



**New York City Transit  
Bus Company**

# **Transit & Bus Committee Meeting**

## **September 2013**

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### **BOOK 1**

#### **Committee Members**

M. Lebow, Committee Chairman

F. Ferrer, MTA Vice Chairman

J. Banks III, Committee Vice Chairman

S. Metzger

J. Sedore, Jr.

M. Page

J. Kay

A. Albert

C. Moerdler

D. Paterson

A. Cappelli

J. Molloy

E. Watt



## MEETING AGENDA

### NEW YORK CITY TRANSIT & BUS COMMITTEE

September 16, 2013 - 10:30 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

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#### BOOK 1

#### AGENDA ITEMS

##### PUBLIC COMMENT PERIOD

- |   |       |
|---|-------|
| 1. APPROVAL OF MINUTES – JULY 22, 2013      | 1.1   |
| 2. COMMITTEE WORK PLAN                      | 2.1   |
| 3. OPERATIONS PERFORMANCE SUMMARY           |       |
| ➤ July Operations Report                    | 3.1   |
| ➤ June Operations Report                    | 3.38  |
| 4. FINANCIAL REPORTS                        |       |
| ➤ July NYCT Financial & Ridership Report    | 4.1   |
| ➤ July SIR Financial & Ridership Report     | 4.24  |
| ➤ July MTA Bus Financial & Ridership Report | 4.35  |
| ➤ June NYCT Financial & Ridership Report    | 4.48  |
| ➤ June SIR Financial & Ridership Report     | 4.71  |
| ➤ June MTA Bus Financial & Ridership Report | 4.82  |
| ➤ Capital Program Status Report             | 4.94  |
| ➤ Inventory Report                          | 4.103 |

Date of next meeting: November 12, 2013 at 10:30 AM



## MEETING AGENDA

### NEW YORK CITY TRANSIT & BUS COMMITTEE

September 16, 2013 - 10:30 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

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#### BOOK 2

#### AGENDA ITEMS

- |   |                                    |
|---|------------------------------------|
| 5. PROCUREMENTS   | 5.1                                |
| ➤ NYCT Non-Competitive                                    | 5.5                                |
| ➤ NYCT Competitive  | 5.6                                |
| ➤ NYCT Ratifications                                      | 5.12                               |
| ➤ MTACC Ratifications                                     | 5.13                               |
| 6. SERVICE CHANGES  |                                    |
| ➤ MTABus Schedule Changes, Effective January 2014         | 6.1                                |
| ➤ MTABus Q25/Q34/Q65 Southbound Route Revision            | 6.5                                |
| ➤ Make Permanent Q76 Sunday Service                       | 6.10                               |
| 7. SPECIAL REPORTS & PRESENTATIONS                        |                                    |
| ➤ MetroCard Report  | 7.1                                |
| ➤ 2013 NYC Transit Mid-Year Forecast Monthly Allocation   | 7.5                                |
| ➤ 2013 SIR Mid-Year Forecast Monthly Allocation           | 7.15                               |
| ➤ 2013 MTA Bus Mid-Year Forecast Monthly Allocation       | 7.24                               |
| ➤ 2013 Preliminary NYC Transit Budget                     | (Materials Previously Distributed) |
| ➤ 2013 Preliminary SIR Budget                             | (Materials Previously Distributed) |
| ➤ 2013 Preliminary MTA Bus Budget                         | (Materials Previously Distributed) |
| 8. STANDARD FOLLOW-UP REPORTS                             |                                    |
| ➤ NYC Transit & MTA Bus Service Quality Indicators Report | 8.1                                |
| ➤ Escalator & Elevator Service Report                     | 8.43                               |
| ➤ Transit Adjudication Bureau Report                      | 8.64                               |
| ➤ NYC Transit & MTA Bus EEO Report                        | 8.66                               |
| 9. MTACC REPORT   | 9.1                                |

Date of next meeting: November 12, 2013 at 10:30 AM

## **1. APPROVAL OF MINUTES**



**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**

**July 22, 2013**

Meeting Held at:

Metropolitan Transportation Authority

347 Madison Avenue

New York, New York 10017

10:30 AM

The following Members were present:

Hon. Mark Lebow, Committee Chair  
Hon. John H. Banks III, Vice-Chair  
Hon. Allen P. Cappelli  
Hon. Fernando Ferrer, Acting Chairman, MTA  
Hon. Andrew Albert  
Hon. Robert C. Bickford  
Hon. Ira Greenberg  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Mark Page  
Hon. James L. Sedore, Jr.

The following Members were absent:

Hon. David A. Paterson  
Hon. Ed Watt

Also present were:

Carmen Bianco, Acting President, New York City Transit  
Robert Bergen, Executive Vice President  
Joe Leader, Acting Senior Vice President, Subways  
Joseph Fox, Chief, NYPD Transit Bureau  
Cheryl Kennedy, Vice President, Office of System Safety  
Stephen Plochochi, Vice President, Materiel  
Fred Smith, Senior Vice President, CPM  
Stephen Vidal, Vice-President, MTA Bus, VP Transportation, Safety and Transit, NYCT  
Michael Horodniceanu, President, MTA Capital Construction  
Judith McClain, Senior Director of Service Planning

I. Chairman Lebow opened the meeting.

## II. Public Speakers

Murray Bodin informed the Committee that he had requested the various investigative agencies to look into certain matters that he believed could not be properly addressed internally. Mr. Bodin also commented on the need for common sense in adhering to agency rules and regulations, such as the time limits for public speakers.

Adam Bodin expressed his opinion that the heating and cooling system on buses is not well balanced and asked that it be made more responsive to ambient temperature conditions.

Gene Russianoff of NYPIRG Straphangers Campaign spoke in support of the increase in the 2014 budget to provide enhanced bus and rail service. He specifically commended the reversal of 2010 service cuts and the proposed implementation of a new SBS route in 2014.

## III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the June 2013 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, subject to the correction of a typographical error in the public speaker section of the Minutes changing "Forrest Avenue" to "Forest Avenue". There were no changes to the Work Plan.

## IV. Agenda Items

### A. Operations Report

Acting SVP Leader reported to the Committee on the Department of Subways' operating performance, comparing statistics in May 2013 with those of May 2012, as well as providing year-to-date or twelve-month average performance figures as appropriate.

Chairman Lebow commended NYCT and SVP Leader on the APTA safety award. Member Cappelli noted the importance of involving local community representatives in the planning and coordination of measures to mitigate the impact of the East River tube closures. Judith McClain, Senior Director of Service Planning, advised that express bus service was increased during the closure of the Montague tube, and Acting President Bianco assured Member Cappelli that consultation with local officials is indeed made a regular part of the decision-making process.

In response to a question from Member Albert, Mr. Bianco indicated that service on the 2, 3, 4, 5 and 6 subway lines would be increased if possible to help offset some of the disruption associated with the closures, but noted that those lines are already operating at close to capacity and that a more effective approach would be to establish a presence on the platform to ensure that subway cars are loaded efficiently.

In response to a question from Member Moerdler regarding the cause of the poor delay statistics for the May/June period, Mr. Bianco stated that they were due to a combination of factors, noting, however, that maintaining service headway should be the most relevant consideration. Member Moerdler took the opportunity to urge that the State and City work with the MTA to upgrade facilities and allow for the operation of a better transit system.

Stephen Vidal, VP MTA Bus and VP of Transportation, Safety and Transit for NYCT, reported to the Committee on bus operating performance for both NYCT and MTA Bus, comparing performance statistics in May 2013 with those of May 2012. VP Vidal also presented performance highlights from both fixed route and paratransit operations.

In response to a question from Member Moerdler regarding an increase in the number of bus collisions resulting in injuries, VP Kennedy explained that bus operators with 1-3 years experience had the highest such incident rate, and that additional training was being provided to address the situation.

Responding to an inquiry by Member Moerdler, Tom Charles, Vice-President, Access-A-Ride, informed the Committee that the composition of the Access-A-Ride fleet has been evolving as needs are refined and as information improves, noting that approximately 40% of vehicles are now sedans and that other small vehicles such as the MV1 are being considered. VP Charles also noted that the ADA requires that Access-A-Ride users be offered an experience comparable to that available through fixed route transportation. While acknowledging the importance of meeting the needs of the disabled, Member Moerdler reiterated his concern regarding the overall expense of paratransit service. In response to a question from Member Page, VP Charles explained that NYCT is working with the 311 accessible dispatch system and has provided its customers with prepaid debit cards that can be used to reserve accessible taxicabs. In response to a question from Member Kay, VP Charles explained to the Committee that, despite some financial issues with the manufacturer of the MV1 vehicles, there would be little impact on the Access-A-Ride program.

Vice President Kennedy presented the monthly Safety Report, and Chief Fox presented the NYPD Transit Bureau statistics.

In response to a question from Member Moerdler, Chief Fox advised the Committee that only law enforcement officers or members of MTA security have access to surveillance video without the need for a court order or a warrant.

In response to Member Albert's suggestion that cameras be added to Help Point Intercoms (HPIs) to improve safety, Acting President Bianco noted that HPIs are already designed to be camera ready, although it may be impractical to capture and retain a large volume of video.

In response to a question from Member Cappelli, Chief Fox informed the Committee that the placement of uniformed officers on buses has been successful and will continue. Acting President Bianco added that the NYCT Department of Security Eagle Team forces, which are deployed along problem bus routes, have been rolled out to all the boroughs and that the number of summonses has risen. Vincent DeMarino, VP of Security, added that the intent of the Eagle Team is not only to issue fare evasion summonses, but also to work with the NYPD

to deter other crimes. Acting President Bianco commented that a report on Eagle Team activities would likely be forthcoming by the end of the year. VP Vidal informed Member Moerdler that cameras are currently installed in over 1,300 buses and that more cameras have been purchased for installation. Acting President Bianco informed Member Albert that a report on the nature of the summonses issued by the Eagle Team would be prepared for the Committee at a later date.

### **B. Financial Reports**

Acting President Bianco reported to the Committee on NYCT's finances. Thomas Del Sorbo, Executive Vice President, MTA Bus Operations, reported to the Committee on MTA Bus' finances.

SVP Smith presented Members with the Capital Program Status report. Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

### **C. Procurements**

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 24 action items totaling \$397.4 Million in proposed expenditures. VP Plochochi highlighted the following Agenda items: two awards for Paratransit Division broker car service contracts totaling in aggregate \$179 Million and the procurement of 300 over-the-road clean diesel express buses for a competitively bid price of approximately \$164.8 Million.

In response to a question from Member Kay, VP Plochochi remarked that the paratransit broker car service contracts followed from the successful Access-A-Ride broker pilot program, and that Corporate Transportation Group, the incumbent provider, received 40% of the current competitive award.

In response to Member Moerdler's concerns regarding the continued extension of the sole source Giesecke & Devrient (G&D) contract, VP Plochochi explained to the Committee that G&D is the only company that can repair and maintain its own mixed currency counter system and that there is a cost benefit to continuing to use the existing system. EVP Bergen reiterated NYCT's commitment to expanding competition whenever possible.

In response to a question from Member Albert, VP Plochochi explained that, even after factoring in the cost of the particulate filters necessary to meet emissions standards, diesel buses are a more cost effective option than hybrid buses.

Motions were duly made and seconded to approve the NYCT, MTA Bus and MTACC procurement action items.

NYCT's non-competitive procurements requiring a majority vote (Schedules E, H and J in the Agenda) were approved and forwarded to the full Board for consideration, as were its

competitive procurements requiring a two-thirds vote (Schedules B and C in the Agenda) and those requiring a majority vote (Schedules G and H in the Agenda). The proposed ratification of completed procurement actions requiring a two-thirds vote (Schedule D in the Agenda) and those requiring a majority vote (Schedule K in the Agenda) was also approved and forwarded to the full Board for consideration.

MTACC's competitive procurements requiring a majority vote (Schedule I in the Agenda) were approved and forwarded to the full Board for consideration, as was its proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda).

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

#### **V. Action Items**

Acting President Bianco informed the Board of two amendments to the NYCT portion of the 2010-2014 Capital Program. The first would provide for the addition of three new projects to the program: the replacement of ATS-A and CBTC status boards at the Rail Control Center; the replacement of outdated ATS-A computer hardware and operating systems, and the installation of Help Point Intercom devices at 16 additional stations. The second would increase the scope of two existing projects advancing station component repair work at seven stations to take advantage of the planned service shutdowns associated with Sandy related repair work.

Upon motion duly made and seconded, the Committee approved the Omnibus Budget Modification to the 2010-2014 Capital Program and the renewal of retainer agreements with two Transit Adjudication Bureau Senior Hearing Officers.

#### **VI. Service Changes**

(1) The replacement of B44 Limited Bus Service with B44 Select Bus Service on Nostrand and Rogers Avenues; (2) the revision of B57 and B61 bus service in Red Hook, and (3) seven bus schedule changes on seven routes proposed for implementation in January 2014, were presented to the Committee for its information.

In response to a question from Member Albert, Judith McClain, Senior Director of Service Planning, noted that based on comparable statistics it is anticipated that the replacement of the B44 limited bus service with express service could result in a 20% shorter trip duration. Ms. McClain also explained that the current adjustment in M42 cross-town service was based on actual ridership statistics and demand.

In response to a question from Member Moerdler, Robert Marino, Government and Community Relations, clarified for the Committee that both elected officials and the affected community boards were advised of the proposed service adjustments in advance of their implementation.

## VII. Special Reports and Presentations

The May 2013 MetroCard Report was presented to the Committee for its information, as were the 2014 investment proposals aimed at both increasing service and improving service quality.

Ms. McClain presented NYCT's investment proposals, including the restoration or addition to weekend service, improvement of service to growing/underserved neighborhoods and new employment/education centers, the continued rollout of Select Bus Service, the restructuring of express bus service in the Eltingville area of Staten Island and the study of Co-Op City Bus service. Acting SVP Leader presented the subway service quality initiatives, including the addition of track cleaning crews, expansion of the Enhanced Stations Cleaning Program, improvement of centralized control at the Rail Control Center, modification of fare control areas to reduce heavy queuing, and installation of cameras in key fare control areas to reduce MetroCard Vending Machine vandalism.

Member Moerdler suggested that NYCT confer with the Planning Group at the Bronx Borough President's Office regarding the Co-Op City Bus Service study.

Member Albert reiterated his suggestion that the **D** Line be extended one stop further on weekends to the Fulton Street Station. Acting President Bianco indicated that this would be considered, and stressed the importance of ensuring that any additions to service would be financially sustainable going forward. Member Cappelli pointed out that the proposed service quality initiatives, some of which are one time expenditures, are also extremely valuable.

Acting President Bianco agreed to consider Member Albert's suggestion that the headways on the **A** and **C** lines, which had been lengthened following the Chambers Street fire, be restored.

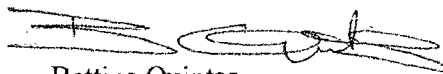
Member Albert expressed his support for the plan to install remote gate controls at station locations where there is no booth agent or crossover access, and to provide a means for communication with a full time booth agent.

## VIII. MTA CC Project Report

President Horodniceanu presented the Capital Construction Company report to the Committee, informing Members of the progress of the Second Avenue Subway, Fulton Street Transit Center, and **Z** Extension projects.

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary

## **2. COMMITTEE WORK PLAN**



## 2013 Transit & Bus Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit & Bus Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President
Procurements	Materiel
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
MTACC Projects Report	MTACC

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### September 2013

Public comment/Committee review of budget	
2013 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2013 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2013 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2014 Preliminary NYC Transit Budget	Management & Budget
2014 Preliminary SIR Budget	Management & Budget
2014 Preliminary MTA Bus Budget	Management & Budget
NYC Transit Service Quality Indicators & PES (including MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
EEO & Diversity Report	EEO & Human Resources

#### November 2013

Public comment/Committee review of budget	
Charter for Transit Committee	Law
2014 Preliminary NYC Transit Budget	Management & Budget
2014 Preliminary SIR Budget	Management & Budget
2014 Preliminary MTA Bus Budget	Management & Budget
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
EEO & Diversity Report	EEO & Human Resources



## II. SPECIFIC AGENDA ITEMS

## Responsibility

### December 2013

2014 Final Proposed NYC Transit Budget  
2014 Final Proposed SIR Budget  
2014 Final Proposed MTA Bus Budget

Management & Budget  
Management & Budget

### January 2014

Approval of 2014 Transit & Bus Committee  
Work Plan

Committee Chair & Members

### March 2014

Preliminary Review of NYC Transit 2013 Operating  
Results  
Preliminary Review of SIR 2013 Operating Results  
Preliminary Review of MTA Bus 2013 Operating Results  
NYC Transit Adopted Budget/Financial Plan 2014-2017  
SIR Adopted Budget/Financial Plan 2014-2017  
MTA Bus Adopted Budget/Financial Plan 2014-2017  
NYC Transit Service Quality Indicators & PES  
(including MTA Bus PES)  
ADA Compliance Report  
Elevator & Escalator Service Report  
Transit Adjudication Bureau Report  
2013 Year-End Safety Report and 2014 Safety Agenda  
EEO & Diversity Report – 2013 Year-End Report

Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Operations Planning  
Capital Program Management  
Subways  
Law  
System Safety  
EEO & Human Resources

### April 2014

Final Review of NYC Transit 2013 Operating Results  
Final Review of SIR 2013 Operating Results  
Final Review of MTA Bus 2013 Operating Results

Management & Budget  
Management & Budget  
Management & Budget

### June 2014

Elevator & Escalator Service Report  
Transit Adjudication Bureau Report  
EEO & Diversity Report

Subways  
Law  
EEO & Human Resources

### July 2014



## **2013 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 & Bus Committee 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.

##### **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.

##### **MTACC Projects Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **SEPTEMBER 2013**

#### 2013 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2013 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2013 MTA Bus Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of MTA Bus' 2013 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2014 NYC Transit Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

#### 2014 SIR Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

#### 2014 MTA Bus Preliminary Budget

Public comments will be accepted on the 2014 Preliminary Budget.

#### Service Quality Indicators / PES Report

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

#### Elevator & Escalator Service Report

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

#### Transit Adjudication Bureau Report

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

#### EEO & Diversity Report

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.

### **NOVEMBER 2013**

#### Charter for Transit Committee

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

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

### 2014 Preliminary NYC Transit Budget

Public comments will be accepted on the 2014 Preliminary Budget.

### 2014 SIR Preliminary Budget

Public comments will be accepted on the SIR 2014 Preliminary Budget.

### 2014 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2014 Preliminary Budget.

### 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

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.

## **DECEMBER 2013**

### 2014 Final Proposed NYC Transit Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2014.

### 2014 Final Proposed SIR Budget

The Committee will recommend action to the Board on the SIR Final Proposed Budget for 2014.

### 2014 Final Proposed MTA Bus Budget

The Committee will recommend action to the Board on the MTA Bus Final Proposed Budget for 2014.

## **JANUARY 2014**

### Approval of Committee Work Plan

The Committee will be provided with the work plan for 2014 and will be asked to approve its use for the year.

## **MARCH 2014**

### Preliminary Review of NYC Transit's 2013 Operating Results

NYC Transit will present a brief review of its 2013 Budget results.

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

### Preliminary Review of SIR 2013 Operating Results

NYC Transit will present a brief review of SIR's 2013 Budget results.

### Preliminary Review of MTA Bus 2013 Operating Results

NYC Transit will present a brief review of MTA Bus 2013 Budget results.

### Adopted Budget/Financial Plan 2014-2017

NYC Transit will present its revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

### SIR Adopted Budget/Financial Plan 2014-2017

NYC Transit will present SIR's revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

### MTA Bus Adopted Budget/Financial Plan 2014-2017

NYC Transit will present MTA Bus' revised 2014-2017 Financial Plan. This plan will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

### Service Quality Indicators / PES Report

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

### ADA Compliance Report

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

### Elevator & Escalator Service Report

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

### Transit Adjudication Bureau Report

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

### 2013 Year-End Safety Report and 2014 Safety Agenda

2013 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will be presented along with New York City Transit and MTA Bus safety goals for 2014. The report will also provide detail on important safety programs that are underway or planned.

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

### EEO & Diversity Report- 2013 Year-End Report

A detailed year-end 2013 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.

### **APRIL 2014**

#### Final Review of NYC Transit 2013 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 2013 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 2013 Operating Results

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

### **JUNE 2014**

#### 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

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.

### **JULY 2014**

### **3. OPERATIONS PERFORMANCE SUMMARY**

#### **July Monthly Operations Report**

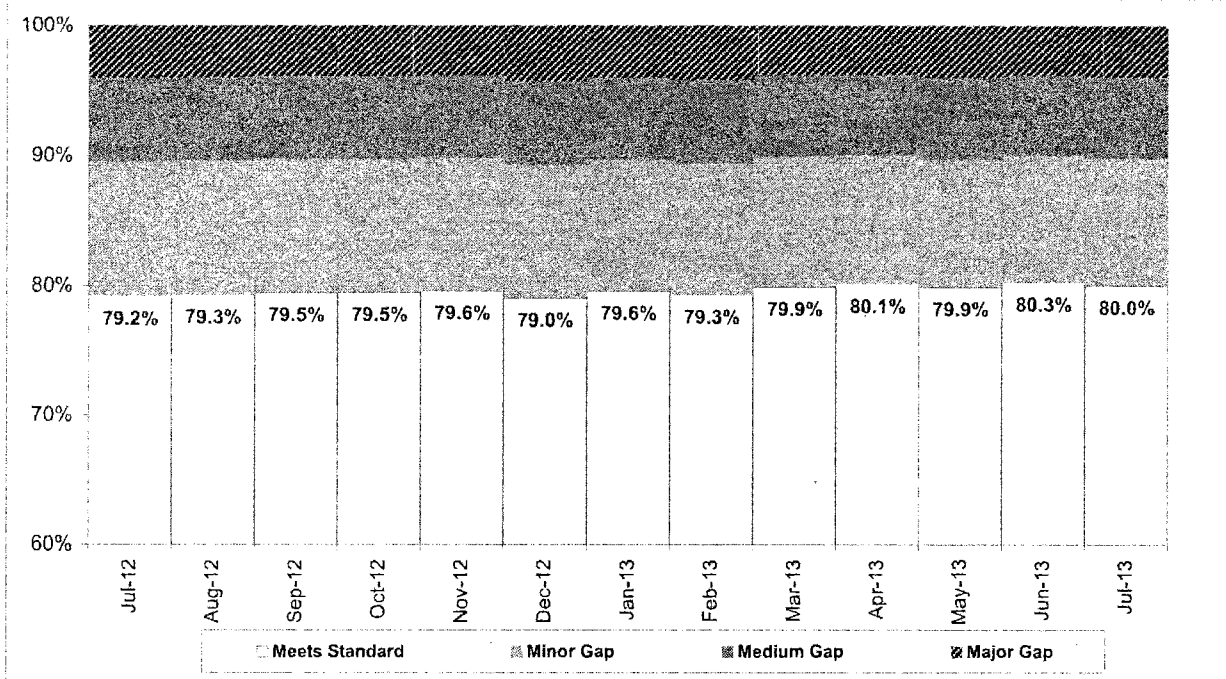
# Monthly Operations Report

Statistical results for the month of July 2013 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				80.0%	79.2%	+0.8%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	75.3%	77.5%	-2.2%			
A Division Weekday Wait Assessment - (All Lines)				75.9%	77.3%	-1.4%
B Division Weekday Wait Assessment	80.4%	79.3%	+1.1%	81.9%	80.0%	+1.9%
System Weekend Wait Assessment (Charts 3)				85.4%	84.8%	+0.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	84.5%	87.6%	-3.1%			
A Division Weekend Wait Assessment - (All Lines)				83.8%	86.7%	-2.9%
B Division Weekend Wait Assessment	87.7%	83.9%	+3.8%	86.4%	83.7%	+2.7%
System Weekday Terminal On-Time Performance (Charts 4-5)	80.8%	83.0%	-2.2%	83.0%	84.6%	-1.6%
A Division Weekday Terminal On-Time Performance	77.0%	77.7%	-0.7%	77.2%	78.9%	-1.7%
B Division Weekday Terminal On-Time Performance	83.9%	86.8%	-2.9%	87.5%	88.7%	-1.2%
System Number of Terminal Delays (Charts 6)	32,764	24,999	+31.1%	25,701	23,146	+11.0%
System Weekend Terminal On-Time Performance (Charts 7-8)	85.2%	88.1%	-2.9%	87.5%	88.0%	-0.5%
A Division Weekend Terminal On-Time Performance	80.7%	82.1%	-1.4%	82.6%	83.1%	-0.5%
B Division Weekend Terminal On-Time Performance	88.2%	92.2%	-4.0%	90.8%	91.1%	-0.3%
System Number of Weekend Terminal Delays (Charts 9)	7,286	5,946	+22.5%	5,852	5,481	+6.8%
Mean Distance Between Failures (Charts 10-11)	114,457	130,235	-12.1%	160,140	166,229	-3.7%
A Division Mean Distance Between Failures	97,102	131,549	-26.2%	149,576	154,394	-3.1%
B Division Mean Distance Between Failures	132,081	129,289	+2.2%	169,001	176,125	-4.0%
System Weekday Service-KPI (Charts 12-13)	81.8%	82.3%	-0.5%	N/A		
A Division Weekday Service-KPI	77.6%	78.9%	-1.3%			
B Division Weekday Service-KPI	84.3%	84.1%	+0.2%			
System Weekday PES-KPI (Charts 14-16)	91.4%	90.7%	+0.7%			
Staten Island Railway						
24 Hour On-Time Performance	96.3%	95.1%	+1.2%	92.6%	95.1%	-2.5%
AM Rush On-Time Performance	100.0%	100.0%	0.0%	97.6%	96.9%	+0.7%
PM Rush On-Time Performance	98.7%	96.9%	+1.8%	96.5%	97.8%	-1.3%
Percentage of Completed Trips	99.8%	99.4%	+0.4%	99.5%	99.3%	+0.2%
Mean Distance Between Failures	52,921	203,160	-74.0%	72,871	106,805	-31.8%
Staten Island Railway PES-KPI (Charts 17)	92.7%	90.8%	+1.9%			



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



### Wait Assessment Definition

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

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

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

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

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

### Wait Assessment Results

Systemwide 12-Month Average					Annual Results (Meets Standard)
	Meets Standard	GAP			
		Minor	Medium	Major	
Aug '12 - Jul '13	80.0%	9.8%	6.2%	4.0%	2013 GOAL: 79.4%
Aug '11 - Jul '12	79.2%	10.3%	6.4%	4.1%	2012 ACTUAL: 79.0%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

# **Subway Weekday Wait Assessment 12 Month Rolling (ATS-A monthly only) (6 am - midnight)**

Aug '12 - Jul '13					Aug '11 - Jul '12				
Line	Meets	Headways*			Meets	Headways*			Standard
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference
1	79.5%	8.4%	6.4%	5.7%	83.8%	8.3%	4.9%	3.0%	-4.3%
2	71.6%	10.6%	9.6%	8.1%	74.7%	10.3%	8.1%	6.9%	-3.1%
3	76.4%	10.3%	7.4%	5.9%	78.7%	9.6%	6.4%	5.4%	-2.3%
4	73.2%	9.7%	8.2%	8.9%	75.6%	9.8%	7.2%	7.4%	-2.4%
5	71.3%	10.1%	8.5%	10.2%	73.7%	9.7%	7.2%	9.4%	-2.4%
6	79.6%	7.7%	5.7%	7.0%	78.5%	8.4%	6.3%	6.8%	+1.1%
7	79.5%	10.4%	6.7%	3.4%	76.3%	12.5%	7.6%	3.6%	+3.2%
S 42nd	92.0%	4.6%	2.3%	1.2%	N/A**	N/A**	N/A**	N/A**	
Subdivision A**	75.9%	9.6%	7.5%	7.0%	77.3%	9.8%	6.8%	6.1%	-1.4%
A	74.8%	10.0%	9.6%	5.6%	72.6%	10.8%	8.9%	7.7%	+2.2%
B	80.2%	11.1%	6.7%	1.9%	78.5%	11.8%	6.7%	2.9%	+1.7%
C	84.1%	10.6%	4.0%	1.3%	78.2%	12.3%	6.3%	3.2%	+5.9%
D	79.9%	12.0%	6.0%	2.1%	78.3%	12.4%	6.1%	3.1%	+1.6%
E	76.9%	11.1%	7.8%	4.3%	72.6%	12.0%	9.3%	6.1%	+4.3%
F	75.7%	10.5%	8.7%	5.1%	74.0%	11.1%	9.1%	5.8%	+1.7%
S Fkln	97.0%	2.6%	0.3%	0.2%	96.0%	3.1%	0.9%	0.0%	+1.0%
G	84.6%	10.5%	3.4%	1.5%	83.7%	11.4%	3.7%	1.2%	+0.9%
S Rock	96.9%	2.5%	0.5%	0.2%	92.8%	5.6%	1.0%	0.6%	+4.1%
J Z	81.5%	10.4%	5.5%	2.6%	81.6%	9.8%	6.5%	2.1%	-0.1%
L	82.8%	10.8%	4.8%	1.7%	78.8%	11.9%	7.1%	2.3%	+4.0%
M	78.4%	12.5%	6.6%	2.5%	77.7%	12.3%	7.7%	2.3%	+0.7%
N	79.5%	10.8%	6.4%	3.2%	78.7%	12.3%	6.2%	2.8%	+0.8%
O	79.2%	12.3%	5.8%	2.7%	79.6%	11.4%	6.0%	3.0%	-0.4%
R	77.5%	10.5%	8.4%	3.5%	77.4%	10.9%	7.7%	3.9%	+0.1%
Subdivision B	81.9%	9.9%	5.6%	2.6%	80.0%	10.6%	6.2%	3.1%	+1.9%
Systemwide**	80.0%	9.8%	6.2%	4.0%	79.2%	10.3%	6.4%	4.1%	+0.8%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A 1 thru 6 lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

