227	(0.014)	(6.6)	
<b>Total Non-Labor Expenditures</b>	<b>\$ 14.346</b>	<b>\$ 12.331</b>	<b>\$ 2.015</b>	<b>14.0</b>	<b>\$ 14.346</b>	<b>\$ 12.331</b>	<b>\$ 2.015</b>	<b>14.0</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>\$ 54.188</b>	<b>\$ 54.638</b>	<b>\$ (0.450)</b>	<b>(0.8)</b>	<b>\$ 54.188</b>	<b>\$ 54.638</b>	<b>\$ (0.450)</b>	<b>(0.8)</b>	
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (35.281)</b>	<b>\$ (35.919)</b>	<b>\$ (0.638)</b>	<b>(1.8)</b>	<b>\$ (35.281)</b>	<b>\$ (35.919)</b>	<b>\$ (0.638)</b>	<b>(1.8)</b>	

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	January 2016			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Operating Receipts or Disbursements</b>						
Farebox Revenue	\$ (1.954)	(11.9)	Lower ridership due to the snow storm shutdown of Jan 23.	\$ (1.954)	(11.9)	Lower ridership due to the snow storm shutdown of Jan 23.
Other Operating Revenue	2.075	*	Timing of students/elderly reimbursements	2.075	*	Timing of students/elderly reimbursements
Capital and Other Reimbursements	(0.309)	(40.2)	Timing of reimbursement receipts	(0.309)	(40.2)	Timing of reimbursement receipts
<b>Total Receipts</b>	<b>\$ (0.188)</b>	<b>(1.0)</b>		<b>\$ (0.188)</b>	<b>(1.0)</b>	
Payroll	\$ (2.280)	(11.3)	Interagency payments from last year	\$ (2.280)	(11.3)	Interagency payments from last year
Overtime	0.374	8.1	Lower scheduled and unscheduled service overtime than planned.	0.374	8.1	Lower scheduled and unscheduled service overtime than planned.
Health and Welfare (including OPEB)	0.550	7.8	Favorable timing of payments	0.550	7.8	Favorable timing of payments
Pension	0.260	6.4	Favorable timing of payments	0.260	6.4	Favorable timing of payments
Other Fringe Benefits	(1.369)	(35.1)	Payments for prior periods	(1.369)	(35.1)	Payments for prior periods
GASB	-	-		-	-	
Electric Power	0.015	9.8	(a)	0.015	9.8	(a)
Fuel	0.769	38.2	Lower rates, delay in payments and reduced service as the result of Winter Storm Juno.	0.769	38.2	Lower rates, delay in payments and reduced service as the result of Winter Storm Juno.
Insurance	(0.136)	(26.5)	Payments for prior periods	(0.136)	(26.5)	Payments for prior periods
Claims	1.145	55.0	Lower claim expenses	1.145	55.0	Lower claim expenses
Maintenance and Other Operating Contracts	(0.060)	(1.9)	Payments for prior periods	(0.060)	(1.9)	Payments for prior periods
Professional Service Contracts	(1.177)	(53.9)	Payments for prior periods	(1.177)	(53.9)	Payments for prior periods
Materials & Supplies	1.473	37.1	Mainly due to lower general mainenance material expenses	1.473	37.1	Mainly due to lower general mainenance material expenses
Other Business Expenditure	(0.014)	(6.6)	(a)	(0.014)	(6.6)	(a)
<b>Total Expenditures</b>	<b>\$ (0.450)</b>	<b>(0.8)</b>		<b>\$ (0.450)</b>	<b>(0.8)</b>	
<b>Net Cash Variance</b>	<b>\$ (0.638)</b>	<b>(1.8)</b>		<b>\$ (0.638)</b>	<b>(1.8)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**

(\$ in millions)

	January 2016					Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Percent	Adopted Budget	Actual	Favorable (Unfavorable)		Percent
			Variance	Percent				Variance	Percent	
<b>Receipts</b>										
Farebox Revenue	\$ -	\$ (1.269)	\$ (1.269)	-	-	\$ -	\$ (1.269)	\$ (1.269)	-	-
Other Operating Revenue	0.020	2.173	2.153	*	0.020	2.173	2.153	2.153	*	*
Capital and Other Reimbursements	0.272	0.348	0.076	27.9	0.272	0.348	0.076	0.076	27.9	27.9
<b>Total Receipts</b>	<b>\$ 0.292</b>	<b>\$ 1.252</b>	<b>\$ 0.960</b>	<b>*</b>	<b>\$ 0.292</b>	<b>\$ 1.252</b>	<b>\$ 0.960</b>	<b>\$ 0.960</b>	<b>*</b>	<b>*</b>
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ 1.595	\$ 0.805	\$ (0.790)	(49.5)	\$ 1.594	\$ 0.805	\$ (0.789)	(49.5)	(49.5)	(49.5)
Overtime	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.125	(0.299)	(0.424)	*	0.125	(0.299)	(0.424)	(0.424)	*	*
OPEB Current Payment	-	(0.001)	(0.001)	-	-	(0.001)	(0.001)	(0.001)	-	-
Pensions	0.087	0.009	(0.078)	(89.6)	0.087	0.009	(0.078)	(0.078)	(89.7)	(89.7)
Other Fringe Benefits	0.416	(0.590)	(1.006)	*	0.416	(0.590)	(1.006)	(1.006)	*	*
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.029)	(0.029)	-	-	(0.029)	(0.029)	(0.029)	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.222</b>	<b>\$ (0.105)</b>	<b>\$ (2.327)</b>	<b>*</b>	<b>\$ 2.222</b>	<b>\$ (0.105)</b>	<b>\$ (2.327)</b>	<b>\$ (2.327)</b>	<b>*</b>	<b>*</b>
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.002)	\$ -	0.002	100.0	\$ (0.002)	\$ -	0.002	0.002	100.0	100.0
Fuel for Buses and Trains	(0.024)	(0.050)	(0.026)	*	(0.024)	(0.050)	(0.026)	(0.026)	*	*
Insurance	(0.006)	(0.381)	(0.375)	*	(0.006)	(0.381)	(0.375)	(0.375)	*	*
Claims	0.306	1.462	1.156	*	0.306	1.462	1.156	1.156	*	*
Maintenance and Other Operating Contracts	(0.038)	(1.910)	(1.872)	*	(0.038)	(1.910)	(1.872)	(1.872)	*	*
Professional Service Contracts	(0.025)	(2.602)	(2.577)	*	(0.025)	(2.602)	(2.577)	(2.577)	*	*
Materials & Supplies	(0.047)	0.818	0.865	*	(0.047)	0.818	0.865	0.865	*	*
Other Business Expenditures	(0.002)	0.032	0.034	*	(0.002)	0.032	0.034	0.034	*	*
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.162</b>	<b>\$ (2.631)</b>	<b>\$ (2.793)</b>	<b>*</b>	<b>\$ 0.162</b>	<b>\$ (2.631)</b>	<b>\$ (2.793)</b>	<b>\$ (2.793)</b>	<b>*</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>-</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>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ 2.676</b>	<b>\$ (1.484)</b>	<b>\$ (4.160)</b>	<b>*</b>	<b>\$ 2.384</b>	<b>\$ (2.736)</b>	<b>\$ (5.120)</b>	<b>\$ (5.120)</b>	<b>*</b>	<b>*</b>
Depreciation Adjustment	3.479	4.574	1.095	31.5	3.479	4.574	1.095	1.095	31.5	31.5
Other Post Employment Benefits	8.346	8.350	0.004	0.0	8.346	8.350	0.004	0.004	0.0	0.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$ 14.501</b>	<b>\$ 11.440</b>	<b>\$ (3.061)</b>	<b>(21.1)</b>	<b>\$ 14.501</b>	<b>\$ 11.440</b>	<b>\$ (3.061)</b>	<b>\$ (3.061)</b>	<b>(21.1)</b>	<b>(21.1)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET**  
**Utilization**  
(In millions)

	<u>January 2016</u>			<u>Year-to-date as of January 2016</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 16.411	\$ 15.726	\$ (0.685)	\$ 16.411	\$ 15.726	\$ (0.685)
<b>Total Farebox Revenue</b>	<b>\$ 16.411</b>	<b>\$ 15.726</b>	<b>\$ (0.685)</b>	<b>\$ 16.411</b>	<b>\$ 15.726</b>	<b>\$ (0.685)</b>
Other Revenue	\$ 1.707	\$ 1.629	\$ (0.078)	\$ 1.707	\$ 1.629	\$ (0.078)
Capital & Other	0.497	0.112	(0.385)	0.497	0.112	(0.385)
<b>Total Revenue</b>	<b>\$ 18.615</b>	<b>\$ 17.467</b>	<b>\$ (1.148)</b>	<b>\$ 18.615</b>	<b>\$ 17.467</b>	<b>\$ (1.148)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.016	9.465	(0.551)	10.016	9.465	(0.551)
<b>Total Ridership</b>	<b>10.016</b>	<b>9.465</b>	<b>(0.551)</b>	<b>10.016</b>	<b>9.465</b>	<b>(0.551)</b>

**MTA BUS COMPANY**  
**2016 Adopted Budget vs. Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS**  
**JANUARY 2016**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	6	3	3	
Human Resources	16	12	4	
Office of Management and Budget	17	14	3	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	15	18	(3)	
Office of the President	2	5	(3)	
System Safety Administration	5	1	4	
Law	21	23	(2)	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	23	11	12	
Non-Departmental	22	-	22	
<b>Total Administration</b>	<b>149</b>	<b>105</b>	<b>44</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,235	2,241	(6)	
Office of the Executive VP	4	3	1	
Safety & Training	29	46	(17)	Students in Training
Road Operations	120	122	(2)	
Transportation Support	22	24	(2)	
Operations Planning	31	29	2	
Revenue Control	27	25	2	
<b>Total Operations</b>	<b>2,468</b>	<b>2,490</b>	<b>(22)</b>	
<b>Maintenance</b>				
Buses	757	759	(2)	
Maintenance Support/CMF	209	201	8	
Facilities	74	61	13	
Supply Logistics	95	92	3	
<b>Total Maintenance</b>	<b>1,135</b>	<b>1,113</b>	<b>22</b>	Vacancies to be filled
Capital Program Management	37	30	7	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>30</b>	<b>7</b>	Vacancies to be filled
Security	18	17	1	
<b>Total Public Safety</b>	<b>18</b>	<b>17</b>	<b>1</b>	
<b>Total Positions</b>	<b>3,807</b>	<b>3,755</b>	<b>52</b>	
Non-Reimbursable	3,767	3,715	52	
Reimbursable	40	40	-	
<b>Total Full-Time</b>	<b>3,792</b>	<b>3,741</b>	<b>51</b>	
Total Full-Time Equivalents	15	14	1	

**MTA BUS COMPANY**  
**2016 Adopted Budget vs. Actual**  
**TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**JANUARY 2016**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	60	43	17	
Professional, Technical, Clerical	71	62	9	
Operational Hourlies	18	-	18	
<b>Total Administration</b>	<b>149</b>	<b>105</b>	<b>44</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	302	308	(6)	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,116	2,130	(14)	
<b>Total Operations</b>	<b>2,468</b>	<b>2,490</b>	<b>(22)</b>	
<b>Maintenance</b>				
Managers/Supervisors	218	219	(1)	
Professional, Technical, Clerical	21	19	2	
Operational Hourlies	896	875	21	
<b>Total Maintenance</b>	<b>1,135</b>	<b>1,113</b>	<b>22</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	18	3	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>30</b>	<b>7</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	14	13	1	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>18</b>	<b>17</b>	<b>1</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	615	601	14	
Professional, Technical, Clerical	162	149	13	
Operational Hourlies	3,030	3,005	25	
<b>Total Baseline Positions</b>	<b>3,807</b>	<b>3,755</b>	<b>52</b>	

**MTA Bus Company**  
**February Financial Plan 2016 Adopted Budget**  
**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>	53,517	\$2.223	46,938	\$1.797	6,579	\$0.426	53,517	\$2.223	46,938	\$1.797	6,579	\$0.426
					12.3%	19.2%					12.3%	19.2%
<u>Unscheduled Service</u>	10,896	0.513	8,132	0.325	2,764	0.187	10,896	0.513	8,132	0.325	2,764	0.187
					25.4%	36.6%					25.4%	36.6%
<u>Programmatic/Routine Maintenance</u>	22,841	0.936	18,878	0.802	3,963	0.134	22,841	0.936	18,878	0.802	3,963	0.134
					17.4%	14.3%					17.4%	14.3%
<u>Unscheduled Maintenance</u>	0	0.000	0	0.000	0	-	0	0.000	0	0.000	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	13,205	0.724	15,315	0.686	(2,110)	0.038	13,205	0.724	15,315	0.686	(2,110)	0.038
					-16.0%	5.2%					-16.0%	5.2%
<u>Weather Emergencies</u>	5,422	0.217	13,281	0.591	(7,859)	(0.374)	5,422	0.217	13,281	0.591	(7,859)	(0.374)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	137	0.006	130	0.006	7	0.000	137	0.006	130	0.006	7	0.000
					4.8%	1.3%					4.8%	1.3%
<u>Other</u>	323	0.027	516	0.063	(193)	(0.037)	323	0.027	516	0.063	(193)	(0.037)
					*	*					*	*
Subtotal	106,340	\$4.644	103,190	\$4.270	3,150	\$0.374	106,340	\$4.644	103,190	\$4.270	3,150	\$0.374
					3.0%	8.1%					3.0%	8.1%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	-
<b>TOTAL OVERTIME</b>	<b>106,340</b>	<b>\$4.644</b>	<b>103,190</b>	<b>\$4.270</b>	<b>3,150</b>	<b>\$0.374</b>	<b>106,340</b>	<b>\$4.644</b>	<b>103,190</b>	<b>\$4.270</b>	<b>3,150</b>	<b>\$0.374</b>
					3.0%	8.1%					3.0%	8.1%

Totals may not add due to rounding.

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

\* Exceeds 100%

MTA Bus Company  
February Financial Plan 2016 Adopted Budget  
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>	6,579 12.3%	\$0.426 19.2%		6,579 12.3%	\$0.426 19.2%	
<u>Unscheduled Service</u>	2,764 25.4%	0.187 36.6%		2,764 25.4%	0.187 36.6%	
<u>Programmatic/Routine Maintenance</u>	3,963 17.4%	0.134 14.3%		3,963 17.4%	0.134 14.3%	
<u>Unscheduled Maintenance</u>	- 0.0%	0.000 0.0%		- 0.0%	0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(2,110) -16.0%	0.038 5.2%		(2,110) -16.0%	0.038 5.2%	
<u>Weather Emergencies</u>	(7,859) *	(0.374) *	Winter Storm	(7,859) *	(0.374) *	Winter Storm
<u>Safety/Security/Law Enforcement</u>	7 4.8%	0.000 1.3%		7 4.8%	0.000 1.3%	
<u>Other</u>	(193) *	(0.037) *		(193) *	(0.037) *	
<b>Subtotal</b>	<b>3,150</b> 3.0%	<b>\$0.374</b> 8.1%		<b>3,150</b> 3.0%	<b>\$0.374</b> 8.1%	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
<b>TOTAL OVERTIME</b>	<b>3,150</b>	<b>\$0.374</b>		<b>3,150</b>	<b>\$0.374</b>	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2016 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance 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.

# Report



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through January 31, New York City Transit's performance against its 2016 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$9.5	\$8.6	91
<b>Design Completions</b>	\$0.6	\$9.2	1535
<b>Construction Awards</b>	\$128.6	\$134.7	105
<b>Substantial Completions</b>	\$15.0	\$231.0	1537
<b>Closeouts</b>	\$118.0	\$31.9	27

During January, NYCT awarded projects totaling \$134.7 million, including:

- Purchase of 138 Standard Compressed Natural Gas (CNG) Buses; and
- Two communications program contracts, including Communication Room Upgrades at 11 locations and Procurement of Help Point units for 130 stations.

During the same period, NYCT substantially completed projects totaling \$231.0 million, including:

- Procurement of 348 Standard Diesel Buses; and
- Help Points at 16 Stations.

Also during January, NYCT started four design projects for \$8.6 million, completed four design projects for \$9.2 million, and closed out three projects for \$31.9 million.

Capital Program Status  
March 2016  
(January 2016)

During January, NYCT awarded \$134.7 million in projects, including \$84.9 million for the purchase of 138 CNG Buses for service system wide. This contract will procure 138 40-foot low floor standard compressed natural gas buses to replace buses that have reached the end of their useful life.

NYCT also awarded \$20.9 million for two communications contracts, one for communication room upgrades and one for procurement of materials for Help Point kiosks to be installed throughout the system. The communication room upgrades will furnish and install equipment pertaining to HVAC, fire alarm systems, and facility access at 11 locations throughout the system. The contract to procure Help Point units will provide for installation at 130 stations. Help Point intercoms 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 \$231.0 million, including \$191.7 million for the procurement of 348 Standard Diesel Buses for service system wide. This contract originally involved the procurement of 276 standard low-floor 40 foot diesel buses from New Flyer, but an additional 72 were added to the contract when it was determined that the Department of Buses would not be able to extend the life of Orion V buses, procured in 1999, in order to keep them on the road through 2017. As part of an initiative to procure 762 buses, an additional 414 buses are being procured from a second manufacturer, currently forecasted for completion in July 2016.

NYCT also completed \$10.3 million for Help Points at 16 stations. Help Point units were purchased and installed by in-house forces at 13 locations in the Bronx and 3 locations in Queens. This project is part of the overall initiative to equip all stations with Help Point intercoms by the end of 2017.

Also during January, NYCT started four design projects for \$8.6 million, completed four design projects for \$9.2 million, and closed out three projects for \$31.9 million.

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

**Projects Closed During January 2016**  
(\$ in millions)

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Station Ventilators: Phase 3-2 Locations / Canarsie (Wrap-Up)	\$0.19	\$0.19	1/2016	0
Mainline Track Replacement 2014 / Lexington Ave & 42 Shuttle	\$13.56	\$14.49	1/2016	0
Mainline Track Switches 2014 / White Plains Road	\$17.10	\$17.24	1/2016	0

**CAPITAL PROJECT MILESTONE SUMMARY  
2016  
(THROUGH JANUARY 31, 2016)**

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

**January**

Design Starts	\$21.5	15	\$8.6	4	40.1	26.7
Design Completions	0.6	2	9.2	4	1,535.0	200.0
Construction Awards	212.6	15	134.7	8	63.4	53.3
Substantial Completions	15.0	7	231.0	10	1,537.1	142.9
Closeouts	118.0	18	31.9	3	27.1	16.7

**2016 Year-To-Date**

Design Starts	\$21.5	15	\$8.6	4	40.1	26.7
Design Completions	0.6	2	9.2	4	1,535.0	200.0
Construction Awards	212.6	15	134.7	8	63.4	53.3
Substantial Completions	15.0	7	231.0	10	1,537.1	142.9
Closeouts	118.0	18	31.9	3	27.1	16.7

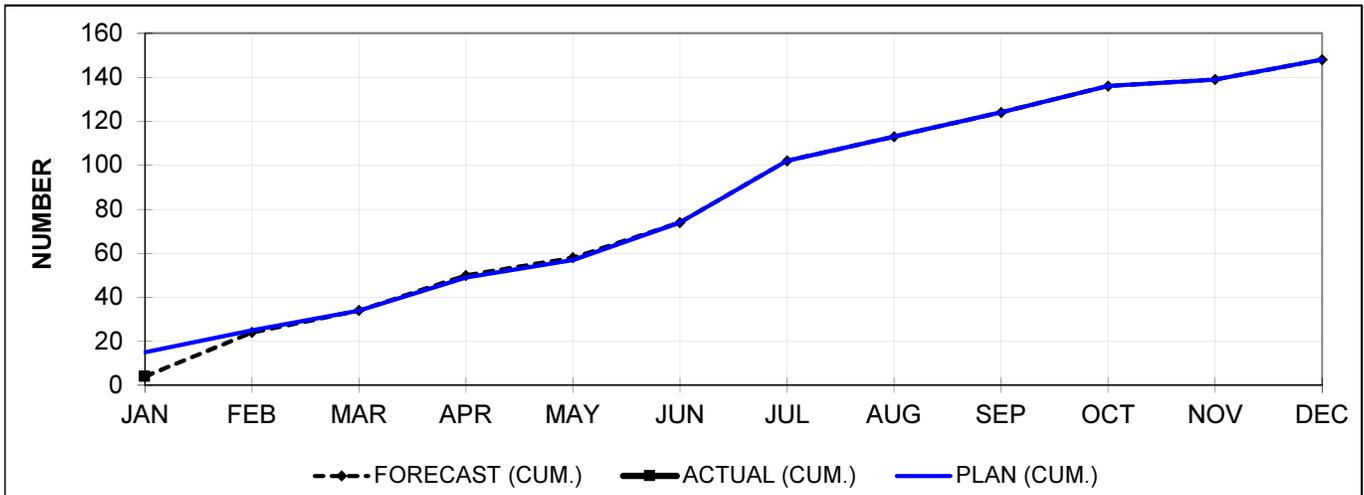
**2016 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$187.9	148	99.9	100.0
Design Completions	249.7	152	252.6	152	101.1	100.0
Construction Awards	4,429.6	171	4,430.4	172	100.0	100.6
Substantial Completions	2,513.4	166	2,549.6	165	101.4	99.4
Closeouts	6,039.3	206	6,060.5	205	100.4	99.5

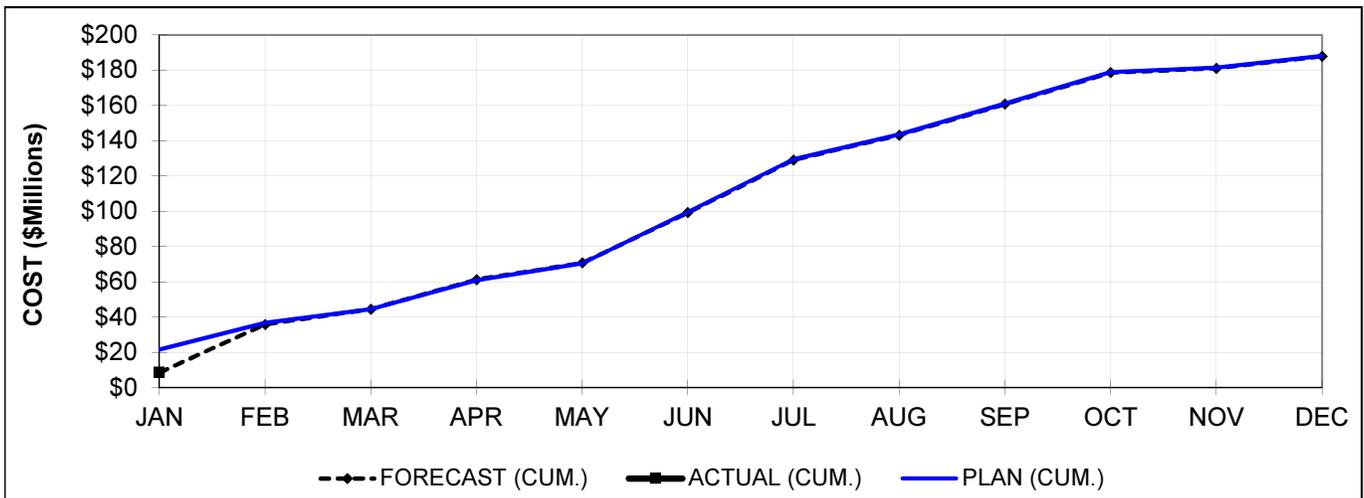
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