**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

**\*\*** Subdivision A and Systemwide totals do not include the S 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.

**Subway Weekend Wait Assessment  
12 Month Rolling (ATS-A monthly only)  
(6 am - midnight)**

Aug '12 - Jul '13					Aug '11 - Jul '12				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
1	87.2%	6.7%	3.7%	2.5%	91.1%	6.3%	2.1%	0.4%	-3.9%
2	81.4%	10.5%	6.0%	2.0%	87.0%	8.7%	3.2%	1.1%	-5.6%
3	87.4%	7.9%	3.0%	1.8%	91.0%	6.5%	1.5%	1.0%	-3.6%
4	80.8%	8.7%	5.7%	4.7%	82.2%	8.5%	5.5%	3.9%	-1.4%
5	87.4%	6.7%	3.1%	2.9%	92.7%	4.0%	2.1%	1.2%	-5.3%
6	82.8%	7.7%	5.0%	4.4%	81.9%	7.9%	4.3%	5.9%	+0.9%
7	79.7%	12.0%	6.1%	2.2%	81.0%	13.8%	4.7%	0.4%	-1.3%
S 42nd	98.1%	1.0%	0.1%	0.7%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	83.8%	8.6%	4.7%	2.9%	86.7%	8.0%	3.4%	2.0%	-2.9%
A	81.7%	10.4%	5.9%	2.0%	75.2%	12.9%	8.9%	3.1%	+6.5%
C	85.2%	8.1%	5.3%	1.3%	82.7%	10.5%	6.1%	0.7%	+2.5%
D	83.5%	11.1%	4.4%	1.0%	80.7%	12.2%	6.0%	1.1%	+2.8%
E	88.0%	8.3%	2.5%	1.2%	85.0%	9.2%	3.1%	2.7%	+3.0%
F	79.9%	11.5%	6.5%	2.1%	79.0%	12.5%	6.5%	1.9%	+0.9%
S Fkln	97.3%	2.5%	0.2%	0.0%	94.5%	4.6%	0.7%	0.2%	+2.8%
G	88.2%	6.8%	3.4%	1.6%	88.1%	9.5%	1.5%	0.9%	+0.1%
J Z	89.3%	8.2%	1.6%	0.9%	86.5%	8.7%	3.4%	1.4%	+2.8%
L	89.3%	8.1%	1.6%	1.0%	85.3%	9.4%	4.0%	1.3%	+4.0%
N	84.8%	9.5%	4.5%	1.1%	84.1%	9.7%	4.4%	1.8%	+0.7%
Q	84.0%	8.6%	4.9%	2.4%	85.8%	11.0%	2.9%	0.3%	-1.8%
R	85.1%	11.4%	2.5%	0.9%	77.9%	14.8%	5.1%	2.2%	+7.2%
Sub Division B	86.4%	8.7%	3.6%	1.3%	83.7%	10.4%	4.4%	1.5%	+2.7%
Systemwide**	85.4%	8.7%	4.0%	1.9%	84.8%	9.5%	4.0%	1.7%	+0.6%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A **1** thru **6** lines and beginning January 2013 the ATS-A 42nd Street Shuttle. The weekend **M** and Rockaway Shuttle are not reported as sufficient sample was not collected.

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

**\* Headway  
Definitions**

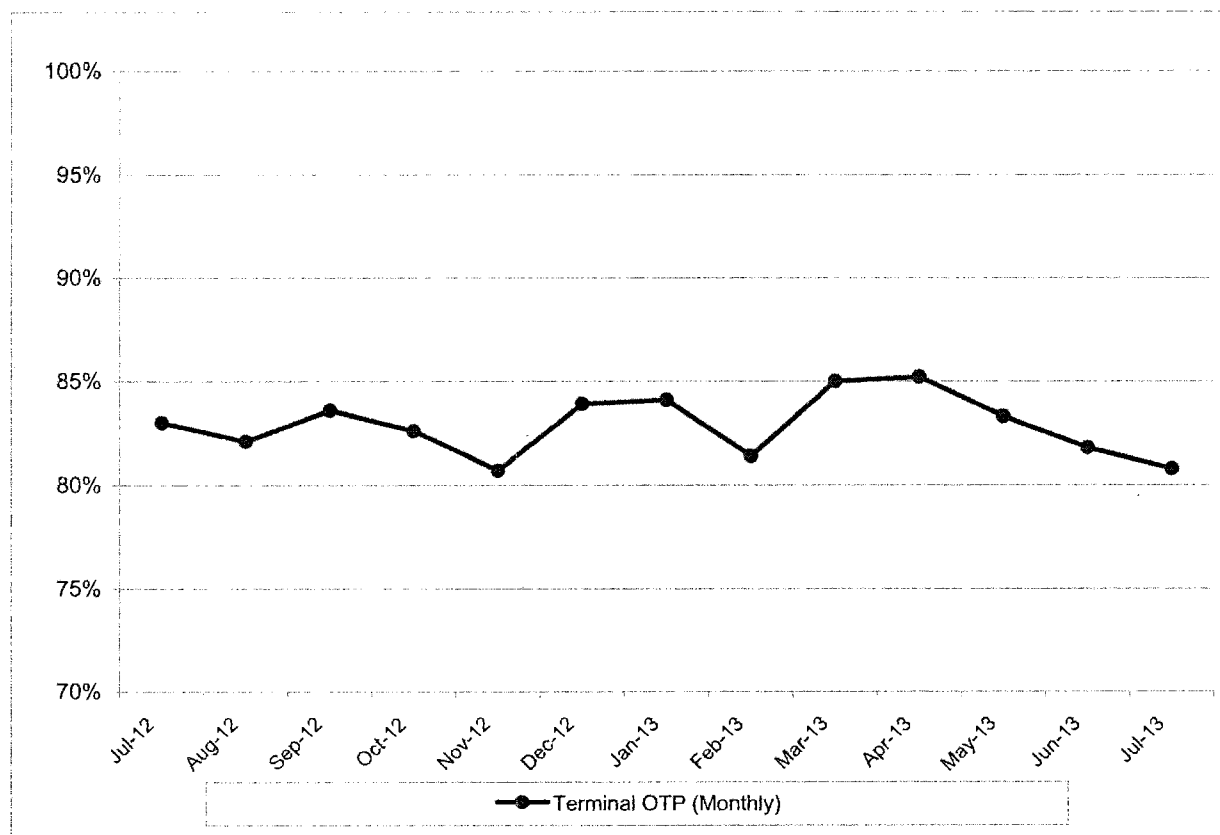
**Minor Gap:** from 25% to 50% over scheduled headway

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

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

**\*\*** Subdivision A and Systemwide totals do not include the **S** 42nd Shuttle as comparison data was unavailable

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



### Weekday Terminal On-Time Performance Definition

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

### Weekday Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Jul 2013: 80.8%  
Jul 2012: 83.0%  
12-Mon Avg: 83.0%  
(Aug '12-Jul '13)

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

Jul 2013: 77.0%  
Jul 2012: 77.7%  
12-Mon Avg: 77.2%  
(Aug '12-Jul '13)

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

Jul 2013: 83.9%  
Jul 2012: 86.8%  
12-Mon Avg: 87.5%  
(Aug '12-Jul '13)

### Discussion of Results

In July 2013, Right Of Way (10,635 delays), Track Gangs (7,207 delays), and Over Crowding (5,018 delays) were the highest categories of delays, representing 69.8% of the total 32,764 delays.

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

<u>Line</u>	<u>Aug '12 - Jul '13</u>	<u>Aug '11 - Jul '12</u>	<u>% Difference</u>
①	85.8%	89.6%	-3.8%
②	57.1%	64.6%	-7.5%
③	71.3%	74.9%	-3.6%
④	60.0%	66.8%	-6.8%
⑤	61.4%	67.3%	-5.9%
⑥	76.9%	80.0%	-3.1%
⑦	90.0%	90.8%	-0.8%
⑤ 42 St	N/A*	N/A*	
<b>Subdivision A</b>	77.2%	78.9%	-1.7%
①	84.5%	82.5%	+2.0%
②	87.3%	87.3%	0.0%
③	90.8%	90.9%	-0.1%
④	86.4%	89.0%	-2.6%
⑤	84.1%	86.7%	-2.6%
⑥	79.4%	80.0%	-0.6%
⑤ Fkln	99.4%	99.3%	+0.1%
⑦	87.2%	93.3%	-6.1%
⑤ Rock	97.6%	96.4%	+1.2%
① ②	95.1%	95.8%	-0.7%
③	94.9%	95.6%	-0.7%
④	86.9%	90.2%	-3.3%
⑤	81.7%	80.7%	+1.0%
⑥	85.4%	87.4%	-2.0%
⑦	84.8%	88.2%	-3.4%
<b>Subdivision B</b>	87.5%	88.7%	-1.2%
<b>Systemwide</b>	<b>83.0%</b>	<b>84.6%</b>	<b>-1.6%</b>

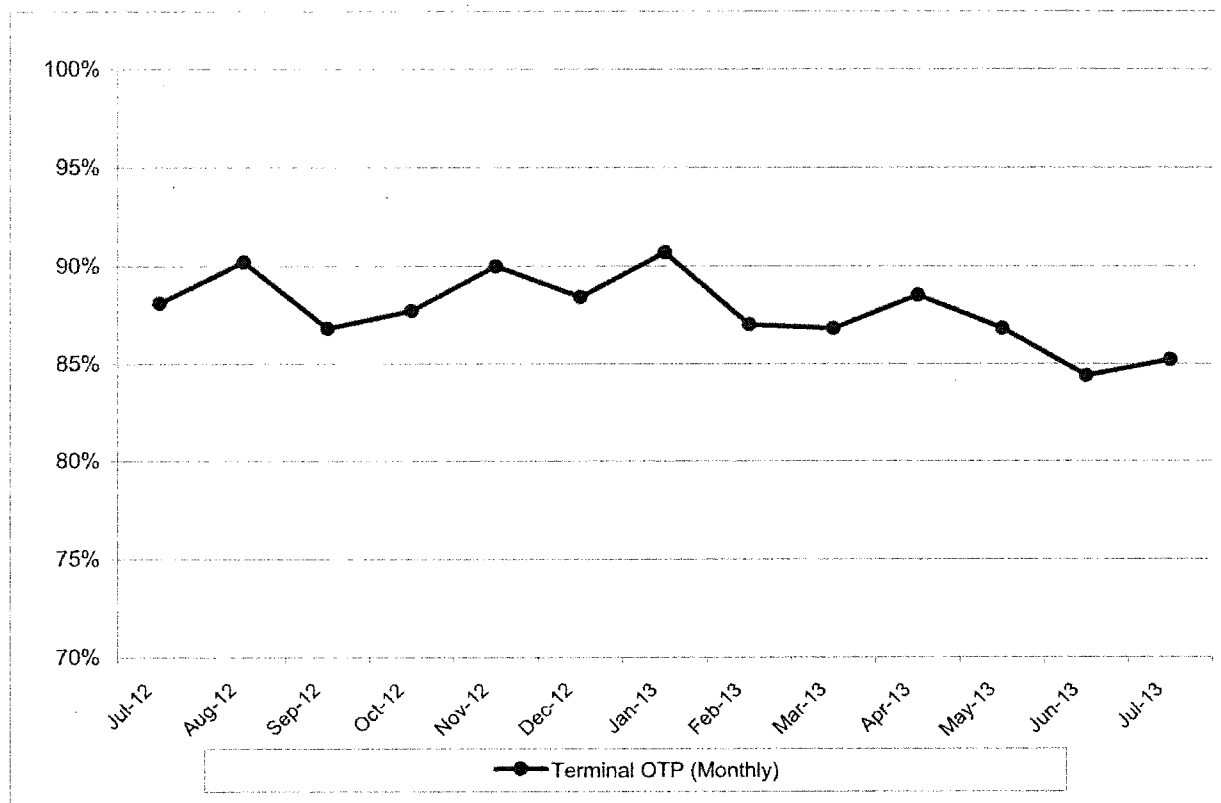
\* Performance data unavailable pending ATS system software upgrade.

**July 2013 Weekday Terminal Delays  
Systemwide Summary**

Categories	Delays
Row Delays	10,635
Track Gangs	7,207
Over Crowding	5,018
Sick Customer	2,075
Car Equipment	2,044
Police	1,571
Work Equipment/G. O.	1,163
Fire	885
Employee	689
Unruly Customer	659
Infrastructure	286
Operational Diversions	263
External	214
Inclement Weather	55
<b>Total Delays</b>	<b>32,764</b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### Systemwide Monthly Results

Jul 2013: 85.2%  
Jul 2012: 88.1%  
12-Mon Avg: 87.5%  
(Aug '12-Jul '13)

#### Subdivision A Monthly Results

Jul 2013: 80.7%  
Jul 2012: 82.1%  
12-Mon Avg: 82.6%  
(Aug '12-Jul '13)

#### Subdivision B Monthly Results

Jul 2013: 88.2%  
Jul 2012: 92.2%  
12-Mon Avg: 90.8%  
(Aug '12-Jul '13)

### Discussion of Results

In July 2013, Work Equipment/G.O. (1,791 delays), Track Gangs (1,637 delays), Right Of Way (1,223 delays) were the highest categories of delays, representing 63.8% of the total 7,286 delays.

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

<u>Line</u>	<u>Aug '12 - Jul '13</u>	<u>Aug '11 - Jul '12</u>	<u>% Difference</u>
①	82.0%	86.2%	-4.2%
②	66.0%	68.1%	-2.1%
③	82.3%	87.7%	-5.4%
④	71.0%	75.6%	-4.6%
⑤	87.5%	83.1%	+4.4%
⑥	78.4%	80.1%	-1.7%
⑦	92.8%	92.4%	+0.4%
⑤ 42 St	N/A*	N/A*	
<b>Subdivision A</b>	82.6%	83.1%	-0.5%
①	84.6%	85.4%	-0.8%
③	87.4%	86.5%	+0.9%
④	89.4%	90.6%	-1.2%
⑤	91.0%	90.2%	+0.8%
⑥	82.1%	82.0%	+0.1%
⑤ Fkln	99.5%	99.5%	0.0%
⑦	95.5%	96.8%	-1.3%
⑤ Rock	98.1%	97.1%	+1.0%
① ②	96.5%	95.2%	+1.3%
③	96.5%	96.6%	-0.1%
④	98.3%	95.2%	+3.1%
⑤	81.5%	82.7%	-1.2%
⑥	91.5%	93.3%	-1.8%
⑦	88.2%	92.5%	-4.3%
<b>Subdivision B</b>	90.8%	91.1%	-0.3%
<b>Systemwide</b>	<b>87.5%</b>	<b>88.0%</b>	<b>-0.5%</b>

\* Performance data unavailable pending ATS system software upgrade.

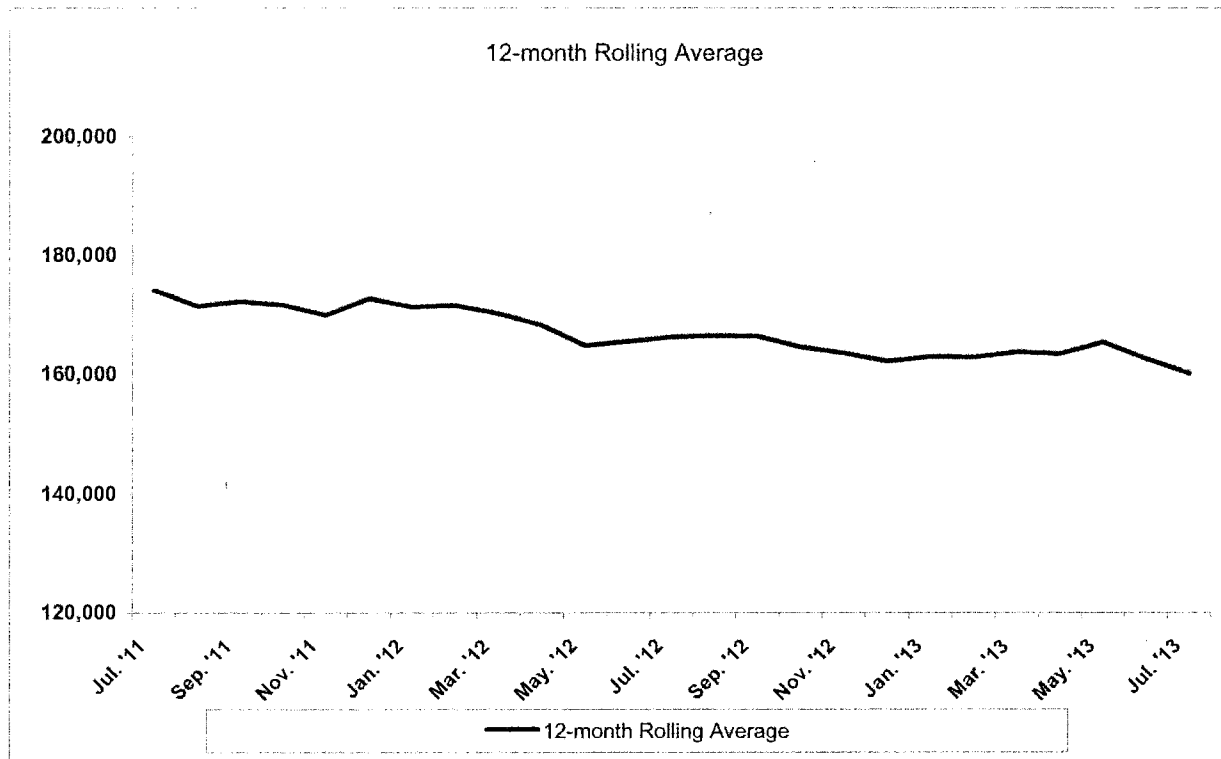


**July 2013 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Work Equipment/G. O.	1,791
Track Gangs	1,637
ROW Delays	1,223
Over Crowding	874
Employee	406
Unruly Customer	377
Car Equipment	365
Sick Customer	208
Police	167
Fire	101
External	60
Operational Diversions	41
Infrastructure	27
Inclement Weather	8
<b>Total Delays</b>	<b>7,286</b>

\* Total may differ slightly due to rounding.

## Subway Mean Distance Between Failure



### Definition

Subway Mean Distance Between Failure (MDBF) is the primary 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

July 2013: 114,457

July 2012: 130,235

### 12-Month Average

Aug 12 - Jul 13: 160,140

Aug 11 - Jul 12: 166,229

### Annual Result

2013 Goal: 166,000

2012 Actual: 162,138

### Discussion of Results

MDBF in July 2013 decreased 12.1% from July 2012. Over the past year, the MDBF 12-month average decreased 3.7%.

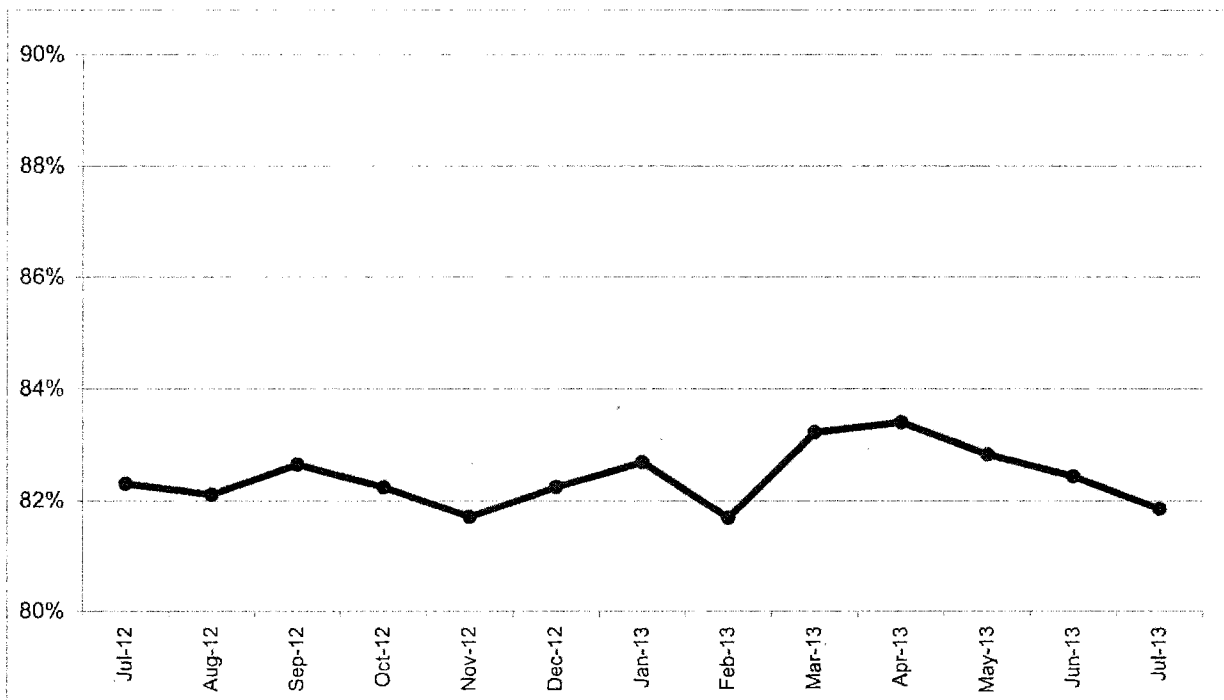
## **Car Reliability**

### **Mean Distance Between Failures (Miles)**

#### **12-Month Average MDBF**

<b>Car Class</b>	<b># of Cars</b>	<b>July '13</b>	<b>July '12</b>	<b>% Change</b>
R32	222	52,205	66,434	-21.42%
R42	50	32,302	48,112	-32.86%
R46	752	95,356	80,861	17.93%
R62	315	185,303	193,090	-4.03%
R62A	824	146,092	127,068	14.97%
R68	425	168,489	135,188	24.63%
R68A	200	120,983	143,518	-15.70%
R142	1,030	166,521	213,258	-21.92%
R142A	580	119,095	113,754	4.70%
R143	212	85,699	207,254	-58.65%
R160	1,662	506,597	636,038	-20.35%
FLEET	6,272	160,140	166,229	-3.66%

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



### S-KPI Definition

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

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and, beginning November 2011, the monthly ATS-A 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

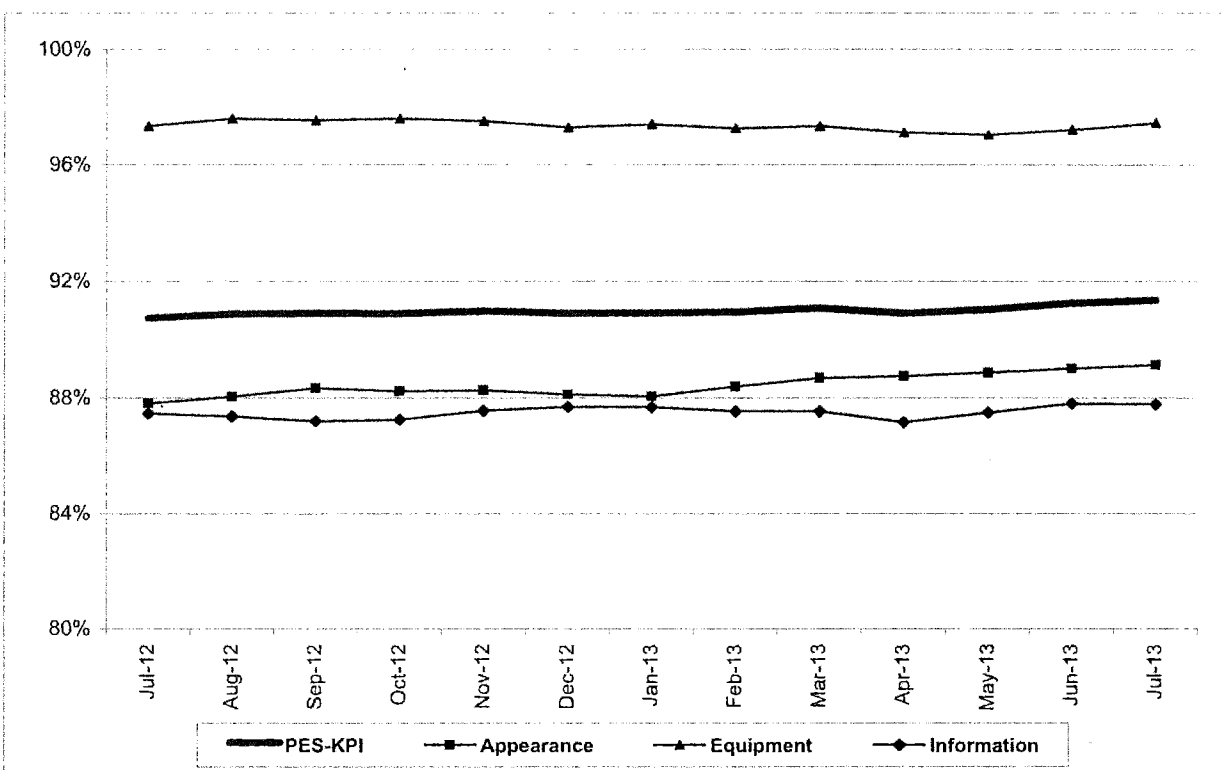
Systemwide Monthly Results	Goal
July 2013: 81.8%	2013 GOAL: 85.2%
July 2012: 82.3%	

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

<u>Line</u>	<u>July 2013</u>	<u>July 2012</u>	<u>% Difference</u>
①	78.9%	83.2%	-4.3%
②	68.1%	73.7%	-5.6%
③	77.3%	79.3%	-2.0%
④	70.0%	73.0%	-3.0%
⑤	71.3%	75.2%	-3.9%
⑥	77.9%	77.8%	+0.1%
⑦	84.2%	83.1%	+1.1%
⑤ 42nd	86.3%	N/A*	N/A*
<b>SubDivision A*</b>	<b>77.6%</b>	<b>78.9%</b>	<b>-1.3%</b>
①	74.2%	73.6%	+0.6%
②	80.9%	80.4%	+0.5%
③	80.8%	78.3%	+2.5%
④	81.1%	82.2%	-1.1%
⑤	79.3%	78.0%	+1.3%
⑥	77.7%	76.2%	+1.5%
⑤ Fkln	90.4%	91.8%	-1.4%
⑦	81.5%	83.6%	-2.1%
⑤ Rock	93.1%	89.9%	+3.2%
① ②	87.3%	86.7%	+0.6%
③	83.1%	84.9%	-1.8%
④	82.5%	83.0%	-0.5%
⑤	82.4%	81.5%	+0.9%
⑥	83.1%	84.4%	-1.3%
⑦	74.6%	78.0%	-3.4%
<b>SubDivision B</b>	<b>84.3%</b>	<b>84.1%</b>	<b>+0.2%</b>
<b>Systemwide*</b>	<b>81.8%</b>	<b>82.3%</b>	<b>-0.5%</b>

\* Subdivision A and Systemwide totals do not include the ⑤ 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>July 2013:</b>	<b>91.4%</b>	89.1%	97.5%	87.8%
<b>July 2012:</b>	<b>90.7%</b>	87.8%	97.3%	87.5%
<b>% Difference:</b>	<b>+0.7%</b>	+1.3%	+0.2%	+0.3%

Chart 14

## PES-KPI - Subway Car

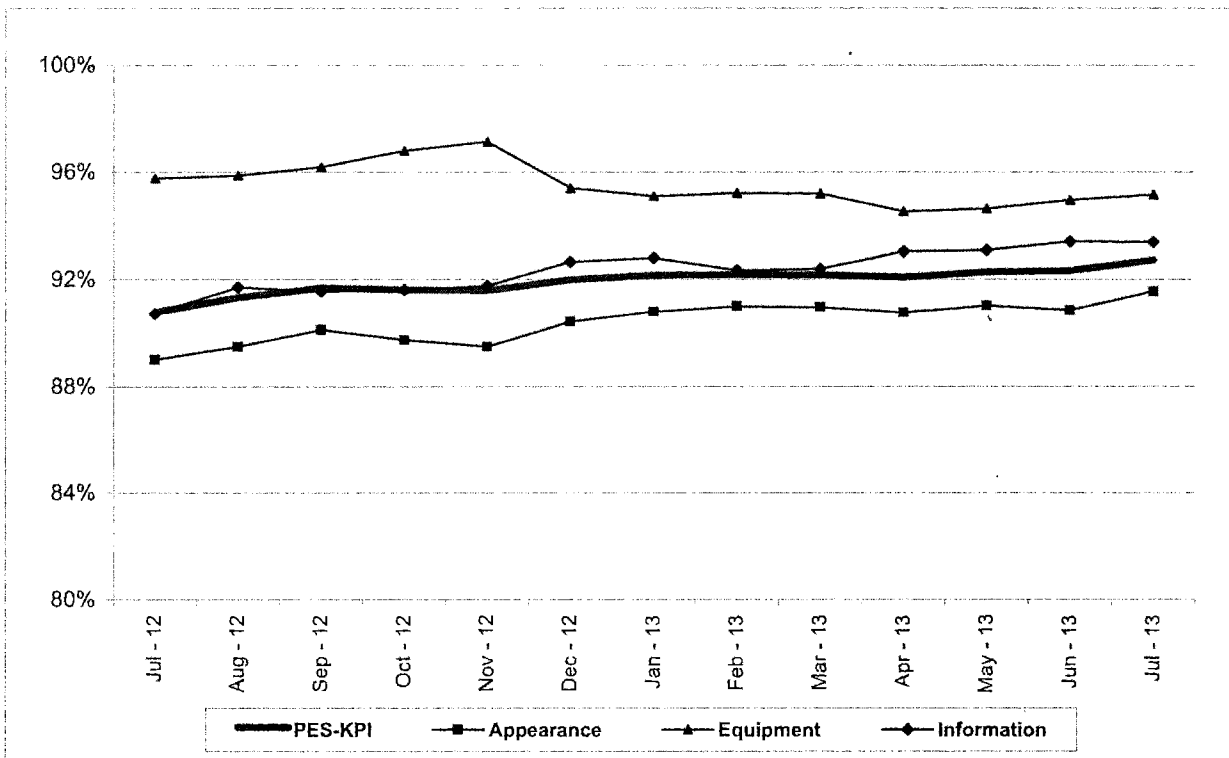
<u>Line</u>	<b>July 2013</b>				<b>July 2012</b>				<b>% Difference</b>
	<b><u>KPI</u></b>	<b><u>Appearance</u></b>	<b><u>Equipment</u></b>	<b><u>Information</u></b>	<b><u>KPI</u></b>	<b><u>Appearance</u></b>	<b><u>Equipment</u></b>	<b><u>Information</u></b>	<b><u>KPI</u></b>
<b>1</b>	<b>94.4%</b>	95.8%	96.4%	91.1%	<b>92.8%</b>	97.4%	97.2%	83.6%	<b>+1.6%</b>
<b>2</b>	<b>95.3%</b>	95.1%	94.5%	96.4%	<b>96.9%</b>	94.9%	98.3%	97.5%	<b>-1.6%</b>
<b>3</b>	<b>94.5%</b>	93.3%	97.9%	92.4%	<b>92.0%</b>	93.2%	97.5%	85.3%	<b>+2.5%</b>
<b>4</b>	<b>97.1%</b>	96.1%	97.0%	98.2%	<b>97.2%</b>	94.1%	98.9%	98.8%	<b>-0.1%</b>
<b>5</b>	<b>96.9%</b>	96.6%	96.5%	97.6%	<b>95.7%</b>	93.6%	96.0%	97.7%	<b>+1.2%</b>
<b>6</b>	<b>96.2%</b>	91.0%	98.5%	99.3%	<b>95.7%</b>	95.9%	92.9%	98.3%	<b>+0.5%</b>
<b>7</b>	<b>94.0%</b>	95.2%	92.5%	94.3%	<b>94.5%</b>	96.0%	96.8%	90.6%	<b>-0.5%</b>
<b>S 42nd</b>	<b>95.0%</b>	98.3%	95.6%	91.0%	<b>93.9%</b>	99.0%	98.3%	84.2%	<b>+1.1%</b>
<b>SubDivision A</b>	<b>95.4%</b>	94.9%	96.0%	95.3%	<b>94.9%</b>	95.3%	96.6%	92.7%	<b>+0.5%</b>
<b>A</b>	<b>94.3%</b>	95.3%	95.8%	91.6%	<b>94.9%</b>	93.2%	98.6%	92.7%	<b>-0.6%</b>
<b>B</b>	<b>91.8%</b>	88.4%	96.4%	90.8%	<b>92.7%</b>	88.1%	98.1%	92.1%	<b>-0.9%</b>
<b>C</b>	<b>94.3%</b>	94.3%	96.0%	92.6%	<b>90.6%</b>	86.3%	95.4%	90.3%	<b>+3.7%</b>
<b>D</b>	<b>92.9%</b>	91.6%	95.3%	91.9%	<b>93.7%</b>	90.4%	97.9%	93.0%	<b>-0.8%</b>
<b>E</b>	<b>97.6%</b>	95.5%	98.0%	99.5%	<b>97.2%</b>	95.4%	97.9%	98.5%	<b>+0.4%</b>
<b>F</b>	<b>97.4%</b>	95.6%	97.6%	99.0%	<b>95.8%</b>	91.8%	97.3%	98.4%	<b>+1.6%</b>
<b>S Fkn</b>	<b>92.9%</b>	94.0%	94.6%	90.0%	<b>92.3%</b>	91.0%	95.6%	90.3%	<b>+0.6%</b>
<b>G</b>	<b>95.8%</b>	96.5%	98.6%	92.4%	<b>96.4%</b>	96.5%	98.7%	93.8%	<b>-0.6%</b>
<b>J/Z</b>	<b>96.7%</b>	97.2%	94.0%	98.9%	<b>95.0%</b>	90.2%	97.3%	97.8%	<b>+1.7%</b>
<b>L</b>	<b>96.6%</b>	93.9%	98.2%	97.8%	<b>96.5%</b>	93.1%	97.2%	99.2%	<b>+0.1%</b>
<b>M</b>	<b>96.1%</b>	92.3%	97.1%	99.1%	<b>96.2%</b>	92.7%	98.2%	97.9%	<b>-0.1%</b>
<b>N</b>	<b>96.3%</b>	90.8%	99.5%	98.8%	<b>95.6%</b>	91.4%	96.5%	99.0%	<b>+0.7%</b>
<b>Q</b>	<b>96.6%</b>	93.6%	97.8%	98.6%	<b>97.1%</b>	93.3%	98.7%	99.3%	<b>-0.5%</b>
<b>R</b>	<b>93.7%</b>	94.2%	97.1%	90.0%	<b>93.2%</b>	91.1%	98.0%	90.5%	<b>+0.5%</b>
<b>SubDivision B</b>	<b>95.4%</b>	93.7%	97.0%	95.5%	<b>95.0%</b>	91.8%	97.6%	95.6%	<b>+0.4%</b>
<b>Systemwide</b>	<b>95.4%</b>	<b>94.2%</b>	<b>96.7%</b>	<b>95.4%</b>	<b>94.9%</b>	<b>93.1%</b>	<b>97.2%</b>	<b>94.5%</b>	<b>+0.5%</b>

## PES-KPI - Station

<u>Borough</u>	<u>July 2013</u>				<u>July 2012</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>
<b>Bronx</b>	<b>85.7%</b>	82.0%	97.6%	78.4%	<b>85.7%</b>	81.1%	97.8%	79.2%	<b>+0.0%</b>
<b>Manhattan</b>	<b>87.6%</b>	83.0%	98.4%	82.3%	<b>86.5%</b>	81.3%	97.1%	82.3%	<b>+1.1%</b>
<b>Brooklyn</b>	<b>87.3%</b>	85.5%	98.5%	78.5%	<b>85.9%</b>	83.6%	97.4%	77.3%	<b>+1.4%</b>
<b>Queens</b>	<b>88.4%</b>	87.7%	98.3%	79.6%	<b>88.7%</b>	86.4%	98.3%	82.0%	<b>-0.3%</b>
<b>Systemwide</b>	<b>87.3%</b>	<b>84.5%</b>	<b>98.3%</b>	<b>79.9%</b>	<b>86.6%</b>	<b>83.0%</b>	<b>97.5%</b>	<b>80.2%</b>	<b>+0.7%</b>



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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>July 2013:</b>	<b>92.7%</b>	91.5%	95.2%	93.4%
<b>July 2012:</b>	<b>90.8%</b>	89.0%	95.8%	90.7%
<b>% Difference:</b>	<b>+1.9%</b>	+2.5%	-0.6%	+2.7%

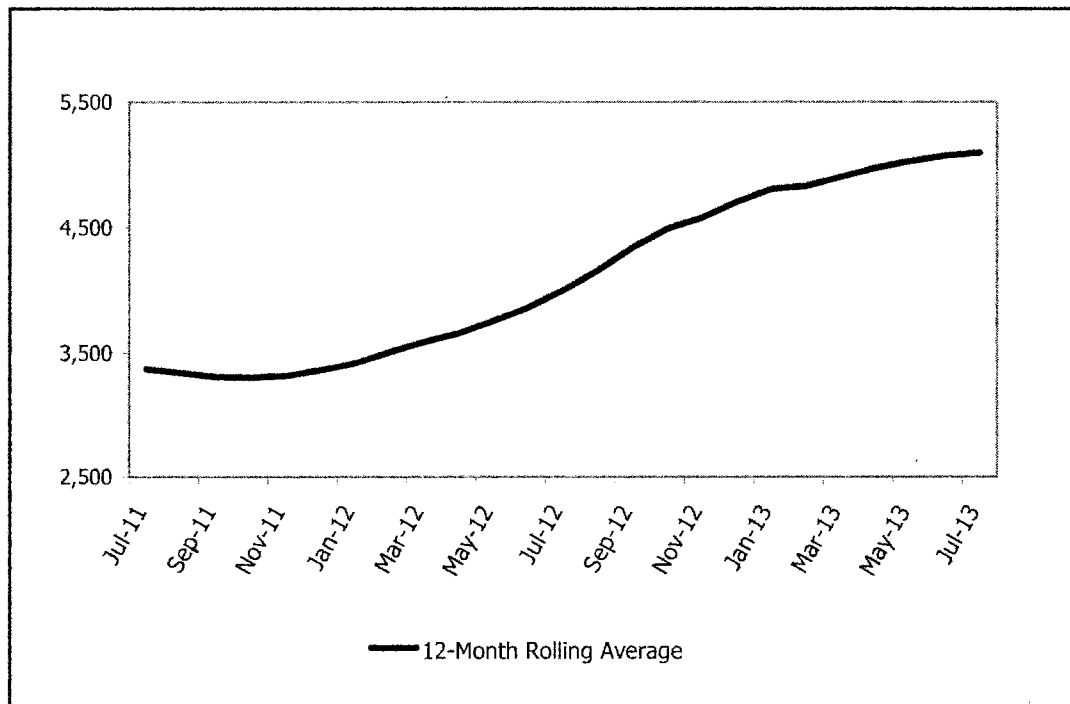
Chart 17

# Monthly Operations Report

Statistical results for the month of July 2013 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System MDBF (chart 1)</b>	4,229	4,019	+5.2%	5,094	4,001	+27.3%
NYCT Bus	4,154	3,758	+10.6%	4,942	3,901	+26.7%
MTA Bus	4,480	5,143	-12.9%	5,655	4,359	+29.7%
<b>System MDBSI (chart 2)</b>	2,457	2,400	+2.3%	2,787	2,380	+17.1%
NYCT Bus	2,454	2,280	+7.6%	2,749	2,319	+18.6%
MTA Bus	2,466	2,877	-14.3%	2,915	2,598	+12.2%
<b>System Trips Completed (chart 3)</b>	99.19%	99.04%	+0.1%	99.21%	98.49%	+0.7%
NYCT Bus	99.24%	99.10%	+0.1%	99.22%	98.53%	+0.7%
MTA Bus	99.00%	98.81%	+0.2%	99.18%	98.30%	+0.9%
<b>System AM Pull Out (chart 4)</b>	99.65%	99.47%	+0.2%	99.65%	99.01%	+0.6%
NYCT Bus	99.71%	99.59%	+0.1%	99.68%	99.08%	+0.6%
MTA Bus	99.44%	99.05%	+0.4%	99.56%	98.77%	+0.8%
<b>System PM Pull Out (chart 5)</b>	99.86%	99.78%	+0.1%	99.85%	99.42%	+0.4%
NYCT Bus	99.87%	99.83%	+0.0%	99.85%	99.50%	+0.3%
MTA Bus	99.83%	99.62%	+0.2%	99.86%	99.16%	+0.7%
<b>System Buses &gt;= 12 years</b>	25%	29%				
NYCT Bus	28%	31%				
MTA Bus	15%	21%				
<b>System Fleet Age</b>	7.49	7.66				
NYCT Bus	7.59	7.81				
MTA Bus	7.12	7.18				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	94.34%	94.36%	-0.0%	93.87%	94.36%	-0.5%
Trips Requested	659,646	653,659	+0.9%	650,575	665,136	-2.2%
Trips Scheduled	593,609	592,020	+0.3%	585,409	601,933	-2.7%
Trips Completed	560,014	558,620	+0.2%	549,545	567,986	-3.2%
Early Cancellations as a Percentage of Trips Requested	9.24%	8.74%	+0.5%	9.31%	8.77%	+0.5%
Late Cancellations as a Percentage of Trips Scheduled	3.84%	3.79%	+0.1%	3.89%	3.59%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.46%	1.58%	-0.1%	1.78%	1.73%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.36%	0.27%	+0.1%	0.46%	0.32%	+0.1%
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	0.77%	0.69%	+0.1%	0.70%	0.73%	-0.0%
New Applications Received	3,174	3,007	+5.6%	2,751	2,676	+2.8%

## Bus Mean Distance Between Failures - System\*



### Definition

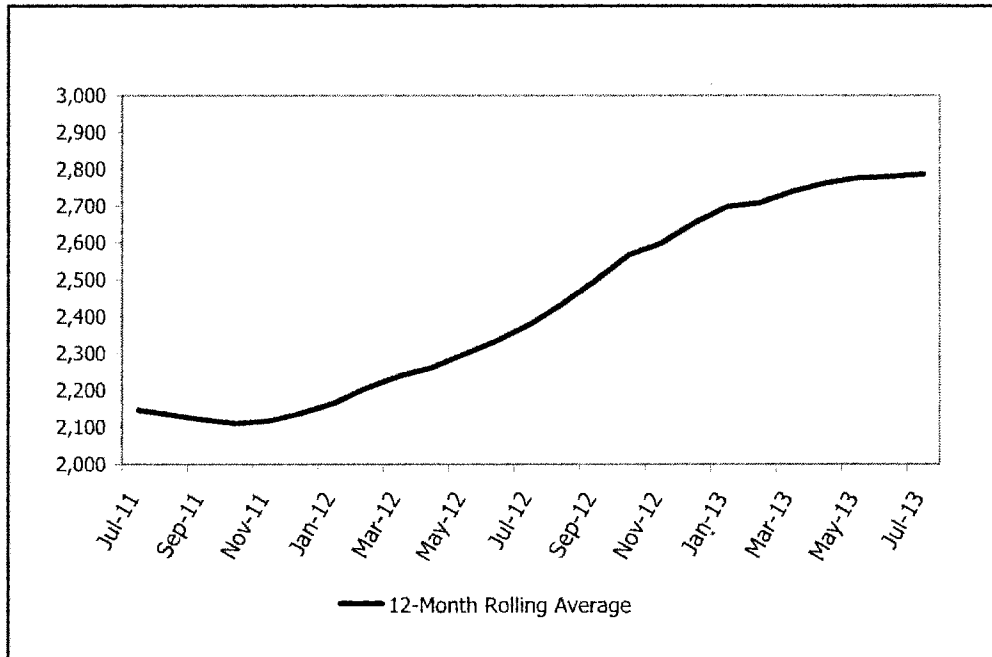
Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results		12-Month Average		Annual Results	
July 2013:	4,229	Aug 12-Jul 13	5,094	2013 Goal:	4,754
July 2012:	4,019	Aug 11-Jul 12	4,001	2012 Actual:	4,704

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

Chart 1

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



### Definition

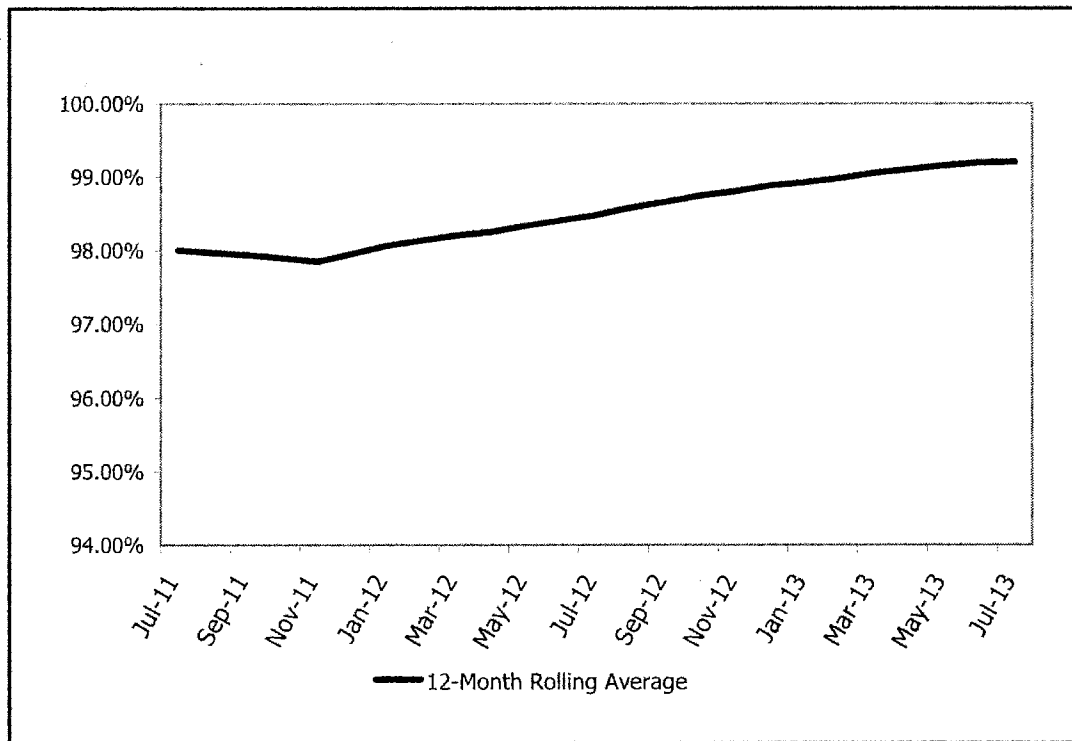
The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results		12-Month Average	Annual Results	
July 2013:	2,457	Aug 12-Jul 13	2,787	2013 YTD: 2,734
July 2012:	2,400	Aug 11-Jul 12	2,380	2012 Actual: 2,654

\* "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

July 2013: 99.19%  
 July 2012: 99.04%

### 12-Month Average

Aug 12-Jul 13 99.21%  
 Aug 11-Jul 12 98.49%

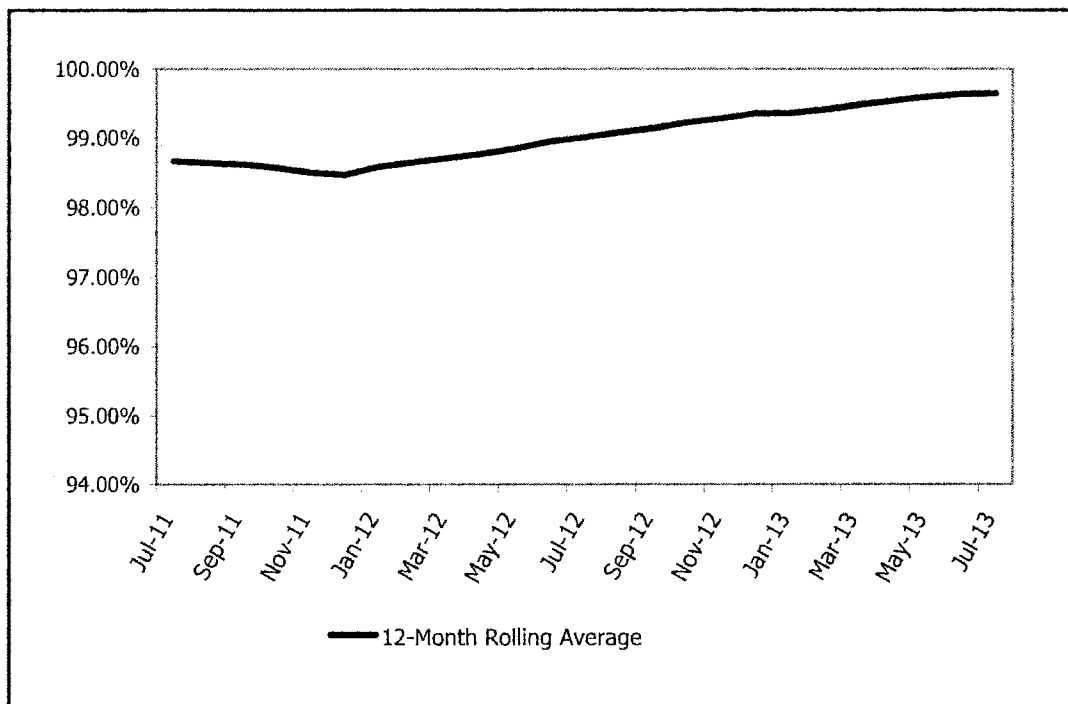
### Annual Results

2013 YTD: 99.25%  
 2012 Actual: 98.89%

\* "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

July 2013: 99.65%  
 July 2012: 99.47%

### 12-Month Average

Aug 12-Jul 13 99.65%  
 Aug 11-Jul 12 99.01%

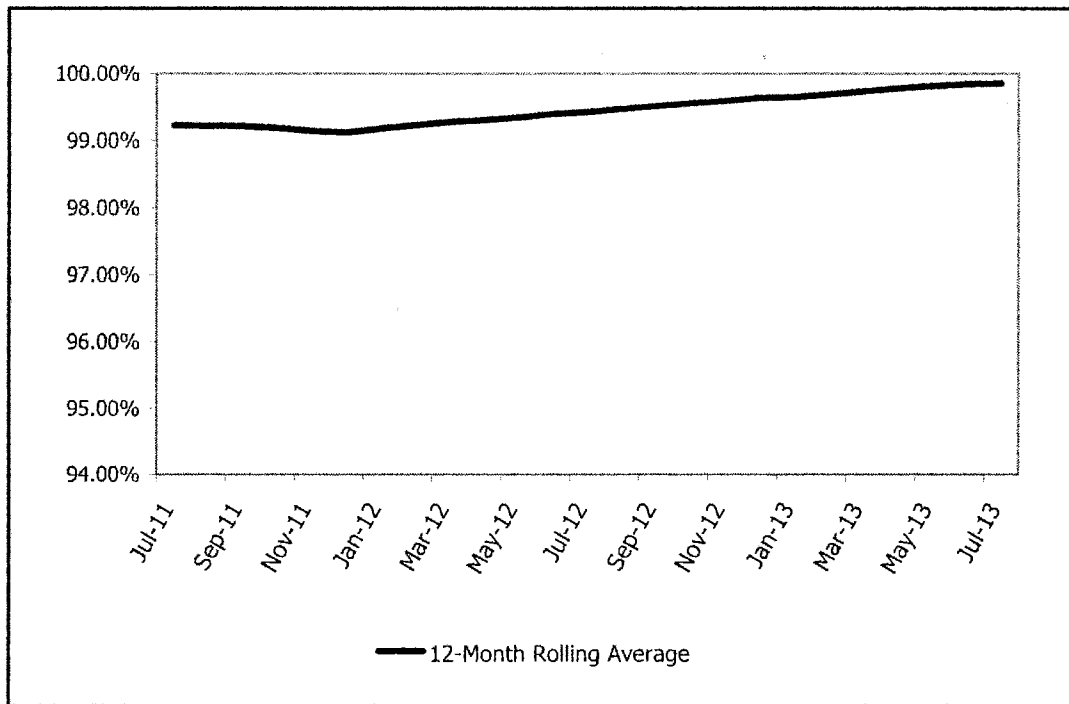
### Annual Results

2013 YTD: 99.68%  
 2012 Actual: 99.36%

\* "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	
July 2013:	99.86%	Aug 12-Jul 13	99.85%	2013 YTD:	99.89%
July 2012:	99.78%	Aug 11-Jul 12	99.42%	2012 Actual:	99.64%

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

Chart 5

# Monthly Operations Report

Statistical results for the month of July 2013 are shown below.

Safety Report						
Performance Indicator	Current Month: July 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1</sup> (chart 1)	2.80	2.89	-3.1%	2.90	2.80	+3.6%
Subway Customer Injuries per Million Customers <sup>1</sup> (chart 2)	2.82	2.87	-1.7%	2.96	2.81	+5.3%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	3	1	+200.0%
Subway Fires <sup>2</sup> (charts 5-6)	76	74	+2.7%	849	855	-0.7%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.80	2.66	+5.4%	2.61	2.52	+3.3%

Bus Collisions Per Million Miles (chart 7)						
Regional	48.50	48.02	+1.0%	48.29	44.87	+7.6%
NYCT Bus	49.20	47.41	+3.8%	49.45	45.78	+8.0%
MTA Bus	46.31	49.94	-7.3%	44.56	41.98	+6.2%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	8.82	6.91	+27.8%	5.99	6.77	-11.5%
NYCT Bus	10.42	8.25	+26.2%	6.23	7.47	-16.7%
MTA Bus	3.86	2.66	+44.9%	5.24	4.53	+15.7%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.04	1.36	-23.7%	1.04	1.20	-13.8%
NYCT Bus	1.06	1.33	-19.8%	1.04	1.15	-10.2%
MTA Bus	0.90	1.55	-42.2%	1.05	1.49	-29.1%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.13	1.44	-21.5%	1.09	1.24	-11.6%
NYCT Bus	1.17	1.42	-17.3%	1.09	1.19	-8.0%
MTA Bus	0.90	1.55	-42.2%	1.10	1.52	-27.4%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.46	6.23	-12.5%	5.30	5.77	-8.1%
MTA Bus	9.68	6.14	+57.7%	7.43	9.18	-19.1%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)						
	3.45	3.61	-4.4%	3.23	3.30	-2.1%

Subways Crime Report						
Performance Indicator	Current Month: August 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>1,4</sup> (Attachments 1-3)	306	236	-12.7%	1,631	1,896	-14.3%
Robberies <sup>1,4</sup>	55	60	-8.3%	415	562	-27.1%

SIR Crime Report						
Performance Indicator	Current Month: August 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>1,4</sup> (Attachment 4)	3	1	+100.0%	7	9	-22.2%
Robberies <sup>1,4</sup>	0	1	-100.0%	17	21	-19.0%

<sup>1</sup> Current month data are for June 2013.