## 2015 Design Starts Charts

As of January 2016



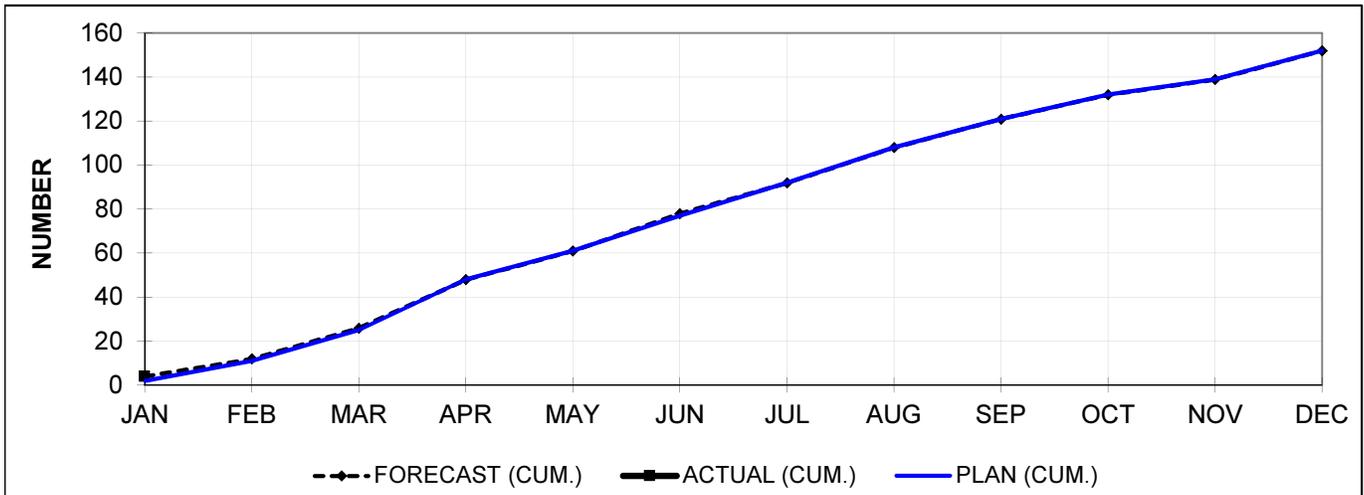
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		20	10	16	8	16	28	11	11	12	3	9
ACTUAL (NON-CUM.)	4											
PLAN (NON-CUM.)	15	10	9	15	8	17	28	11	11	12	3	9
FORECAST (CUM.)		24	34	50	58	74	102	113	124	136	139	148
ACTUAL (CUM.)	4											
PLAN (CUM.)	15	25	34	49	57	74	102	113	124	136	139	148



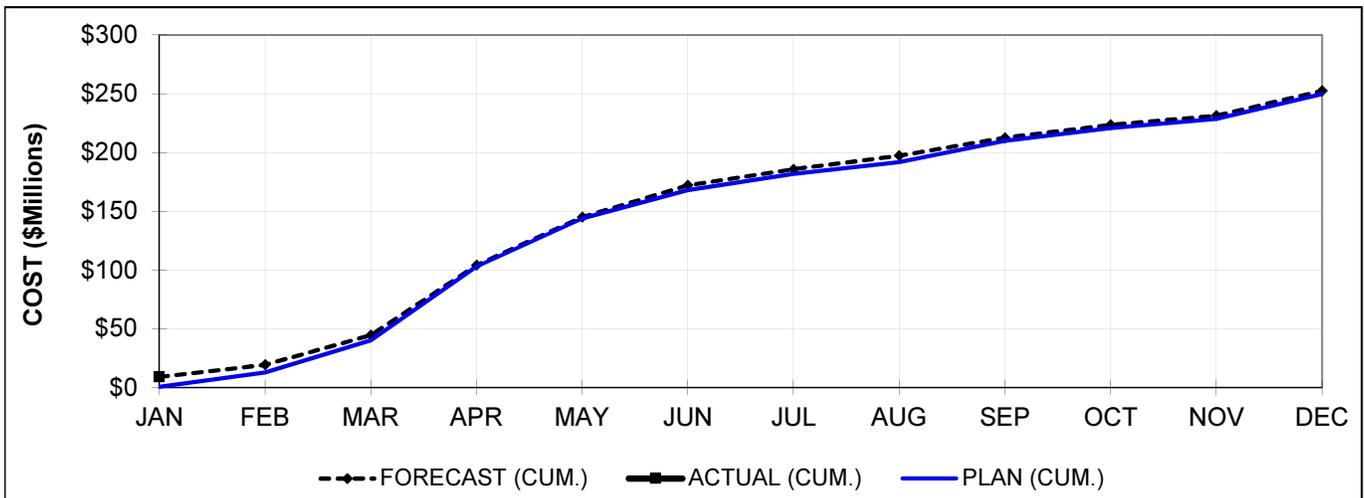
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		27.3	8.7	16.7	9.5	28.5	29.9	14.1	17.6	17.9	2.5	6.8
ACTUAL (NON-CUM.)	8.6											
PLAN (NON-CUM.)	21.5	15.3	7.8	16.3	9.5	29.1	29.9	14.1	17.6	17.9	2.5	6.8
FORECAST (CUM.)		35.9	44.6	61.3	70.8	99.3	129.1	143.2	160.8	178.6	181.1	187.9
ACTUAL (CUM.)	8.6											
PLAN (CUM.)	21.5	36.8	44.6	60.9	70.4	99.5	129.4	143.5	161.0	178.9	181.3	188.1

## 2015 Design Completions Charts

As of January 2016



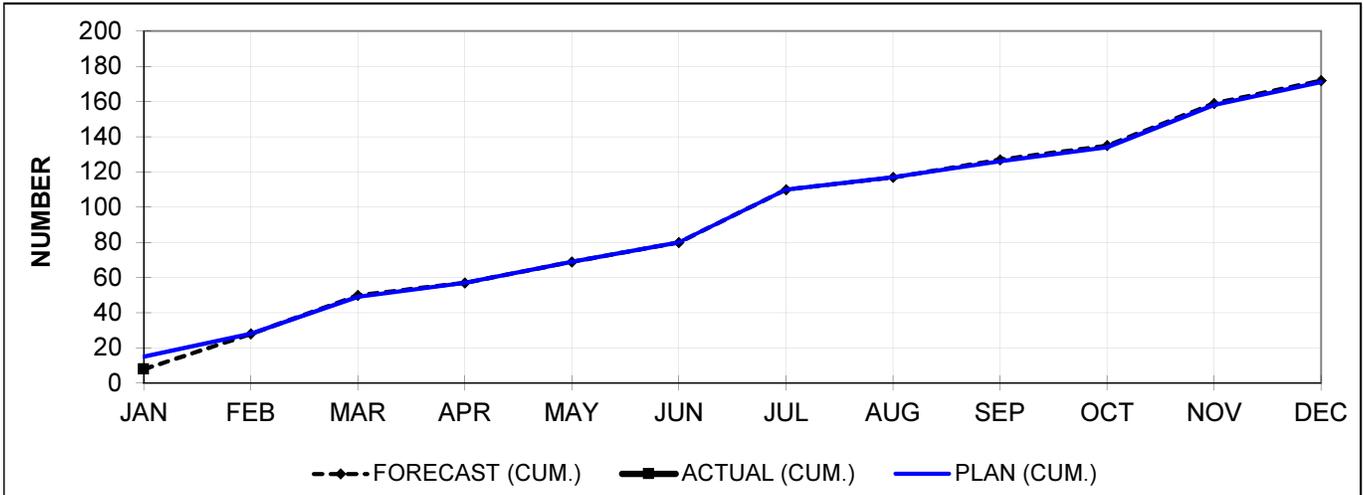
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		8	14	22	13	17	14	16	13	11	7	13
ACTUAL (NON-CUM.)	4											
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)		12	26	48	61	78	92	108	121	132	139	152
ACTUAL (CUM.)	4											
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



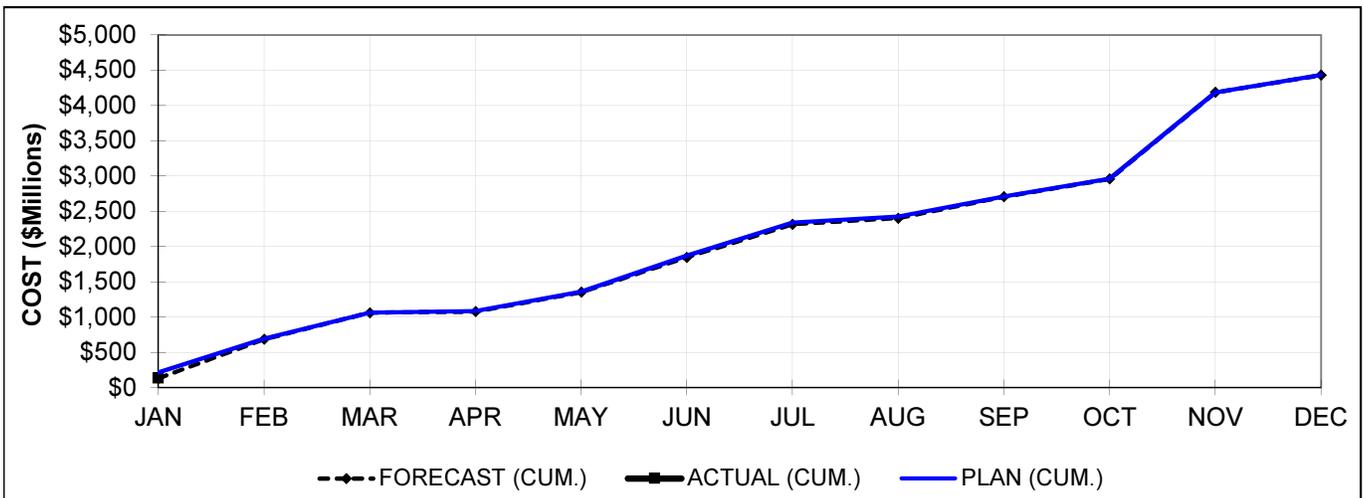
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		10.4	25.1	59.5	41.0	27.1	13.6	11.5	15.3	11.0	7.8	21.1
ACTUAL (NON-CUM.)	9.2											
PLAN (NON-CUM.)	0.6	12.3	27.5	62.7	41.0	23.9	13.9	10.1	18.0	11.0	7.8	21.1
FORECAST (CUM.)		19.6	44.7	104.2	145.2	172.3	185.9	197.4	212.7	223.7	231.5	252.6
ACTUAL (CUM.)	9.2											
PLAN (CUM.)	0.6	12.9	40.3	103.0	144.0	167.9	181.8	191.8	209.8	220.8	228.6	249.7

## 2015 Awards Charts

As of January 2016



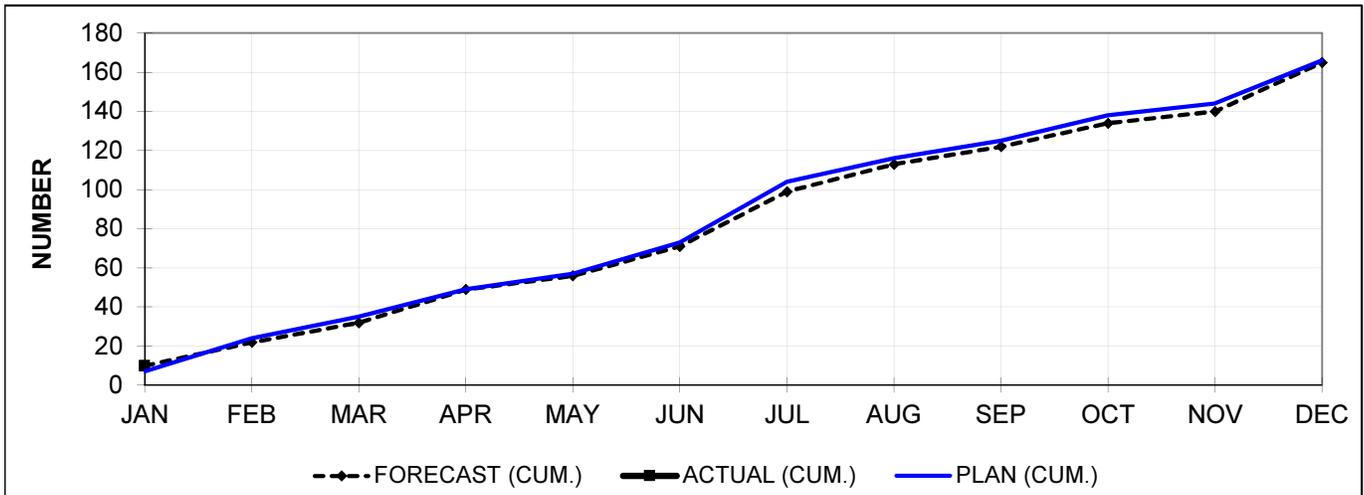
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		20	22	7	12	11	30	7	10	8	24	13
ACTUAL (NON-CUM.)	8											
PLAN (NON-CUM.)	15	13	21	8	12	11	30	7	9	8	24	13
FORECAST (CUM.)		28	50	57	69	80	110	117	127	135	159	172
ACTUAL (CUM.)	8											
PLAN (CUM.)	15	28	49	57	69	80	110	117	126	134	158	171



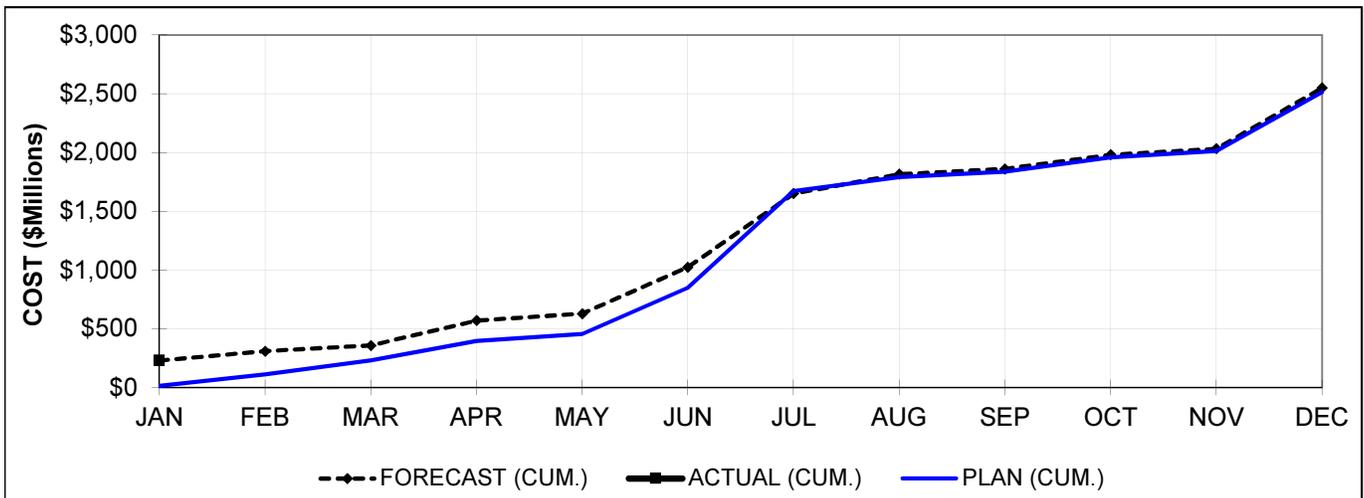
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		553.0	375.8	16.7	274.1	494.3	469.4	85.7	304.1	253.4	1225.3	243.9
ACTUAL (NON-CUM.)	134.7											
PLAN (NON-CUM.)	212.6	481.4	370.6	19.7	274.1	509.7	469.4	85.7	283.8	253.4	1225.3	243.9
FORECAST (CUM.)		687.7	1,063.5	1,080.1	1,354.2	1,848.5	2,317.9	2,403.6	2,707.7	2,961.1	4,186.4	4,430.4
ACTUAL (CUM.)	134.7											
PLAN (CUM.)	212.6	694.0	1,064.5	1,084.2	1,358.3	1,868.0	2,337.4	2,423.1	2,707.0	2,960.4	4,185.7	4,429.6

## 2015 Substantial Completions Charts

As of January 2016



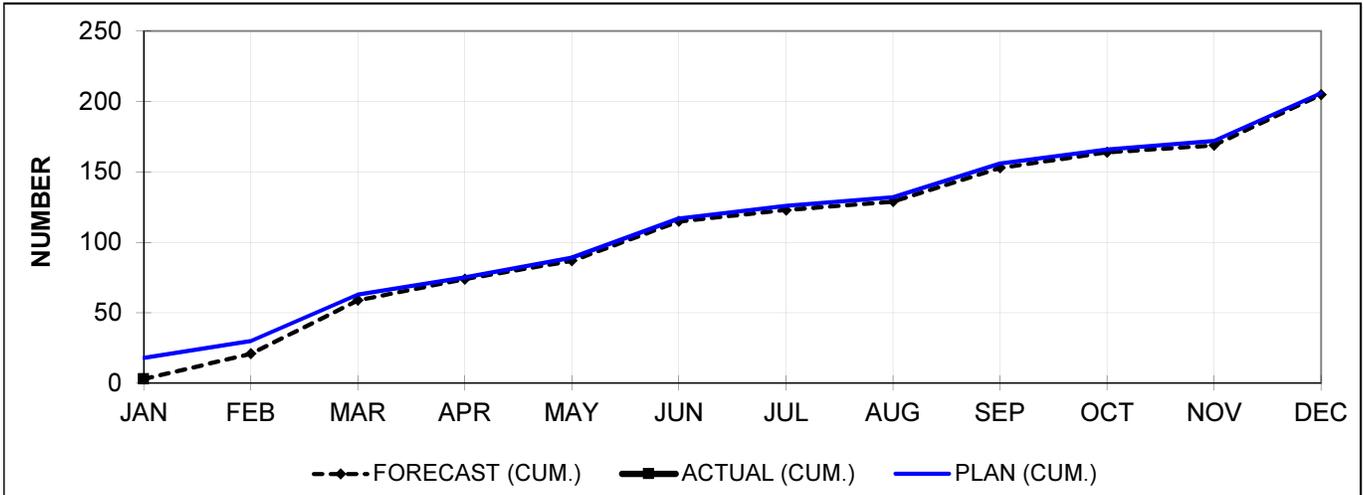
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		12	10	17	7	15	28	14	9	12	6	25
ACTUAL (NON-CUM.)	10											
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)		22	32	49	56	71	99	113	122	134	140	165
ACTUAL (CUM.)	10											
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



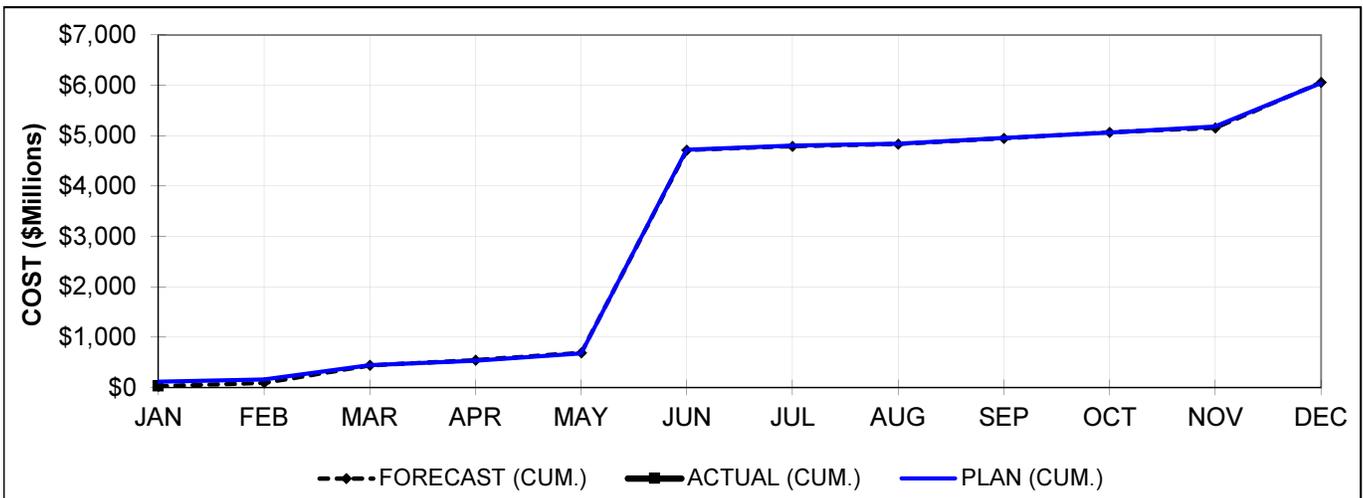
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		80.3	47.7	212.5	59.2	394.4	626.6	165.4	43.7	120.6	52.3	515.9
ACTUAL (NON-CUM.)	231.0											
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8	44.0	123.6	52.1	502.1
FORECAST (CUM.)		311.3	359.0	571.5	630.7	1,025.1	1,651.7	1,817.1	1,860.8	1,981.4	2,033.6	2,549.6
ACTUAL (CUM.)	231.0											
PLAN (CUM.)	15.0	111.9	231.2	397.6	455.2	849.0	1,670.8	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4

## 2015 Closeouts Charts

As of January 2016



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		18	38	15	13	28	8	6	24	11	5	36
ACTUAL (NON-CUM.)	3											
PLAN (NON-CUM.)	18	12	33	12	14	28	9	6	24	10	6	34
FORECAST (CUM.)		21	59	74	87	115	123	129	153	164	169	205
ACTUAL (CUM.)	3											
PLAN (CUM.)	18	30	63	75	89	117	126	132	156	166	172	206



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		66.6	344.9	105.4	143.7	4022.3	75.6	45.8	114.2	120.8	86.9	902.5
ACTUAL (NON-CUM.)	31.9											
PLAN (NON-CUM.)	118.0	43.1	285.8	85.5	148.6	4039.5	80.4	39.5	111.0	113.1	114.2	860.8
FORECAST (CUM.)		98.5	443.5	548.8	692.5	4,714.7	4,790.3	4,836.1	4,950.3	5,071.1	5,158.0	6,060.5
ACTUAL (CUM.)	31.9											
PLAN (CUM.)	118.0	161.1	446.9	532.4	680.9	4,720.4	4,800.8	4,840.2	4,951.2	5,064.3	5,178.5	6,039.3

## PROCUREMENTS

The Procurement Agenda this month includes 18 actions for a proposed expenditure of \$146.1M.

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Materiel Division – NYCT					
<b>Department Head Name</b> Stephen M. Plochochi					
<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	3/21/16			
2	Board	3/23/16			

March 16, 2016			
<b>Department</b> Law and Procurement – MTACC			
<b>Department Head Name</b> Evan Eisland			
<b>Department Head Signature</b>  David G. Comar for EE			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT		President MTACC
X	Executive VP (ACTING)		President MTA Bus, Subways
X	Capital Prog. Management	X	Diversity/Civil Rights
	Law		

<b>Internal Approvals (cont.)</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>

**PURPOSE:**

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

**DISCUSSION:**

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

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 12.0 M
• Alstom Transportation, Inc. \$ 12.0 M		
<u>Schedules Requiring Majority Vote:</u>		
Schedule E: Miscellaneous Procurement Contracts	1	\$ .6 M
• McCulloch Rail \$ .6 M		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 15.5 M
• Siemens Industry, Inc. \$ 15.5 M		
SUBTOTAL	3	\$ 28.1 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	7	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	4	\$ 50.0 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 6.6 M
Schedule J: Modifications Miscellaneous Procurement Contracts	1	\$ 57.2 M
SUBTOTAL	13	\$ 113.8 M

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

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

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

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

<u>Schedules Requiring Two-Thirds Vote:</u>		
Schedule D: Ratification of Completed Procurement Actions	1	\$ .2 M
SUBTOTAL	1	\$ .2 M

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 4.0 M
SUBTOTAL	1	\$ 4.0 M
TOTAL	18	\$ 146.1 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 2016**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Non-Competitive Purchases and Public Work Contracts**

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

- |                                                                                                                               |                            |                                      |
|-------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------|
| 1. <b>Alstom Transportation, Inc.</b><br><b>Sole Source - Three-year omnibus</b>                                              | <b>\$12,000,000 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| Purchase of inventory and non-inventory replacement traction motor, propulsion controller and car body parts for subway cars. |                            |                                      |

**Procurements Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

- |                                                |                         |                                      |
|------------------------------------------------|-------------------------|--------------------------------------|
| 2. <b>McCulloch Rail</b><br><b>RFQ# 114028</b> | <b>\$548,173 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| Lease of three Trac Rail Transposers.          |                         |                                      |

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

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

- |                                                                                                                                                                                |                            |                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------|
| 3. <b>Siemens Industry, Inc.</b><br><b>Contract # CMM-1467.6</b>                                                                                                               | <b>\$15,535,990 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| Modification to the contract for Software and System Maintenance and Support for ATS-A, in order to add funds and extend the term of the contract by an additional four years. |                            |                                      |

**Schedule A: Non-Competitive Purchase and Public Work Contracts**



**Item Number:** 1

<b>Vendor Name (&amp; Location)</b> Alstom Transportation, Inc. (Naperville, IL)
<b>Description</b> Purchase of inventory and non-inventory replacement traction motor, propulsion controller and car body parts for subway cars
<b>Contract Term (including Options, if any)</b> April 1, 2016 – March 31, 2019
<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: Omnibus Sole Source Approval

<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$12,000,000 (Est.)
<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> Division of Materiel, Stephen M. Plochochi	

**Discussion:**

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

There are approximately 1,062 items covered by this approval for the purchase of replacement traction motor, propulsion controller and car body parts used on NYC Transit’s subway cars. These items are identified as obtainable only from Alstom for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Alstom. These items are advertised a minimum of once every twelve months to seek competition. A list of Alstom’s sole source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be used by the Division of Car Equipment (DCE) for Scheduled Maintenance System (SMS) and normal maintenance for 2,432 subway cars (1,030 R142 and 1,402 R160) in the NYC Transit fleet.