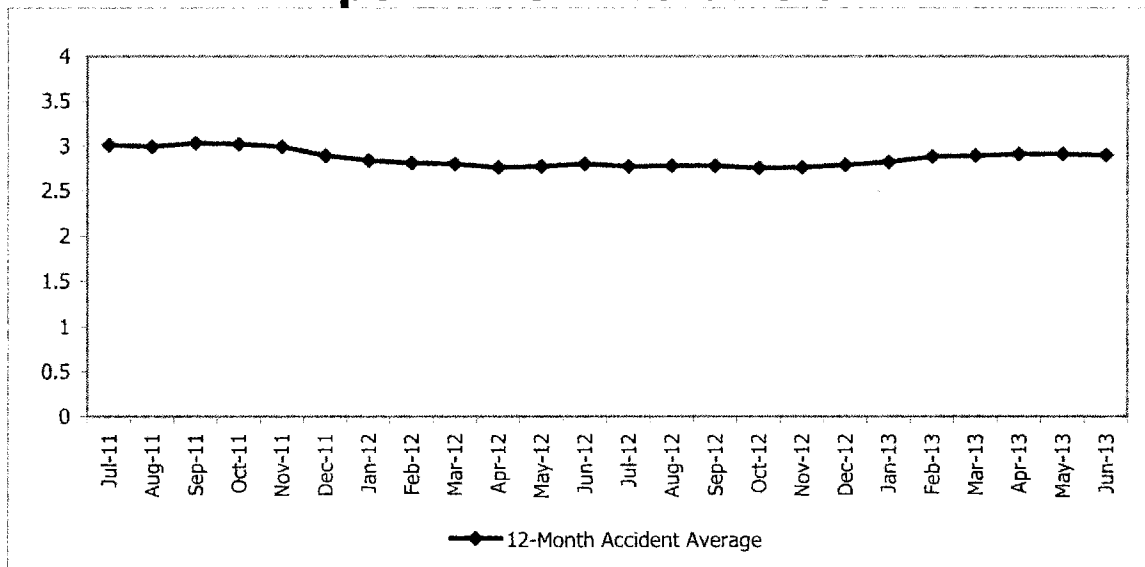
<sup>2</sup> 12-month figures shown are totals rather than averages.

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

<sup>4</sup> Current month data are for August 2013.



## Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

Jun 2013: 2.80

Jun 2012: 2.89

### 12-Month Average

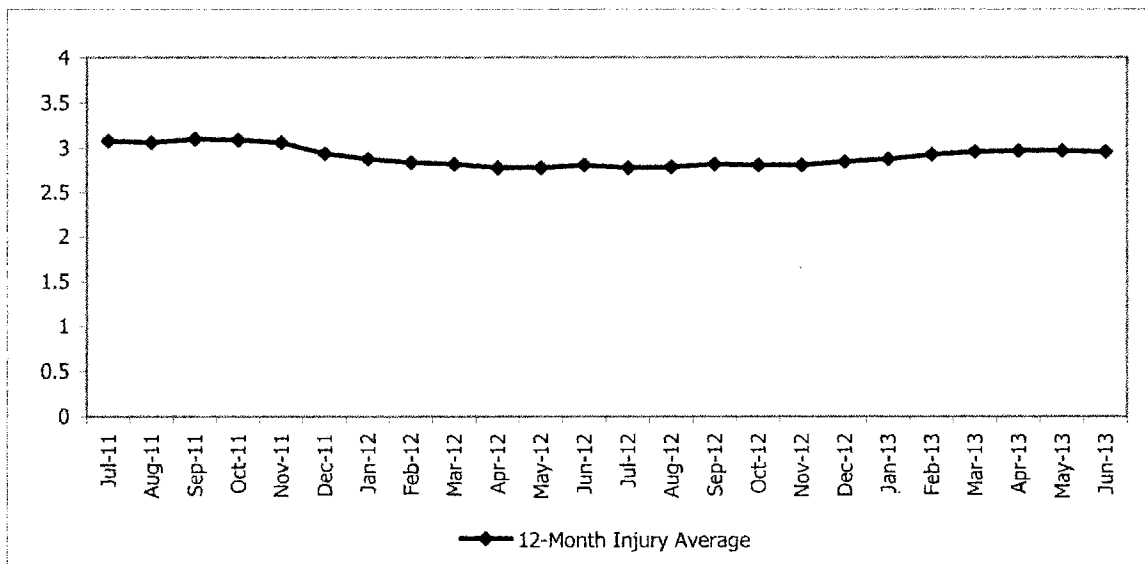
Jul 12 – Jun 13: 2.90

Jul 11 – Jun 12: 2.80

### Annual Results

2013 YTD: 2.98

2012 Actual: 2.79



### Monthly Results

Jun 2013: 2.82

Jun 2012: 2.87

### 12-Month Average

Jul 12 – Jun 13: 2.96

Jul 11 – Jun 12: 2.81

### Annual Results

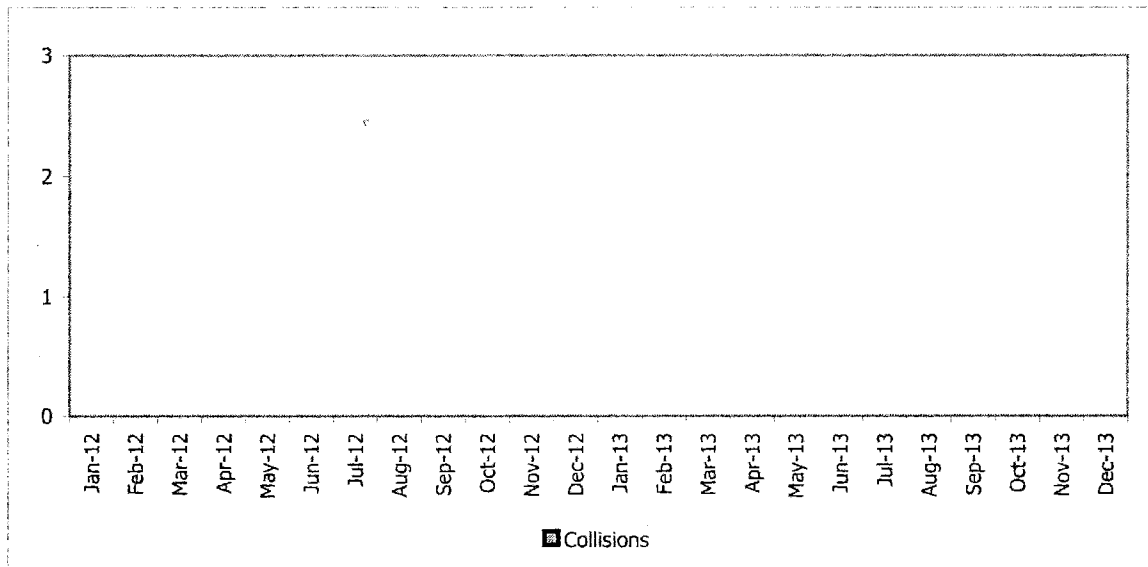
2013 YTD: 2.99

2012 Actual: 2.85

### Definitions

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

## Subway Collisions/Derailments



### Monthly Results

Aug 2013: 0

Aug 2012: 0

### 12-Month Average

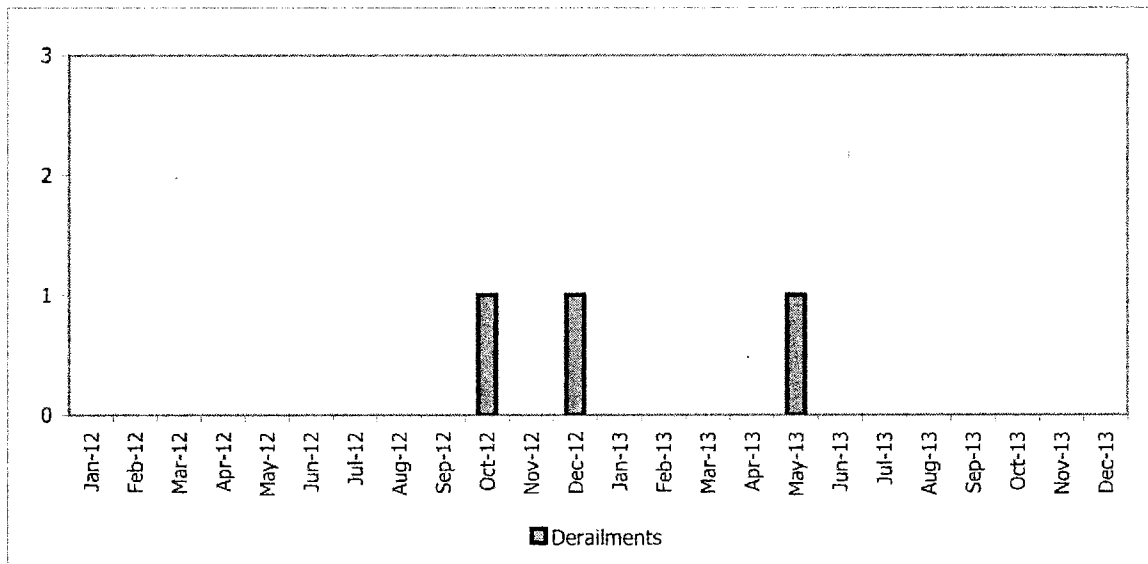
Sep 12 – Aug 13: 0

Sep 11 – Aug 12: 1

### Annual Results

2013 YTD: 0

2012 Actual: 0



### Monthly Results

Aug 2013: 0

Aug 2012: 0

### 12-Month Average

Sep 12 – Aug 13: 3

Sep 11 – Aug 12: 1

### Annual Results

2013 YTD: 1

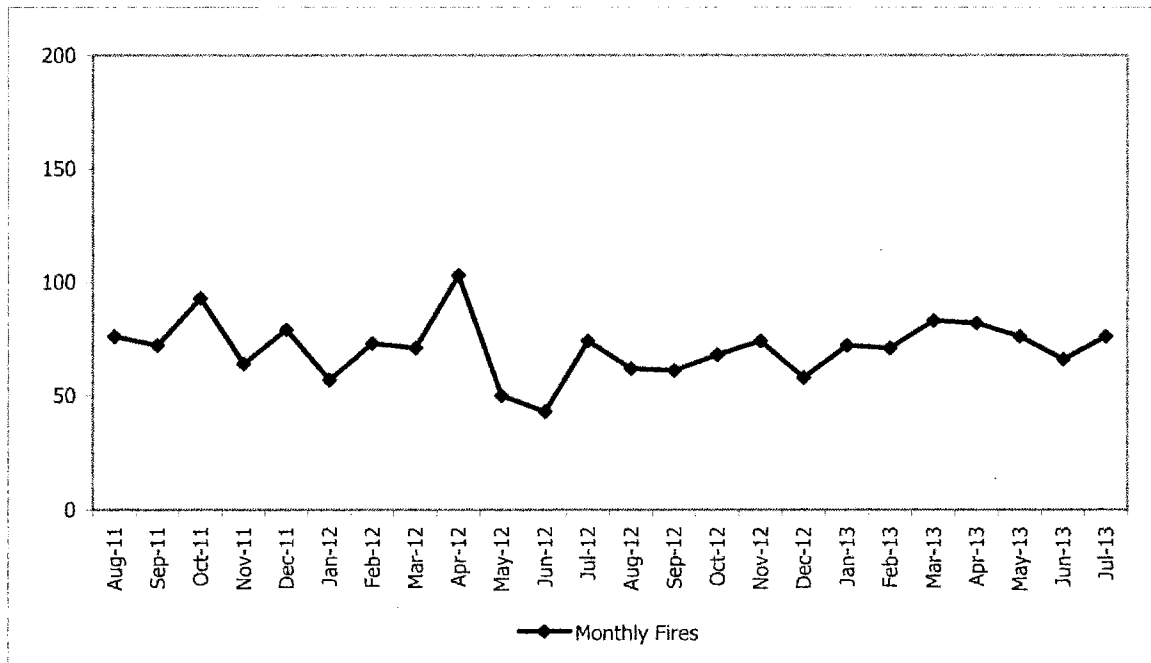
2012 Actual: 2

### Definitions

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

**Derailment:** An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (10-26-12, 12-22-12, 5-29-13)

# Subway Fires



## Monthly Results

Jul 2013: 76

Jul 2012: 74

## 12-Month Average

Aug 12 – Jul 13: 849

Aug 11 – Jul 12: 855

## Annual Results

2013 YTD: 526

2012 Actual: 794

## Subway Fires

Fire severity is classified as follows:

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

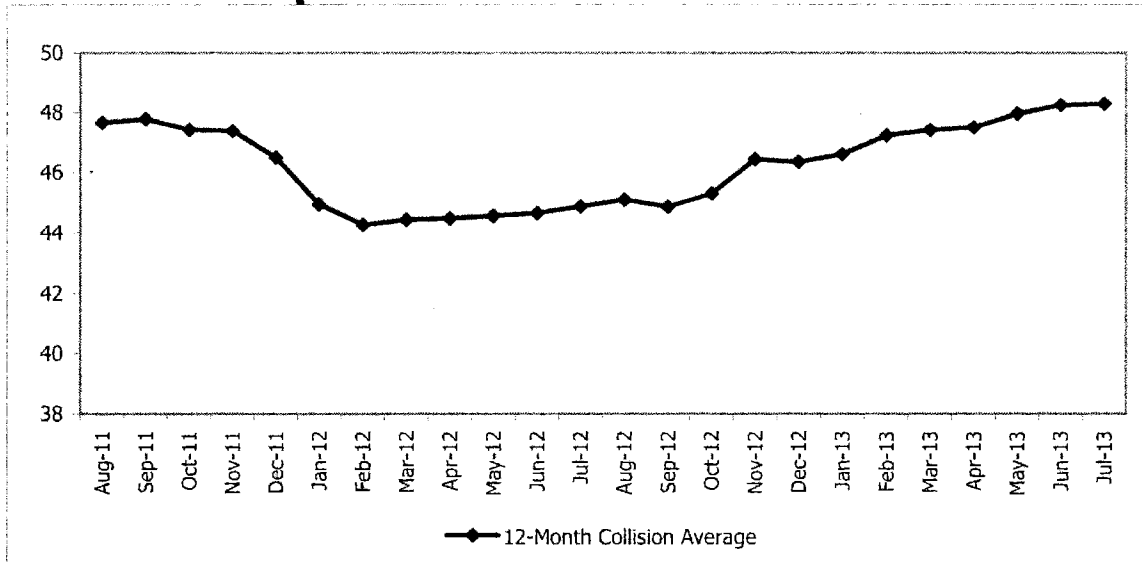
Severity & Location of fires during the current month were as follows:

Low:	71.1%	Train:	16
Average:	28.9%	Right-of-way:	52
Above Average:	0.0%	Station:	8
High:	0.0%	Other:	0
		Total:	76

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

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Brake Shoes:	5	Debris:	32	Debris:	6
Resistor:	2	Tie:	14	Electrical:	1
				Supplies:	1

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

Jul 2013: 48.50

Jul 2012: 48.02

### 12-Month Average

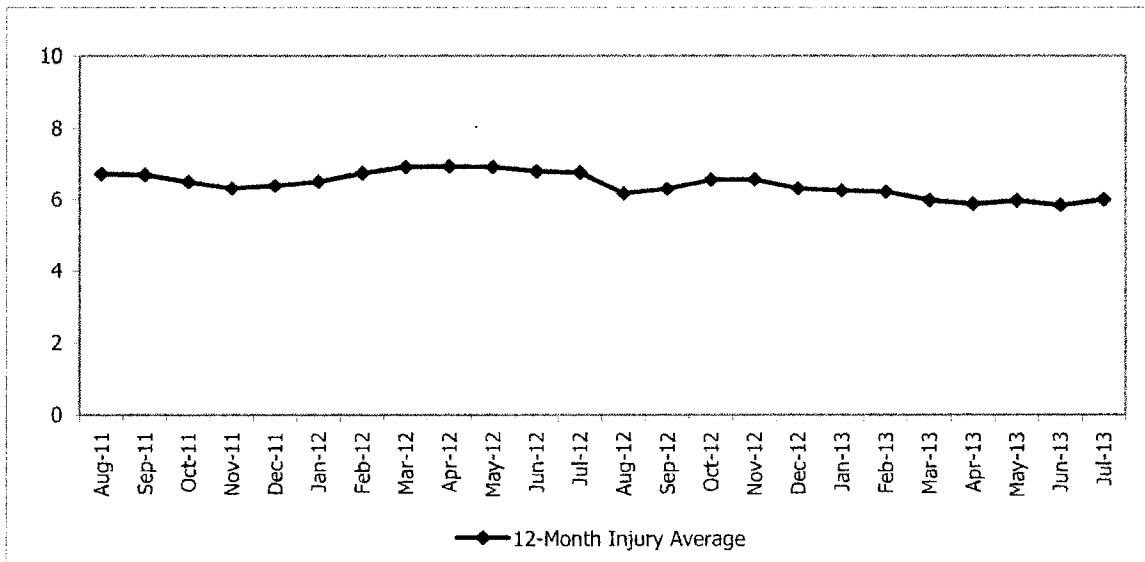
Aug 12 – Jul 13: 48.29

Aug 11 – Jul 12: 44.87

### Annual Results

2013 YTD: 48.08

2012 Actual: 46.35



### Monthly Results

Jul 2013: 8.82

Jul 2012: 6.91

### 12-Month Average

Aug 12 – Jul 13: 5.99

Aug 11 – Jul 12: 6.77

### Annual Results

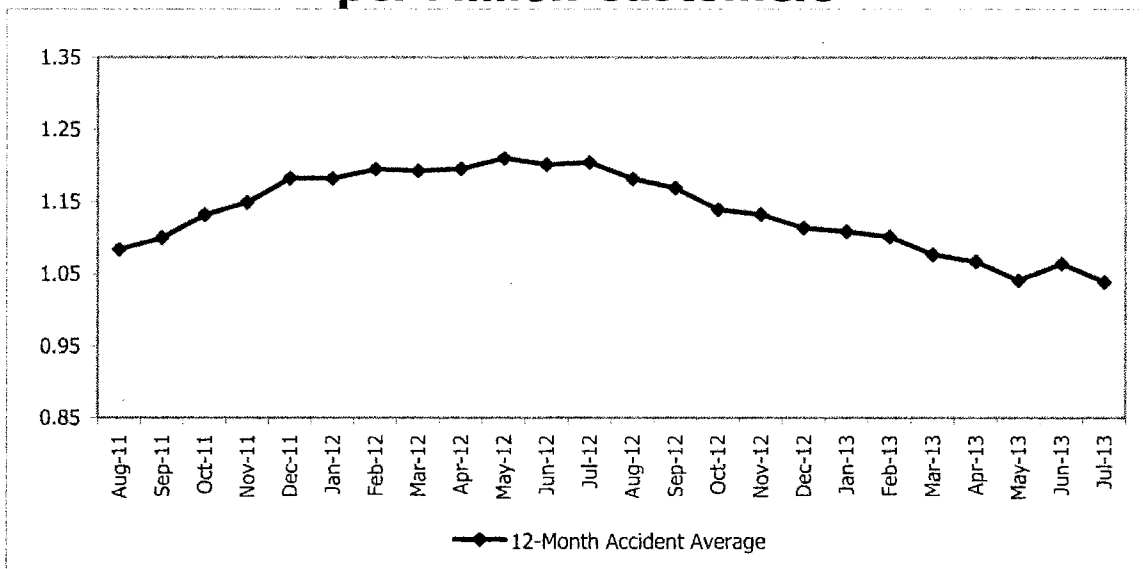
2013 YTD: 5.98

2012 Actual: 6.32

### Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

## Regional Bus Customer Accidents/Injuries per Million Customers



### Monthly Results

Jul 2013: 1.04

Jul 2012: 1.36

### 12-Month Average

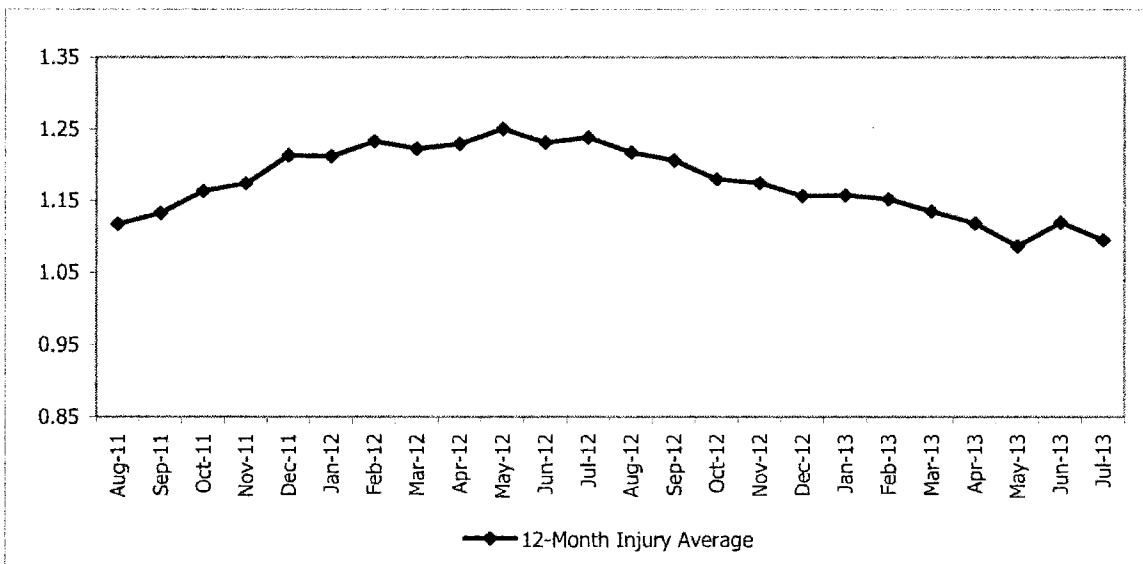
Aug 12 – Jul 13: 1.04

Aug 11 – Jul 12: 1.20

### Annual Results

2013 YTD: 1.03

2012 Actual: 1.11



### Monthly Results

Jul 2013: 1.13

Jul 2012: 1.44

### 12-Month Average

Aug 12 – Jul 13: 1.09

Aug 11 – Jul 12: 1.24

### Annual Results

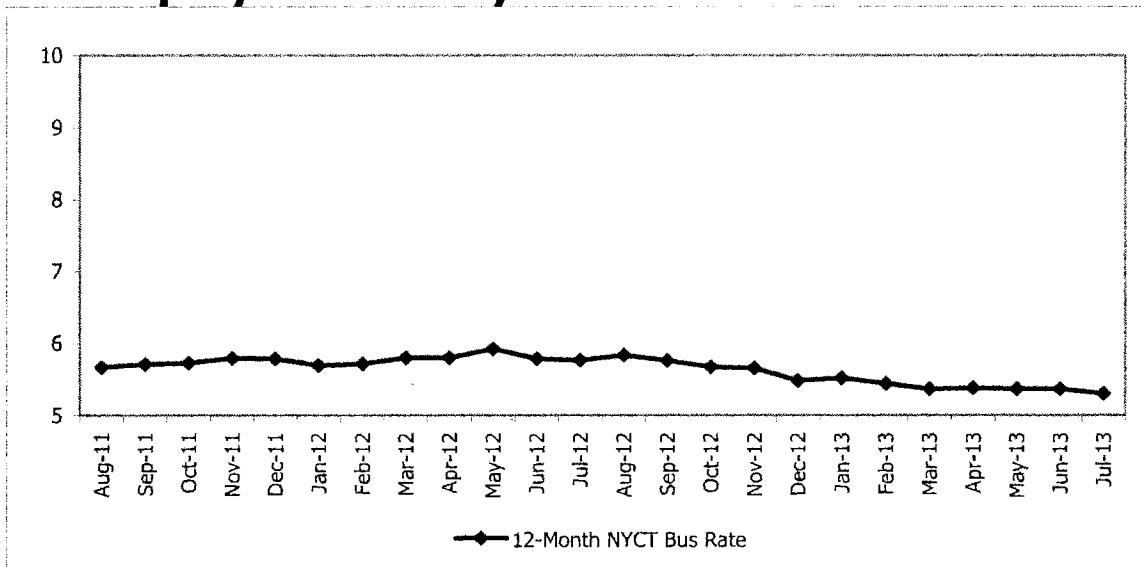
2013 YTD: 1.10

2012 Actual: 1.16

### Definitions

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

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



### Monthly Results

Jul 2013: 5.46

Jul 2012: 6.23

### 12-Month Average

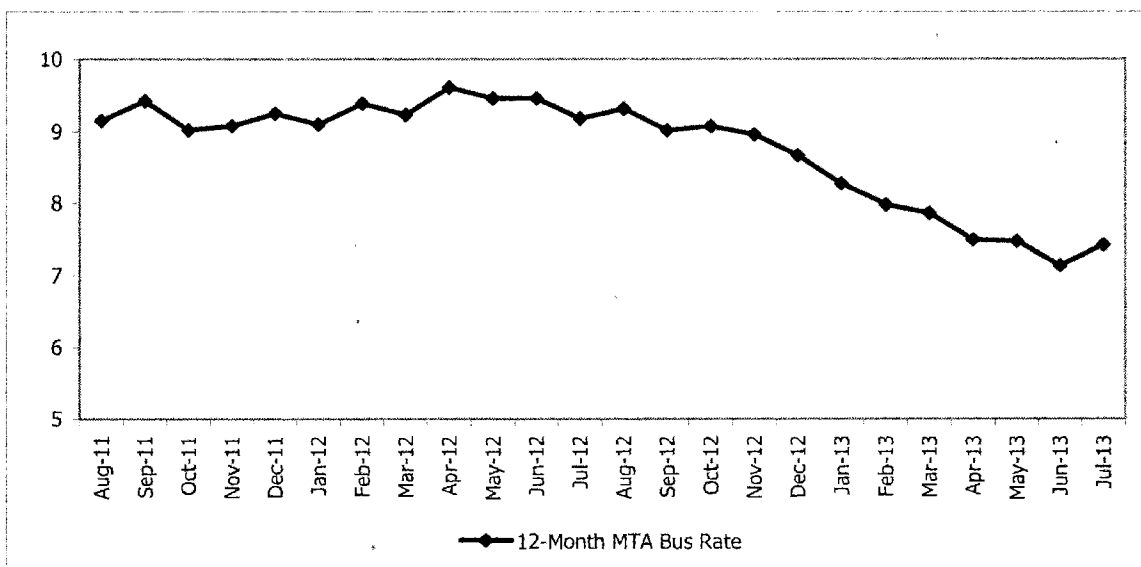
Aug 12 – Jul 13: 5.30

Aug 11 – Jul 12: 5.77

### Annual Results

2013 Goal: 5.13

2012 Actual: 5.48



### Monthly Results

Jul 2013: 9.68

Jul 2012: 6.14

### 12-Month Average

Aug 12 – Jul 13: 7.43

Aug 11 – Jul 12: 9.18

### Annual Results

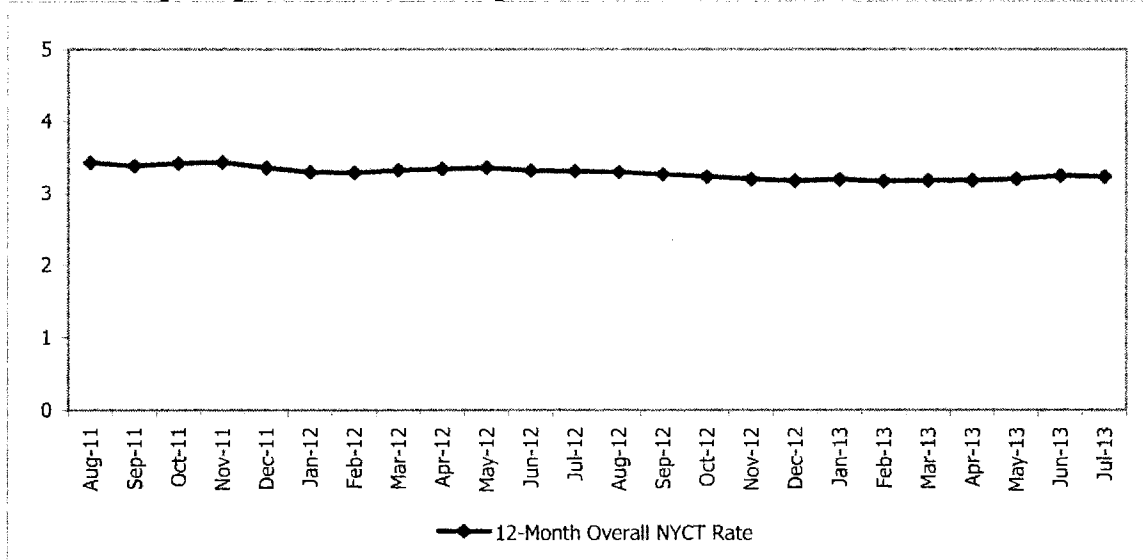
2013 Goal: 7.52

2012 Actual: 8.67

### Definitions

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

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



### Monthly Results

Jul 2013: 3.45

Jul 2012: 3.61

### 12-Month Average

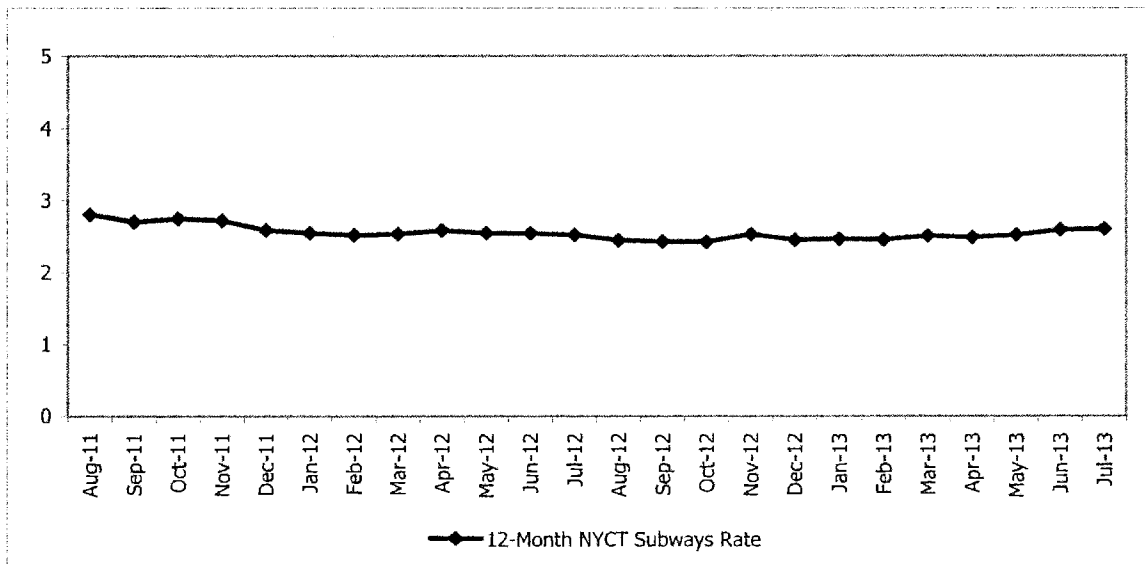
Aug 12 – Jul 13: 3.23

Aug 11 – Jul 12: 3.30

### Annual Results

2013 Goal: 2.97

2012 Actual: 3.17



### Monthly Results

Jul 2013: 2.80

Jul 2012: 2.66

### 12-Month Average

Aug 12 – Jul 13: 2.61

Aug 11 – Jul 12: 2.52

### Annual Results

2013 Goal: 2.29

2012 Actual: 2.45

### Definitions

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





Police Department  
City of New York

REPORT

CRIME STATISTICS AUGUST

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	1	0	0.0%
ROBBERY	55	60	-5	-8.3%
FELASSAULT	17	11	6	54.5%
BURGLARY	3	0	3	***. *%
GRLARCENY	130	164	-34	-20.7%
<u>TOTAL MAJOR FELONIES</u>	<u>206</u>	<u>236</u>	<u>-30</u>	<u>-12.7%</u>

*During August the daily Robbery average decreased from 1.9 to 1.8*

*During August the daily Major Felony average decreased from 7.6 to 6.6*

CRIME STATISTICS JANUARY THRU AUGUST

	2013	2012	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	4	7	-3	-42.9%
ROBBERY	415	569	-154	-27.1%
FELASSAULT	128	128	0	0.0%
BURGLARY	25	18	7	38.9%
GRLARCENY	1058	1114	-56	-5.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1631</u>	<u>1836</u>	<u>-205</u>	<u>-11.2%</u>

*Year to date, the daily Robbery average decreased from 2.3 to 1.7*

*Year to date, the daily Major Felony average decreased from 7.6 to 6.7*

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



Police Department  
City of New York

**REPORT**

**AUGUST ACTIVITY**

	<b>2013</b>	<b>2012</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	4456	4050	406	10.0%
TosArrest	2333	2123	210	9.9%
Summ	7216	7329	-113	-1.5%

**JANUARY - AUGUST ACTIVITY**

	<b>2013</b>	<b>2012</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	35503	34504	999	2.9%
TosArrest	19703	18286	1417	7.7%
Summ	59762	65136	-5374	-8.3%

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



Police Department  
City of New York

## REPORT

	JANUARY- AUGUST																
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Murder</b>	2	1	4	1	2	1	1	2	4	2	3	2	1	1	0	0	1
<b>Rape</b>	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	7	4
<b>Robbery</b>	1429	1241	1111	900	804	830	769	704	783	641	523	501	466	469	499	569	415
<b>Assault</b>	290	298	287	229	186	189	173	179	152	127	138	116	108	133	128	128	128
<b>Burglary</b>	24	10	6	5	33	12	7	6	1	5	2	5	1	2	6	18	25
<b>GL</b>	2264	1739	1581	1653	1489	1427	1120	1224	1197	968	828	868	759	787	1014	1114	1058
<b>TOTAL MAJOR FELONIES</b>	<b>4010</b>	<b>3299</b>	<b>2989</b>	<b>2792</b>	<b>2515</b>	<b>2459</b>	<b>2072</b>	<b>2117</b>	<b>2140</b>	<b>1746</b>	<b>1494</b>	<b>1494</b>	<b>1336</b>	<b>1392</b>	<b>1649</b>	<b>1836</b>	<b>1631</b>
<b>Major Fel Per Day</b>	<b>16.50</b>	<b>13.58</b>	<b>12.30</b>	<b>11.49</b>	<b>10.35</b>	<b>10.12</b>	<b>8.53</b>	<b>8.71</b>	<b>8.81</b>	<b>7.19</b>	<b>6.15</b>	<b>6.15</b>	<b>5.50</b>	<b>5.73</b>	<b>6.79</b>	<b>7.56</b>	<b>6.71</b>

3.36



## METROPOLITAN TRANSPORTATION AUTHORITY

### Police Department Staten Island Rapid Transit

#### August 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	0	2	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	1	1	100%

#### Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	9	-2	-22%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	9	10	-1	-10%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	21	-4	-19%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

### **3. OPERATIONS PERFORMANCE SUMMARY**

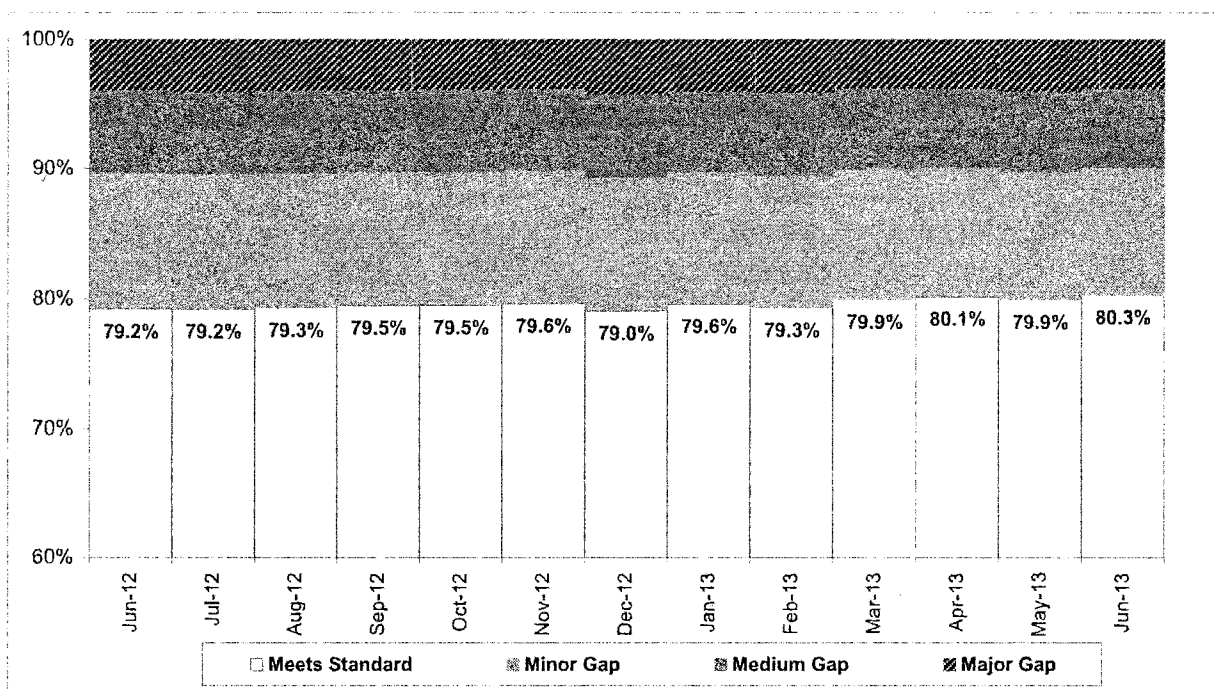
#### **June Monthly Operations Report**

# Monthly Operations Report

Statistical results for the month of June 2013 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				80.3%	79.2%	+1.1%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	76.6%	77.4%	-0.8%			
A Division Weekday Wait Assessment - (All Lines)				77.0%	77.3%	-0.3%
B Division Weekday Wait Assessment	80.8%	80.4%	+0.4%	81.8%	80.1%	+1.7%
System Weekend Wait Assessment (Charts 3)				85.3%	84.7%	+0.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	84.6%	87.5%	-2.9%			
A Division Weekend Wait Assessment - (All Lines)				84.0%	86.1%	-2.1%
B Division Weekend Wait Assessment	88.9%	82.1%	+6.8%	86.1%	83.9%	+2.2%
System Weekday Terminal On-Time Performance (Charts 4-5)	81.8%	83.7%	-1.9%	83.2%	84.8%	-1.6%
A Division Weekday Terminal On-Time Performance	78.4%	76.5%	+1.9%	77.2%	79.3%	-2.1%
B Division Weekday Terminal On-Time Performance	84.7%	88.8%	-4.1%	87.8%	88.8%	-1.0%
System Number of Terminal Delays (Charts 6)	28,134	23,978	+17.3%	25,068	22,755	+10.2%
System Weekend Terminal On-Time Performance (Charts 7-8)	84.4%	90.0%	-5.6%	87.8%	88.1%	-0.3%
A Division Weekend Terminal On-Time Performance	82.2%	84.0%	-1.8%	82.7%	83.5%	-0.8%
B Division Weekend Terminal On-Time Performance	86.0%	93.9%	-7.9%	91.1%	90.9%	+0.2%
System Number of Weekend Terminal Delays (Charts 9)	8,374	4,439	+88.6%	5,741	5,544	+3.6%
Mean Distance Between Failures (Charts 10-11)	138,003	167,642	-17.7%	162,579	165,547	-1.8%
A Division Mean Distance Between Failures	122,729	153,687	-20.1%	155,120	153,357	+1.1%
B Division Mean Distance Between Failures	152,124	179,518	-15.3%	168,586	175,759	-4.1%
System Weekday Service-KPI (Charts 12-13)	82.4%	82.5%	-0.1%	N/A		
A Division Weekday Service-KPI	79.0%	78.4%	+0.6%			
B Division Weekday Service-KPI	84.5%	84.7%	-0.2%			
System Weekday PES-KPI (Charts 14-16)	91.2%	90.8%	+0.4%			
Staten Island Railway						
24 Hour On-Time Performance	93.7%	95.5%	-1.8%	92.5%	95.3%	-2.8%
AM Rush On-Time Performance	98.9%	100.0%	-1.1%	97.6%	96.9%	+0.7%
PM Rush On-Time Performance	98.5%	99.3%	-0.8%	96.3%	98.0%	-1.7%
Percentage of Completed Trips	99.6%	99.3%	+0.3%	99.5%	99.3%	+0.2%
Mean Distance Between Failures	67,408	50,527	+33.4%	79,874	101,846	-21.6%
Staten Island Railway PES-KPI (Charts 17)	92.3%	89.4%	+2.9%			

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



### Wait Assessment Definition

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

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

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

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

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

### Wait Assessment Results

Systemwide 12-Month Average					Annual Results (Meets Standard)
	Meets	GAP			
	Standard	Minor	Medium	Major	
Jul '12 - Jun '13	80.3%	9.8%	6.2%	3.8%	2013 GOAL: 79.4%
Jul '11 - Jun '12	79.2%	10.4%	6.4%	4.0%	2012 ACTUAL: 79.0%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

# **Subway Weekday Wait Assessment 12 Month Rolling (ATS-A monthly only) (6 am - midnight)**

Jul '12 - Jun '13					Jul '11 - Jun '12				
Line	Meets	Headways*			Meets	Headways*			Standard Difference
		Standard	Minor	GAP		Standard	Minor	GAP	
			Minor	Medium	Major		Minor	Medium	Major
①	83.3%	7.6%	4.5%	4.6%	83.6%	8.5%	5.1%	2.8%	-0.3%
②	72.7%	10.6%	9.5%	7.2%	73.8%	10.3%	8.7%	7.1%	-1.1%
③	78.3%	10.2%	7.2%	4.4%	77.7%	10.2%	6.6%	5.5%	+0.6%
④	75.1%	9.8%	7.5%	7.6%	74.7%	9.7%	7.8%	7.8%	+0.4%
⑤	71.2%	10.3%	8.8%	9.7%	73.5%	10.1%	7.7%	8.7%	-2.3%
⑥	79.1%	7.9%	6.0%	7.0%	80.9%	8.0%	5.7%	5.4%	-1.8%
⑦	79.2%	10.6%	6.7%	3.5%	76.5%	12.5%	7.4%	3.5%	+2.7%
S 42nd	93.7%	3.9%	1.1%	1.3%	N/A**	N/A**	N/A**	N/A**	
Subdivision A**	77.0%	9.6%	7.2%	6.3%	77.3%	9.9%	7.0%	5.8%	-0.3%
①	74.7%	9.8%	9.6%	6.0%	72.7%	11.0%	8.9%	7.4%	+2.0%
②	80.5%	10.8%	6.6%	2.1%	78.7%	11.7%	6.7%	3.0%	+1.8%
③	83.8%	10.7%	3.9%	1.7%	78.3%	12.5%	6.4%	2.8%	+5.5%
④	79.3%	12.5%	6.1%	2.1%	78.3%	12.1%	6.1%	3.4%	+1.0%
⑤	76.1%	11.2%	8.1%	4.5%	72.7%	12.2%	9.2%	5.8%	+3.4%
⑥	75.2%	10.6%	9.1%	5.1%	73.8%	11.4%	9.0%	5.8%	+1.4%
S Fkln	96.9%	2.4%	0.5%	0.2%	96.0%	3.3%	0.8%	0.0%	+0.9%
⑦	84.3%	10.8%	3.5%	1.5%	83.6%	11.4%	3.7%	1.2%	+0.7%
S Rock	96.9%	2.3%	0.5%	0.2%	93.0%	5.7%	0.8%	0.5%	+3.9%
J Z	82.1%	10.0%	5.4%	2.5%	82.0%	9.7%	6.4%	1.9%	+0.1%
①	82.4%	10.8%	5.2%	1.6%	79.1%	11.8%	6.8%	2.2%	+3.3%
②	78.3%	12.1%	7.0%	2.7%	77.6%	12.5%	7.6%	2.2%	+0.7%
③	79.4%	11.1%	6.3%	3.1%	78.6%	12.3%	6.3%	2.8%	+0.8%
④	79.4%	12.5%	5.6%	2.5%	79.5%	11.3%	6.1%	3.0%	-0.1%
⑤	77.7%	10.2%	8.5%	3.6%	77.6%	10.9%	7.7%	3.9%	+0.1%
Subdivision B	81.8%	9.8%	5.7%	2.6%	80.1%	10.7%	6.2%	3.1%	+1.7%
Systemwide**	80.3%	9.8%	6.2%	3.8%	79.2%	10.4%	6.4%	4.0%	+1.1%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle.

**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

**\*\*** Subdivision A and Systemwide totals do not include the ⑤ 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.



**Subway Weekend Wait Assessment  
12 Month Rolling (ATS-A monthly only)  
(6 am - midnight)**

	Jul '12 - Jun '13				Jul '11 - Jun '12				
		Headways*				Headways*			
	Meets	GAP			Meets	GAP			Standard
Line	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference
①	87.9%	8.0%	3.2%	0.8%	90.3%	5.3%	2.0%	2.5%	-2.4%
②	82.7%	10.1%	4.8%	2.4%	83.9%	9.2%	4.4%	2.5%	-1.2%
③	88.2%	7.7%	3.1%	1.0%	88.6%	6.3%	3.1%	2.0%	-0.4%
④	80.1%	9.4%	6.3%	4.2%	84.0%	8.5%	4.5%	3.0%	-3.9%
⑤	83.0%	9.9%	4.6%	2.5%	88.6%	6.5%	3.4%	1.5%	-5.6%
⑥	85.6%	7.8%	4.3%	2.3%	89.6%	6.9%	2.6%	0.9%	-4.0%
⑦	80.6%	12.0%	5.6%	1.8%	77.6%	15.4%	6.5%	0.5%	+3.0%
⑤ 42nd	98.9%	0.7%	0.2%	0.2%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	84.0%	9.3%	4.6%	2.2%	86.1%	8.3%	3.8%	1.9%	-2.1%
①	80.8%	10.5%	6.5%	2.2%	77.0%	12.1%	8.4%	2.5%	+3.8%
③	85.0%	9.0%	4.7%	1.3%	82.6%	9.8%	6.3%	1.3%	+2.4%
④	83.9%	11.1%	4.0%	1.0%	79.6%	12.4%	6.2%	1.8%	+4.3%
⑤	88.0%	8.2%	2.6%	1.3%	85.0%	9.1%	3.2%	2.7%	+3.0%
⑥	79.0%	11.5%	7.4%	2.2%	78.8%	12.7%	6.5%	2.0%	+0.2%
⑤ Fkln	97.2%	2.5%	0.2%	0.0%	94.7%	4.4%	0.6%	0.2%	+2.5%
⑧	87.7%	6.9%	3.9%	1.5%	89.1%	9.3%	0.7%	0.9%	-1.4%
① ②	89.5%	8.0%	1.6%	0.9%	87.1%	8.6%	3.1%	1.3%	+2.4%
①	88.4%	8.8%	1.8%	1.0%	86.8%	8.8%	3.3%	1.2%	+1.6%
①	85.7%	9.0%	4.4%	1.0%	82.1%	10.5%	4.9%	2.5%	+3.6%
①	83.1%	9.9%	4.8%	2.2%	85.4%	10.7%	3.5%	0.5%	-2.3%
①	85.4%	11.4%	2.3%	0.9%	78.2%	14.6%	5.3%	1.9%	+7.2%
Sub Division B	86.1%	8.9%	3.7%	1.3%	83.9%	10.2%	4.3%	1.6%	+2.2%
Systemwide**	85.3%	9.0%	4.0%	1.6%	84.7%	9.5%	4.1%	1.7%	+0.6%

**Note:** Results are based on 12 month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and beginning January 2013 the ATS-A 42nd Street Shuttle. The weekend Ⓜ and Rockaway Shuttle are not reported as sufficient sample was not collected.

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

\* **Headway Definitions**

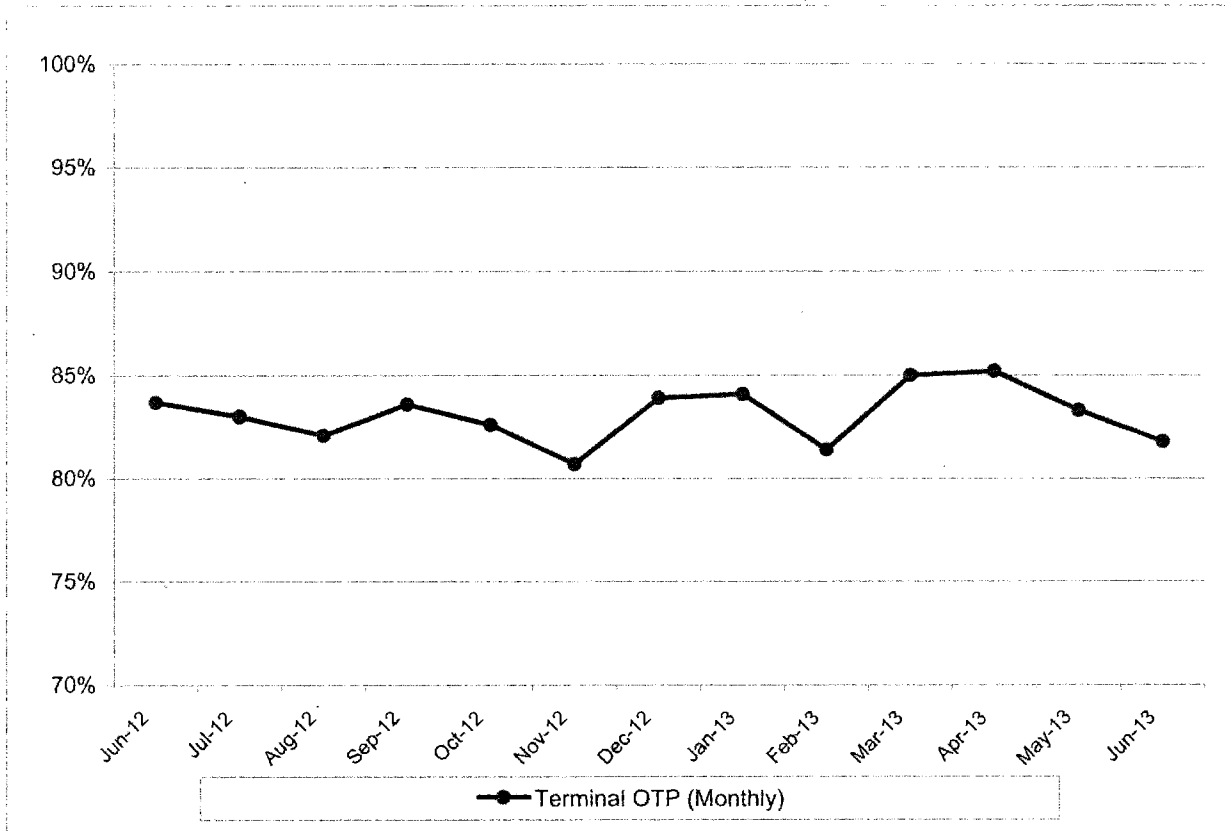
**Minor Gap:** from 25% to 50% over scheduled headway

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

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

\*\* Subdivision A and Systemwide totals do not include the Ⓢ 42nd Shuttle as comparison data was unavailable

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



### Weekday Terminal On-Time Performance Definition

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

### Weekday Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Jun 2013: 81.8%  
Jun 2012: 83.7%  
12-Mon Avg: 83.2%  
(Jul '12-Jun '13)

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

Jun 2013: 78.4%  
Jun 2012: 76.5%  
12-Mon Avg: 77.2%  
(Jul '12-Jun '13)

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

Jun 2013: 84.7%  
Jun 2012: 88.8%  
12-Mon Avg: 87.8%  
(Jul '12-Jun '13)

### Discussion of Results

In June 2013, Track Gangs (7,147 delays), Right Of Way (6,693 delays), and Over Crowding (4,453 delays) were the highest categories of delays, representing 65.0% of the total 28,134 delays.

Chart 4

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

<u>Line</u>	<u>Jul '12 - Jun '13</u>	<u>Jul '11 - Jun '12</u>	<u>% Difference</u>
①	86.5%	89.8%	-3.3%
②	57.6%	65.2%	-7.6%
③	71.5%	75.4%	-3.9%
④	61.0%	67.4%	-6.4%
⑤	62.1%	67.5%	-5.4%
⑥	77.0%	80.6%	-3.6%
⑦	90.2%	90.8%	-0.6%
⑤ 42 St	N/A*	N/A*	
<b>Subdivision A</b>	77.2%	79.3%	-2.1%
①	85.1%	82.1%	+3.0%
②	87.3%	87.6%	-0.3%
③	91.0%	90.3%	+0.7%
④	87.4%	88.9%	-1.5%
⑤	84.5%	87.0%	-2.5%
⑥	79.3%	80.4%	-1.1%
⑤ Fkln	99.5%	99.3%	+0.2%
⑦	88.0%	93.5%	-5.5%
⑤ Rock	97.8%	96.3%	+1.5%
① ②	94.9%	96.1%	-1.2%
③	94.9%	95.9%	-1.0%
④	87.2%	90.3%	-3.1%
⑤	81.6%	80.9%	+0.7%
⑦	85.8%	87.3%	-1.5%
⑧	85.8%	88.1%	-2.3%
<b>Subdivision B</b>	87.8%	88.8%	-1.0%
<b>Systemwide</b>	<b>83.2%</b>	<b>84.8%</b>	<b>-1.6%</b>

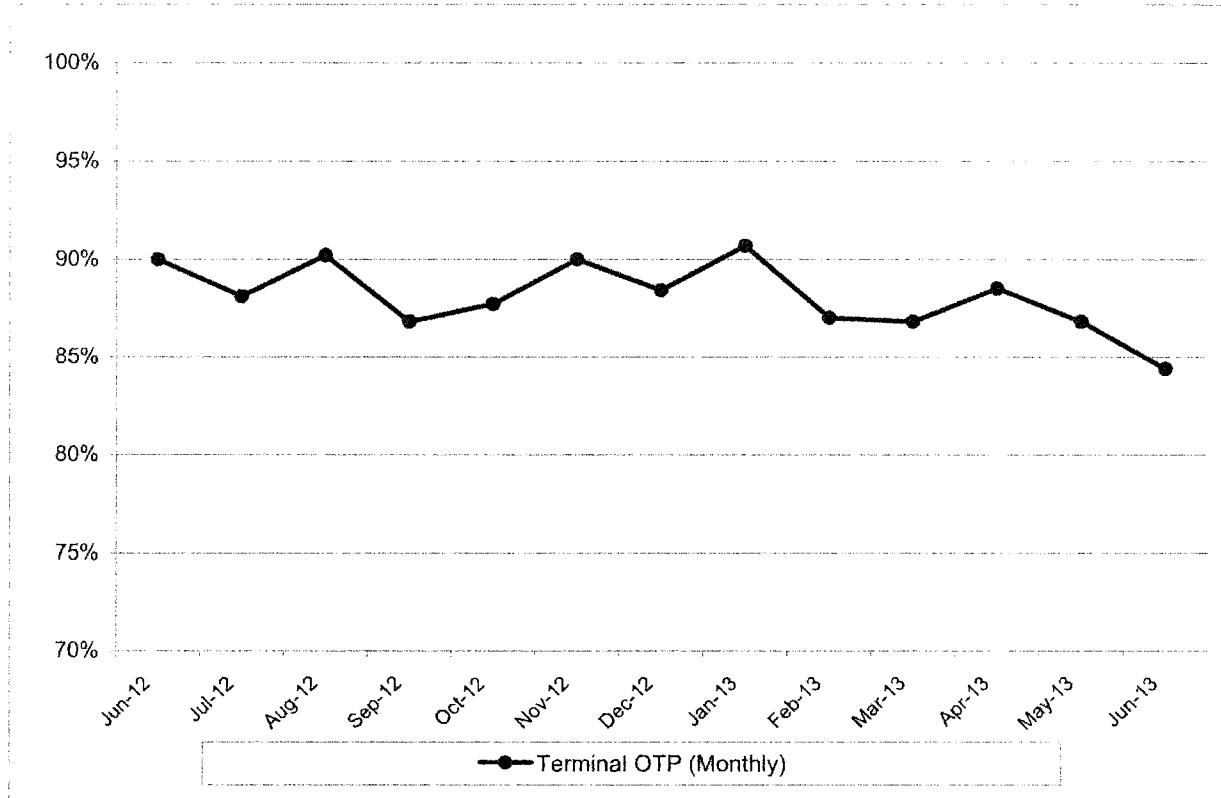
\* Performance data was unavailable due ATS system software upgrade.

**June 2013 Weekday Terminal Delays  
Systemwide Summary**

Categories	Delays
Track Gangs	7,147
Row Delays	6,693
Over Crowding	4,453
Sick Customer	2,048
Car Equipment	1,684
Work Equipment/G. O.	1,561
Police	1,290
Employee	646
Unruly Customer	607
Infrastructure	518
Inclement Weather	466
Fire	429
External	356
Operational Diversions	236
<b>Total Delays</b>	<b>28,134</b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### Systemwide

##### Monthly Results

Jun 2013: 84.4%  
 Jun 2012: 90.0%  
 12-Mon Avg: 87.8%  
 (Jul '12-Jun '13)

#### Subdivision A

##### Monthly Results

Jun 2013: 82.2%  
 Jun 2012: 84.0%  
 12-Mon Avg: 82.7%  
 (Jul '12-Jun '13)

#### Subdivision B

##### Monthly Results

Jun 2013: 86.0%  
 Jun 2012: 93.9%  
 12-Mon Avg: 91.1%  
 (Jul '12-Jun '13)

### Discussion of Results

In June 2013, Track Gangs (2,225 delays), Right Of Way (1,924 delays), Work Equipment/G.O. (1,407 delays) were the highest categories of delays, representing 66.3% of the total 8,374 delays.