The existing Alstom omnibus approval for \$5,000,000 was approved by the Board in April 2013 and will expire on May 31, 2016. There is a remaining balance of \$843,995 of unexpended funds on the existing omnibus approval. The balance of the existing omnibus approval will be expended in order to satisfy awards pending approval.

Procurement performed an analysis on the 34 contracts issued during the term of the existing omnibus approval that exceeded the \$15,000 threshold, which represents a total contract value of \$2,484,924. Of the 34 contracts, 15 have comparative history and represent 50.9%, or \$1,266,537, of the total dollar value of the contracts. A comparative price analysis of these 15 items revealed an annual weighted average price decrease of 6.40%. Because pricing for three of the 15 items exhibited significant price variances that substantially impacted the overall price comparison calculation, they were excluded from the analysis. The resultant comparative price analysis of the remaining 12 contracts revealed an annual weighted average price increase of 0.29%. This compares favorably with the Producer Price Index used for the analysis over the same time period, which revealed an annual average increase of 0.81%.

Based on the current forecasts as well as projections for 2016 through 2019, it is anticipated that DCE will require approximately \$12,000,000 for sole source items from Alstom during the term of this new omnibus approval request. The primary reason for the additional \$7,000,000 required for the new omnibus approval compared to the \$5,000,000 existing omnibus approval is attributable to the upcoming purchase of 100 new traction motors, valued at \$5,550,000. Additionally, the mix of cars undergoing SMS during the term of the new omnibus approval includes a greater number of Alstom-equipped cars compared to the number that underwent SMS during the term of the existing omnibus approval. Specifically, during the term of the new omnibus approval, 582 R142 cars will undergo SMS while during the term of the existing omnibus approval, 320 R142 cars underwent SMS – an increase of 262 Alstom-equipped cars. Procurement believes that the amount requested will be sufficient to procure all sole source materials from Alstom for the next three year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Alstom on an as-required basis. Each item to be purchased under this new approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.

**Schedule E: Miscellaneous Procurement Contracts**



**Item Number:** 2

<b>Vendor Name (&amp; Location)</b> McCulloch Rail (South Ayrshire, Scotland)
<b>Description</b> Lease of three Trac Rail Transposers
<b>Contract Term (including Options, if any)</b> One year
<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: Test and Evaluate

<b>Contract Number</b> RFQ 114028	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$548,173 (Est.)
<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> Department of Subways, Wynton Habersham	

**Discussion:**

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law, Section 1209, subdivision 9(d), and approve the award of a miscellaneous procurement contract for leasing three Trac Rail Transposers (TRTs), manufactured by McCulloch Rail, for up to one year, including the training and certification of in-house forces in the proper operation and maintenance of the TRTs, in order to test and evaluate the TRT machines.

In connection with the 2015 – 2019 Capital Program, the Department of Subways/Track (Track) has planned to replace approximately 29 miles of bolted track with Continuous Welded Rail (CWR). The CWR consists of strings of 100lb or 115lb rail that are 390-foot long, and are currently handled and set in place manually by track crews. The benefits of CWR include the elimination of joints, thereby reducing track defects, and improving comfort for the subway ridership.

Utilizing TRTs, which are designed, manufactured and solely distributed by McCulloch Rail, is an innovative way to improve both worker safety and system efficiency. McCulloch Rail is a rail handling and rail logistics business based in Scotland. In May 2015, McCulloch Rail shipped two TRTs to New York and demonstrated the TRTs’ capabilities in both mechanizing CWR installation, and moving and installing switches, stick rail and various equipment. Each TRT is approximately 7.5 feet long and 5.5 feet high, and is specifically designed to move rail and rail components. The TRT is small enough to work in the NYC Transit tunnel environment, and durable enough to withstand its rigors. Track plans to lease three TRTs on a short-term basis for up to one year. It is anticipated that using TRTs will reduce Track’s maintenance and construction costs by promoting greater productivity and efficiencies during each general order (GO) and will also provide a safer working environment. Currently, Track uses up to a 30-person crew per tour to lay 10-12 CWR strings during a weekend GO. With the use of the TRTs, Track anticipates an increase in weekend productivity to over 20 CWR strings using a 17-person crew per tour, saving approximately \$3.18 million in labor costs over the course of one year. Personnel can then be redeployed elsewhere.

Procurement performed a market survey, which determined that no other equipment on the market combines the TRT’s small size, durable characteristics, ease of use and numerous safety features. Procurement reached out to London Underground, which uses TRTs and whose tunnel system is somewhat similar to NYC Transit. London Underground confirmed its satisfaction with the TRT’s performance in safely and efficiently laying CWR.

Through extensive negotiations, Procurement was able to obtain a weekly lease rate of \$2,500 per TRT, which is more favorable than McCulloch’s pricing with London Underground (\$2,731 per week using current exchange rates) and England’s Network Rail (\$2,640 per week using current exchange rates). The price is considered acceptable based on the potential for savings calculated by Track. NYC Transit has the right to purchase the TRTs at any time during the lease term at a purchase price of \$225,000 per TRT, reduced by 30% of the lease payments made per TRT up to the time the purchase agreement is finalized. If the TRTs perform well, Board approval will be sought prior to purchasing the TRTs.

NYC Transit will operate and maintain the TRTs using in-house forces. NYC Transit personnel will be trained prior to using the equipment. The training program will be administered by four McCulloch Rail operators over a 23-day period and includes classroom, yard and track instruction. At the completion of the training period, which includes “train the trainer” instruction, it is anticipated that up to 24 NYC Transit personnel will be certified in operation and maintenance of the TRT.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



Item Number: 3

<b>Vendor Name (&amp; Location)</b> Siemens Industry, Inc. (New York, NY)
<b>Description</b> Software and System Maintenance and Support Services for the Automatic Train Supervision System (ATS)
<b>Contract Term (including Options, if any)</b> June 1, 2007 – March 27, 2016
<b>Option(s) included in Total Amt.?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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 checked="" 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> CMM-1467	<b>AWO/Mod. #</b> 6
<b>Original Amount:</b>	\$ 20,456,582
<b>Option Amount:</b>	\$ 9,474,207
<b>Total Amount:</b>	\$ 29,930,789
<b>Prior Modifications (including options):</b>	\$ 12,935,108
<b>Prior Budgetary Increases:</b>	\$ 4,900,000
<b>Current Amount:</b>	\$ 47,765,897
<b>This Request:</b>	\$ 15,535,990 (Est.)
<b>% of This Request to Current Amount:</b>	32.5%
<b>% of Modifications (including This Request) to Total Amount:</b>	111.5%

**Discussion:**

This modification will extend the contract term for an additional four years from March 28, 2016 through March 27, 2020 and increase the contract amount by \$15,535,990, in order to provide continued software and system maintenance and support services for the Automatic Train Supervision System (ATS-A).

This non-competitive, estimated quantity, contract is for software and systems maintenance and support services for the Automatic Train Supervision system that was originally competitively procured under contract S-32333. The ATS-A system provides centralized train traffic control, real-time train tracking, integrated voice communications, automated vehicle identification, and computer aided automatic routing and dispatching for NYC Transit’s A-Division lines.

The contract consists of two parts, maintenance and support. Under the maintenance portion, Siemens Industry, Inc. (SII) performs corrective measures relating to software, hardware and system problems during day-to-day operations. Under the support portion, NYC Transit can negotiate and award specific task orders for upgrades to the ATS-A system, primarily resulting from design and field changes to the NYC Transit signal system; the task orders are based on pre-negotiated labor rates.

SII designed and coded the ATS-A software system that is configured to NYC Transit’s signaling procedures and rules and the software applications include SII proprietary code. The ATS-A controls train movements and is critical to the safe operation of the transit system. SII is uniquely qualified to maintain this mission critical system.

After award, funds were added via budget adjustment primarily to allow for additional capital and operating funded task orders for software enhancements. Modification No. 3 exercised two one-year options in the amount of \$9.5 million that extended the contract term for two years and reduced the contract amount for the two option years by \$5.1 million. This savings was achieved by NYC Transit taking over some maintenance responsibilities from SII. Subsequently, the contract was extended for an additional three years.

The labor rates for this extension will be the same as those negotiated with Siemens in 2015 after a review by MTA Audit. This price has been found to be fair and reasonable.

**MARCH 2016**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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

- |                                                                                                                                                                                                                                                                                                                                            |                                     |                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------------|
| <p><b>1. Contractor To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract# C-48702</b></p>                                                                                                                                                                                                                      | <p><b>Cost To Be Determined</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>RFP Authorizing Resolution for the Viaduct and Bridge Replacement on the Myrtle Avenue Line in the Boroughs of Brooklyn and Queens.</p>                                                                                                                                                                                                 |                                     |                                             |
| <p><b>2. Contractor To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract# P-36437</b></p>                                                                                                                                                                                                                      | <p><b>Cost To Be Determined</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>RFP Authorizing Resolution for the Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the Boroughs of Manhattan and Brooklyn.</p>                                                                                                                                                                                         |                                     |                                             |
| <p><b>3. Contractor To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract# P-36699</b></p>                                                                                                                                                                                                                      | <p><b>Cost To Be Determined</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>RFP Authorizing Resolution for the Design and Construction of a New Substation at Harrison Place, on the Canarsie Line.</p>                                                                                                                                                                                                             |                                     |                                             |
| <p><b>4. Contractor To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract# A-37122</b></p>                                                                                                                                                                                                                      | <p><b>Cost To Be Determined</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>RFP Authorizing Resolution for the Design and Construction of New Stairs and Reconfiguration of a Support Facility at the Court Square Station, on the G Line (IND), in the Borough of Queens.</p>                                                                                                                                      |                                     |                                             |
| <p><b>5-6. Contractors To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract# R-34252, R-34254</b></p>                                                                                                                                                                                                          | <p><b>Cost To Be Determined</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>RFP Authorizing Resolution for the purchase of 27 Refuse Flat Cars and either 92 Flat Cars or 54 Flat Cars and 38 Flat Car Frames.</p>                                                                                                                                                                                                  |                                     |                                             |
| <p><b>7. Contractor To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract# R-34211</b></p>                                                                                                                                                                                                                      | <p><b>Cost To Be Determined</b></p> | <p><b><u>Staff Summary Attached</u></b></p> |
| <p>RFP Authorizing Resolution for the purchase of 565 B Division Rapid Transit Cars (R211A), 75 Staten Island Railway Rapid Transit Cars (R211S) and 10 Open Gangway Test Cars (R211T) with an option to purchase 375 additional R211A Cars and a second option to purchase a range of approximately 280 to 520 additional R211A cars.</p> |                                     |                                             |

MARCH 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

**F. Personal Service Contracts**

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

8. **Jacobs Civil Consultants, Inc.** \$50,000,000 (Aggregate)

Staff Summary Attached

9. **Parsons Transportation Group of New York, Inc.**

↓

10. **CH2M Hill**

11. **SYSTRA/HAKS JV**

Five-Proposals – Six-year contract

Contract# CM-1116, CM-1120, CM-1121, CM-1122

Consultant contract to provide Program-wide Construction Management and Inspection Services for Signals and Train Control Program.

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

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

12. **Palm Coast Data, LLC** \$6,600,000 (Est.)

Staff Summary Attached

Contract # 05F9218.6

Modification to the contract for MetroCard Extended Sales Fulfillment Services, in order to extend the contract term for up to two years.

**J. Modification to Miscellaneous Procurement Contracts**

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

13. **The Goodyear Tire & Rubber Company** \$57,241,616 (Est.)

Staff Summary Attached

Contract# 07E9693.8

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

<b>Item Number</b> 1			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1 <i>for</i>	Materiel	6 3/15/16	EVP (ACTING) <i>MPC</i>
2 X	Law	7	President <i>VP</i>
3 X	Budget	8	
4 X	CPM	9	
5 X	Subways	10	

SUMMARY INFORMATION	
<b>Vendor Name</b>	<b>Contract No.</b>
RFP Authorizing Resolution	C-48702
<b>Description</b>	
Viaduct and Bridge Replacement on the Myrtle Avenue Line, in the Boroughs of Brooklyn and Queens	
<b>Total Amount</b>	
TBD	
<b>Contract Term (including Options, if any)</b>	
TBD	
<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>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for award of Contract C-48702, Viaduct and Bridge Replacement, Myrtle Avenue Line (BMT) in the Boroughs of Brooklyn and Queens, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, and that it is in the public interest to authorize NYC Transit to issue a competitive Request for Proposal (RFP) in lieu of a sealed competitive bid. This project will be managed by NYC Transit’s Department of Capital Program Management.

**DISCUSSION:**

This project will replace two elevated structures (the Bushwick Cut and the bridge located over New York and Atlantic Railway) on the Myrtle Line and construct an inspection enclosure at the Fresh Pond Yard. The Bushwick Cut is a 310-foot viaduct located between Broadway and Bushwick Avenue and connects the Myrtle Avenue (“M”) and Jamaica (“J/Z”) Lines. The bridge is a 52-foot structure located over New York and Atlantic Railway and is adjacent to the Fresh Pond Rail Yard. Both the viaduct and the bridge are over 100 years old and have severely deteriorated.

The work under this Contract C-48702 includes the demolition and replacement of the Bushwick Cut and the single-span bridge over New York and Atlantic Railway, including track and third rail. During construction, trains will not be able to access the East New York Maintenance Facility, where cars on the “M” Line are inspected and maintained. As a result, a two-car inspection enclosure will be constructed at the Fresh Pond Yard for inspection and maintenance of the subway car fleet that will provide shuttle service during the Myrtle Line closure.

Prior to effecting repairs on the Canarsie Tunnel, NYC Transit has an urgent need to replace both elevated structures on the Myrtle (“M”) Line to resolve structural and operational issues necessary to increase service and reliability on the “M” Line for the riding public during the tunnel rehabilitation. This critical infrastructure project will require a more streamlined implementation to minimize the impact on the community and ridership. This will include examining alternate project execution and construction means and methods to achieve the overall best value and approach for NYC Transit and the public. Therefore, in accordance with Section 1209 of the Public Authorities Law, NYC Transit requests that the Board approve a resolution authorizing NYC Transit to utilize a competitive RFP process to award Contract C-48702.

NYC Transit is pursuing an aggressive schedule to restore the “M” Line with the goals of expediting the critical repairs and maximizing service availability. Utilizing a competitive two-step RFP process is the best way to solicit this project. In Step 1, the most qualified firms will be selected to participate in Step 2. During Step 2, NYC Transit will provide complete design documents and specifications; however, as part of the RFP process, proposers will be encouraged to provide alternate proposals with emphasis on minimizing service outages and accelerating the construction schedule.

Given the complex nature of this project, it is in the best interest of NYC Transit to be able to consider technical factors, such as construction approach, technical ability, performance record, proposed schedule improvements, in addition to cost, and other relevant matters to select a contractor to perform the work and determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility (than a low bid process) to negotiate alternative approaches to the work, incentives for early completion, as well as contract terms and conditions, which could potentially shorten the project duration and minimize the service outages while still achieving NYC Transit’s requirements.

**ALTERNATIVES:**

The use of a sealed bid process, in which factors other than cost cannot be considered, is not recommended as it does not provide a means to negotiate an accelerated schedule, evaluate technical matters, negotiate alternate proposals or consider creative solutions.

**IMPACT ON FUNDING:**

Contract C-48702 will be funded as part of NYC Transit’s proposed 2015-2019 Capital Program. Award will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board.

**RECOMMENDATION:**

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposal process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law for the Viaduct and Bridge Replacement, Myrtle Avenue Line (BMT) in the Boroughs of Brooklyn and Queens.

**Staff Summary**

<b>Item Number</b> 2			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel <i>WD</i>	6 <i>3/15/16</i>	EVP (ACTING) <i>MPC</i>
2 X	Law	7	President <i>WA</i>
3 X	Budget	8	
4 X	CPM	9	
5 X	Subways	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract No.</b>
RFP Authorizing Resolution	P-36437
<b>Description</b>	
Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the Boroughs of Manhattan and Brooklyn	
<b>Total Amount</b>	
TBD	
<b>Contract Term (including Options, if any)</b>	
TBD	
<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>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for award of Contract P-36437, the Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the Boroughs of Manhattan and Brooklyn, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, and that it is in the public interest to authorize NYC Transit to issue a competitive Request for Proposal (RFP) in lieu of a sealed competitive bid for this capital project. This project will be managed by NYC Transit's Department of Capital Program Management.

**DISCUSSION:**

A series of emergency repairs and resiliency measures continue to be needed to address structural and operational issues following the unforeseen and devastating effects of Superstorm Sandy. During the storm, brackish water filled the Canarsie Tunnel and damaged critical systems therein. NYC Transit has an urgent need to perform repairs and implement resiliency measures to improve service and harden this tunnel to prevent future storm damage.

The work under this contract will address the salt water damage caused by Superstorm Sandy by repairing and upgrading the structural, power, lighting, signals and communications components in the tunnel. These repairs will improve service and reliability for the riding public. The work will include demolition and replacement of the ductbanks and cables, replacement of emergency systems and track, installation of lighting upgrades, and reconstruction of two circuit breaker houses. Resiliency measures will also be implemented to protect the tube, including construction of resilient cables and ducts and installation of a new discharge line. Additionally, extensive street work will be performed prior to the tunnel work. The street work includes several improvements that will be implemented with the goals of increasing operational efficiency, improving accessibility and enhancing station aesthetics. These elements include new station entrances and stairways, four ADA compliant elevators, and construction of a new Avenue B substation.

This project will require a more streamlined implementation to minimize the impact on the community and ridership. This will include examining alternate project execution and construction means and methods to achieve the overall best value and approach for NYC Transit and the public. Therefore, in accordance with Section 1209 of the Public Authorities Law, NYC Transit requests that the Board approve a resolution authorizing NYC Transit to utilize a competitive RFP process to award Contract P-36437.

NYC Transit is pursuing an aggressive schedule for the Canarsie Tunnel project to expedite the critical repairs and maximize service availability. Utilizing a competitive two-step RFP process is the best way to solicit this project. In Step 1, the most qualified firms will be selected to participate in Step 2. During Step 2, NYC Transit will provide complete design documents and specifications; however, as part of the RFP process, proposers will be encouraged to provide alternate proposals with emphasis on minimizing service outages and accelerating the construction schedule.

Given the complex nature of this project, it is in the best interest of NYC Transit to be able to consider technical factors, such as construction approach, technical ability, performance record, proposed schedule improvements, in addition to cost, and other relevant matters to select a contractor to perform the work and determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility (than a low bid process) to negotiate alternative approaches to the work, incentives for early completion, as well as contract terms and conditions, which could potentially shorten the project duration and minimize the service outages while still achieving NYC Transit's requirements.

**ALTERNATIVES:**

The use of a sealed bid process, in which factors other than cost cannot be considered, is not recommended as it does not provide a means to negotiate an accelerated schedule, evaluate technical matters, negotiate alternate proposals or consider creative solutions.

**IMPACT ON FUNDING:**

Contract P-36437 will be funded as part of NYC Transit's Hurricane Sandy Repair and Resiliency Capital Program as well as the proposed 2015-2019 Capital Program. Award will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board.

**RECOMMENDATION:**

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposal process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law for the Canarsie Tunnel Rehabilitation and Core Capacity Improvements in the Boroughs of Manhattan and Brooklyn.

**Staff Summary**

<b>Item Number</b> 3			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel <i>WD</i>	6 <i>MPC 3/15/16</i>	EVP (Acting) <i>VP</i>
2 X	Law	7	President
3 X	Budget	8	
4 X	Subways	9	
5 X	CPM	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract No.</b>
<b>RFP Authorizing Resolution</b>	P-36699
<b>Description</b> Design and Construction of a New Substation at Harrison Place, Canarsie Line (BMT), in the Borough of Brooklyn	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<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>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the award of Contract -P36699, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law and that it is in the public interest to authorize NYC Transit to issue a competitive Request for Proposal (RFP) in lieu of a sealed competitive bid for the Design and Construction of a new Substation at Harrison Place in the Borough of Brooklyn. This project will be managed by NYC Transit's Department of Capital Program Management.

**DISCUSSION:**

NYC Transit is pursuing a more streamlined design and construction strategy for certain types of capital projects, as well as alternate project delivery and procurement methods to achieve overall best value and approach for NYC Transit and the public. As a result, this project is part of a Design-Build program within the 2015-2019 timeframe, which promises efficient and faster delivery of projects, while achieving best value benefits. The purpose of this project is to design and construct a new below ground Substation on the Canarsie line at Harrison Place. The substation, which consists of various electrical equipment, is part of the electrical and distribution system for the third rail, which provides traction power to the trains.

Prior to the implementation of Communication Based Train Control (CBTC) on the Canarsie Line, 12-15 trains per hour (TPH) were able to run along the line. Since 2006, when CBTC became fully operational along the full length of the Canarsie Line, the number of TPH increased to 20. However, as part of NYC Transit's continuing efforts to improve service through CBTC to address the increased ridership, three additional power substations are required in order to increase the number of TPH from 20 to 22 at the peak load point. This substation represents one of the three additional substations required. The remaining two substations are being procured under separate procurement actions.

NYC Transit intends to award overlapping design and construction responsibilities to a single contract entity, a Design-Build contractor, in the fourth quarter of 2016. NYC Transit conceptual design documents are being prepared by NYC Transit staff and will be the basis for soliciting proposals to complete the design and perform the construction.

The RFP process will allow NYC Transit flexibility to negotiate technical matters and specific contract terms as well as evaluate alternatives that could potentially result in an accelerated project execution and lower overall cost for the project while still achieving NYC Transit's requirements.

Selection will be accomplished using a competitive two-step RFP process. In Step 1, the most qualified Design-Build teams will be selected to participate in Step 2. In accordance with FTA requirements, the first step will be based on a review of the prospective Design-Build teams' technical qualifications and technical approach. During Step 2, the selected Design-Build teams will receive a Request for Proposal including conceptual design documents and the proposed contract terms. As part of Step 2, prospective Design-Build teams will propose their design and construction approach and will be encouraged to provide alternate proposals to NYC Transit requirements in addition to proposed costs. In accordance with MTA policy regarding the use of the design-build contracting strategy, a stipend will be paid to Design-Build teams that were not selected yet provided detailed proposals. This will be done in order to enhance competition and defray proposal costs.

Utilizing an RFP process is the best way to solicit this project. Given the complex nature of this project, it is in the best interest of NYC Transit to be able to consider technical factors, such as design and construction approach, technical ability, performance record, proposed schedule improvements, in addition to cost, and other relevant matters to select a Design-Build team to perform the work and determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility (than a low bid process) to negotiate alternative approaches to the work, incentives for early completion, as well as contract terms and conditions, which could potentially shorten the project duration.

### **ALTERNATIVES:**

The use of a sealed bid process, in which factors other than cost cannot be considered, is not recommended as it does not provide a means to negotiate an accelerated schedule, evaluate design and construction approach and technical matters, negotiate alternate proposals or consider creative solutions.

### **IMPACT ON FUNDING:**

This contract will be funded as part of NYC Transit's proposed 2015-2019 Capital Program. Award will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board.

### **RECOMMENDATION:**

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to issue a competitive Request for Proposal (RFP) for the Design and Construction of the New Substation at Harrison Place in the Borough of Brooklyn.

Item Number 4			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel	6 3/16/16	EVP (ACTING) <i>MPC</i>
2 X	Law	7	President <i>VP</i>
3 X	Budget	8	
4 X	CPM	9	
5 X	Subways	10	

SUMMARY INFORMATION	
Vendor Name	Contract No.
RFP Authorizing Resolution	A-37122
Description Design and Construction of New Stairs and Reconfiguration of Support Facilities at the Court Square Station on the G Line (IND), in the Borough of Queens	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for award of Contract A-37122, the design and construction of New Stairs and Reconfiguration of Support Facilities at the Court Square Station on the "G" Line (IND), in the Borough of Queens, pursuant to Subdivision 9 (f) of Section 1209 of the Public Authorities Law, and that it is in the public interest to authorize NYC Transit to issue a competitive Request for Proposal (RFP) in lieu of a sealed competitive bid for this capital project. This project will be managed by NYC Transit's Department of Capital Program Management.