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

<u>Line</u>	<u>Jul '12 - Jun '13</u>	<u>Jul '11 - Jun '12</u>	<u>% Difference</u>
①	81.4%	86.7%	-5.3%
②	66.4%	72.0%	-5.6%
③	82.6%	88.0%	-5.4%
④	71.8%	74.8%	-3.0%
⑤	87.6%	83.2%	+4.4%
⑥	78.9%	80.5%	-1.6%
⑦	94.1%	92.2%	+1.9%
⑤ 42 St	N/A*	N/A*	
<b>Subdivision A</b>	82.7%	83.5%	-0.8%
①	85.0%	85.2%	-0.2%
③	87.8%	86.0%	+1.8%
④	90.6%	89.8%	+0.8%
⑤	90.5%	90.7%	-0.2%
⑥	81.7%	82.6%	-0.9%
⑤ Fkln	99.5%	99.5%	0.0%
⑦	95.6%	97.0%	-1.4%
⑤ Rock	98.2%	96.8%	+1.4%
① ③	96.7%	95.2%	+1.5%
④	96.3%	96.8%	-0.5%
⑤	98.3%	95.4%	+2.9%
⑥	83.1%	80.9%	+2.2%
⑦	92.1%	92.9%	-0.8%
⑧	89.9%	91.6%	-1.7%
<b>Subdivision B</b>	91.1%	90.9%	+0.2%
<b>Systemwide</b>	<b>87.8%</b>	<b>88.1%</b>	<b>-0.3%</b>

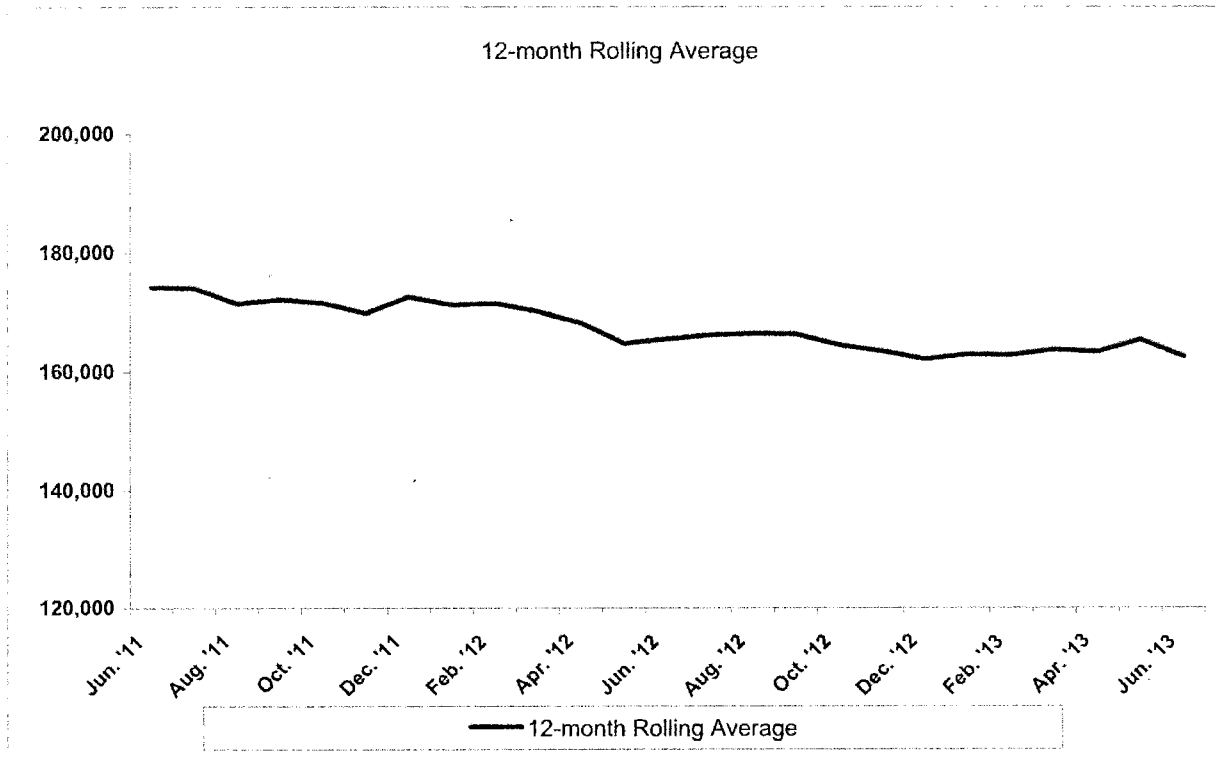
\* Performance data was unavailable due ATS system software upgrade.

**June 2013 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Track Gangs	2,225
ROW Delays	1,924
Work Equipment/G. O.	1,407
Over Crowding	931
Employee	413
Police	378
Sick Customer	325
Unruly Customer	298
Car Equipment	215
External	116
Operational Diversions	70
Inclement Weather	28
Fire	24
Infrastructure	19
<b>Total Delays</b>	<b>8,374</b>

\* Total may differ slightly due to rounding.

## Subway Mean Distance Between Failure



### Definition

Subway Mean Distance Between Failure (MDBF) is the primary 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.

<u>Monthly Results</u>	<u>12-Month Average</u>	<u>Annual Result</u>
June 2013: 138,003	Jul 12 - Jun 13: 162,579	2013 Goal: 166,000
June 2012: 167,642	Jul 11 - Jun 12: 165,547	2012 Actual: 162,138

### Discussion of Results

MDBF in June 2013 decreased 17.68% from June 2012. Over the past year, the MDBF 12-month average decreased 1.79%.



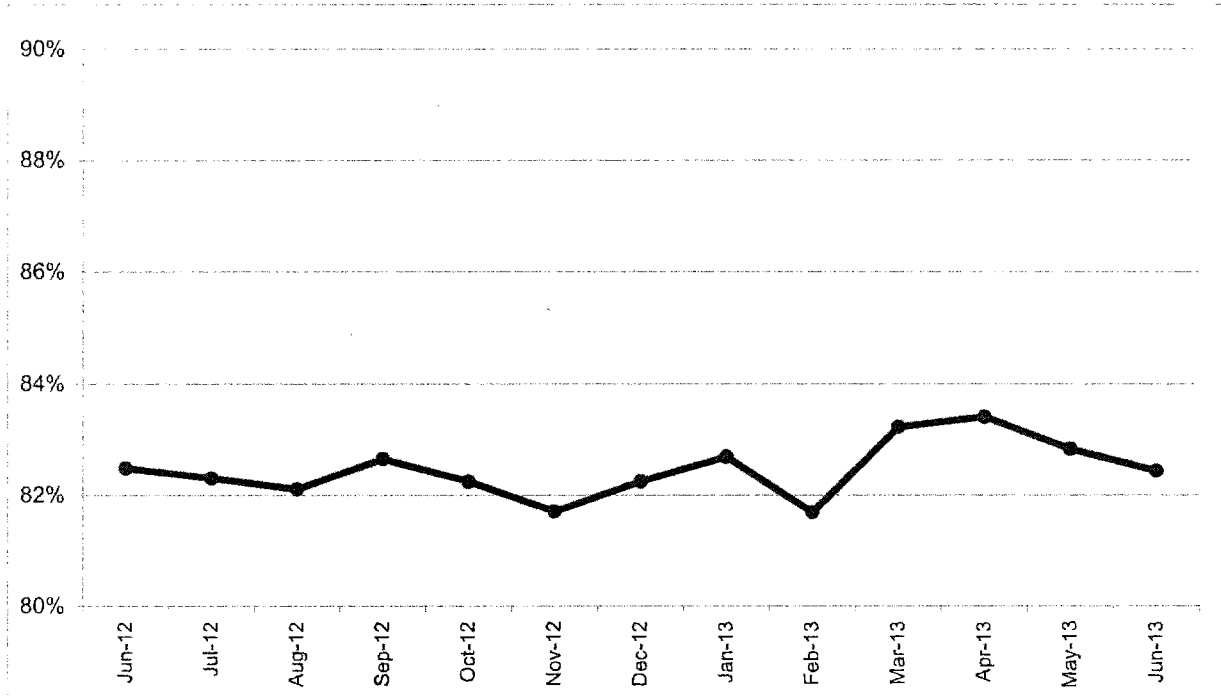
## **Car Reliability**

### **Mean Distance Between Failures (Miles)**

#### **12-Month Average MDBF**

<b>Car Class</b>	<b># of Cars</b>	<b>June '13</b>	<b>June '12</b>	<b>% Change</b>
R32	222	57,028	61,456	-7.21%
R42	50	34,273	42,705	-19.74%
R46	752	89,039	83,242	6.96%
R62	315	178,259	179,414	-0.64%
R62A	824	151,697	125,347	21.02%
R68	425	167,781	129,289	29.77%
R68A	200	115,518	152,557	-24.28%
R142	1,030	177,202	214,502	-17.39%
R142A	580	122,196	114,966	6.29%
R143	212	92,283	208,062	-55.65%
R160	1,662	516,847	644,604	-19.82%
FLEET	6,272	162,579	165,547	-1.79%

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



### S-KPI Definition

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

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and, beginning November 2011, the monthly ATS-A 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

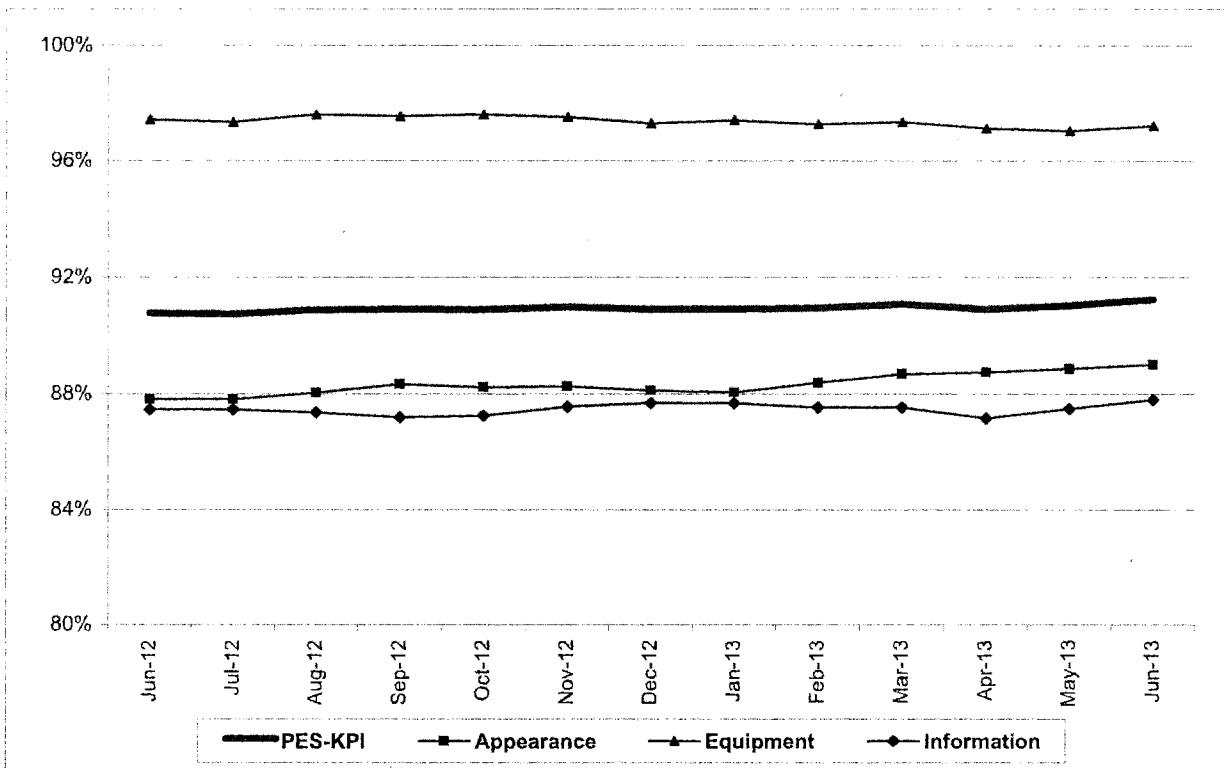
Systemwide Monthly Results	Goal
June 2013: 82.4%	2013 GOAL: 85.2%
June 2012: 82.5%	

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

<u>Line</u>	<u>June 2013</u>	<u>June 2012</u>	<u>% Difference</u>
①	83.1%	83.3%	-0.2%
②	69.0%	72.4%	-3.4%
③	79.6%	77.4%	+2.2%
④	71.9%	72.1%	-0.2%
⑤	69.6%	73.8%	-4.2%
⑥	78.3%	80.4%	-2.1%
⑦	84.9%	82.1%	+2.8%
⑤ 42nd	88.4%	N/A*	N/A*
<b>SubDivision A*</b>	<b>79.0%</b>	<b>78.4%</b>	<b>+0.6%</b>
①	74.5%	74.1%	+0.4%
②	80.1%	80.9%	-0.8%
③	81.5%	78.0%	+3.5%
④	81.8%	82.2%	-0.4%
⑤	81.0%	80.5%	+0.5%
⑥	78.9%	77.9%	+1.0%
⑤ Fkln	90.6%	90.6%	+0.0%
⑦	81.4%	84.2%	-2.8%
⑤ Rock	93.0%	89.5%	+3.5%
① ②	87.6%	88.0%	-0.4%
③	83.6%	85.6%	-2.0%
④	82.6%	84.3%	-1.7%
⑤	80.1%	81.2%	-1.1%
⑥	80.5%	83.5%	-3.0%
⑦	74.4%	78.2%	-3.8%
<b>SubDivision B</b>	<b>84.5%</b>	<b>84.7%</b>	<b>-0.2%</b>
<b>Systemwide*</b>	<b>82.4%</b>	<b>82.5%</b>	<b>-0.1%</b>

\* Subdivision A and Systemwide totals do not include the ⑤ 42nd Shuttle as comparison data was unavailable in 2012 due to ATS system software problem.

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>June 2013:</b>	<b>91.2%</b>	89.0%	97.2%	87.8%
<b>June 2012:</b>	<b>90.8%</b>	87.8%	97.4%	87.5%
<b>% Difference:</b>	<b>+0.4%</b>	+1.2%	-0.2%	+0.3%

Chart 14

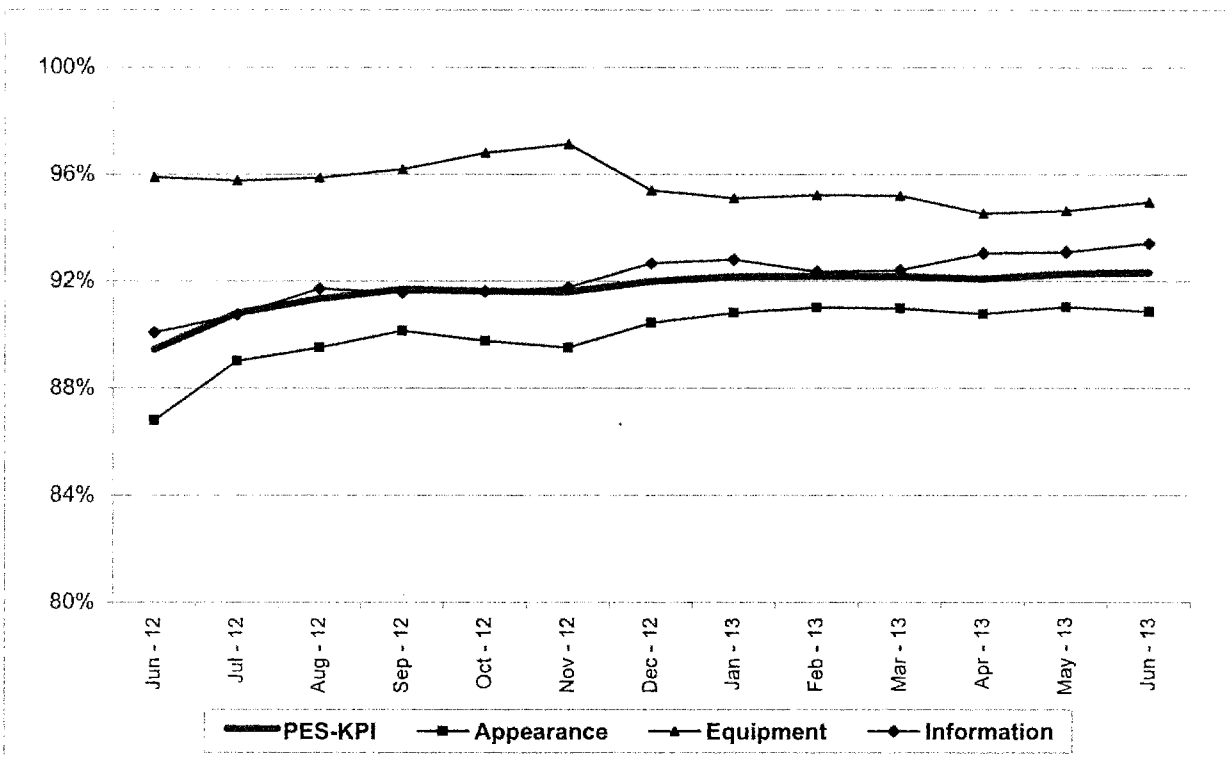
## PES-KPI - Subway Car

<u>Line</u>	<b>June 2013</b>				<b>June 2012</b>				<b>% Difference</b>
	<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>
<b>1</b>	<b>94.2%</b>	96.4%	95.4%	90.6%	<b>93.1%</b>	97.4%	98.3%	83.5%	<b>+1.1%</b>
<b>2</b>	<b>95.1%</b>	94.8%	94.4%	96.2%	<b>96.7%</b>	95.2%	97.7%	97.1%	<b>-1.6%</b>
<b>3</b>	<b>94.3%</b>	93.8%	97.8%	91.4%	<b>91.6%</b>	92.7%	96.7%	85.5%	<b>+2.7%</b>
<b>4</b>	<b>97.0%</b>	96.1%	96.7%	98.3%	<b>97.1%</b>	93.9%	98.6%	98.9%	<b>-0.1%</b>
<b>5</b>	<b>96.4%</b>	95.4%	96.2%	97.4%	<b>95.2%</b>	94.1%	95.1%	96.5%	<b>+1.2%</b>
<b>6</b>	<b>95.8%</b>	91.9%	96.5%	99.2%	<b>95.8%</b>	95.5%	93.7%	98.3%	<b>+0.0%</b>
<b>7</b>	<b>93.8%</b>	95.5%	92.4%	93.3%	<b>94.8%</b>	96.0%	97.2%	91.0%	<b>-1.0%</b>
<b>S 42nd</b>	<b>94.5%</b>	98.1%	95.1%	90.0%	<b>93.8%</b>	98.6%	98.1%	84.5%	<b>+0.7%</b>
<b>SubDivision A</b>	<b>95.2%</b>	95.0%	95.5%	95.0%	<b>94.8%</b>	95.2%	96.7%	92.6%	<b>+0.4%</b>
<b>A</b>	<b>94.1%</b>	95.5%	95.3%	91.4%	<b>95.1%</b>	93.1%	99.0%	93.2%	<b>-1.0%</b>
<b>B</b>	<b>91.4%</b>	88.5%	95.6%	90.1%	<b>93.2%</b>	88.1%	98.9%	92.7%	<b>-1.8%</b>
<b>C</b>	<b>94.8%</b>	94.5%	96.7%	93.2%	<b>90.1%</b>	85.3%	95.3%	89.9%	<b>+4.7%</b>
<b>D</b>	<b>92.5%</b>	91.3%	94.4%	92.0%	<b>94.1%</b>	90.6%	98.6%	93.1%	<b>-1.6%</b>
<b>E</b>	<b>97.6%</b>	95.8%	97.6%	99.4%	<b>97.1%</b>	95.0%	98.1%	98.4%	<b>+0.5%</b>
<b>F</b>	<b>97.3%</b>	95.1%	98.1%	98.9%	<b>96.1%</b>	92.2%	97.7%	98.5%	<b>+1.2%</b>
<b>S Fkln</b>	<b>92.2%</b>	92.7%	94.8%	89.0%	<b>92.5%</b>	91.7%	94.7%	91.2%	<b>-0.3%</b>
<b>G</b>	<b>95.5%</b>	95.9%	98.4%	92.2%	<b>96.6%</b>	97.0%	98.9%	93.9%	<b>-1.1%</b>
<b>J/Z</b>	<b>96.7%</b>	96.8%	94.3%	99.0%	<b>94.7%</b>	90.6%	96.0%	97.7%	<b>+2.0%</b>
<b>L</b>	<b>96.0%</b>	94.2%	96.0%	97.8%	<b>97.2%</b>	92.7%	99.8%	99.2%	<b>-1.2%</b>
<b>M</b>	<b>96.1%</b>	92.3%	97.4%	98.7%	<b>96.6%</b>	93.3%	98.4%	98.3%	<b>-0.5%</b>
<b>N</b>	<b>96.5%</b>	91.6%	99.3%	98.7%	<b>95.7%</b>	91.7%	96.4%	99.0%	<b>+0.8%</b>
<b>Q</b>	<b>96.8%</b>	94.0%	97.8%	98.7%	<b>96.6%</b>	93.0%	97.7%	99.3%	<b>+0.2%</b>
<b>R</b>	<b>94.2%</b>	94.8%	97.1%	90.6%	<b>93.0%</b>	91.1%	97.9%	90.0%	<b>+1.2%</b>
<b>SubDivision B</b>	<b>95.3%</b>	93.8%	96.8%	95.4%	<b>95.1%</b>	91.8%	97.8%	95.7%	<b>+0.2%</b>
<b>Systemwide</b>	<b>95.3%</b>	<b>94.3%</b>	<b>96.3%</b>	<b>95.3%</b>	<b>95.0%</b>	<b>93.1%</b>	<b>97.4%</b>	<b>94.6%</b>	<b>+0.3%</b>

## PES-KPI - Station

<u>Borough</u>	<b>June 2013</b>				<b>June 2012</b>				<b>% Difference</b>
	<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	<b>85.8%</b>	82.4%	97.9%	78.1%	<b>85.6%</b>	80.8%	97.8%	79.2%	<b>+0.2%</b>
Manhattan	<b>87.3%</b>	82.3%	98.1%	82.5%	<b>86.6%</b>	81.2%	97.2%	82.5%	<b>+0.7%</b>
Brooklyn	<b>87.1%</b>	84.8%	98.4%	78.9%	<b>85.9%</b>	84.1%	97.3%	76.9%	<b>+1.2%</b>
Queens	<b>88.6%</b>	87.9%	98.5%	79.7%	<b>88.5%</b>	85.9%	98.2%	82.3%	<b>+0.1%</b>
<b>Systemwide</b>	<b>87.2%</b>	<b>84.2%</b>	<b>98.2%</b>	<b>80.1%</b>	<b>86.6%</b>	<b>83.0%</b>	<b>97.5%</b>	<b>80.1%</b>	<b>+0.6%</b>

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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>June 2013:</b>	<b>92.3%</b>	90.9%	94.9%	93.4%
<b>June 2012:</b>	<b>89.4%</b>	86.8%	95.9%	90.1%
<b>% Difference:</b>	<b>+2.9%</b>	+4.1%	-1.0%	+3.3%

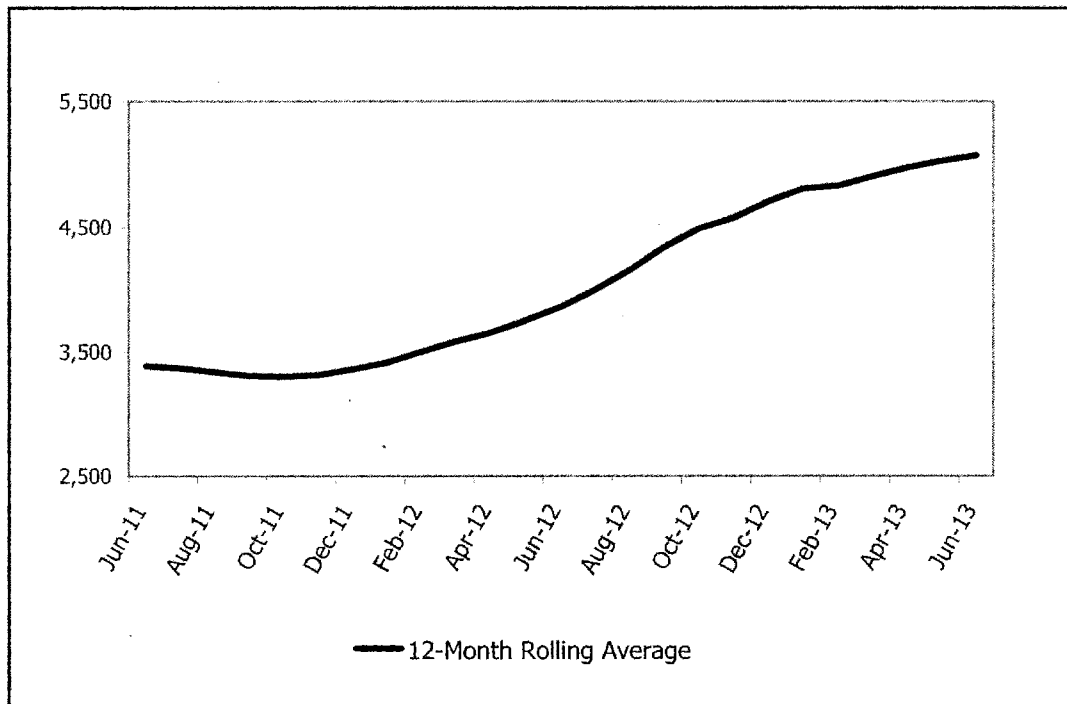
# Monthly Operations Report

Statistical results for the month of June 2013 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System MDBF (chart 1)</b>	4,475	4,091	+9.4%	5,070	3,863	+31.3%
NYCT Bus	4,408	3,988	+10.5%	4,893	3,793	+29.0%
MTA Bus	4,701	4,463	+5.3%	5,737	4,105	+39.7%
<b>System MDBSI (chart 2)</b>	2,478	2,431	+2.0%	2,782	2,335	+19.1%
NYCT Bus	2,488	2,358	+5.5%	2,731	2,274	+20.1%
MTA Bus	2,448	2,699	-9.3%	2,958	2,556	+15.7%
<b>System Trips Completed (chart 3)</b>	99.18%	98.70%	+0.5%	99.20%	98.41%	+0.8%
NYCT Bus	99.18%	98.72%	+0.5%	99.21%	98.47%	+0.7%
MTA Bus	99.21%	98.59%	+0.6%	99.16%	98.19%	+1.0%
<b>System AM Pull Out (chart 4)</b>	99.60%	99.11%	+0.5%	99.63%	98.95%	+0.7%
NYCT Bus	99.58%	99.21%	+0.4%	99.67%	99.03%	+0.6%
MTA Bus	99.67%	98.77%	+0.9%	99.52%	98.68%	+0.8%
<b>System PM Pull Out (chart 5)</b>	99.87%	99.56%	+0.3%	99.85%	99.39%	+0.5%
NYCT Bus	99.88%	99.55%	+0.3%	99.85%	99.48%	+0.4%
MTA Bus	99.86%	99.60%	+0.3%	99.84%	99.10%	+0.7%
<b>System Buses &gt;= 12 years</b>	28%	30%				
NYCT Bus	32%	32%				
MTA Bus	14%	23%				
<b>System Fleet Age</b>	7.79	7.91				
NYCT Bus	7.99	8.03				
MTA Bus	7.07	7.48				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	94.10%	94.27%	-0.2%	93.88%	94.36%	-0.5%
Trips Requested	662,054	676,230	-2.1%	650,076	662,887	-1.9%
Trips Scheduled	594,527	612,256	-2.9%	585,277	599,459	-2.4%
Trips Completed	559,431	577,192	-3.1%	549,429	565,634	-2.9%
Early Cancellations as a Percentage of Trips Requested	9.34%	8.76%	+0.6%	9.27%	8.80%	+0.5%
Late Cancellations as a Percentage of Trips Scheduled	4.05%	3.71%	+0.3%	3.88%	3.57%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.38%	1.62%	-0.2%	1.79%	1.75%	+0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.48%	0.40%	+0.1%	0.45%	0.32%	+0.1%
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	0.86%	0.70%	+0.2%	0.70%	0.76%	-0.1%
New Applications Received	2,905	3,015	-3.6%	2,738	2,662	+2.9%



## 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

June 2013: 4,475  
June 2012: 4,091

### 12-Month Average

Jul 12-Jun 13 5,070  
Jul 11-Jun 12 3,863

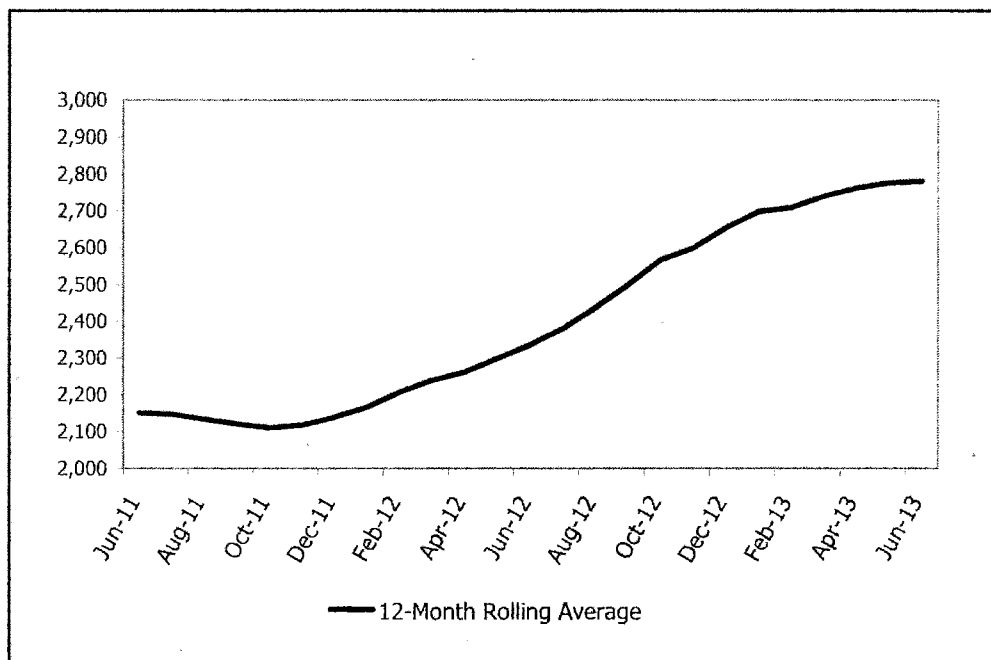
### Annual Results

2013 Goal: 4,754  
2012 Actual: 4,704

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

Chart 1

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



### Definition

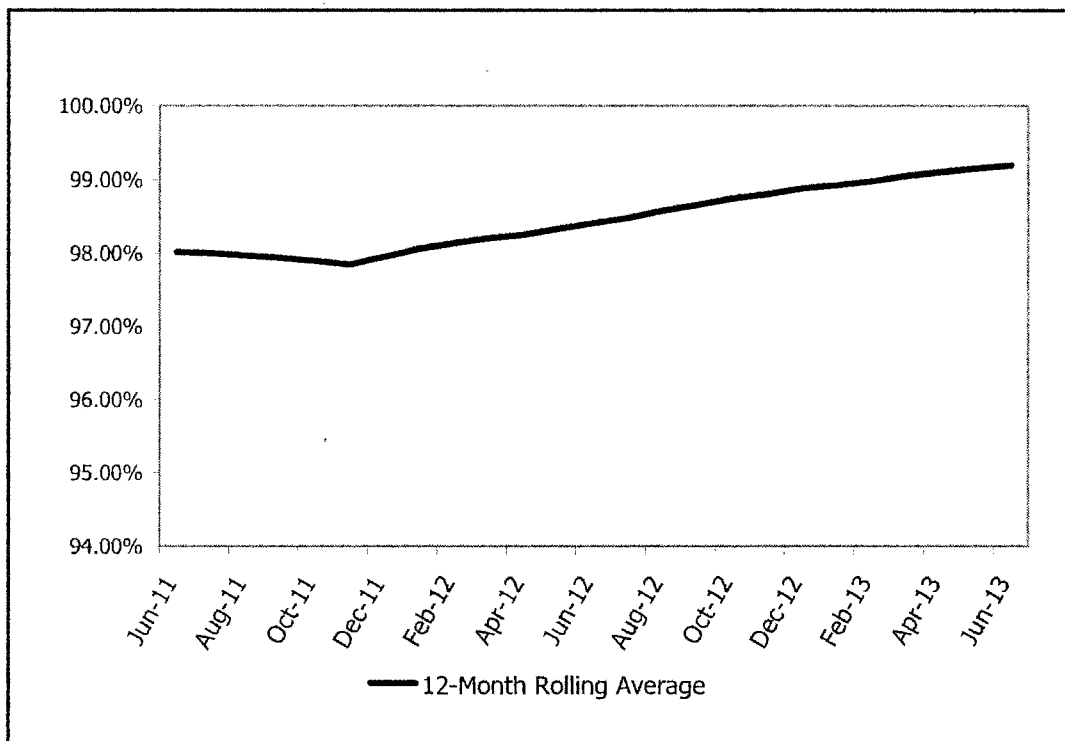
The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results		12-Month Average	Annual Results	
June 2013:	2,478	Jul 12-Jun 13	2,782	2013 YTD: 2,786
June 2012:	2,431	Jul 11-Jun 12	2,335	2012 Actual: 2,654

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

Chart 2

## Bus Percentage of Completed Trips - System\*



### Definition

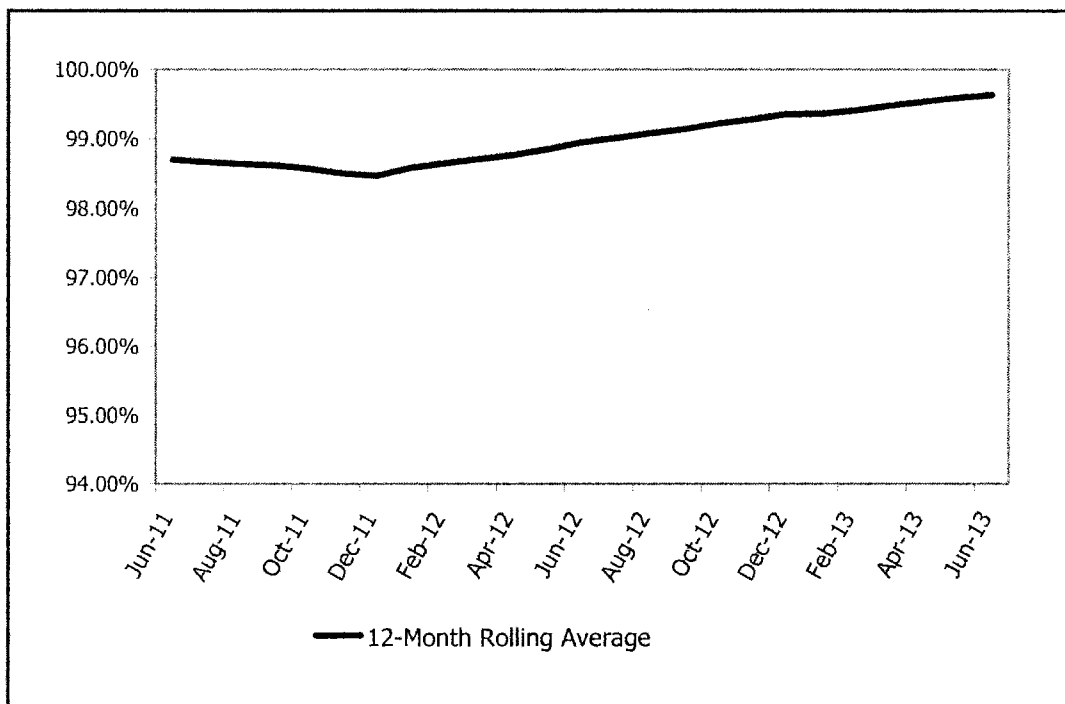
The percent of trips completed system wide for the 12-month period.

Monthly Results		12-Month Average		Annual Results	
June 2013:	99.18%	Jul 12-Jun 13	99.20%	2013 YTD:	99.26%
June 2012:	98.70%	Jul 11-Jun 12	98.41%	2012 Actual:	98.89%

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

**Chart 3**

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



### Definition

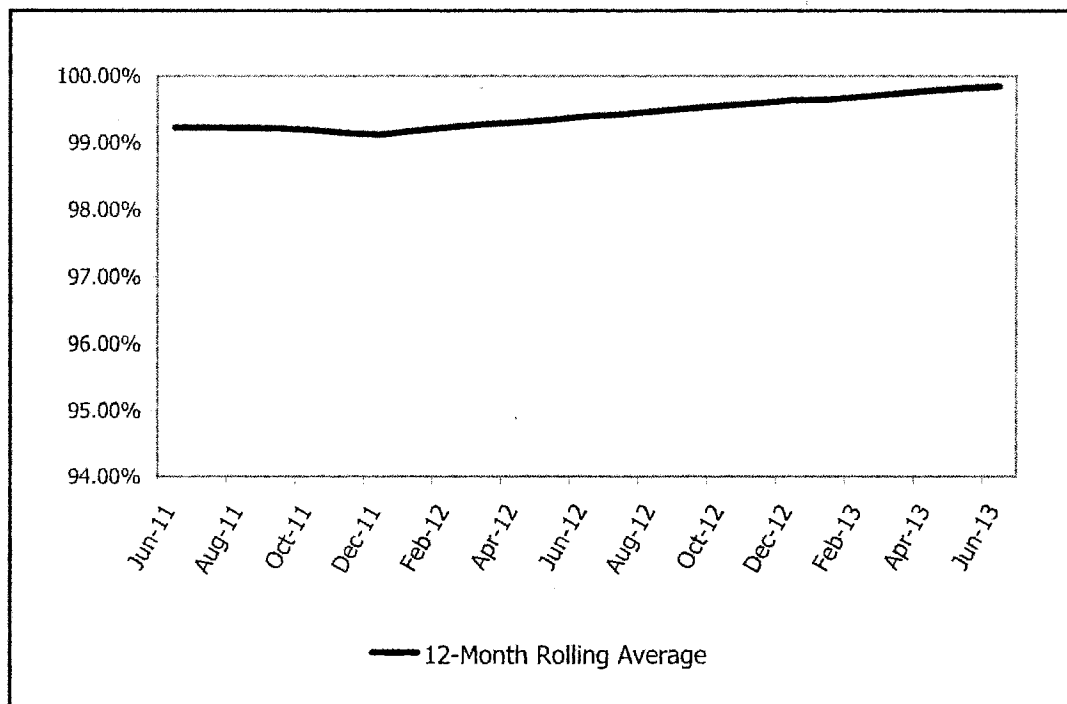
The percent of required buses and operators available in the AM peak period.

Monthly Results		12-Month Average		Annual Results	
June 2013:	99.60%	Jul 12-Jun 13	99.63%	2013 YTD:	99.68%
June 2012:	99.11%	Jul 11-Jun 12	98.95%	2012 Actual:	99.36%

\* "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	
June 2013:	99.87%	Jul 12-Jun 13	99.85%	2013 YTD:	99.90%
June 2012:	99.56%	Jul 11-Jun 12	99.39%	2012 Actual:	99.64%

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

Chart 5

# Monthly Operations Report

Statistical results for the month of June 2013 are shown below.

Safety Report						
Performance Indicator	Current Month: June 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1</sup> (chart 1)	2.62	2.65	-1.1%	2.90	2.77	+4.7%
Subway Customer Injuries per Million Customers <sup>1</sup> (chart 2)	2.60	2.64	-1.3%	2.97	2.78	+6.8%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	3	2	+50.0%
Subway Fires <sup>2</sup> (charts 5-6)	66	43	+53.5%	847	873	-3.0%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.77	2.39	+15.9%	2.54	2.54	+0.0%

Bus Collisions Per Million Miles (chart 7)						
Regional	53.29	49.63	+7.4%	48.25	44.65	+8.1%
NYCT Bus	53.11	50.38	+5.4%	49.31	45.50	+8.4%
MTA Bus	53.86	47.21	+14.1%	44.86	41.93	+7.0%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	6.17	7.83	-21.1%	5.83	6.81	-14.3%
NYCT Bus	6.51	7.82	-16.8%	6.04	7.44	-18.8%
MTA Bus	5.11	7.87	-35.0%	5.15	4.77	+7.8%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.55	1.27	+22.5%	1.06	1.20	-11.4%
NYCT Bus	1.67	1.28	+30.4%	1.06	1.15	-7.9%
MTA Bus	0.90	1.19	-24.3%	1.11	1.50	-26.1%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.69	1.28	+31.8%	1.12	1.23	-9.1%
NYCT Bus	1.82	1.30	+39.7%	1.11	1.17	-5.1%
MTA Bus	1.00	1.19	-15.8%	1.16	1.56	-25.7%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.15	5.74	-10.3%	5.33	5.78	-7.8%
MTA Bus	6.65	10.78	-38.3%	7.13	9.46	-24.6%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)						
	3.26	3.25	+0.3%	3.19	3.31	-3.6%

Subways Crime Report						
Performance Indicator	Current Month: July 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	230	227	+1.3%	1,419	1,600	-11.6%
Robberies <sup>3,4</sup>	51	68	-26.1%	360	509	-29.3%

SIR Crime Report						
Performance Indicator	Current Month: July 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	1	2	-50.0%	15	20	-25.0%
Robberies <sup>3,4</sup>	0	2	-100.0%	7	8	-12.5%

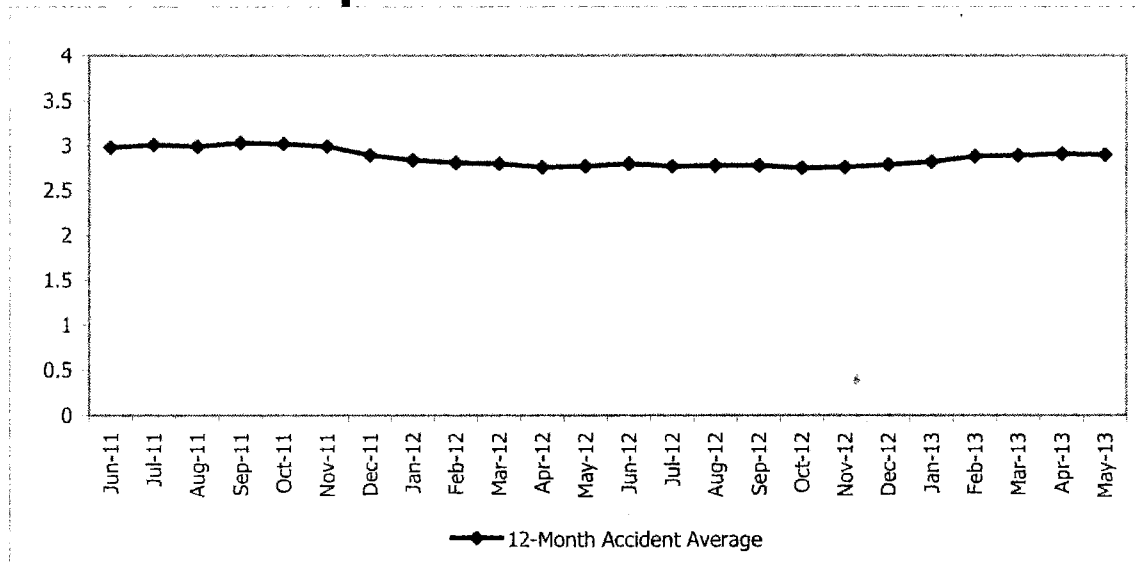
<sup>1</sup> Current month data are for May 2013.

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

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

<sup>4</sup> Current month data are for July 2013.

## Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

May 2013: 2.62

May 2012: 2.65

### 12-Month Average

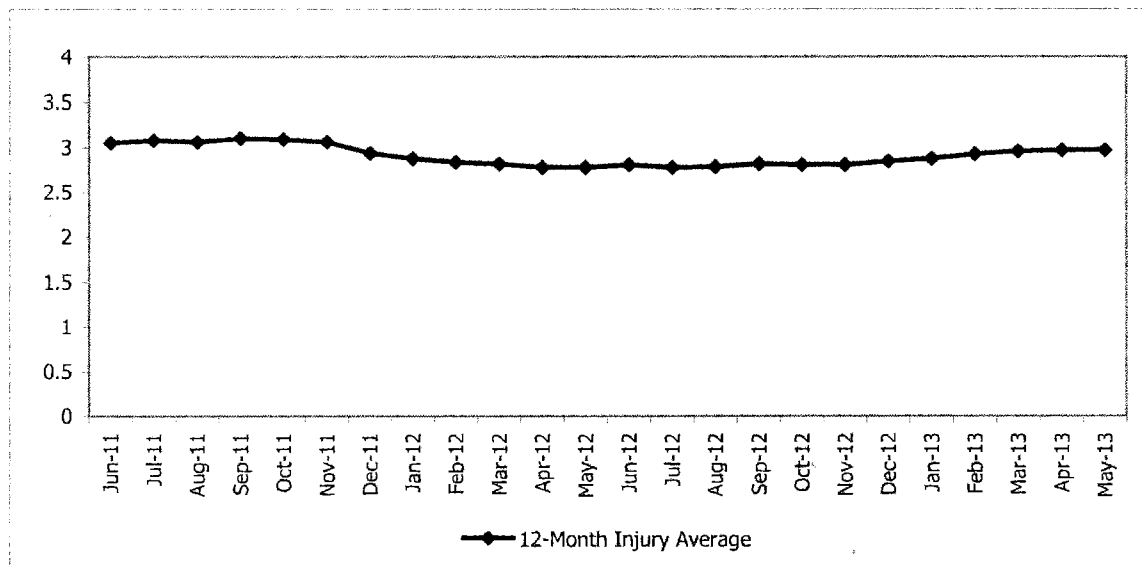
Jun 12 – May 13: 2.90

Jun 11 – May 12: 2.77

### Annual Results

2013 YTD: 3.02

2012 Actual: 2.79



### Monthly Results

May 2013: 2.60

May 2012: 2.64

### 12-Month Average

Jun 12 – May 13: 2.97

Jun 11 – May 12: 2.78

### Annual Results

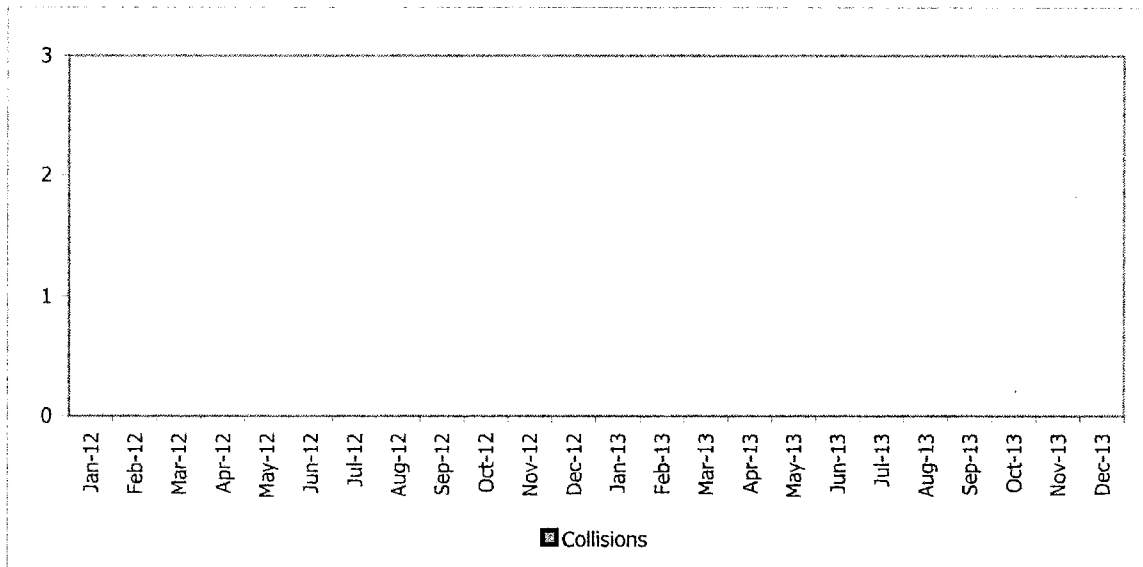
2013 YTD: 3.02

2012 Actual: 2.85

### Definitions

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

## Subway Collisions/Derailments



### Monthly Results

Jul 2013: 0

Jul 2012: 0

### 12-Month Average

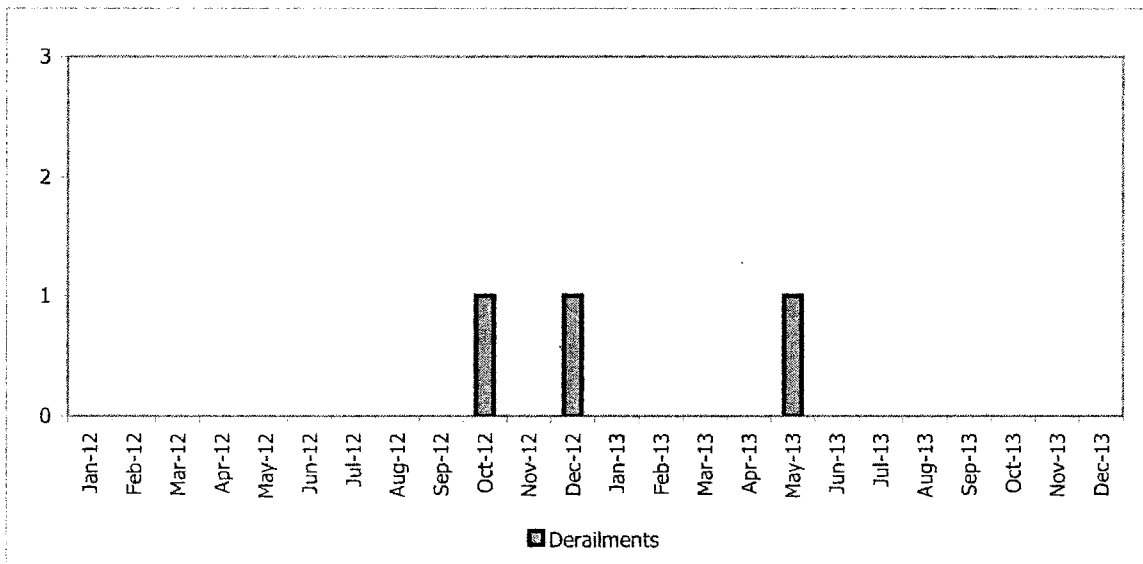
Aug 12 – Jul 13: 0

Aug 11 – Jul 12: 1

### Annual Results

2013 YTD: 0

2012 Actual: 0



### Monthly Results

Jul 2013: 0

Jul 2012: 0

### 12-Month Average

Aug 12 – Jul 13: 3

Aug 11 – Jul 12: 2

### Annual Results

2013 YTD: 1

2012 Actual: 2

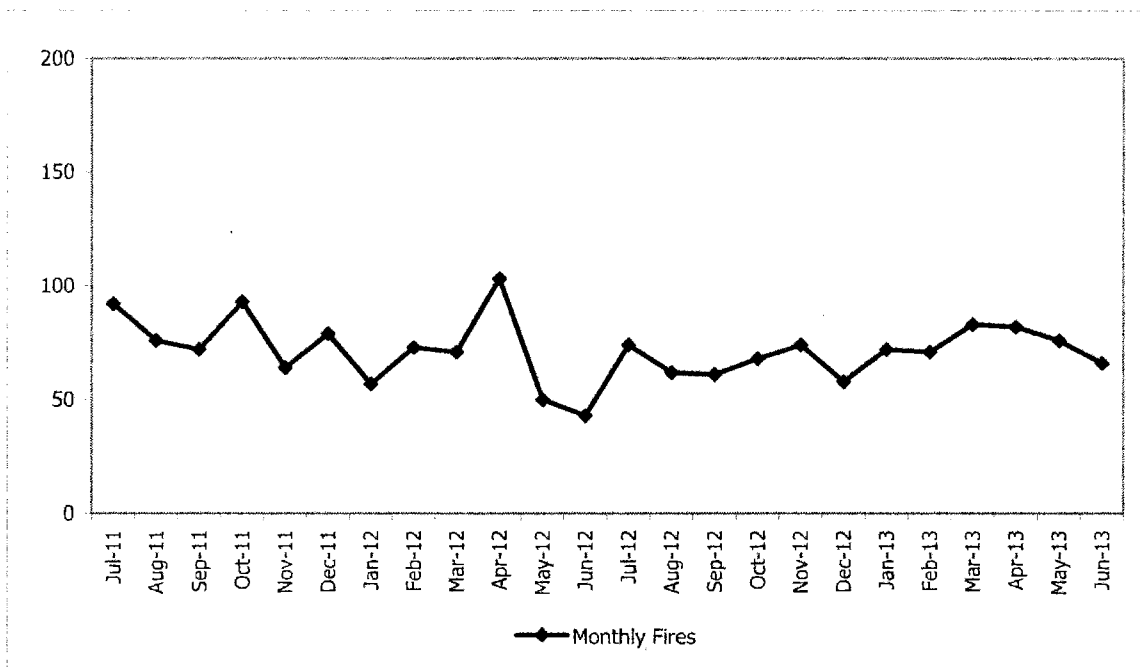
### Definitions

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

**Derailment:** An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (10-26-12, 12-22-12, 5-29-13)



# Subway Fires



## Monthly Results

Jun 2013: 66  
Jun 2012: 43

## 12-Month Average

Jul 12 – Jun 13: 847  
Jul 11 – Jun 12: 873

## Annual Results

2013 YTD: 450  
2012 Actual: 794

## Subway Fires

Fire severity is classified as follows:

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

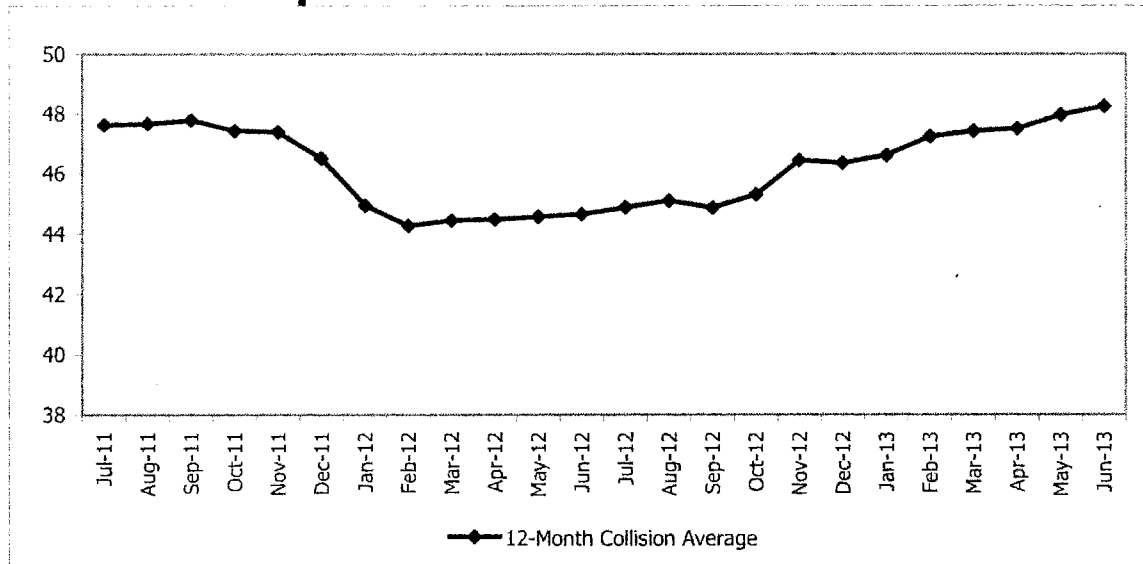
Severity & Location of fires during the current month were as follows:

Low:	74.2%	Train:	15
Average:	25.8%	Right-of-way:	37
Above Average:	0.0%	Station:	12
High:	0.0%	Other:	2
		Total:	66

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	3	Debris:	22	Debris:	10
Hot Wheels:	2	Insulator:	3	Electrical:	1
Blower Motor:	2			Advertisement:	1