**DISCUSSION:**

NYC Transit is pursuing a more streamlined design and construction strategy for certain types of capital projects, as well as alternate project execution and procurement methods to achieve the overall best value and approach for NYC Transit and the public. NYC Transit is proposing to increase/expand stair capacity at the Court Square Station to mitigate the impact of the expected increase in ridership as a result of the work to be performed by the "Sandy" Canarsie Tunnel Rehabilitation project.

The need to provide the additional capacity will require the construction of two additional platform stairways, the widening of two existing platform stairways, shifting of an existing platform stairway by one bay, and the demolition and reconfiguration of the Support Facilities on the mezzanine.

The need for these modifications contemplates a very aggressive design and construction schedule in order to complete the facility and stairs work before the Canarsie tunnel work. To meet this schedule, NYC Transit intends to award overlapping design and construction responsibilities to a single contract entity – a Design-Build contractor – in the first quarter of 2017. A conceptual design document is being prepared by NYC Transit staff and will be the basis for soliciting proposals to complete the design and perform the construction.

Utilizing a competitive two-step RFP process is the best way to solicit this project. In Step 1, the most qualified Design-Build teams will be selected to participate in Step 2. During Step 2, the selected Design-Build teams will receive a Request for Proposal including conceptual design documents and the proposed contract terms. As part of Step 2, prospective Design-Build teams will propose their design and construction approach and be encouraged to provide alternate proposals with emphasis on minimizing service outages and accelerating the construction schedule. In accordance with MTA policy regarding the use of the design-build contracting strategy, a stipend will be paid to the Design-Build teams that were not selected yet provided detailed proposals. This will be done in order to enhance competition and defray proposal costs.

Given the complex nature of this project, it is in the best interest of NYC Transit to be able to consider technical factors, such as design and construction approach, technical ability, performance record, proposed schedule improvements, in addition to cost, and other relevant matters to select a Design-Build team to perform the work and determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility (than a low bid process) to negotiate alternative approaches to the work, incentives for early completion, as well as contract terms and conditions, which could potentially shorten the project duration.

### **ALTERNATIVES:**

The use of a sealed bid process, in which factors other than cost cannot be considered, is not recommended as it does not provide a means to negotiate an accelerated schedule, evaluate design approaches, and technical matters, negotiate alternate proposals or consider creative solutions.

### **IMPACT ON FUNDING:**

The contract will be funded as part of NYC Transit's proposed 2015-2019 Capital Program. Award will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board.

### **RECOMMENDATION:**

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that it is in the public interest to use the competitive Request for Proposal process for the Design and Construction of New Stairs and Reconfiguration of a Support Facility at the Court Square Station on the "G" Line (IND) in the Borough of Queens.

<b>Item Number</b> 5-6			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi 			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel	6	President 
2 X	Law	7	
3 X	Budget	8	
4 X	Subways	9	
5	EVP (ACTUAL)	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract No.</b> R-34252 R-34254
<b>Description</b> Purchase of 27 Refuse Flat Cars and either 92 Flat Cars or 54 Flat Cars and 38 Flat Car Frames	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amt?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the procurement of 27 refuse flat cars and either 92 flat cars or 54 flat cars and 38 flat car frames, and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

**DISCUSSION:**

Subdivision 9(f) of Section 1209 of the Public Authorities Law permits the Board to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to award a contract pursuant to a process of competitive requests for proposals. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of these flat cars.

A flat car, which consists of a frame (a frame is a flat steel structure with a deck), mounted on a pair of trucks (a truck is a chassis with two axles, each axle having two wheels), is designed to handle and transport, throughout the NYC Transit system, track maintenance machinery and other heavy equipment, materials and supplies, as well as mobile industrial vehicles, such as forklifts. The R252 Flat Cars, which will be procured under this contract, will be used to support work at various NYC Transit job site locations and FASTRACK operations. A refuse flat car is a flat car equipped with special railings attached to the frame used to secure and stabilize wheeled garbage containers while these refuse flat cars are moved throughout the NYC Transit system. The R254 Refuse Flat Cars, which will be procured under this contract subject to funding approval under the 2015-2019 Capital Program, will be used for system-wide garbage collection from stations.

NYC Transit's Department of Subways (Subways) plans to purchase the following to replace the flat cars that have exceeded their useful life:

- 54 R252 Flat Cars to replace two of NYC Transit's existing flat car classes: 24 R72 Flat Cars and 30 R101 Flat Cars
- 27 R254 Refuse Flat Cars to replace the existing fleet of 27 R58 Refuse Flat Cars

Subways also plans to purchase 38 flat car frames to replace the frames on the existing fleet of R141 Flat Cars, with the trucks to be reconditioned by in-house forces. Although the R141 Flat Cars have not exceeded their useful life, they have aged prematurely due to the nature of the work for which they are used, such as the removal of wet concrete chip-outs (a chip-out is broken concrete removed from a track bed) and other debris in support of track work, which has led to accelerated structural deterioration of the flat car frames.

Separate structural and repair cost assessments were conducted. Subways concluded that in order for the entire R141 fleet to meet its full life cycle, an extensive, cost prohibitive repair of the frames, including replacement of major structural elements, would be required.

As an alternative to purchasing the 38 new flat car frames, depending on the pricing received in the proposals, Subways may consider purchasing an additional complete 38 flat cars instead of just the 38 frames, which would increase the total number of R252 Flat Cars to be purchased to 92. When soliciting proposals, Procurement will request pricing for *a*) 54 flat cars plus 38 frames and 27 refuse flat cars, and *b*) separate pricing for 92 (54 + 38) flat cars and 27 refuse flat cars. After evaluating the proposals for both scenarios, NYC Transit will perform a comparative analysis and make a determination as to which proposal offers the best value.

The RFP process, through negotiations and evaluation based on criteria that reflect the critical needs of the agency, will allow NYC Transit to select the proposal that offers the best value. More specifically NYC Transit will be able to consider many factors such as: 1) the technical proposal and overall technical qualifications including the quality of product, the experience of proposer and delivery schedule; 2) overall project cost and value to NYC Transit; and 3) other relevant matters.

Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

### **IMPACT ON FUNDING:**

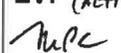
Funding for the purchase of the 54 flat cars is available under Planning No. MW10-6702, Project PSE No. R34252, Primary MTA Project No. 61302/02. Funding for the purchase of the 38 flat cars or 38 flat car frames is available under DCE's Operating Budget Account No. 711401, Activity No. 01035, Responsibility Center No. 2506, Function Code No. 810. Funding for the component of the contract to purchase the 27 refuse flat cars is part of NYC Transit's proposed 2015-2019 Capital Program. Award of this component of the contract will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board.

### **ALTERNATIVES:**

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

### **RECOMMENDATION:**

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the procurement of 27 refuse flat cars and either 92 flat cars or 54 flat cars and 38 flat car frames, and that it is in the public interest to issue a competitive request for proposals pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

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

SUMMARY INFORMATION	
Vendor Name	Contract No.
TBD	R34211
Description	
Purchase of 565 "B" Division Rapid Transit Cars (R211A), 75 Staten Island Railway Rapid Transit Cars (R211S) and 10 Open Gangway Test Cars (R211T) with an option to purchase 375 additional R211A Cars and a second option to purchase a range of approximately 280 to 520 additional R211A cars.	
Total Amount	
TBD	
Contract Term (including Options, if any)	
TBD	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 565 "B" Division Rapid Transit Cars (R211A), 75 Staten Island Railway (SIR) Cars (R211S) and 10 Open Gangway Test Cars (R211T) with one option to purchase 375 additional R211A Cars and a second option to purchase approximately 280 to 520 R211A Cars and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

**DISCUSSION:**

Subdivision 9(g) of Section 1209 of the Public Authorities Law permits NYC Transit to use a competitive RFP in lieu of competitive bidding to award a contract for the purchase or rehabilitation of rapid transit cars or omnibuses. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of 940 R211A Cars, divided into the following: a base of 565 cars and an option of 375 cars. Included in the base along with the 565 R211A Cars are 75 R211S Cars and 10 R211T Cars. This purchase of 940 R211A Cars, 75 R211S Cars and 10 R211T Cars is anticipated to be supported by the 2015 – 2019 capital budget funds allocated for new train procurements.

This purchase supports NYC Transit's Rapid Transit Car Procurement Plan. The base quantity of 565 R211A Cars plus the 375 R211A Cars from the option for the NYC Transit "B" Division, totaling 940 60-foot cars, will be purchased to replace 752 75-foot R46 Cars which are scheduled for retirement. The 75 R211S Cars, all of which are 60-foot cars, will be purchased to replace all 64 75-foot R44 Cars in the SIR fleet, which are scheduled for retirement. The R211T will provide the opportunity to evaluate whether a train with open gangways can safely and reliably operate within NYC Transit's "B" Division infrastructure. The solicitation will include a second option for cars to support ridership growth as well as other operational needs. This option would be funded by the 2020-2024 Capital Program and may include a range of approximately 280 to 520 cars.

The RFP process, through negotiations and evaluation based on criteria that reflect the critical needs of the agency, will allow NYC Transit to select the proposal that offers the best value. More specifically NYC Transit will be able to consider many factors such as: 1) the technical proposal and overall technical qualifications including the quality of product, the experience of proposer and delivery schedule; 2) overall project cost and value to NYC Transit; and 3) other relevant matters. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

**IMPACT ON FUNDING:**

The procurement of the 565 R211A Cars, 75 R211S Cars, 10 R211T Cars and the 375 R211A option Cars is anticipated to be funded as part of the MTA NYC Transit proposed 2015-2019 Capital Program. Award will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board. The second option, with a range of approximately 280 to 520 cars, is anticipated to be funded as part of the 2020-2024 Capital Program. This project is anticipated to be primarily federally funded.

**ALTERNATIVE:**

Issue a competitive IFB. Not recommended, given the complexity of this procurement and the advantages discussed above offered by the RFP process.

**RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 565 R211A Cars, 75 R211S Cars and 10 R211T Cars with one option for 375 additional R211A Cars and a second option to purchase approximately 280 to 520 R211A Cars for NYC Transit and that it is in the public interest to issue a competitive RFP pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

# Staff Summary

<b>Item Number</b> 8-11			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel <i>WD</i>	6 <i>MPC</i>	EVP (ACTING) <i>3/15/16</i>
2 X	Law	7	President <i>MA</i>
3 X	Budget	8	
4 X	DDCR	9	
5 X	CPM	10	

SUMMARY INFORMATION	
<b>Vendor Name:</b> Jacobs Civil Consultants, Inc.; Parsons Transportation Group of New York, Inc.; CH2M Hill; and SYSTRA-HAKS JV	<b>Contract Nos.</b> CM-1116 CM-1120 CM-1121 CM-1122
<b>Description</b> Program-wide Consultant Construction Management (CCM) and Inspection Services for Signals and Train Control Program	
<b>Total Amount</b> \$50 Million (Aggregate)	
<b>Contract Term (including Options, if any)</b> Six Years	
<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>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To obtain Board approval to award four competitively solicited consultant contracts for Indefinite Quantity (IQ) Program-wide Consultant Construction Management (CCM) and Inspection Services for the Signals and Train Control Program within a total estimated aggregate MTA-funded budget of \$50 million over a 72-month (6 year) contract term. The consultants will compete for awards of Task Orders under contracts which will be “zero-dollar” based with no minimum guarantee of any assignments. The recommended awardees are as follows:

<u>Consultant Firms</u>	<u>Contract No.</u>
1. Jacobs Civil Consultants, Inc.	CM-1116
2. Parsons Transportation Group of New York, Inc.	CM-1120
3. CH2M Hill	CM-1121
4. SYSTRA-HAKS JV	CM-1122

**DISCUSSION:**

Capital Program Management (CPM) requires consultants to perform Consultant Construction Management and Inspection Services for the Signals and Train Control program. The Consultant will provide Construction Management, Inspection Services and Administrative support to each Construction Management office overseeing Construction Contracts which will modernize the Signal and Train Control Systems. These services will be provided on an as-needed task order basis, which will generally be awarded competitively to one of the CCM firms. These CCM firms will provide services for multiple disciplines including Signals, Communications, Electrical, Civil and Mechanical, and support disciplines such as Office Engineering/Administration, expertise in new signal technologies including Communications Based Train Control (CBTC), Automatic Train Supervision (ATS) and Solid State Interlocking (SSI). Each Task Order may not exceed \$5 million without the approval of Procurement. This is the first such CCM contract for signals as inspection work was previously done exclusively by in-house staff.

A One-Step RFP was publicly advertised. Twelve firms purchased the RFP, and five submitted proposals: AECOM USA, Inc. (AECOM), CH2M Hill (CH2M), Jacobs Civil Consultants, Inc. (Jacobs), Parsons Transportation Group of NY, Inc. (Parsons), SYSTRA-HAKS, JV (SYSTRA-HAKS). The Selection Committee (SC) reviewed and evaluated the written technical proposals in accordance with the established evaluation criteria, which included: plan of approach, experience in relevant areas, experience of project team and key personnel, current workload, past performance on similar projects, management, quality assurance plans and cost. The SC also participated in oral presentations with all five firms. After oral presentations, the SC recommended all five firms for negotiations. These five firms were considered qualified to perform the work, based on their current and past signal inspection experience in the transit industry. The RFP provided the firms with work hours for each title and a fixed total cost for out of pocket expenses to facilitate an equal price comparison and evaluation. The in-house estimate was \$16,687,744.

## Staff Summary

Negotiations with the five firms focused on the signal inspection service requirements in the Scope of Work, and reducing the proposed direct labor rates, and fixed-fee rates. In addition, NYC Transit provided the firms with overhead rates that were in accordance with MTA Audit recommendations. The firms were requested to submit interim cost proposals to insure that they complied with MTA Audit's recommended field overhead rates as well as Procurement's recommended direct labor rates. The in-house estimate remained unchanged. After a second round of negotiations all five firms were requested to submit their Best and Final Offers (BAFOs), which were received on December 1, 2015.

Following is a comparison of the five firms' initial cost proposals, interim cost proposals and their BAFOs:  
Estimate \$16,687,744

	AECOM*	CH2M	JACOBS	PTG	SYSTRA-HAKS
Initial Proposal	\$15,868,695	<b>\$13,987,579</b>	<b>\$15,239,495</b>	<b>\$17,796,067</b>	<b>\$16,553,253</b>
Interim Proposal	\$13,481,442	<b>\$13,330,252</b>	<b>\$14,194,442</b>	<b>\$13,156,815</b>	<b>\$15,177,663</b>
<b>BAFO</b>	\$12,427,623	<b>\$12,749,336</b>	<b>\$13,973,794</b>	<b>\$12,633,294</b>	<b>\$14,383,256</b>

\*Not Selected

Based on the Evaluation Criteria, the SC voted and selected Jacobs, PTG, CH2M and SYSTRA-HAKS for awards as they were deemed to have strong teams and expertise to perform the work, thus offering the best overall value to NYC Transit. Although this RFP was advertised for up to three awards, because of the highly specialized labor required for these IQ projects, it was decided that it would be in the best interest of NYC Transit to add a fourth consultant. Both Procurement and CPM concurred that all BAFOs were "Fair & Reasonable" based on the competitive nature of the RFP.

Although AECOM's BAFO was the lowest, they were not recommended for award because their technical rating was significantly lower than the other firms regarding experience in relevant areas and experience of the project team. Jacobs has performed satisfactorily on contracts for construction management, interlocking and signal inspection services for the MTA East Side Access Project and provided IQ engineering services for Superstorm Sandy-related repair. The Jacobs team also included two major engineering firms as sub-consultants with extensive related experience. PTG provided consultant and construction support on the CBTC/AWS Signal Systems for the Second Avenue Subway and Flushing Line contract and performed systems engineering, interlocking and system design work on the MTA East Side Access Project. As a sub-consultant, CH2M performed design, installation, and testing on the CBTC for the Canarsie Line contract and technology signal design, communication and system engineering work on the IQ Professional, Technical and Administrative Support for New/High Technology and Conventional Signal & Communication System Projects contract. SYSTRA-HAKS provided construction management services for the Electronic Security System (ESS) Upgrade at the Atlantic Avenue Station Complex contract, CBTC technology services on the NYC Transit Queens Boulevard West contract and provided safety reviews of the solid state interlockings on the Independent Safety Assessor (ISA) West 4<sup>th</sup> and 34<sup>th</sup> Street contract.

A review of the firms' submittals and the Division of Materiel's background checks disclosed, "no significant adverse information" within the meaning of the All-Agency Responsibility Guidelines was found. Procurement finds that Jacobs, PTG, CH2M and SYSTRA-HAKS are "fully responsible" to receive awards.

### **M/W/DBE INFORMATION:**

The Department of Diversity and Civil Rights (DDCR) established goals of 10% for MBE and 10% for WBE participation for these contracts. Jacobs, PTG and HAKS have achieved their MWDBE goals on previous MTA contracts. SYSTRA and CH2M Hill have not completed any MTA contracts; therefore, no assessment of their previous MWDBE performance can be determined at this time. Awards will not be made until the DDCR approvals are obtained.

### **IMPACT ON FUNDING:**

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

### **ALTERNATIVES:**

None, as CPM does not have sufficient signal inspection professionals to support multiple simultaneous projects and will require fully independent signal inspection firms.

### **CAPITAL PROGRAM REPORTING:**

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

### **RECOMMENDATION:**

That the Board approve the award of four competitively-negotiated contracts for Program-wide Consultant Construction Management (CCM) and Inspection Services for the Signals and Train Control Program as follows: Contract CM-1116 to Jacobs Civil Consultants, Inc., CM-1120 to Parsons Transportation Group of New York, Inc., CM-1121 to CH2M Hill, and CM-1122 to SYSTRA-HAKS JV, each with a term of six years.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts



Item Number: 12

<b>Vendor Name (&amp; Location)</b> Palm Coast Data, LLC (Palm Coast, FL)	
<b>Description</b> Provide MetroCard extended sales fulfillment services	
<b>Contract Term (including Options, if any)</b> August 9, 2006 – March 31, 2016	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input 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 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> Revenue Control, Alan Putre	

<b>Contract Number</b> 05F9218	<b>AWO/Mod. #</b> 6
<b>Original Amount:</b>	\$ 13,567,242
<b>Option Amount:</b>	\$ 5,511,918
<b>Total Amount:</b>	\$ 19,079,160
<b>Prior Modifications:</b>	\$ 6,584,779
<b>Prior Budgetary Increases:</b>	\$ 858,909
<b>Current Amount:</b>	\$ 26,522,848
<b>This Request:</b>	\$ 6,600,000 (Est.)
<b>% of This Request to Current Amount:</b>	24.9%
<b>% of Modifications (including This Request) to Total Amount:</b>	144.1%

**Discussion:**

This modification is to extend the contract term by two additional years from April 1, 2016 through March 31, 2018 for continued MetroCard extended sales fulfillment services.

This competitively awarded contract is for MetroCard fulfillment services. MetroCards are distributed out-of-system through the MetroCard Extended Sales Merchant Network, which is comprised of over 4,500 merchants located throughout New York City, Long Island and Westchester. The program offers customers a convenient alternative means to purchase MetroCards, especially for those customers that only use NYC Transit buses and do not ordinarily use subway stations where most MetroCard Vending Machines are located.

Under this contract, Palm Coast Data, LLC, (Palm Coast) is responsible for accepting orders from network merchants and processing each order for shipment. A telephone customer service center is staffed to address the full range of MetroCard merchants' orders. Palm Coast is also responsible for providing secure warehousing, fulfillment, inventory management, payment processing, accounting and other related services. Palm Coast picks up MetroCards from NYC Transit and ships MetroCards to Network merchants via armored trucks. In 2015, over 62,000 secured deliveries were made of over 27.7 million MetroCards that were sold through this program accounting for \$316.5 million in sales revenue to NYC Transit. Contract pricing is based on estimated quantities of various types of transactions related to ordering, packaging, shipping and payment for MetroCards.

This competitively awarded contract was originally awarded to Kable News Company (Kable). Subsequently, the contract was assigned from Kable to Palm Coast per a request made by their shared parent company. The option was exercised in July 2012 and the contract was extended once.

This two year extension will allow sufficient time to solicit and award a new multi-year contract and will allow for coordination of these services with similar services to be provided under the New Fare Payment System contract.

The unit prices for this extension will be the same as those that became effective in August 2009. The Consumer Price Index (CPI) and the relevant Producer Price Index (PPI) for the period of August 2009 to the present have increased 10.5% and 16.5%, respectively. Therefore, the price is considered fair and reasonable.

Item Number: 13

<b>Vendor Name (&amp; Location)</b> The Goodyear Tire & Rubber Company (Akron, OH)
<b>Description</b> Tire leasing and wheel servicing
<b>Contract Term (including Options, if any)</b> September 30, 2008 – March 31, 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 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 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> Department of Buses/ MTA Bus Company, Darryl C. Irick

<b>Contract Number</b> 07E9693	<b>AWO/Mod. #</b> 8
<b>Original Amount:</b>	\$ 79,076,895
<b>Prior Modifications:</b>	\$ 9,501,602
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 88,578,497
<b>This Request:</b>	\$ 57,241,616 (Est.)
<b>% of This Request to Current Amount:</b>	72.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	84.4%

**Discussion:**

This modification will extend the expiration date of the contract from March 31, 2016 through September 30, 2019 and will add funding in the amount of \$57,241,616.

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

Due to the increased number of snow events in recent winters, modifications were issued to expand upon a test program to evaluate the concept of using rear traction tires as an alternative to snow chains. Snow chains are purchased by NYC Transit and MTABC and installed on the tires on rear axles of the bus along with center axles on articulated buses by in-house labor prior to an anticipated snow event. In an effort to reduce overall costs associated with installing snow chains, DOB decided to test the use of traction tires on rear axles along with center axles on articulated buses. Traction tires are composed of a softer rubber compound than a standard transit tire and are produced with a tread pattern designed to have a larger contact patch with the road in snow conditions, thus providing more traction than a standard transit tire in such conditions. A tradeoff exists with the use of traction tires because they have a shorter useful life than a transit tire, and using them during all seasons accelerates their wear. Therefore, the cost per tire mile of a traction tire is greater than a standard transit tire.

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

Concurrently, Procurement and DOB are working with additional tire companies in an effort to award test and evaluation agreements to develop additional competition and determine what traction tire offerings will best satisfy NYC Transit’s requirements. As a result of an extensive outreach two additional tire companies have expressed interest in participating in a competitive RFP for the next tire leasing contract. However, the tire companies have all indicated the need for a period of at least two years to test traction tires in the NYC duty cycle in order to conduct their due diligence to be able to participate in a competitive

solicitation. These anticipated test and evaluation contracts will be the subject of a future Board action. It was estimated that a three-year period of time was necessary for the test and evaluation to first, equip the depots with tire servicing equipment and swap out the Goodyear tires with the tires to be tested and subsequently, to adequately test the tires and accumulate enough data to reasonably draw conclusions from the evaluation culminating in a separate competitive solicitation and award of the long term tire leasing replacement contract. Not only will the test result in enhancing competition on the upcoming solicitation, but it will also allow for DOB to perform comparative analyses between competitors and traction tire types prior to the solicitation taking place.

As part of Modification No. 7, the Board was informed this future modification would be presented to extend the contract by three additional years for continued service with Goodyear while the test and evaluations are ongoing, to solicit, negotiate and award the aforementioned long term tire leasing replacement contract, and to allow time to potentially transition from the incumbent to a new contractor. However the time required to develop scopes of work for the test and evaluation agreements took longer than anticipated resulting in the need to extend this contract with Goodyear for 42 months. This will allow for the 2 year period needed to test the traction tires.

The Board was also informed that a cost audit would be performed on all tires included and added to this contract over its term, however due to the complexity of the contract the cost audit is still ongoing. Once completed, the results will be used to negotiate pricing on all the tires, which will be applied retroactively to the dates the tires were first included in the contract. A fair and reasonable determination will then be made.

**MARCH 2016**

**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. Analysts, Inc.</b><br><b>IFB# 84314</b><br><b>Immediate Operating Need</b>             | <b>\$180,221 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| Physical and chemical testing of bus engine oil, transmission fluid, and traction motor oil. |                         |                                      |



MARCH 2016

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

(Staff Summaries required for items requiring Board approval.)

1. **E.E. Cruz/Tully Construction JV**                      **\$4,000,000**                      Staff Summary Attached  
**Contract# C-26010.172**

Modification to the contract for the Second Avenue Subway Route 132A – 96<sup>th</sup> Street Station Finishes, in order to address additional surface restoration along Second Avenue.

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

**Item Number:** 1

<b>Vendor Name (&amp; Location)</b> E.E. Cruz/Tully Construction Co., JV, LLC (New York, NY)	<b>Contract Number</b> C-26010	<b>AWO/Mod. #</b> 172
<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 – March 29, 2016	<b>Prior Modifications:</b>	\$ 32,636,842
<b>Option(s) included in Total Amt?</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>	\$ 357,236,842
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	\$ 4,000,000
<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 Amt:</b>	1.1%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu	<b>% of Modifications (including This Request) to Original Amt:</b>	11.3%

**Discussion:**

This retroactive modification addresses additional surface restoration along Second Avenue.

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

The contract requires the restoration of Second Avenue roadway and sidewalks from the 90<sup>th</sup> Street intersection to the south side of the 105<sup>th</sup> Street intersection, and approximately 25 feet up every side street including final placement of utilities, concrete roadway base and asphalt, steel curbing, full width sidewalks, light poles and masts with associated conduit, traffic signals and permanent lane markings. MTACC and NYC DOT have agreed that there should be a consistent streetscape along Second Avenue after SAS Phase 1 construction is completed. In order to implement this vision, MTACC agreed to expand the limits of the contract surface restoration work south to 88<sup>th</sup> Street and approximately 100 feet north of the 105<sup>th</sup> Street intersection as well as implement changes to specified materials such as street lights, signals and pavement markings to reflect the current NYC street finishing specifications developed over the course of the Second Avenue Subway Project. The Board has previously approved Modification No. 171, at a cost of \$3,750,000, for the acceleration of base contract work associated with final placement of street utilities and surface restoration to be completed by August 31, 2016.

The scope of work for this modification includes roadway pavement changes, additional curb and sidewalk concrete work, street light changes, traffic signal changes, SBS bus stop-electrical service, additional tree restoration and a reduction in the quantity of temporary asphalt and pavement markings resulting from the Contractor’s elimination of a construction phase in the performance of the surface restoration work. The roadway changes consist of the addition of milling and paving of Second Avenue from 90<sup>th</sup> Street to 88<sup>th</sup> Street, the 100’ section north of 105<sup>th</sup> Street and a 200’ section east on 105<sup>th</sup> Street; roadway upgrade from milling and paving to full depth restoration of seven side streets on the east side of Second Avenue (93<sup>rd</sup>, 95<sup>th</sup>, 96<sup>th</sup>, 97<sup>th</sup>, 99<sup>th</sup>, 102<sup>nd</sup> & 105<sup>th</sup>) and four side streets on the west side of Second Avenue (92<sup>nd</sup>, 95<sup>th</sup>, 96<sup>th</sup> & 97<sup>th</sup>); and removal and replacement of sidewalk on five blocks along the west side of Second Avenue (91<sup>st</sup>, 92<sup>nd</sup>, 97<sup>th</sup>, 102<sup>nd</sup> & 104<sup>th</sup>) and on four blocks along the east side of Second Avenue (92<sup>nd</sup>, 97<sup>th</sup>, 101<sup>st</sup> & 104<sup>th</sup>). This modification also includes premium time to ensure completion of this additional work by the accelerated completion date of August 31, 2016 for all surface restoration work.

Due to the long lead time associated with the street light fixtures and in order to meet the utility and street restoration accelerated completion date of August 31, 2016 established in Modification No. 171, it was necessary to direct the Contractor to procure the fixtures immediately. Approval to process this modification on a retroactive basis was obtained from the MTACC President on September 22, 2015 and the Contractor was directed to procure the light fixtures on September 23, 2015.

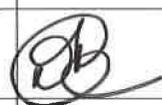
The Contractor’s proposal was \$5,368,312. MTACC’s revised estimate was \$3,918,575. Negotiations resulted in a lump sum price of \$4,000,000 which was found to be fair and reasonable. Savings of \$1,368,312 were achieved.

# Staff Summary

<b>Subject</b>	Rules and Regulations
<b>Department</b>	Law
<b>Department Head Name</b>	Paige Graves
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	N/A

<b>Date</b>	March 23, 2016
<b>Vendor Name</b>	N/A
<b>Contract Numbers</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	Transit&Bus Committee		X		
2	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	MTABC, President		

## PURPOSE

The MTA Bus Company (“MTABC”) seeks Board approval to adopt Proposed Rules of Conduct (“Rules of Conduct”). The Rules of Conduct are intended to promote safety, to facilitate the proper use of MTABC transportation facilities, and to protect its transportation facilities, its customers, its employees and the public. Additionally, the Rules of Conduct are intended to ensure the payment of fares and other lawful charges for the use of MTABC systems.

## DISCUSSION

On September 22, 2014, MTABC sought and received Board approval to commence the process for establishing agency rules as set forth in the State Administrative Procedure Act (“SAPA”). As explained in the September 22, 2014 accompanying Staff Summary, MTABC does not have a codified set of rules and regulations to govern conduct on its buses and in its facilities. To date, the regulation of conduct has been based almost exclusively on State penal statutes. The promulgation of the Proposed Rules of Conduct will permit an expansion of the Enforcement Team (“Eagle Team”) to issue appearance tickets and/or order ejection from any MTABC facility for rule violations. Following the receipt of the Board’s approval to commence the rulemaking process, MTABC published its Proposed Rules and supporting materials in the State Register. Pursuant to SAPA §202(1)(a), MTABC accepted the public’s comments on the Proposed Rules for a minimum of 45 days after the Notice of Proposed Rules were published in the State Register. MTABC is seeking the Board’s permission to adopt the Rules of Conduct, to be effective immediately.

Attached as Exhibit A is a summary of the comments and MTABC’s response, and attached as Exhibit B is the 2014 Staff Summary.

**FUNDING IMPACT**

No funding is required.

**ALTERNATIVES**

There are no recommended alternatives.

**RECOMMENDATION**

That the Board adopts the Proposed Rules of Conduct for publication in the NYCRR and the State Register.

## EXHIBIT A

### ASSESSMENT OF PUBLIC COMMENT

The MTA Bus Company (“MTABC”) published a Notice of Proposed Rule Making in the New York State Register on December 16, 2015. The Notice of Proposed Rule Making entitled “Rules and Regulations Governing the Conduct and Safety of the Public” sets forth rules of conduct to promote safety; to facilitate the proper use of MTABC transportation facilities; and to protect MTABC transportation facilities, its customers, employees and the public (“Proposed Rules”). Pursuant to State Administrative Procedure Act (S.A.P.A) Section 202(1)(a), MTABC accepted public comments for forty-five days after the Notice of Proposed Rule Making was published in the New York State Register.

During the forty-five day period, MTABC received six comments. The comments suggested the following revisions to the Proposed Rules: (1) include emotional support animals in the definition of service animals; (2) exclude eating and drinking from paid areas; (3) extend the definition of farecard to include radio-frequency identification card; (4) remove photography restrictions; (5) remove restriction that passengers refrain from blocking the free movement of others by putting their feet or item on the seat.

The comments and the MTABC’s responses are summarized below:

#### 1. Emotional Support Animals

Two commenters suggested that MTABC include emotional support animal in the definition of “service animals.” One commenter stated that prohibiting emotional support service animals violates the Americans with Disabilities Act (“ADA”). Another commenter suggested that excluding emotional support animals may make it more difficult for veterans with PTSD to use public transportation. The commenters’ suggestions explicitly contradict the Americans with Disabilities Act (“ADA”) and the respective U.S. Department of Justice’s guidance material.

First, the Proposed Rules define “service animal” as:

“a guide dog, signal dog, or other animal individually trained to perform tasks for the benefit of a person with a disability that such person is unable to perform due to such disability, such as guiding persons with impaired vision, alerting persons with impaired hearing to sounds, pulling a wheelchair, retrieving dropped items or providing rescue assistance. *The term service animal does not include a therapy animal or animal used for emotional support.*” (*Emphasis added*)

The abovementioned definition is consistent with 28 *CFR* 36.104. §36.104 explains that “...the provision of emotional support, well-being, comfort, or companionship do not constitute work or tasks . . .” under the definition of “service animal.”

Second, to further clarify the work and tasks that a “service animal” provides, the U.S. Department of Justice’s guidance material explains that:

“... work or tasks include guiding people who are blind, alerting people who are deaf, pulling a wheelchair, alerting and protecting a person who is having a seizure, reminding a person with mental illness to take prescribed medications, calming a person with Post Traumatic Stress Disorder (PTSD) during an anxiety attack, or performing other duties. Service animals are working animals, not pets. The work or task a dog has been trained to provide must be directly related to the person’s disability. Dogs whose sole function is to provide comfort or emotional support do not qualify as service animals under the ADA.” U.S. Department of Justice: ADA Requirements, [http://www.ada.gov/service\\_animals\\_2010.htm](http://www.ada.gov/service_animals_2010.htm) (last visited Feb. 23, 2016).

Based on the foregoing, the definition of service animal in the Proposed Rules is consistent with the definition set forth in the 28 CFR 36.104 and the U.S. Department of Justice’s guidance material.

Finally, the definitions in MTABC’s Proposed Rules of Conduct are based on New York City Transit’s (“NYCT”) Rules of Conduct. Therefore, the requirement for service animals should be consistent, so as not to confuse the public.

## **2. Exclude Eating And Drinking From Paid Areas**

One commenter suggested that customers should be prohibited from eating and drinking in paid areas to save money on cleaning costs. The commenter further suggested that the cost of enforcing the rule should be covered by rule violators. MTABC’s Proposed Rules of Conduct are based on NYCT’s Rules of Conduct. NYCT’s Rules of Conduct do not prohibit eating and drinking in paid areas. Therefore, both rules should be consistent, so as not to confuse the public.

## **3. Farecard Definition**

One commenter suggested that MTABC extends the definition of farecard from magnetically encoded cards to include radio-frequency identification cards. The commenter acknowledges that the definition accurately describes the current farecard system. However, the commenter posits that should MTABC transition to radio-frequency identification cards such as those used in Boston, Atlanta, and Chicago, MTABC will be required to rewrite its definition of farecard. The Proposed Rules explain that farecards “*include, but are not limited to*, (i) value-based, magnetically encoded cards (frequently referred to as pay-per-ride MetroCards) containing stored monetary value from which a specified amount of value is deducted as payment of a fare, and (ii) time-based, magnetically encoded cards (frequently referred to as unlimited ride MetroCards) which permit entrance onto conveyances for a specified period of time.” (*Emphasis added*) MTABC acknowledges that its farecard may not solely be limited to magnetically encoded card. Therefore, the definition contains the phrase “*include, but are not limited to*.” The phrase denotes that the list is neither restrictive nor exhaustive. Therefore, if MTABC transitions to radio-frequency identification cards, the definition would still apply.

## **4. Photography Restrictions**

One commenter suggested that MTABC remove the restriction for a passenger to take photographs. The Proposed Rules contain no such restriction. The Proposed Rules make clear that “[p]hotography, filming or video recording in any facility or bus is permitted except that ancillary equipment such as lights, reflectors or tripods may not be used. Members of the press holding valid identification issued by the New York City Police Department are hereby authorized to use necessary ancillary equipment. All photographic activity must be conducted in accordance with the provisions of these rules.”

## **5. Blocking Free Movement**

One commenter suggested that MTABC remove the restriction that passengers refrain from blocking the free movement of others by putting their feet or items on the seat. The commenter posits that “for many well-meaning passengers it [would be] . . . impossible not to break this rule.” MTABC disagrees with this assessment. The Proposed Rules are established to promote safety and protect MTABC transportation facilities. Blocking the free movement of other passengers and placing one’s feet on the seat are among the activities MTABC intends to discourage.

**EXHIBIT B**

**Staff Summary**



MTA Bus Company

Page 1 of 3

<b>Subject</b>	Rules and Regulations
<b>Department</b>	Law Department
<b>Department Head Name</b>	Elizabeth A. Cooney
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	N/A

<b>Date</b>	September 22, 2014
<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	Transit & Bus Committee				
2	Board				

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	MTABC, President		

**Narrative**

**PURPOSE:**

To obtain the Board’s approval to commence the rulemaking process mandated under the State Administrative Procedures Act (“SAPA”) for the promulgation of rules and regulations governing the conduct and safety of the public in the facilities and on the buses of the MTA Bus Company (“MTABC”).

**DISCUSSION:**

MTABC does not have a codified set of rules and regulations to govern the conduct and safety of the public on its buses and in its facilities. To date, regulation of public conduct has been based almost exclusively on State penal statutes.

The purpose of the proposed rules and regulations is to codify in a single document standards of conduct for MTABC’s customers and for the public at large with respect to the use of the MTABC facilities and buses. The promulgation of the proposed rules and regulations will permit an expansion of the enforcement team (the “Eagle Team”) to issue appearance tickets and/or order ejection from an MTABC facility or bus for the violation of any of these rules. The Board’s action in approving the commencement of the statutory process for the promulgation of rules and regulations will lead to the publication of a notice of rulemaking and an opportunity for the public to submit written comments with respect to the proposed rules and regulations. Thereafter, MTABC will return to the Board for approval to conclude the

The legal name of MTA Bus is MTA Bus Company.



regulation process and formal adoption of the rules in accordance with the Executive Law/State Administrative Procedure Act.

Attached as Exhibit A is a copy of the proposed rules and regulations which have been modelled after the Rules and Regulations promulgated by the New York City Transit Authority/MaBSTOA and the Staten Island Transit Operating Authority approved by the Board and codified by the State in its official Code of Rules and Regulations.

Section 7, entitled "Prohibited Uses," is an all-purpose provision that lists a broad spectrum of conduct that shall be barred in MTABC facilities and on MTABC buses. Included in this list as prohibited activities are, among other things, blocking the free movement of pedestrians, lying down, occupying more than a single seat, vandalizing or defacing property, creating extensive noise (a phrase defined in Section 2, subparagraph (e)), fighting, entering restricted areas, consuming illegal drugs, consuming alcohol, being impaired by alcohol or drugs, smoking, riding on any areas outside of a bus, and other like behaviors. The purpose of these prohibitions is to protect the safety and comfort of customers, employees, and the public at large as well as to preserve MTABC's facilities.

Sections 8 through 11 of the proposed rules and regulations require little in the way of explanation beyond their plain words. They prohibit littering (Section 8), unhygienic conduct (Section 9), animals, except under controlled circumstances (Section 10), the unlicensed carrying of firearms (Section 11), the transport of dangerous substances (Section 12) and interference with MTABC's various mechanical, electrical, and safety and communication systems (Section 12).

Section 14 of the proposed rules and regulations, entitled "Enforcement," grants authority to an authorized police officer or as noted above, the agency enforcement team to issue a summons and/or to eject a person from MTABC facilities or buses for violating any provision of the rules. The maximum penalty for violating a provision of the rules is a fine not exceeding \$50 or imprisonment not exceeding 30 days, which are the maximum penalties authorized by Public Authorities Law section 1266(4).

Finally, Section 15 of the proposed rules also provides to the public, notice of the provisions of NY Penal Law §165.16 as to the unauthorized sale of certain transportation services, as required pursuant to Part T, Section 2 of Chapter 57 of the Laws of 2005.

# Staff Summary



**Recommendation:**

That the Board approve the commencement of the steps required by law for promulgation of the attached rules and regulations for the MTA Bus Company.

**Exhibit A**

21 NYCRR \_\_\_\_\_

**OFFICIAL COMPILATION OF CODES, RULES AND REGULATIONS OF THE  
STATE OF NEW YORK  
TITLE 21. MISCELLANEOUS  
CHAPTER XXI. METROPOLITAN TRANSPORTATION AUTHORITY  
SUBCHAPTER D. RULES AND REGULATIONS GOVERNING THE CONDUCT  
AND SAFETY OF THE  
PUBLIC  
PART \_\_\_\_\_ RULES GOVERNING THE CONDUCT AND SAFETY OF THE  
PUBLIC IN THE USE  
OF THE FACILITIES OF THE MTA BUS COMPANY  
Text is current through \_\_\_\_\_.**

**Section \_\_\_\_\_.1 Authorization and purpose.**

- (a) MTA Bus Company ("MTABC") is a public benefit corporation and an independent subsidiary of the Metropolitan Transportation Authority ("MTA") created pursuant to Public Authorities Law, section 1266(5). As such, MTABC is empowered by the New York State Public Authorities Law to make rules and regulations governing the conduct and safety of the public in the use and operation of its transportation facilities, buses and other conveyances. Public Authorities Law, sections 1265(5), 1265(14), 1266(4) and 1266(8).
  
- (b) These rules are established by MTABC to promote safety, to facilitate the proper use of MTABC transportation facilities, and to protect its transportation facilities, its customers, its employees and the public and to assure the payment of fares and other lawful charges for the use of its system. In addition to these rules, all applicable provisions of the Penal Law or any other applicable law shall continue to be enforceable.
  
- (c) These rules may be amended or added to from time to time at the sole discretion of MTABC in accordance with law.

**Section \_\_\_\_\_.2 Definitions.**

The following terms as used in this part shall have the following meanings:

- (a) "Authority" means the Metropolitan Transportation Authority, the public benefit corporation created by Section 1263 of the Public Authorities Law.
- (b) "Facilities" includes all property and equipment, including, without limitation, fuel, communication systems, power plants, stations, terminals, signage, storage yards, depots, repair and maintenance shops, yards, offices and other real estate or personalty used or held for or incidental to the operation, rehabilitation or improvement of any bus line of MTABC.
- (c) "Service animal" means a guide dog, signal dog, or other animal individually trained to perform tasks for the benefit of a person with a disability that such person is unable to perform due to such disability, such as guiding persons with impaired vision, alerting persons with impaired hearing to sounds, pulling a wheelchair, retrieving dropped items or providing rescue assistance. The term service animal does not include a therapy animal or animal used for emotional support.
- (d) "Sound production device" includes, but is not limited to, any radio receiver, phonograph, television receiver, musical instrument, tape recorder, cassette player, compact disc player, speaker device or system, and any sound amplifier or any other sound-producing device of similar nature.
- (e) "Excessive noise" means excessively or unusually loud sounds produced by any means which are audible to another person and which cause public inconvenience, annoyance or alarm, or which interfere with transit operations, but does not include conversational speech or sounds incident to walking or normal movement. The emission of any sound in excess of 85 dBA on the A weighted scale measured at five feet from the source of the sound is excessive noise and is prohibited. The term excessive noise also includes sounds which interfere with the audibility of the normal communication, audio communication equipment and speaker system of a terminal, station or bus.
- (f) "Conveyance" includes any bus or other vehicle used or held for use by MTABC as a means of transportation of passengers.
- (g) "Commercial activities" means activities whose main purpose is the sale of goods or services or the promotion or advertising of goods or services, including the distribution of goods or materials for free. Commercial activities include:
  - (i) the advertising, display, sale, lease, offer for sale or lease, or distribution of food, goods, services or entertainment (including the free distribution of promotional goods or materials); and

- (ii) the solicitation of money or payment for food, goods, services or entertainment.
- (h) "Controlled substance" means those substances designated as controlled substances by the New York State Penal Law.
- (i) "Rules" means these rules.
- (j) "Person" means any natural person, individual, firm, partnership, corporation, society, organization, association or company or other entity.
- (k) "Police Officer" refers to any member of the New York City Police and any other police officer duly appointed pursuant to New York Criminal Procedure Law, Section 1.20 who pursuant to his authority, has jurisdiction within a terminal, station or bus.
- (l) "Fare" means the lawful charges established by the Authority for the use of facilities.
- (m) "Fare Media" means the various instruments issued by or on behalf of or accepted by MTABC to use for the payment of fare, including, but not limited to, farecards, passes, transfers, tickets, and vouchers.
- (n) "Farecards" include, but are not limited to, (i) value-based, magnetically encoded cards (frequently referred to as pay-per-ride MetroCards) containing stored monetary value from which a specified amount of value is deducted as payment of a fare, and (ii) time-based, magnetically encoded cards (frequently referred to as unlimited ride MetroCards) which permit entrance onto conveyances for a specified period of time.
- (o) "Payment of the fare" includes the use at a fare collection device of a time-based farecard for purposes of gaining lawful entry onto a conveyance.
- (p) "Noncommercial activities" means activities involving public speaking; distribution of written materials related to a charitable, religious or political causes; solicitation of contributions for charitable, religious or political causes; and artistic performances, including the acceptance of donations for such performances.

**Section \_\_\_\_\_.3 Construction.**

In interpreting or applying these rules, the following provisions shall apply:

- (a) MTABC reserves the right from time to time to suspend, modify or revoke application of any or all of the rules as it deems necessary or desirable.

- (b) No act otherwise prohibited by any of these rules may be undertaken unless specifically authorized by the terms of any written contract, agreement, permit, license or lease of the type issued in the ordinary course of business of MTABC, provided that such act is otherwise in compliance with any other applicable laws, rules and regulations. Any act otherwise prohibited by these rules is lawful if performed by an officer, employee or designated agent of MTABC acting within the scope of his employment or agency.
- (c) The rules shall not apply to an MTABC employee acting within the course of his employment in an area which is closed to the public. Conduct by employees in areas closed to the public shall continue to be governed in accordance with applicable rules, laws and MTABC operating and disciplinary procedures.
- (d) The rules shall apply with equal force to any person assisting, aiding or abetting another, including a minor, in any of the acts prohibited by the rules or assisting, aiding or abetting another, including a minor, in the avoidance of any of the requirements of the rules.
- (e) The order or judgment of a court or other tribunal of competent jurisdiction that any provision of the rules is invalid shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate any other provision of the rules or the application of any part of the rules to any other person or circumstance; the provisions of the rules are declared to be severable.
- (f) The singular shall mean and include the plural; the masculine gender shall mean and include the feminine, and vice versa.

**Section \_\_\_\_ .4 General provisions.**

- (a) Public areas within terminals or stations are open to the public at such times as may be established by MTABC from time to time. Public areas are those areas of the terminals or stations which are open for use by the public in gaining access to transportation, terminals or stations, in traveling through the terminals or stations from one point to another, in waiting for transportation, and in utilizing public toilet facilities and public pay telephones or other services as may be permitted pursuant to these rules.
- (b) No persons except persons assigned to duty therein by MTABC or the Authority shall enter any area of a depot, storage yard or any other facility that is not a public area or that is closed to the public, except in a public safety capacity or pursuant to the terms of a lease, license, operating agreement or concession granted by MTABC or the Authority.
- (c) No person, unless duly authorized by MTABC or the Authority, shall engage in any commercial activity upon any facility or bus. No person shall panhandle or beg upon any facility or bus.

(d) Except as expressly authorized and permitted in this subdivision, no person shall engage in any nontransit uses upon any facility or conveyance. Nontransit uses are noncommercial activities that are not directly related to the use of a facility or conveyance for transportation. The following nontransit activities are authorized and permitted by MTABC, provided they do not impede transit activities and they are conducted in accordance with the rules governing the conduct and safety of the public in the use of MTA Bus facilities and conveyances: public speaking; distribution of written noncommercial materials; artistic performances, including the acceptance of donations; solicitation for religious or political causes; solicitation for charities that:

- (i) have been licensed for any public solicitation within the preceding 12 months by the Commissioner of Social Services of the City of New York under Section 21-111 of the Administrative Code of the City of New York or any successor provision;
- (ii) are duly registered as charitable organizations with the Attorney General of the State of New York under Section 172 of the New York Executive Law or any successor provision; or
- (iii) are exempt from Federal income tax under section 501(c)(3) of the United States Internal Revenue Code or any successor provision.

Solicitors for such charities shall provide, upon request, evidence that such charity meets one of the preceding qualifications. The aforementioned nontransit uses within the stations and terminals are deemed to be authorized provided that such activities:

- (i) do not impede or interfere with or impair transportation services or the movement of persons to or from a bus;
  - (ii) do not violate any of the prohibitions contained in these rules; and
  - (iii) do not take place on buses.
- (e) Photography, filming or video recording in any facility or bus is permitted except that ancillary equipment such as lights, reflectors or tripods may not be used. Members of the press holding valid identification issued by the New York City Police Department are hereby authorized to use necessary ancillary equipment. All photographic activity must be conducted in accordance with the provisions of these rules.

**Section \_\_\_\_ .5 Payment of Fare and Access to MTABC Facilities**

- (a) No person shall use or enter upon the facilities or conveyances of MTABC, for any purpose, without the payment of the fare or tender of other valid fare media used in accordance with any conditions and restrictions imposed by the Authority.

For the purposes of this section, it shall be considered an entrance into a facility or conveyance whenever a person passes through a point at which a fare is required or collected.

- (b) Except for employees of MTABC acting within the scope of their employment, no person shall sell, provide, copy, reproduce or produce, or create any version of any fare media or otherwise authorize access to or use of the facilities, conveyances or services of MTABC without the written permission of a representative of MTABC duly authorized by the Authority to grant such right to others.
- (c) No person shall put or attempt to put any paper, article, instrument or item, other than fare media issued by the Authority and valid for the place, time and manner in which used, into any farebox, turnstile, pass reader or other fare collection instrument, receptacle, device, machine or location.
- (d) Fare media that have been forged, counterfeited, imitated, altered or improperly transferred or that have been used in a manner inconsistent with the rules shall be confiscated.

**Section \_\_.6 Property and Equipment.**

- (a) No person shall destroy, mark, soil or paint, or draw, inscribe, write, spray paint or place graffiti upon, or remove, injure or tamper with any facility, conveyance, sign, advertisement, or notice of MTABC, including any facilities under the jurisdiction of tenants or licensees, except that this provision shall not apply to any work within the scope of any contract made by or on behalf of MTABC.
- (b) No person shall post, distribute or display any sign, poster, notice, advertisement or other printed or written matter in or on any facility or conveyance without the permission of MTABC, except as otherwise provided by law.
- (c) Except as an incident to travel on MTABC conveyances for which a fare has been paid or which has otherwise been duly authorized by MTABC, no conveyance or facility may be occupied, used or handled, except by permit, agreement, license or other authorization of the Authority or MTABC duly made.

**Section \_\_.7 Prohibited uses.**

No person in a facility or bus shall:

- (a) block free movement of another person or persons; lie on the floor, stairs or occupy more than one seat when to do so would interfere with the operation of MTABC's transportation system or the comfort of other passengers; or place his or her foot, or item on any seat;

- (b) create any sound through the use of any sound production device, except as is specifically authorized by these rules. In no event will the use of amplification devices of any kind, electronic or otherwise, be permitted on a bus. Use of radios and other devices listened to solely by headphones or earphones and inaudible to others is permitted;
- (c) throw, drop or cause to be propelled any object, projectile or other article at, from, upon, in or on a facility or bus;
- (d) bring into a facility or carry onto a bus liquid in an open container, or drink any alcoholic beverage or possess any opened or unsealed container of alcoholic beverage;
- (e) consume any controlled substance except pursuant to valid prescription;
- (f) enter or remain in any facility or bus while his or her ability to function safely in the environment of the facility or bus is impaired by the consumption of alcohol or by the taking of any drug;
- (g) endanger the safety of others, engage in fighting or assault another person or persons, or threaten another person with such conduct;
- (h) vandalize, injure, deface, alter, write upon, destroy, remove or tamper with the facilities or buses, including any facilities under the jurisdiction of tenants or permittees;
- (i) except as specifically authorized by the Authority or MTABC, enter or attempt to enter into any area not open to the public, including, but not limited to, bus operator's seat location, closed-off areas, mechanical or equipment rooms, storage areas, interior rooms, catwalks, emergency stairways (except in cases of an emergency), roadbeds, plants, shops, barns, garages, depots or any area marked with a sign restricting access or indicating a dangerous environment.
- (j) enter or attempt to enter any area which is locked or otherwise restricted from public access by any means including, but not limited to, barricades, fencing, doors and signs, or enter or leave a facility or bus except by designated entrance ways or exits;
- (k) ride or otherwise stand on a skateboard, wear roller skates or in-line skates, ride or straddle a bicycle while in motion, or ride a scooter or any other self-propelled vehicle or motor-propelled vehicle or device, on or through any part of a facility or bus, or while attached to the outside of a bus. This provision does not apply to the proper use of self-propelled or motor-propelled vehicles or similar devices by nonambulatory persons;

- (l) cook, light a fire or otherwise create a fire except pursuant to the terms of any lease, license, operating agreement or concession granted by MTABC or the Authority;
- (m) dispense commercial merchandise with or without charge or carry on any commercial activity except pursuant to the terms of a lease, license, operating agreement or concession granted MTABC or the Authority;
- (n) burn a lighted cigarette, cigar, pipe or any other matter or substance which contains tobacco or any tobacco substitute on a bus or within any facility;
- (o) engage in any activity which interferes with the commercial activities of lessees, tenants or their customers;
- (p) engage in noncommercial activities, except as expressly permitted by these rules;
- (q) misrepresent through words, signs, leaflets, attire or otherwise, such person's affiliation with or lack of affiliation with or support by any organization, group, entity, or cause, including any affiliation with or support by MTABC or the Authority;
- (r) carry on or bring to any facility or bus any item that:
  - (i) is so long as to extend outside the window or door of a bus;
  - (ii) constitutes a hazard to the operation of MTABC, interferes with passenger traffic or impedes service; or
  - (iii) constitutes a danger or hazard to other persons. Nothing contained in this section shall apply to the use of wheelchairs, crutches, canes, or other physical assistance devices;
- (s) bring a bicycle into a facility or bus;
- (t) extend his or her hand, arm, leg, head or other part of his or her person, or extend any item, article or other substance outside of the window or door of a bus or other conveyance operated by MTABC.
- (u) ride on the roof or any other area outside a bus or any other conveyance operated by MTABC;
- (v) refuse or fail to relinquish a seat on a conveyance which has been designated as "PRIORITY SEATING", "WHEELCHAIR PRIORITY SEATING" or words of similar import, if requested to do so by or on behalf of a person with a disability, or occupy any location on a conveyance designated for persons using wheelchairs if such location is required to accommodate a person using a wheelchair; and

- (w) gain entry into a bus in any unauthorized manner through an exit door or through or past any point at which a fare is required or collected, and it shall be no defense to a charge of a violation of this subdivision that fare media, a fare media sales device or a fare collection device was malfunctioning.

**Section \_\_.8 Littering and dumping rubbish and refuse.**

No person shall litter in a facility or bus. All persons shall use receptacles provided for the disposal of refuse, if any. No bulk refuse generated or collected on property outside the jurisdiction of MTABC may be taken into, dumped within or carried through a facility or bus or deposited in any facility receptacle. Trash and other waste materials contained in waste receptacles within a facility or bus shall not be removed except by persons duly authorized to do so.

**Section \_\_.9 Hygiene.**

- (a) No person shall spit in or upon any facility or bus.
- (b) No person shall urinate or defecate in any part of a facility or bus, other than in a urinal or toilet intended for that purpose.
- (c) No person shall use any water fountain, drinking fountain, or any other water found in a facility for the purpose of washing or cleaning himself or herself, his or her clothing, or other personal belongings. This subdivision shall not apply to those areas within the facilities which are specifically designated for personal hygiene purposes (i.e., wash basin, bathroom, shower room) for employees provided, however, that no person shall wash his or her clothes or personal belongings in such areas and that only one person at a time may occupy a shower.

**Section \_\_.10 Animals**

- (a) No person, except as otherwise provided in subdivision (b) of this section, may bring any animal on or into any conveyance or facility unless enclosed in a container and carried in a manner which would not annoy other passengers.
- (b) Subdivision (a) of this section does not apply to working dogs for law enforcement agencies, to service animals which have been trained or are being trained to aid or guide a person with a disability and are accompanying persons with disabilities, or to service animals which are being trained by a professional trainer. All service animals must be harnessed or leashed.
- (c) Upon request by a Police officer or other designated employee of MTABC or the Authority, a trainer must display proof of affiliation with professional training school and that the animal is a licensed service animal or an animal being trained as a service animal. Upon request of a Police Officer or designated MTABC or Authority personnel, a passenger must provide evidence that an animal claimed to

be a service animal and thus exempt from the provisions of subdivision (a) of this section qualifies as such or is being trained as a service animal. Such evidence may be supplied through: the display of a service animal license issued by the New York City Department of Health, New York State Department of Agriculture and Markets or by other governmental agencies in New York or elsewhere authorized to issue such licenses, the display of an identification from a professional training school that the animal is a trained service animal, the presence of a harness or a marking on a harness, or the credible verbal assurances of the person with a disability using the service animal or animal being trained as such. For purposes of this paragraph, credible verbal assurances may include a description of one or more tasks that the animal performs or is being trained to perform for the benefit of the person with a disability.

- (d) As an alternative to any of the methods described in subdivision (c) of this section for providing evidence that an animal meets the definition of service animal, persons with disabilities who use service animals who do not have a service animal license or other written documentation that the accompanying animal is a service animal may apply to the Authority for a service animal identification card.
- (e) Police Officers or designated MTABC or Authority personnel have the right to refuse admission to or eject any passenger accompanied by an animal, including a service animal, which poses a direct threat to the safety of other passengers.

**Section \_\_\_\_ .11 Firearms or other weapons.**

No weapon, dangerous instrument, or any other item intended for use as a weapon may be carried in or on any facility or conveyance. This provision does not apply to law enforcement personnel and persons to whom a license for such weapon has been duly issued and is in force (provided in the latter case the weapon is concealed from view). For the purposes hereof, a weapon or dangerous instrument shall include, but not be limited to, a firearm, switchblade knife, gravity knife, box cutter, straight razor or razorblades that are not wrapped or enclosed in a protective covering, sword, shotgun or rifle.

**Section \_\_\_\_ .12 Explosives, acids, inflammables, compressed gases, and other dangerous substances.**

No person shall bring into or carry in a facility or bus any explosives, acids, inflammables, compressed gases or articles or materials having or capable of producing strong offensive odors, explosion or fire, or articles or materials likely to endanger persons or property. No person shall bring or cause to be brought into or kept in a facility or bus any signal flare or any container filled with or which has been emptied or partially emptied of oil, gas, petroleum products, paint or varnish.

**Section \_\_\_\_ .13 Unauthorized interference with or use of systems or equipment prohibited.**

No person shall do or permit to be done anything which may interfere with the effectiveness or accessibility of the fire protection system, sprinkler system, drainage system, alarm system, telephone system, electrical system, public announcement and intercommunications system, plumbing system, lighting system, security system, air-conditioning system, ventilation system, fire hydrants, hoses, fire extinguishers, towing equipment or other mechanical systems, facilities or equipment installed or located at or in any facility or bus, including closed circuit television cameras and monitors, signs and notices; nor shall any person operate, adjust or otherwise handle or manipulate, without permission, any of the aforesaid systems or portions thereof, or any machinery, equipment or other devices installed in or located at or in a facility or bus. Tags showing date of last inspection attached to units of fire extinguishing and fire fighting equipment shall not be removed therefrom, nor shall any person plug a television, radio or other electrical device into any outlet or connect any device to any utility at or in any facility or bus, except with the permission of an authorized MTABC employee.

**Section \_\_\_\_ .14 Enforcement.**

- (a) Any person violating any of these rules may receive a summons and/or may be subject to ejection from a facility or bus.
- (b) Any Police officer or member of MTABC or the Authority enforcement team is empowered to issue an appearance ticket and/or order ejection from a facility or bus for violation of any of these rules.
- (c) Violation of these rules shall constitute an offense punishable by a fine not exceeding \$50 or imprisonment for not more than 30 days or both.

**Section \_\_\_\_ .15 Public notice of the provisions of New York Penal Law 165.16 (as added by chapter 57 of the Laws of 2005).**

The following notice of the provisions of New York Penal Law is provided pursuant to part T, section 2 of chapter 57 of the Laws of 2005. New York Penal Law, section 165.16 states:

Unauthorized sale of certain transportation services.

1. A person is guilty of unauthorized sale of certain transportation services when, with intent to avoid payment by another person to the metropolitan transportation authority, New York city transit authority or a subsidiary or affiliate of either such authority of the lawful charge for transportation services on a railroad, subway, bus or mass transit service operated by either such authority or a subsidiary or affiliate thereof, he or she, in exchange for value, sells access to such transportation services to such person, without authorization, through the use of an unlimited farecard or doctored farecard. This section shall apply only to such sales that occur in a transportation

facility, as such term is defined in subdivision two of section 240.00 of this chapter, operated by such metropolitan transportation authority, New York city transit authority or subsidiary or affiliate of such authority, when public notice of the prohibitions of its section and the exemptions thereto appears on the face of the farecard or is conspicuously posted in transportation facilities operated by such metropolitan transportation authority, New York city transit authority or such subsidiary or affiliate of such authority.

2. It shall be a defense to a prosecution under this section that a person, firm, partnership, corporation, or association: (a) selling a farecard containing value, other than a doctored farecard, relinquished all rights and privileges thereto upon consummation of the sale; or (b) sold access to transportation services through the use of a farecard, other than a doctored farecard, when such sale was made at the request of the purchaser as an accommodation to the purchaser at a time when a farecard was not immediately available to the purchaser, provided, however, that the seller lawfully acquired the farecard and did not, by means of an unlawful act, contribute to the circumstances that caused the purchaser to make such request.
3. For purposes of this section:
  - (a) "farecard" means a value-based, magnetically encoded card containing stored monetary value from which a specified amount of value is deducted as payment of a fare;
  - (b) "unlimited farecard" means a farecard that is time-based, magnetically encoded and which permits entrance an unlimited number of times into facilities and conveyances for a specified period of time; and
  - (c) "doctored farecard" means a farecard that has been bent or manipulated or altered so as to facilitate a person's access to transportation services, without paying the lawful charge. Unauthorized sale of transportation services is a class B misdemeanor.



**SERVICE CHANGES:      REVISE BX24 SPAN TO HUTCHINSON METRO CENTER**

**Service Issue**

Bx24 service to the Hutchinson Metro Center currently ends at 10:51 p.m. and would not provide overnight service for the staff of the new Public Safety Answering Center II (PSAC II) that is scheduled to open in June 2016. There will be approximately 1,700 employees working in three, eight-to 12-hour overlapping shifts throughout a 24-hour period. This span increase was requested by the New York City Police Department (NYPD), the Fire Department of New York (FDNY) and the New York City Department of Information Technology and Telecommunications (NYCDOITT) which will operate the facility.

**Recommendation**

Increase the span on the Bx24 between the Pelham Bay Park 6 station and Hutchinson Metro Center to run 24 hours a day. The service span will remain unchanged between the Pelham Bay Park 6 station and Country Club/Ampere Avenue.

**Budget Impact**

The annual net operational cost associated with this service is \$0.25 million.

**Proposed Implementation Date**

July 3, 2016

# Staff Summary

Subject	Revise Bx24 Span to Hutchinson Metro Center
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel  3/4/16
7	Executive VP  MPC 3/4/16	3	Director OMB  3/4/16
6	SVP Buses	2	VP GCR  3/4/16
5	VP Corp. Comm.	1	Chief OP  3/4/16

## Purpose

To obtain presidential approval and inform the board of a recommendation to permanently extend the span of the Bx24 (between Hutchinson Metro Center and the Pelham Bay Park **6** station) to 24-hours.

## Discussion

The Bx24 provides local bus service between Country Club and Hutchinson Metro Center in the Pelham Bay section of the Bronx. The Bx24 travels primarily along local streets in Country Club and along Bruckner Boulevard, Westchester Avenue, Williamsbridge Road and Marconi Street in Pelham Bay. The Bx24 operates every 30 minutes between 5:15 a.m. and 10:50 p.m. on weekdays and weekends. The Bx24 connects to the **6** subway line at the Pelham Bay Park, Buhre Av, Middletown Rd, and Westchester Sq-East Tremont Av stations.

The Bx24 was originally extended to Hutchinson Metro Center in September 2014 to provide better service to the many medical offices and facilities located on its campus. Prior to this extension, the Hutchinson Metro Center was not directly served by any public transit. The Bx21 serves the entrance on Waters Place but does not enter into its campus. The developer and the community had continually requested bus service to the area and a full-time extension of the Bx24 bus route was recommended as part of the 2013 Service Investments.

A new Public Safety Answering Center II (PSAC II) is scheduled to open at Hutchinson Metro Center in June 2016. There will be approximately 1,700 employees working in overlapping shifts throughout a 24-hour period. The span increase on the Bx24 was requested by the New York City Police Department (NYPD), the Fire Department of New York (FDNY) and the New York City Department of Information Technology and Telecommunications (NYCDOITT) who will operate the facility.

# Staff Summary

## Recommendation

Increase the span on the Bx24 between the Pelham Bay Park 6 station and Hutchinson Metro Center to run 24 hours a day. The service span will remain unchanged between the Pelham Bay Park 6 station and Country Club/Ampere Avenue.

## Alternatives to the Proposed Service Change

1. *Continue to operate the Bx24 service to Hutchinson Metro Center ending at 10:51 p.m.* This would not provide any of the additional service to the PSAC II at Hutchinson Metro Center that has been requested by the operating City agencies.

## Budget Impact

The annual net operational cost associated with this service is \$0.25 million.

## Proposed Implementation Date

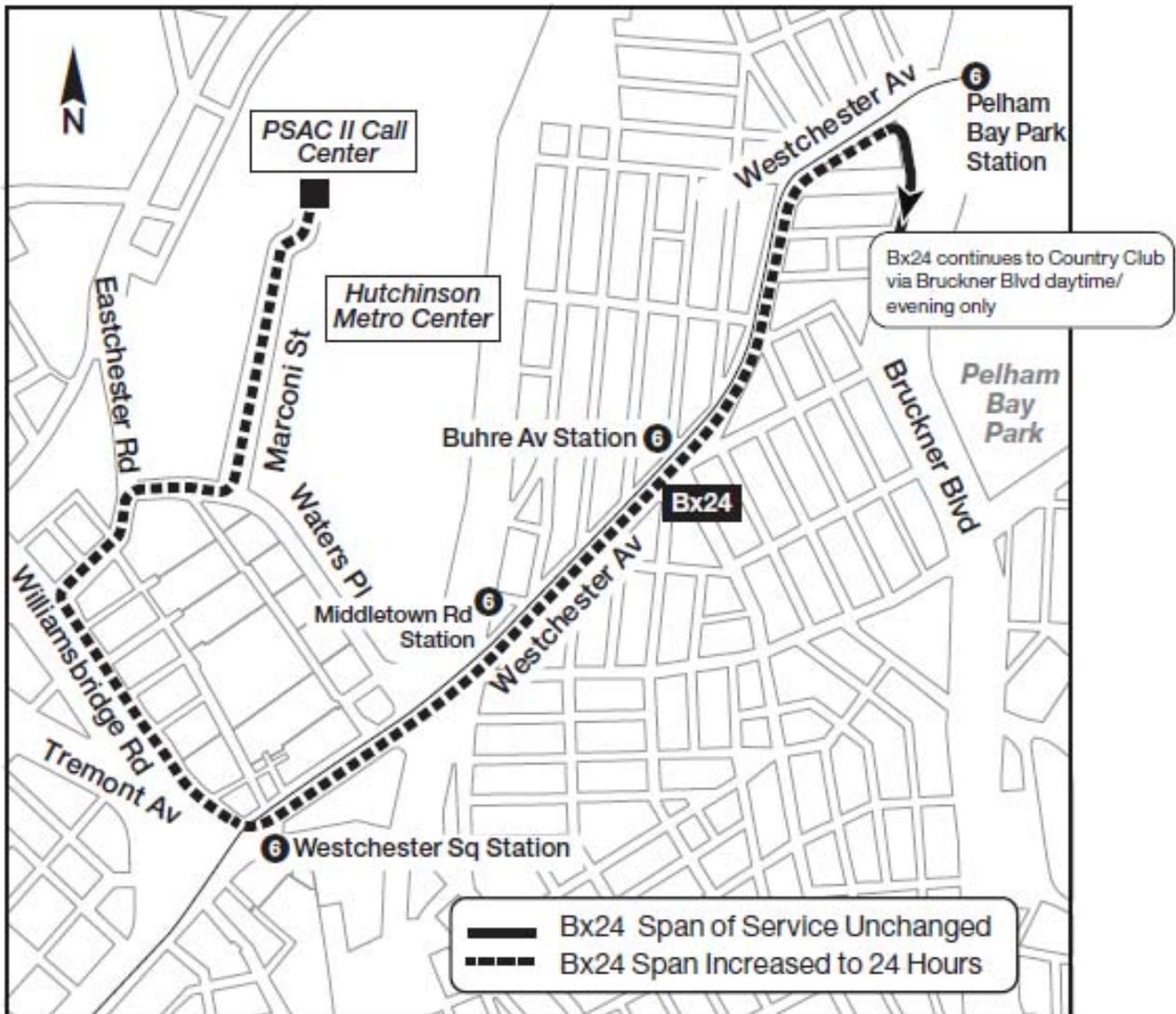
July 3, 2016

Approved:



Veronique Hakim  
President, NYCT

## Bx24 Span Increase to Hutchinson Metro Center



090\_16\_TM

# Report



**New York City Transit**

**SERVICE CHANGES:      REVISE B12 AND B25 SERVICE IN EAST NEW YORK**

## **Service Issue**

NYC DOT proposed several pedestrian and bus circulation safety improvements that address the complex and hazardous turnarounds that the B12 and B25 make from their eastern terminals. These improvements focus on reducing pedestrian-vehicle conflict, calming traffic, and increasing visibility in the East New York bus depot area. The improvement project would mitigate safety issues and is expected to begin in late Spring 2016.

## **Recommendation**

Revise B12 and B25 bus service in East New York.

## **Budget Impact**

The net operational cost associated with this service is \$171,000 annually for the B12 and \$169,000 annually for the B25.

## **Proposed Implementation Date**

Summer 2016.

# Staff Summary

Subject	Revise B12 and B25 Service in East New York
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	March 2, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	Director OMB
7	Executive VP  m/c 3/9/16 ACTIVE	3	VP General Counsel  3/8/16
6	SVP Buses	2	VP GCR  3/7/16
5	VP Corp. Comm.  3/7/16	1	Chief OP  3/7/16

**Purpose**

To obtain Presidential approval of a recommendation to permanently revise the B12 and B25 routes in East New York.

**Discussion**

The East New York bus depot area provides service to customers via the B12, B20, B25, B83, Q24, and Q56 bus routes and the Alabama Av 12 subway station. Approximately 1,400 customers transfer between the buses and subway at the Alabama Av station on an average weekday.

The B12 is an east-west route that provides local bus service between Prospect-Lefferts Gardens and Brownsville. The B12 travels along Clarkson Avenue, Albany Avenue, Lefferts Avenue, Empire Boulevard, and East New York Avenue. The B12 operates at all times.

From its eastern terminal on Fulton Street, far side, Alabama Avenue, the B12 makes a left from Fulton Street onto Georgia Avenue, followed by an extended turn from Georgia Avenue onto Jamaica Avenue into the far right westbound travel lane. Jamaica Avenue is a very busy, six lane thoroughway with fast moving vehicles. The intersection of Georgia Avenue and Jamaica Avenue is unsignalized and buses must hedge into oncoming traffic to successfully make the turn.

The B25 is an east-west route that provides local bus service between Fulton Landing and East New York. The B25 travels along Old Fulton Rd, Cadman Plaza West, Joralemon Street, and Fulton Street. The B25 operates at all times.

From its eastern terminal on East New York Avenue, near side, Alabama Avenue, the B25 makes an acute left from the bus stop onto Broadway. The buses have a special left turn signal that allows them to cross over waiting eastbound traffic on East New York Avenue to reach Broadway.

These turnarounds are major safety concerns given the movements operators are required to make at unsignalized intersections, contending with oncoming vehicular traffic as well as pedestrian traffic.

In an effort to address both vehicular and pedestrian challenges in the area, and in consultation with NYCT, NYC DOT developed a set of improvements to support bus operations, reduce congestion, and enhance the pedestrian environment in the East New York bus depot area. Major enhancements include the conversion of Georgia Avenue, between Atlantic Avenue and Fulton Street, from two-way to one-way northbound and the conversion of Alabama Avenue, between Fulton Street and Jamaica Avenue, from two-way to one-way north.

The street conversions allow for an extension of the eastern turnaround of the B12 and B25 bus routes. The extended turnaround will allow for easier turning movements and improve bus safety.

## **Recommendation**

Revise B12 and B25 bus service in the East New York bus depot area by extending the eastern turnaround for both routes. The last stop and terminal for each route will remain in their existing locations. From their terminals, eastbound B12 trips and B25 trips would travel along Fulton Street, right on Sheffield Avenue, right on Atlantic Avenue, and right on Alabama Avenue to the new combined first stop on Alabama Avenue, near side, Fulton Street. Westbound B12 and B25 trips would then continue on their regular routing after leaving the new stop.

The revision would reduce overall safety risks for pedestrians, bus operators, and all other vehicular traffic by giving customers shorter crossing distances to access the bus, reducing pedestrian-vehicle conflict, and easing bus operations. The new first stop would provide customers with a more comfortable waiting environment with a bus boarding bulbout and shelter.

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

- 1. Continue to operate the B12 and the B25 eastbound with no change to existing eastern turnaround routing. Operators will continue to make unsafe, acute turns while contending with vehicular and pedestrian traffic in the area.*

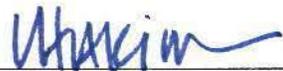
## **Budget Impact**

The net operational cost associated with this service is \$171,000 annually for the B12 and \$169,000 annually for the B25.

## **Proposed Implementation Date**

Summer 2016.

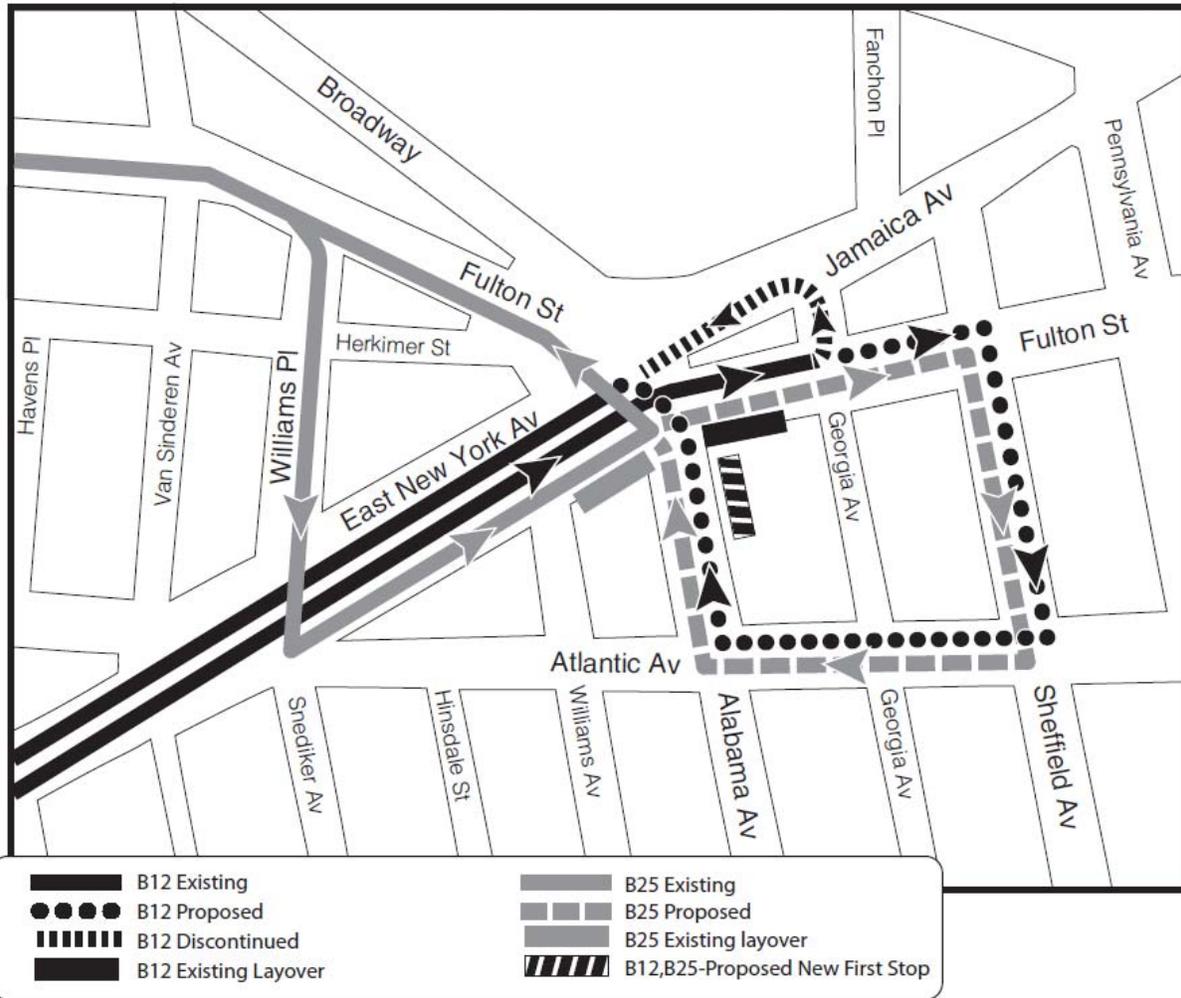
Approved:



Veronique Hakim  
President

# Attachment 1

## Proposed B12 and B25 Reroute in East New York





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

### **MetroCard Market Share**

Actual January 2016 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>January 2015</u>	<u>January 2016*</u>	<u>Difference</u>
Cash	2.5%	2.1%	(0.4%)
Single-Ride Ticket	0.7%	0.7%	(0.0%)
Bonus Pay-Per-Ride	43.4%	40.4%	(2.9%)
Non-Bonus Pay-Per-Ride	3.3%	5.2%	1.9%
7-Day Farecard	20.6%	21.7%	1.1%
30-Day Farecard	<u>29.4%</u>	<u>29.8%</u>	0.3%
Total	100.0%	100.0%	

\* Preliminary

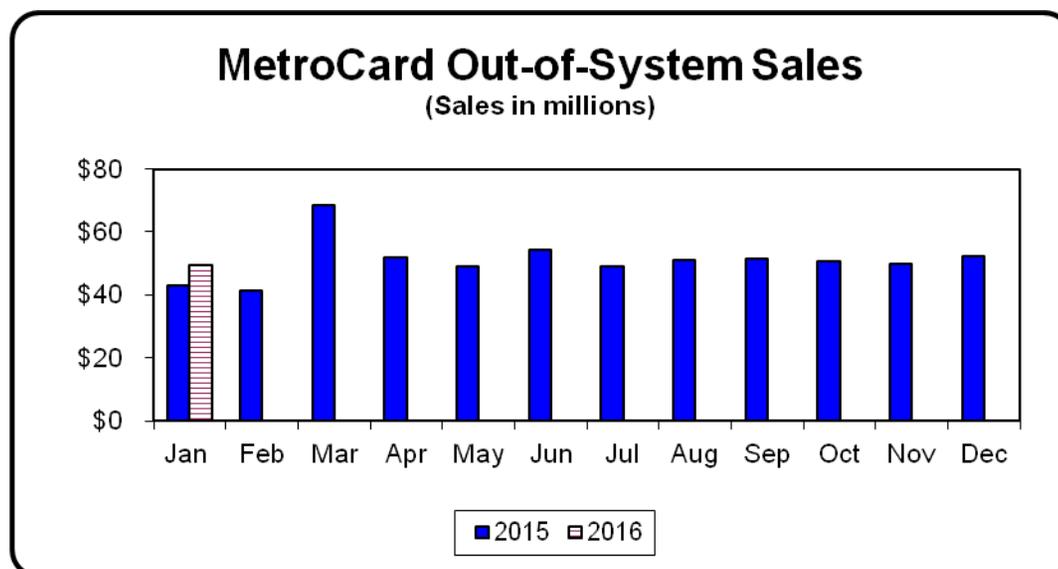
*Note: Percentages may not add due to rounding.*

### **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 2016 was 4,787, a 1.72 percent increase from the same period last year. The average value of a credit issued was \$73.47.

## MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.6 million in January 2016, a 15.3 percent increase compared to January of 2015.



### *Retail Sales*

There were 4,364 active out-of-system sales and distribution locations for MetroCards, generating \$23.3 million in sales revenue during January 2016.

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

Sales of 170,360 MetroCards valued at approximately \$14.4 million were made in January 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$84.72. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 92,939 for January 2016, generating an additional \$10.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$25.3 million, a 17 percent increase when compared to last year.

## Mobile Sales Program

In January 2016, the Mobile Sales unit completed 162 site visits, of which 106 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$93,000 in revenue was generated. In January 2016, the Mobile Sales unit assisted and enabled 1,086 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including Hope House (Queens).

### **Reduced-Fare Program**

During January 2016 enrollment in the Reduced-Fare Program increased by 5,559 new customers, while 3,822 customers left the program. The total number of customers in the program is 996,502. Seniors account for 818,590 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 177,912 customers. Of those, a total of 38,102 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.0 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In January 2016, the EasyPay Reduced Fare program enrollment totaled 155,624 accounts. During the month, active EasyPay customers accounted for approximately 1.9 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

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

In January 2016, the EasyPay Xpress PPR program enrollment totaled 84,816 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.7 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$57.

### **EasyPay Xpress Unlimited Program**

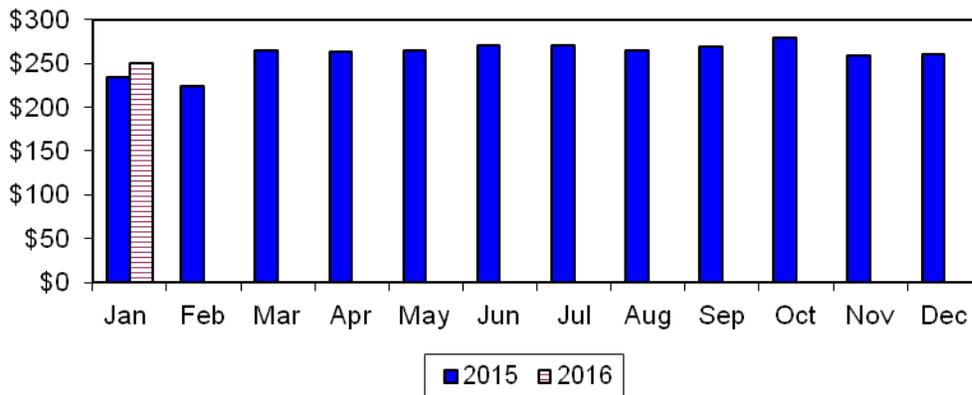
In January 2016, the EasyPay Xpress Unlimited program enrollment totaled 17,861 accounts. During this month, active Xpress Unlimited customers accounted for approximately 762,000 subway and local bus rides with \$1.7 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$116.50.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during January 2016 totaled \$250.4 million, on a base of 13.6 million customer transactions. This represents the same amount of vending machine transactions compared to the same period last year. During January 2016, MEMs accounted for 1,874,504 transactions resulting in \$50,906,681 in sales. Debit/credit card purchases accounted for 78.8 percent of total vending machine revenue, while cash purchases accounted for 21.2 percent. Debit/credit card transactions account for 54.4 percent of total vending machine transactions, while cash transactions account for 45.6 percent. The average credit sale was \$30.62, more than three times the average cash sale of \$8.54. The average debit sale was \$21.27.

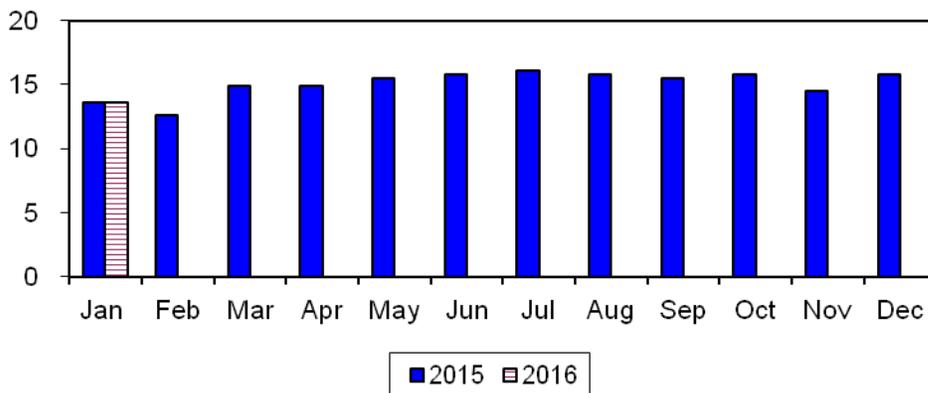
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



# Staff Summary

Subject <b>LICENSE AGREEMENT</b>
Department <b>MTA REAL ESTATE &amp; NYCT LAW DEPARTMENT</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>IAN SALSBERG / DIANE M. NARDI</b>

Date <b>MARCH 21, 2016</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/21/16	X		
2	Board	3/23/16	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: New York City Transit ("NYCT")

LICENSEES: Newsday LLC d/b/a amNewYork and SB New York, Inc. d/b/a Metro (the "Publications")

LOCATIONS: Approved stations throughout the subway system

ACTIVITY: Installation of news racks for distribution of free papers

ACTION REQUESTED: Approval of terms

TERM: Up to six years, terminable at will by NYCT upon 30 days' notice, or by Licensee annually

COMPENSATION: 1 full-page 4-color ad per week in each Publication (the "Publication Ad Space")

**COMMENTS:**

To address concerns arising out of the distribution of free newspapers in NYCT subway stations, in December 2013 NYCT entered into a pilot program to assess the feasibility and desirability of facilitating distribution of the Publications' newspapers by means of agency-approved self-service news racks (the "Pilot"). Prior to the implementation of the Pilot, the Publications customarily distributed their newspapers through "hawkers" and/or by leaving them in unattended bundles. These practices created safety concerns, in that they impeded customer flow and resulted in bottlenecking at ingress and egress points; and they increased litter levels within the station, as unused bundles were left for NYCT employees to remove and papers would often end up on the train tracks, increasing the likelihood of track fires. A total of eight subway stations participated in the Pilot, which ran for approximately two years.

Having deemed the Pilot a success, NYCT is now prepared to enter into non-exclusive license agreements with the Publications, providing for the use at approved locations throughout the subway system of news racks of a uniform design as to which both NYCT's Architecture Subdivision and MTA Arts & Design have provided input (the "Racks"). Each Publication will be required to fill its own Racks and to remove uncollected papers daily by designated times in the morning and evening, as well as to clean areas immediately surrounding its Racks. The Publications will be prohibited from disposing of surplus papers in NYCT's garbage receptacles, and from distributing their newspapers within the subway system by any method other than use of the Racks.

Entering into the proposed license agreements will enable NYCT to avoid paying the tens of thousands of dollars that NYCT has been spending annually in recent years to obtain use of advertising space for agency messaging, in addition to the significant trash removal expenses that NYCT anticipates it will avoid annually by reason of such agreements being in effect. In addition to the cost savings, the compensation proposed will provide an added value in that the Agency will be guaranteed more visible four-color ads in the front portion of papers that have proven to be efficient vehicles for important messaging to its customers.

# Staff Summary

## FINANCE COMMITTEE MEETING

amNY and Metro Newspapers (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

Based on the foregoing, MTA Real Estate and NYCT request authorization to enter into license agreements with the Publications on the above-described terms and conditions.

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

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

## 7 Line Extension Active Construction Contracts

### Report to the Transit Committee - March 2016

data thru February 2016; \$\$ in million

	Budget	Expenditures
Final Design	\$ 119.4	119.1
Construction	1,904.2	1,850.7
Construction Management	51.0	47.2
Subway Project Reserve	26.2	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 2,017.1</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	245.8
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,262.9</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,315.9</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	September-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
<b>Systems, Finishes, and Core &amp; Shell of Site A (Vent Building)</b> <i>Skanska/Railworks JV</i>	<b>\$557.8</b>	<b>\$557.4</b>	<b>\$0.4</b>	<b>\$548.0</b>	<b>Aug-2011</b>	<b>Jun-2014</b>	<b>Mar-2016</b>
<b>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes<sup>††</sup></b> <i>John P. Picone Inc.</i>	<b>\$92.3</b>	<b>\$90.3</b>	<b>\$2.0</b>	<b>\$46.6</b>	<b>Sep-2012</b>	<b>Apr-2016</b>	<b>TBD**</b>

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

\*\* To accommodate Developer's work, the Contractor is working on a schedule, which may extend the completion of Site P.

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

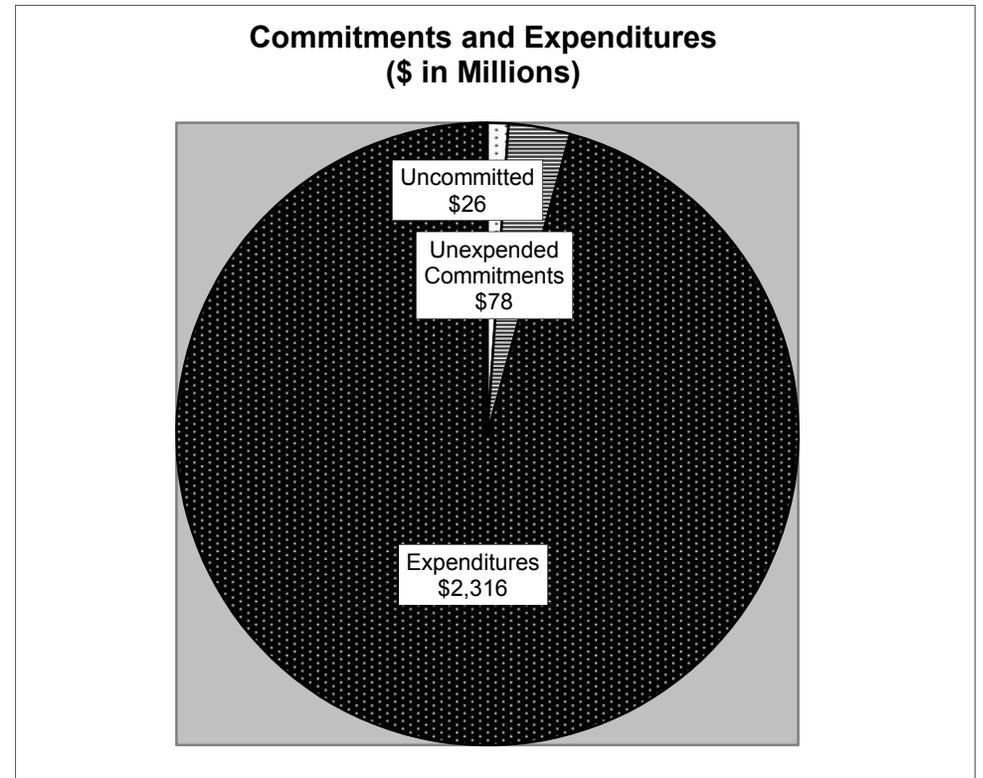
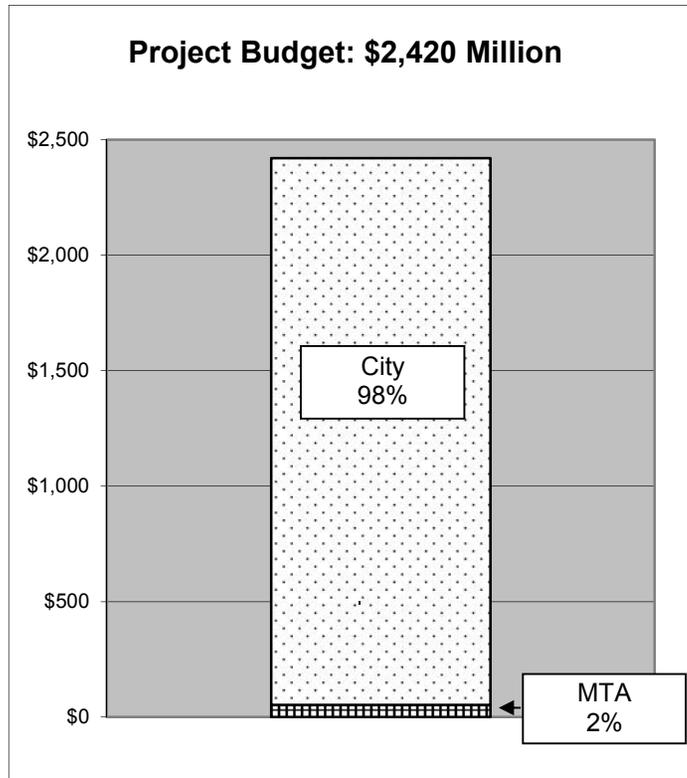
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

## 7 Line Extension Status

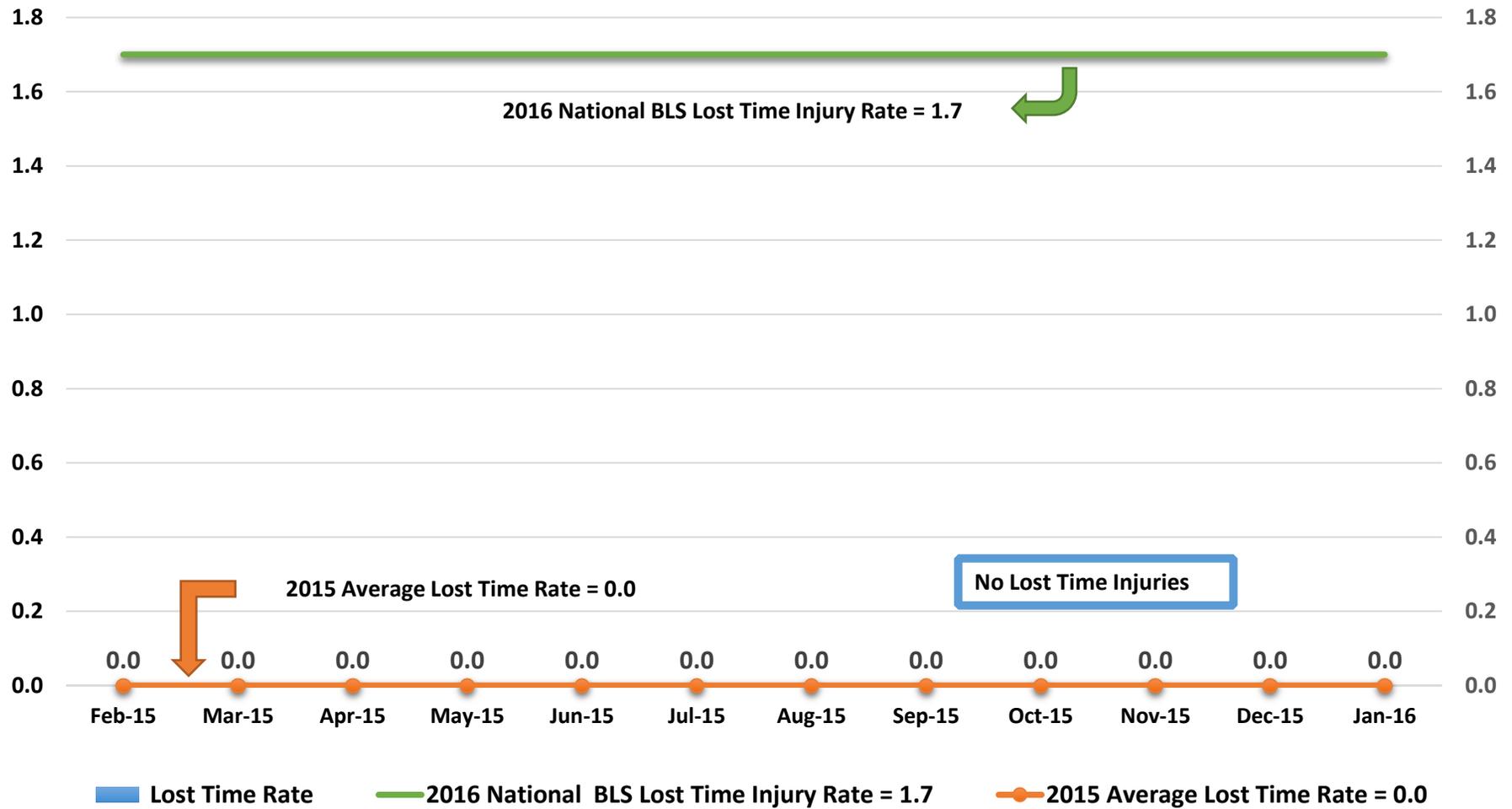
Report to the Transit Committee - March 2016  
data thru February 2016

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,341	2,341	26	2,263
<b>Total Authorized</b>	<b>\$ 2,420</b>	<b>\$ 53</b>	<b>\$ 2,367</b>	<b>\$ 2,341</b>	<b>\$ 2,394</b>	<b>\$ 26</b>	<b>\$ 2,316</b>

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



# 7 Line Annual Cumulative Profile of Lost Time Injury Rates



# Second Ave Subway (Ph I) Active Construction Contracts

## Report to the Transit Committee - March 2016

data thru February 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,390.9	\$ 2,829.8
Design	\$ 510.6	495.4
Construction Management	\$ 268.0	193.2
Real Estate	\$ 281.5	238.2
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 3,756.6</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>	\$205.9	\$204.7	\$1.2	\$190.1	Jul-2010	Jan-2011	May-2014	Apr-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$298.9	\$286.6	\$12.3	\$195.2	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$376.3	\$374.5	\$1.9	\$299.5	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$306.8	\$306.8	\$0.0	\$216.8	Nov-2012	Feb-2013	Nov-2015	Nov-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$241.5	\$236.2	\$5.3	\$145.7	Oct-2013	Jun-2013	May-2016	Nov-2016

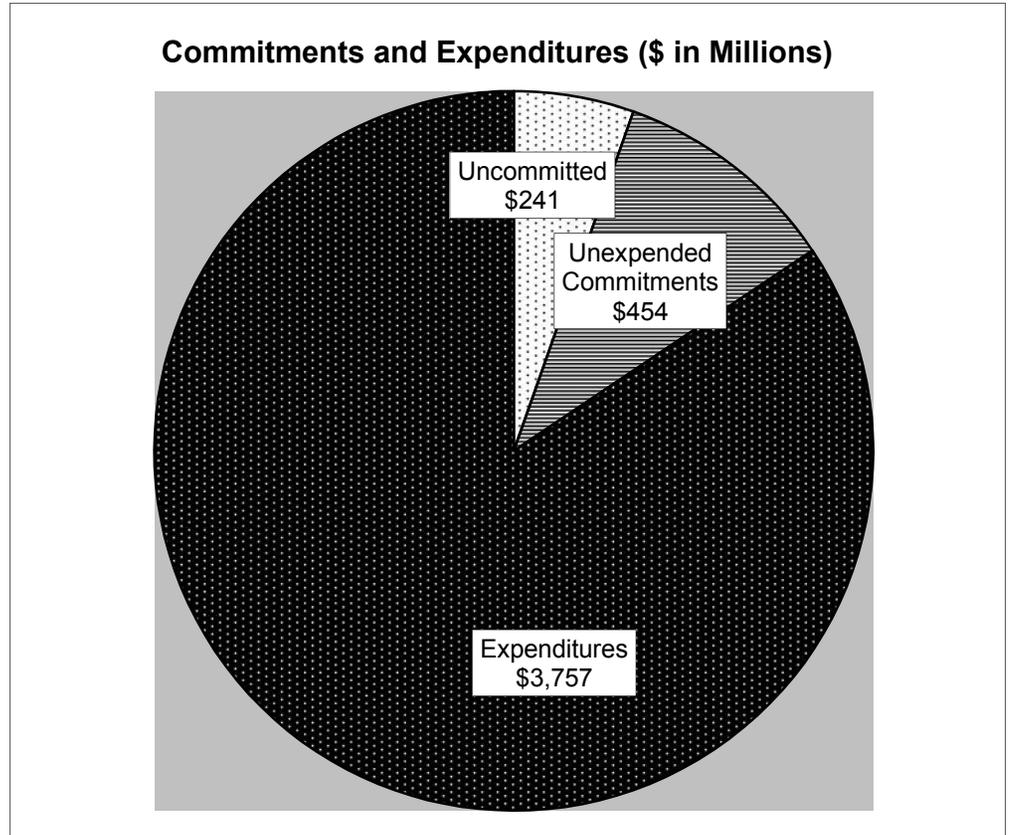
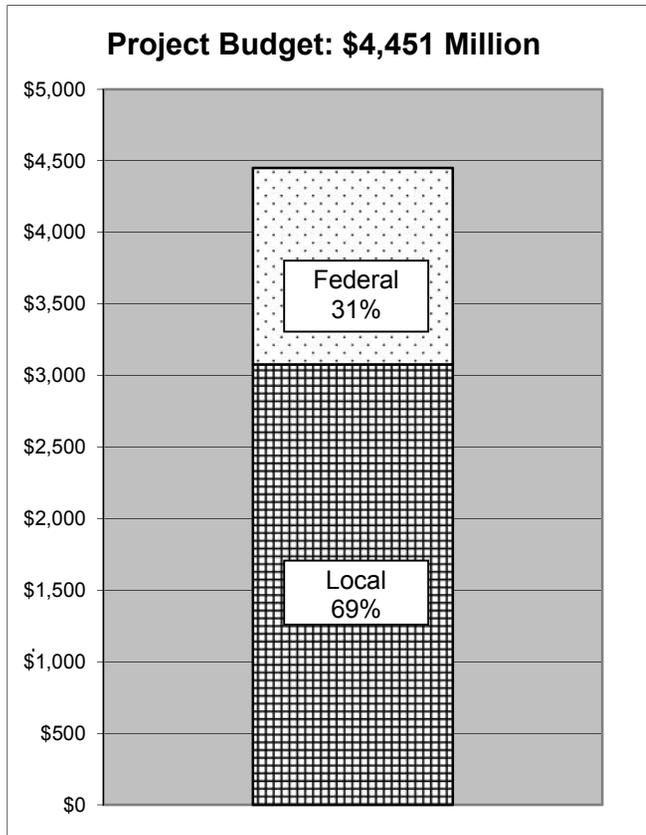
\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

## Second Avenue Subway (Phase 1) Status

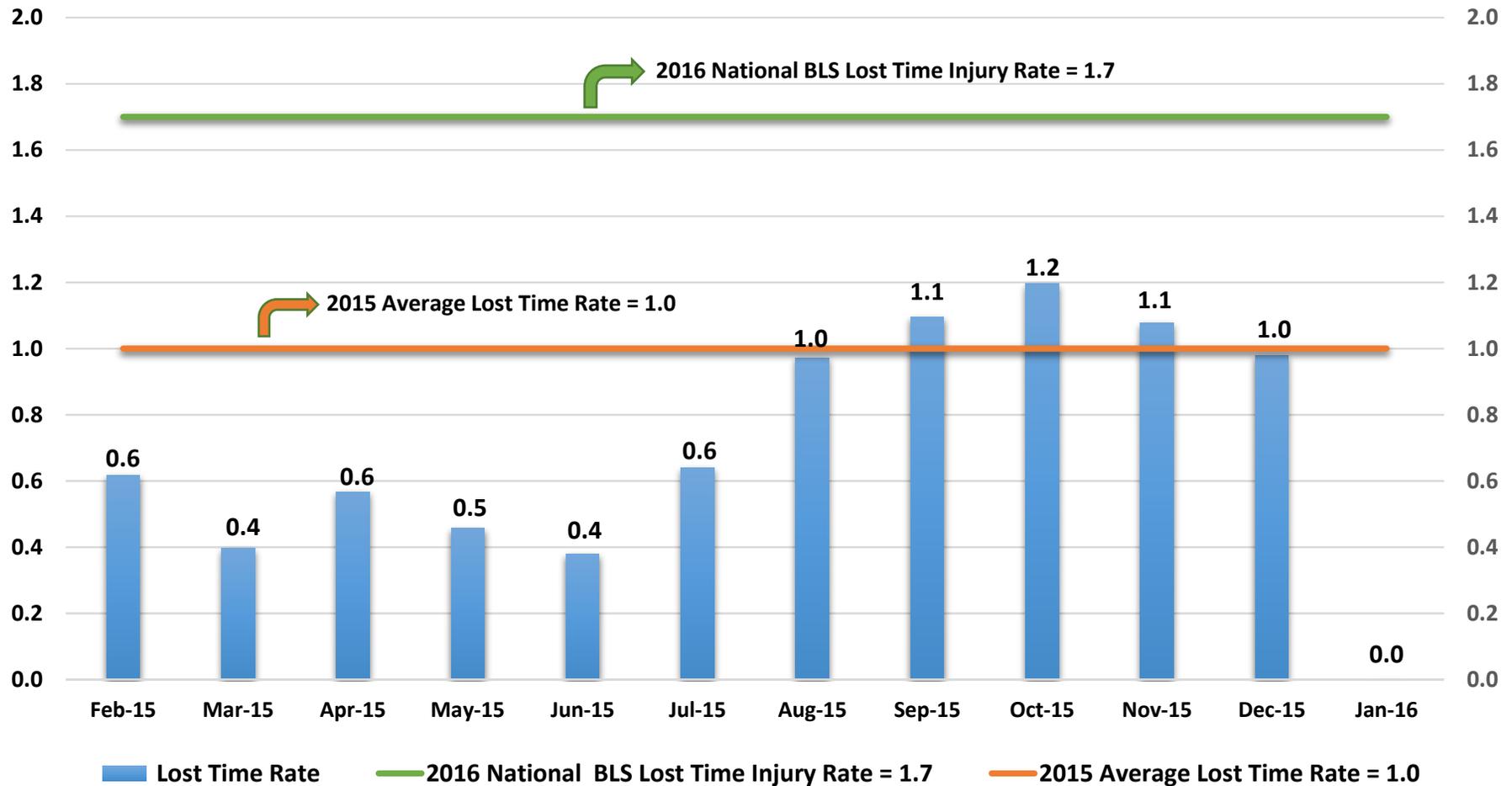
Report to the Transit Committee - March 2016

data thru February 2016

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,042
2005-2009	1,914	846	1,068	944	1,880	34	1,715
2010-2014	1,487	1,487	-	-	1,281	206	999
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,210	\$ 241	\$ 3,757



# SAS Annual Cumulative Profile of Lost Time Injury Rates



# **MTACC Quarterly Progress Report to Transit Committee/CPOC**

## **Second Avenue Subway**

March 21, 2016

# SAS

## Project Overview

### Overall Status (as per 2009 Plan)

Item	Comments
Schedule	December 2016 Revenue Service Date
Cost	On budget

### Highlights

#### Progress

- ConEd has energized facility power for 96<sup>th</sup> Station.
- 63<sup>rd</sup> Street Station Contractor is performing testing and commissioning work for elevators, escalators, HVAC Systems and emergency tunnel ventilation fans.
- 72<sup>nd</sup> , 86<sup>th</sup> and 96<sup>th</sup> Street Station Contractors are performing installation of permanent facility power, elevators, escalators, HVAC, emergency tunnel ventilation fans and architectural work.
- Systems contractor is performing installation of track work, signal work, communications work and traction power work. Track work is 87% complete (19,146 LF out of 22,000 LF).

#### 90 Day Look Ahead

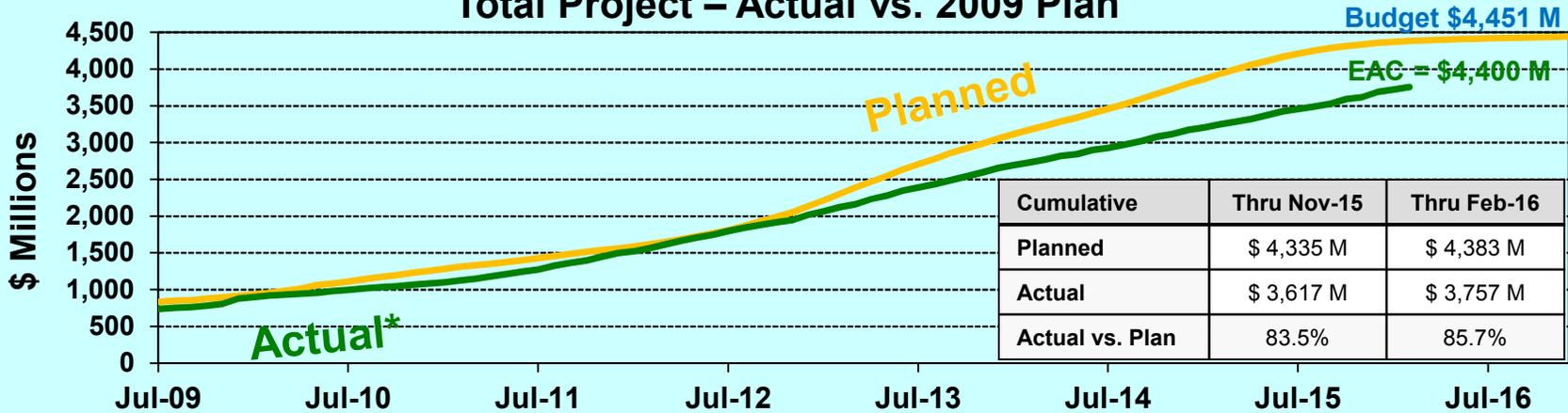
- Complete all Level 3-4 testing for 63<sup>rd</sup> Street Station by April 30, 2016, one month later than last report.
- ConEd to energize facility power for 86<sup>th</sup> and 72<sup>nd</sup> Street Stations.
- Complete installation of Tunnel Vent Fans at 96<sup>th</sup> Street Station.
- Complete all track work.

# SAS



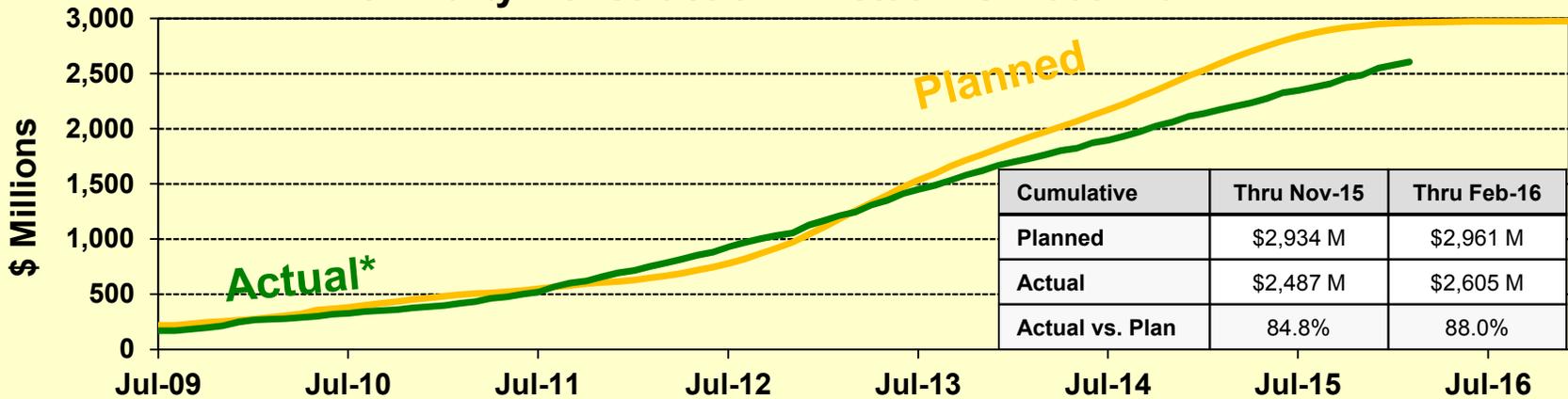
## Cost & Schedule Performance

### Total Project – Actual vs. 2009 Plan



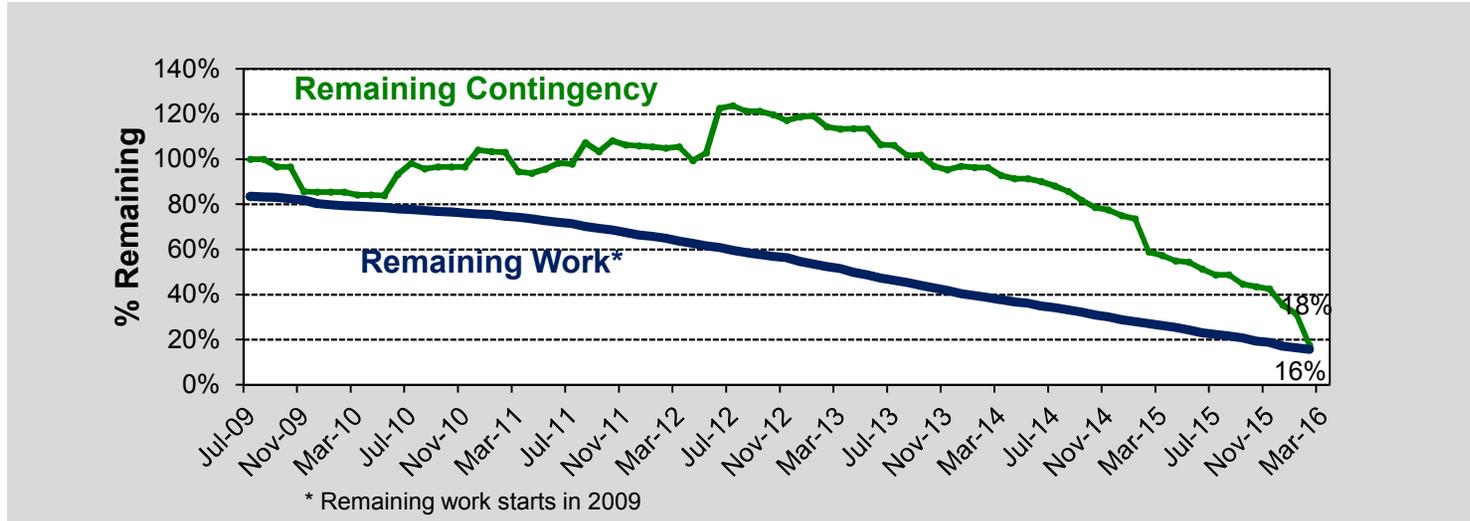
\* Actual represents expended; does not include retainage.

### 3<sup>rd</sup> Party Construction – Actual vs. 2009 Plan



\* Actual represents expended; does not include retainage.

## Cost Contingency Status



- 2009 budget contingency: \$322 million
- Current budget contingency is \$56 million, \$81 million less than the last report (\$137 million).
- This reduction in contingency is due primarily to
  - Acceleration of 3 station finishes contracts (C2B, C4C, C5C) and the Systems contract (C6 contract) and;
  - Approved and pending negotiation AWO's associated with 96th Street Utility Relocation and Roadway Restoration and Wiring and 72<sup>nd</sup> Street Conduit Changes from Mimic Panel to Substation and SCADA Equipment.

# SAS

## Critical Milestones and Issues

63 <sup>rd</sup> Street Station (Contract 3)			
Status	Critical Milestone	Target Date	Remark
 Green	<b>Elevators and Escalators Installation</b>	<b>March 2016</b>	Elevators and Escalators installation is expected to be completed by March 31, 2016.
 Green	<b>Fire Life Safety Installation</b>	<b>March 2016</b>	Fire Life Safety is expected to be completed by March 31, 2016.
 Yellow	<b>Level 3-4 Testing</b>	<b>April 2016</b>	Level 3-4 testing for escalators, elevators and fire life safety is expected to be completed by April 30, 2016, one month later than expected.

**Legend**

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

# SAS

## Critical Milestones and Issues

72 <sup>nd</sup> Street Station (Contract 4C)			
Status	Critical Milestone	Target Date	Remark
 Green	Permanent Power Energization	April 2016	Permanent Power is scheduled for energization by April 15, 2016 to support planned Testing and Commissioning activities.
 Red	Elevator and Escalator Installation	September 2016 October 2016	All Elevators will be installed by September 1, 2016. All Escalators will be installed by September 1, except for Entrance1; these will be installed by October 28, 2016.
 Yellow	Tunnel Vent Fans and Mechanical Readiness	May 2016	Tunnel Ventilation Fans and HVAC installation will be completed by May 31, 2016.
 Yellow	Level 3-4 Testing	August 2016 November 2016	Level 3-4 testing for all escalators (except for Entrance 1), elevators, tunnel vent fans and fire life safety is expected to be completed in August, 2016. Level 3-4 testing for escalators at Entrance 1 will be completed mid November, 2016.

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

# SAS

## Critical Milestones and Issues

86 <sup>th</sup> Street Station (Contract 5C)			
Status	Critical Milestone	Target Date	Remark
 Green	Permanent Power Energization	April 2016	Permanent Power is scheduled for energization by April 30, 2016 to support planned Testing and Commissioning activities.
 Green	Escalator Installation	June 2016	Escalator installation for Entrance 1, Entrance 2 and Platform to Mezzanine will be completed by June 1, 2016.
 Green	Ancillary 1 and 2 Structures and MEP work	April 2016	A plan has been adopted to reduce construction duration by 2 1/2 months by working extended work hours and weekends. The structures will be completed by April 30, 2016.
 Yellow	Level 3-4 Testing	August 2016	Level 3-4 testing for escalators, elevators, tunnel vent fans and fire life safety is expected to be completed in August, 2016.

**Legend**

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

# SAS

## Critical Milestones and Issues

96 <sup>th</sup> Street Station (Contract 2B)			
Status	Critical Milestone	Target Date	Remark
 Green	<b>Tunnel &amp; Stations Smoke Management and HVAC</b>	<b>June 2016 May 2016</b>	Tunnel Ventilation Fans will be installed by June 21, 2016. HVAC installation will be completed by May 31, 2016.
 Green	<b>Elevators and Escalators Installation</b>	<b>May 2016 July 2016</b>	Escalators installation at Entrance 1, 2, 3 and Platform to Mezzanine level will be completed by May 2016. Elevators installation will be completed by July 2016.
 Green	<b>Fire Life Safety Installation</b>	<b>June 2016</b>	Fire Life Safety installation is expected to be completed by June 2016.
 Yellow	<b>Level 3-4 Testing</b>	<b>August 2016</b>	Level 3-4 testing for escalators, elevators, tunnel vent fans and fire life safety is expected to be completed in August, 2016.

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
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# SAS

## Critical Milestones and Issues

Systems (Contract 6)			
Status	Critical Milestone	Target Date	Remark
 Yellow	Communication Systems Installation (Fire Alarm, PA/CIS)	August 2016	Contractor is working at all three stations at the same time and working extended work hours and weekends. Communication Systems installation will be completed by August 31, 2016.
 Red	Communication Systems Installation (Police Radio)	October 2016	Police Radio is scheduled for delivery mid-September and for in-service mid-October 2016.
 Green	Traction Power Energization	July 2016	Acceleration to include working extended work hours and weekends. Traction power energization will be completed by July 11, 2016.
 Green	Signal and Track Work	July 2016 May 2016	Utilizing extended work hours and weekends, signal work will be completed through Level 3-4 testing by July 18, 2016. Track work will be completed by May 15, 2016.

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

**March 2016  
NYCT Committee & CPOC  
IEC Project Review**



**Second Avenue Subway**



**March 21, 2016**

# Schedule Review

The Project Team issued an updated summary schedule incorporating the accelerated installation, testing & commissioning activities of each contract on March 8<sup>th</sup>. The schedule is designed to support a December 2016 Revenue Service Date.

In its preliminary review, the IEC notes several items of concern:

- The testing period for major station equipment systems has been compressed to 3-4 months as compared to the 10 month period in the original contracts
- The testing of all 3 new stations is concurrent which maximizes the demand on construction management and NYCT staff
- There appears to be a limited allowance for test failure and retesting activities
- Escalator/elevator completions at 72<sup>nd</sup> Street are close to impacting RSD



# Budget Review

- Project is on budget and its cost contingency of \$56M remains in line with the current level of project completion.
- IEC analysis indicates that average monthly project construction expenditures have increased to \$39M over the last three months. Further increases to an average of \$47M/mo. are needed to support the accelerated schedule to complete by December 2016.



# Schedule Risk

Of the top five schedule risks to the planned Revenue Service Date in December 2016 which were identified in the IEC's December 2015 report, these two have yet to be effectively mitigated:

- **Late design changes** have continued and the backlog has not been significantly reduced
- **Testing of the fire alarm system** is being complicated by the need to accommodate the delayed completion of the entrances at the 72<sup>nd</sup> Street Station

In addition, the IEC believes that the compressed testing program elevates the risk of delay due to contractor-subcontractor coordination issues and the short time available to recycle test failures.



# Recommendations

A clear target date for completion of the final testing and commissioning tasks for the 63<sup>rd</sup> Street Station Entrances should be established with the intent of completing acceptance before the testing program for the additional 3 new stations commences in earnest.



# Recommendations Log

Recommendation	Agency Action	Status
<p><b>January 2016</b>                      Expedite their efforts to complete the new integrated project schedule. This schedule should then be detailed with weekly checkpoints to identify critical delays for mitigation and recovery.</p>	<p>A meeting was held with systems and stations contractors and agreement was reached on alignment of system’s contractors accelerated schedule with the stations contractors accelerated schedules. The Project plans to approve all contract acceleration schedule by February 22, 2016. The Project plans to then complete the new integrated project schedule by March 15, 2016. This schedule will be detailed with weekly checkpoints to identify critical delays.</p>	<p>IN-PROGRESS</p>
<p><b>January 2016</b>                      Complete implementation of an augmented staffing plan for construction management as soon as practical.</p>	<p>Twenty-two new people have been added to the construction management staff to support the implementation of the acceleration effort. These individuals have been placed at each station contract and the systems contract. Additional people are being interviewed to fill key positions to manage the Observation List, resolve issues with facility power, and interface with communications installation and testing. It is planned to have all the necessary additional personnel in place by mid-March 2016.</p>	<p>IN-PROGRESS</p>