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

Jun 2013: 53.29

Jun 2012: 49.63

### 12-Month Average

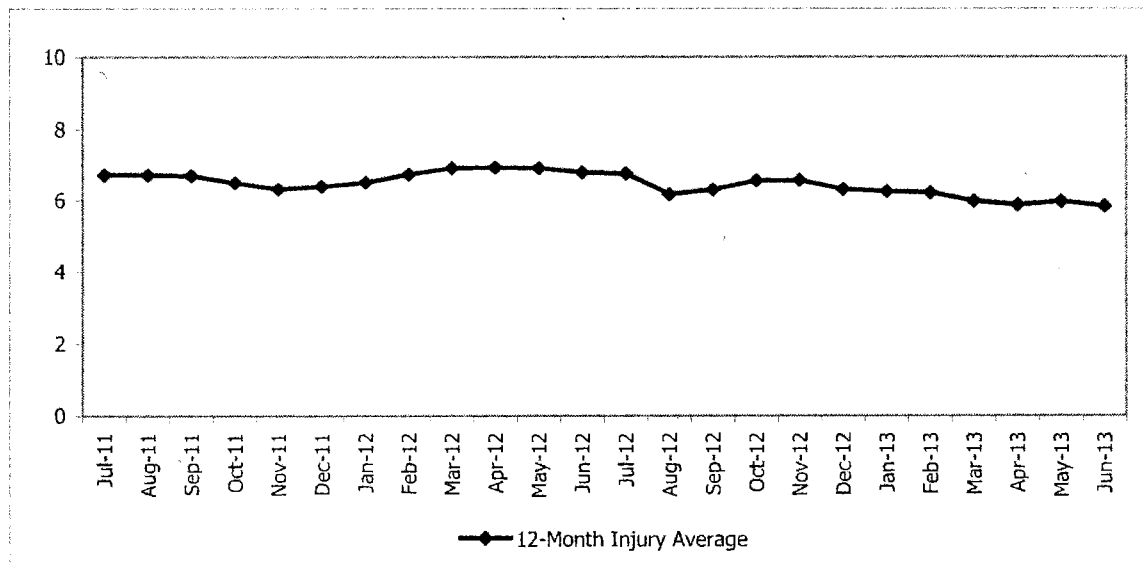
Jul 12 – Jun 13: 48.25

Jul 11 – Jun 12: 44.65

### Annual Results

2013 YTD: 48.01

2012 Actual: 46.35



### Monthly Results

Jun 2013: 6.17

Jun 2012: 7.83

### 12-Month Average

Jul 12 – Jun 13: 5.83

Jul 11 – Jun 12: 6.81

### Annual Results

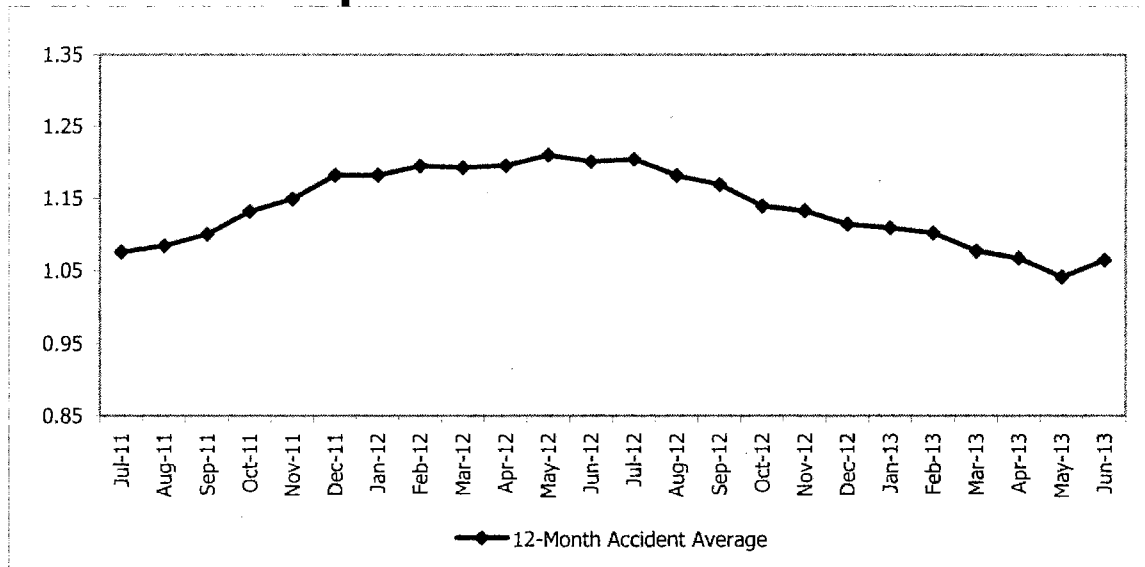
2013 YTD: 5.51

2012 Actual: 6.32

### Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

## Regional Bus Customer Accidents/Injuries per Million Customers



### Monthly Results

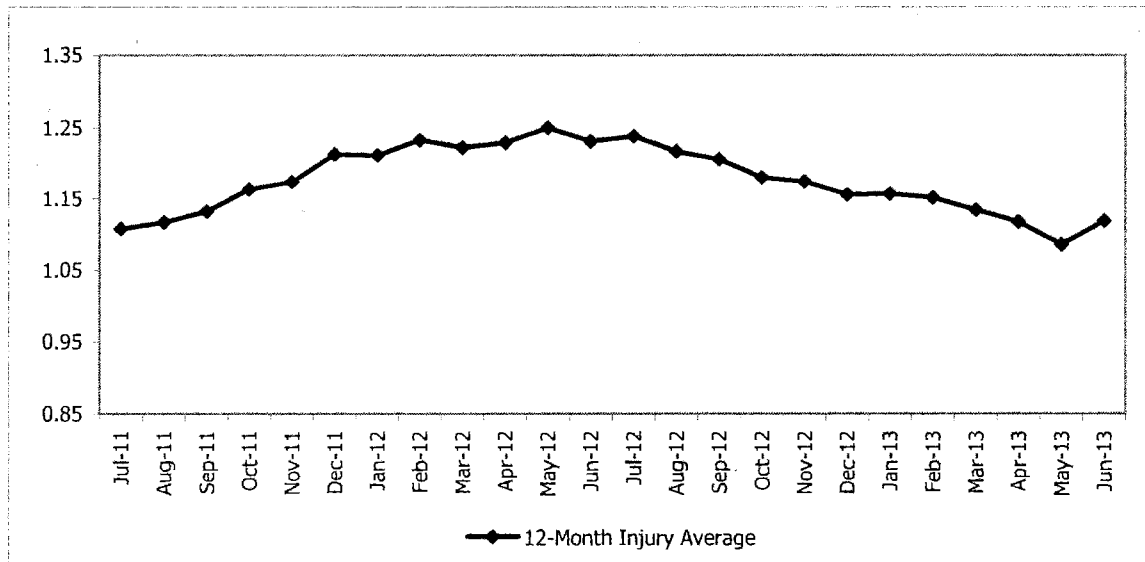
Jun 2013: 1.55  
Jun 2012: 1.27

### 12-Month Average

Jul 12 – Jun 13: 1.06  
Jul 11 – Jun 12: 1.20

### Annual Results

2013 YTD: 1.03  
2012 Actual: 1.11



### Monthly Results

Jun 2013: 1.69  
Jun 2012: 1.28

### 12-Month Average

Jul 12 – Jun 13: 1.12  
Jul 11 – Jun 12: 1.23

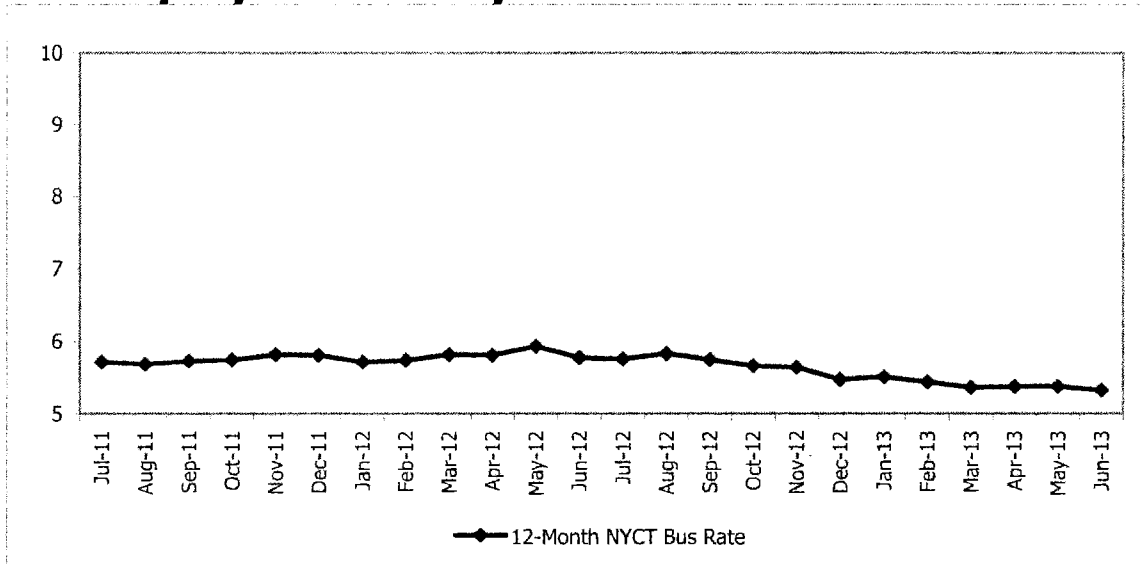
### Annual Results

2013 YTD: 1.09  
2012 Actual: 1.16

### Definitions

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

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



### Monthly Results

Jun 2013: 5.15

Jun 2012: 5.74

### 12-Month Average

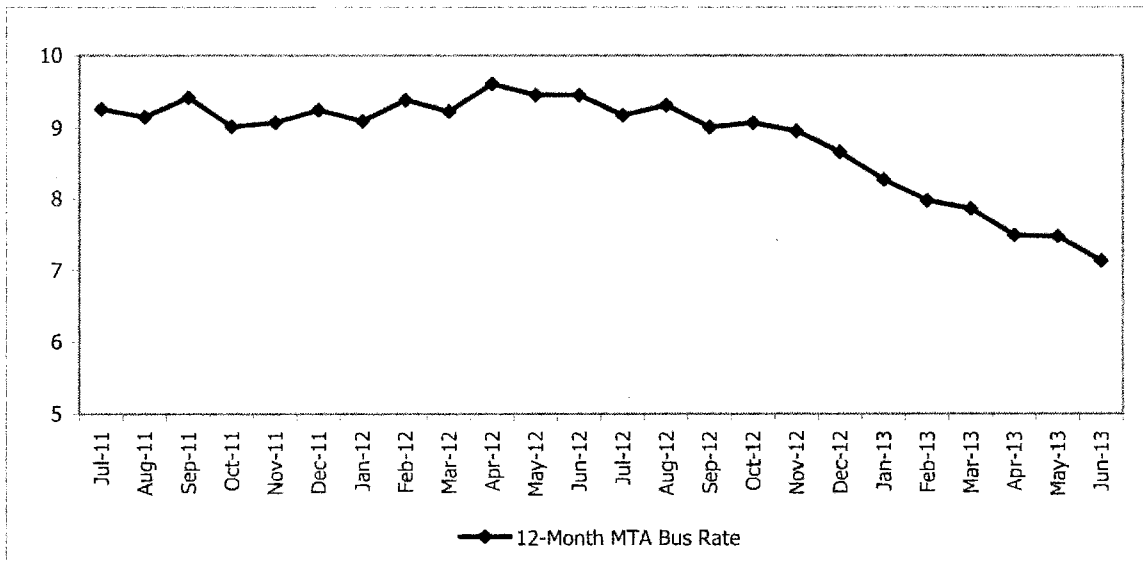
Jul 12 – Jun 13: 5.33

Jul 11 – Jun 12: 5.78

### Annual Results

2013 Goal: 5.13

2012 Actual: 5.47



### Monthly Results

Jun 2013: 6.65

Jun 2012: 10.78

### 12-Month Average

Jul 12 – Jun 13: 7.13

Jul 11 – Jun 12: 9.46

### Annual Results

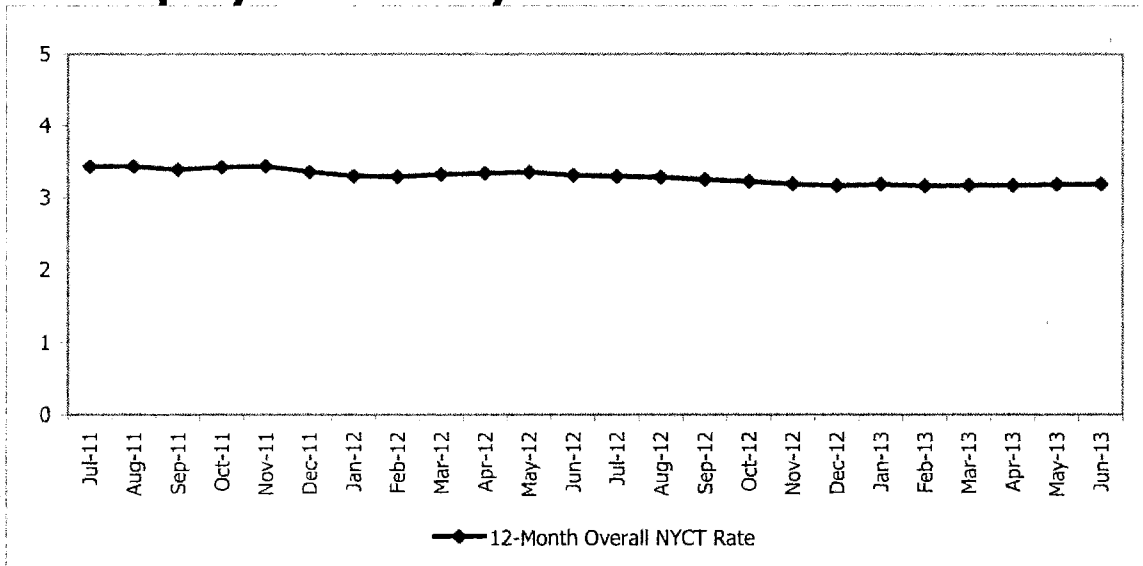
2013 Goal: 7.52

2012 Actual: 8.67

### Definitions

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

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



### Monthly Results

Jun 2013: 3.26

Jun 2012: 3.25

### 12-Month Average

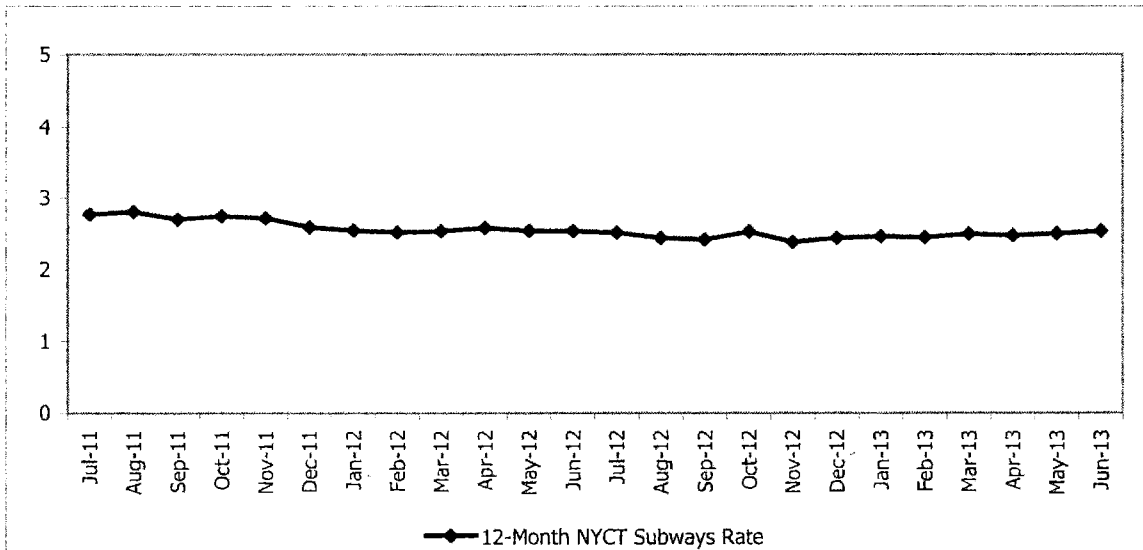
Jul 12 – Jun 13: 3.19

Jul 11 – Jun 12: 3.31

### Annual Results

2013 Goal: 2.97

2012 Actual: 3.17



### Monthly Results

Jun 2013: 2.77

Jun 2012: 2.39

### 12-Month Average

Jul 12 – Jun 13: 2.54

Jul 11 – Jun 12: 2.54

### Annual Results

2013 Goal: 2.29

2012 Actual: 2.46

### Definitions

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



Police Department  
City of New York

REPORT

**CRIME STATISTICS JULY**

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	51	69	-18	-26.1%
FELASSAULT	17	20	-3	-15.0%
BURGLARY	7	0	7	***. *%
GRLARCENY	155	138	17	12.3%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>230</u></b>	<b><u>227</u></b>	<b><u>3</u></b>	<b><u>1.3%</u></b>

*During July the daily Robbery average decreased from 2.2 to 1.6*

*During July the daily Major Felony average increased from 7.3 to 7.4*

**CRIME STATISTICS JANUARY THRU JULY**

	2013	2012	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	3	6	-3	-50.0%
ROBBERY	360	509	-149	-29.3%
FELASSAULT	107	117	-10	-8.5%
BURGLARY	22	18	4	22.2%
GRLARCENY	922	950	-28	-2.9%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1415</u></b>	<b><u>1600</u></b>	<b><u>-185</u></b>	<b><u>-11.6%</u></b>

*Year to date, the daily Robbery average decreased from 2.4 to 1.7*

*Year to date, the daily Major Felony average decreased from 7.5 to 6.7*

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



Police Department  
City of New York

**REPORT**

**JULY ACTIVITY**

	<b>2013</b>	<b>2012</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	4276	3753	523	13.9%
TosArrest	2299	1989	310	15.6%
Summ	6940	7211	-271	-3.8%

**JANUARY - JULY ACTIVITY**

	<b>2013</b>	<b>2012</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	31034	30454	580	1.9%
TosArrest	17365	16163	1202	7.4%
Summ	52546	57807	-5261	-9.1%

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





Police Department  
City of New York

## REPORT

	<b>JANUARY-JULY</b>																
	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Murder</b>	2	1	4	1	1	0	1	2	3	2	2	2	1	1	0	0	1
<b>Rape</b>	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	6	3
<b>Robbery</b>	1206	1101	985	783	723	720	692	614	699	573	476	438	396	416	425	509	360
<b>Assault</b>	257	277	251	207	164	173	163	162	137	116	118	105	97	120	121	117	107
<b>Burglary</b>	21	10	5	5	29	11	3	5	1	1	1	5	1	2	3	18	22
<b>GL</b>	1921	1523	1367	1430	1295	1235	967	1057	1024	823	726	759	656	668	852	950	922
<b>TOTAL MAJOR FELONIES</b>	<b>3408</b>	<b>2922</b>	<b>2612</b>	<b>2430</b>	<b>2213</b>	<b>2139</b>	<b>1828</b>	<b>1842</b>	<b>1867</b>	<b>1518</b>	<b>1323</b>	<b>1311</b>	<b>1152</b>	<b>1207</b>	<b>1403</b>	<b>1600</b>	<b>1415</b>
<b>Major Fel Per Day</b>	<b>16.08</b>	<b>13.78</b>	<b>12.32</b>	<b>11.46</b>	<b>10.44</b>	<b>10.09</b>	<b>8.62</b>	<b>8.69</b>	<b>8.81</b>	<b>7.16</b>	<b>6.24</b>	<b>6.18</b>	<b>5.43</b>	<b>5.69</b>	<b>6.62</b>	<b>7.55</b>	<b>6.67</b>



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### Staten Island Rapid Transit

#### July 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	2	-1	-50%

#### Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	8	-1	-13%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	7	10	-3	-30%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	20	-5	-25%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Attachment 4

## **4. FINANCIAL REPORTS**



## FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for July 2013 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	July Results		July Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	3.7	1.1	2,295.9	2,302.5	6.6	0.3
Nonreimb. Exp. before Dep./OPEB	(3.3)	(0.3)	4,300.9	4,283.5	17.3	0.4
Net Cash Deficit*	(4.6)	(2.5)	(1,323.4)	(1,349.9)	(26.5)	(2.0)

\*Excludes Subsidies and Debt Service

July 2013 **farebox revenue** was \$347.7 million, \$3.7 million (1.1 percent) above forecast, mostly due to subway revenue, which was \$3.8 million (1.5 percent) above forecast; bus revenue was \$0.1 million (0.1 percent) above forecast, and paratransit revenue was \$0.2 million (11.7 percent) below forecast. Year-to-date revenue was \$6.6 million (0.3 percent) above forecast, again mostly due to subway revenue, which was \$6.5 million (0.4 percent) above forecast; bus revenue was \$0.5 million (0.1 percent) above forecast and paratransit revenue was \$0.4 million (4.0 percent) below forecast. Accrued fare media liability was equal to the forecast for both the month and year-to-date. The July 2013 non-student **average fare** of \$1.778 increased 13.8¢ from July 2012 due to the March 2013 fare increase; the subway fare increased 14.6¢, the local bus fare increased 11.0¢, and the express bus fare increased 48.7¢.

Total **ridership** in July 2013 of 196.1 million was 0.9 percent (1.8 million trips) above forecast. Average weekday ridership in July 2013 was 7.3 million, an increase of 0.2 percent from July 2012. Average weekday ridership for the twelve months ending July 2013 was 7.6 million, an increase of 0.6 percent from the twelve months ending July 2012.

**Nonreimbursable expenses** before depreciation and OPEB in July were above forecast by \$3.3 million (0.3 percent). Labor expenses were less than forecast by \$0.7 million (0.1 percent), due largely to favorable health & welfare/OPEB current rates and vacancies, partly offset by higher overtime expenses, due primarily to additional bus unscheduled service and maintenance/vacancy coverage requirements. Non-labor expense were above forecast by \$4.0 million (2.8 percent), due largely to the unfavorable timing of bond services and IT hardware expenses, and higher claims processing, partly offset by the favorable timing of auto purchases, other maintenance contract and electric power expenses. Year-to-date, nonreimbursable expenses were \$17.3 million (0.4 percent) below forecast. Labor expenses were lower than forecast by \$24.8 million (0.7 percent), again due largely to favorable health & welfare/OPEB current rates, payroll underruns mainly from vacancies, and favorable reimbursable overhead credits, partly offset by higher overtime expenses. Non-labor expenses exceeded forecast by \$7.5 million (0.8 percent), mostly from the unfavorable timing of bond services and data center costs, and higher claims processing, partly offset by underruns in paratransit service contract and electric power expenses.

The **net cash deficit** for July year-to-date was \$1,349.9 million, unfavorable to forecast by \$26.5 million (2.0 percent), due mostly to the unfavorable timing of capital and fare reimbursements.

## FINANCIAL RESULTS

### Farebox Revenue

July 2013 Farebox Revenue - (\$ in millions)

	July				July Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	256.3	260.0	3.8	1.5%	1,716.5	1,723.0	6.5	0.4%
NYCT Bus	81.9	82.0	0.1	0.1%	539.4	539.9	0.5	0.1%
Paratransit	1.5	1.4	(0.2)	(11.7%)	9.5	9.1	(0.4)	(4.0%)
Subtotal	339.7	343.3	3.7	1.1%	2,265.5	2,272.1	6.6	0.3%
Fare Media Liability	4.4	4.4	0.0	0.0%	30.5	30.5	0.0	0.0%
<b>Total - NYCT</b>	<b>344.0</b>	<b>347.7</b>	<b>3.7</b>	<b>1.1%</b>	<b>2,295.9</b>	<b>2,302.5</b>	<b>6.6</b>	<b>0.3%</b>
MTA Bus Company	17.0	17.3	0.3	1.9%	113.9	114.4	0.5	0.4%
<b>Total - Regional Bus</b>	<b>98.9</b>	<b>99.3</b>	<b>0.4</b>	<b>0.4%</b>	<b>653.2</b>	<b>654.2</b>	<b>1.0</b>	<b>0.2%</b>

Note: Totals may not add due to rounding.

- Subway revenue was above forecast for June and July, due in part to an improving ridership trend since the restoration of services that were disrupted after Sandy.
- Paratransit revenue continued to run below forecast, due in part to initiatives that diverted riders to more efficient modes.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2012	Prelim.	Change		2012	Prelim.	Change	
		2013	Amount	Percent		2013	Amount	Percent
Subway	1.723	1.868	0.146	8.5%				
Local Bus	1.368	1.478	0.110	8.0%	1.381	1.495	0.114	8.3%
Subway & Local Bus	1.625	1.761	0.136	8.4%	1.381	1.495	0.114	8.3%
Express Bus	4.581	5.068	0.487	10.6%	4.576	4.973	0.397	8.7%
<b>Total</b>	<b>1.640</b>	<b>1.778</b>	<b>0.138</b>	<b>8.4%</b>	<b>1.643</b>	<b>1.765</b>	<b>0.121</b>	<b>7.4%</b>

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the July average fare of \$1.15 in 2013 was 23¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

In the month of July, other operating revenues were above forecast by \$1.5 million (5.3 percent), mostly due to higher paratransit Urban Tax and advertising revenues. Year-to-date, other operating revenues were favorable by \$0.6 million (0.2 percent), due mainly to higher advertising revenue.

## Nonreimbursable Expenses

In July, nonreimbursable expenses before depreciation and OPEB exceeded forecast by \$3.3 million (0.3 percent). Year-to-date, expenses were \$17.3 million (0.4 percent) less than forecast. The major causes of these variances are reviewed below:

*Labor* expenses in the month of July were favorable to forecast by \$0.7 million (0.1 percent). Health & welfare/OPEB current expenses were below forecast by \$4.6 million (5.5 percent), due mainly to lower rates. Payroll expenses underran by \$1.7 million (0.7 percent), due largely to vacancies, partly offset by higher earned employee separation payments. Overtime expenses exceeded forecast by \$5.2 million (19.1 percent), due primarily to additional bus unscheduled service and subway/bus maintenance/vacancy coverage requirements.

Reimbursable overhead credits were unfavorable by \$1.0 million (6.7 percent), resulting mainly from reimbursable labor cost underruns. Year-to-date, labor costs were lower than forecast by \$24.8 million (0.7 percent). Health & welfare/OPEB current expenses underran forecast by \$14.6 million (2.6 percent), again due to lower rates. Payroll expenses were favorable by \$9.7 million (0.6 percent), due largely to vacancies and lower earned employee separation payments. Reimbursable overhead credits were favorable by \$4.5 million (4.0 percent), resulting mainly from higher reimbursable labor costs.

Overtime expenses exceeded forecast by \$6.3 million (3.0 percent), due primarily to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy/adverse weather requirements.

*Non-labor* expenses were above forecast in July by \$4.0 million (2.8 percent). Professional service contract expenses exceeded forecast by \$12.9 million (over 100.0 percent), due largely to the unfavorable timing of bond services and IT hardware expenses, and negative retroactive reclassification adjustments offset in other non-labor accounts. Claims (public liability) expenses overran by \$2.9 million (39.5 percent), due to higher claims processing. Fuel expenses were above forecast by \$1.5 million (11.3 percent), primarily from higher consumption and prices. Maintenance contract expenses were favorable by \$6.4 million (29.7 percent), primarily from the timing of auto purchases and revenue vehicle maintenance & repair requirements. Electric power expenses were less than forecast by \$4.8 million (19.9 percent), due to the favorable timing of expenses and lower consumption. Materials and supplies expenses were under forecast by \$3.7 million (14.9 percent), represented mostly by favorable retroactive reclassification adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements. Year-to-date, non-labor expenses were \$7.5 million (0.8 percent) above forecast, including the following:

- Professional service contracts were higher than forecast by \$12.5 million (15.8 percent), due largely to the unfavorable timing of bond services and data center expenses, and retroactive reclassification adjustments offset in other non-labor accounts.
- Claims (public liability) expenses were higher by \$2.9 million (5.6 percent), due to higher claims processing.
- Insurance expenses were over forecast by \$1.2 million (3.7 percent), due to the unfavorable timing of interagency payments.
- Paratransit service contracts were below forecast by \$3.7 million (1.7 percent), due mainly to lower completed trips and call center activity.

- Electric power expenses were favorable by \$2.4 million (1.4 percent), mainly caused by lower consumption.
- Materials and supplies expenses were under forecast by \$1.6 million (1.0 percent), primarily from favorable retroactive reclassification adjustments, higher scrap/surplus sales and favorable inventory adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements.
- Maintenance contract expenses were less than forecast by \$1.4 million (1.3 percent), due largely to the favorable timing of auto purchases, revenue vehicle maintenance and repair requirements, and painting expenses, partly offset by the unfavorable timing of non-vehicle maintenance and repair requirements.

Depreciation expenses were below forecast year-to-date by \$14.1 million (1.7 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$688.8 million of accrued expenses year-to-date, \$26.5 million (3.7 percent) lower than forecast, based on current actuarial information.

#### **Net Cash Deficit**

The net cash deficit for July year-to-date was \$1,349.9 million, unfavorable to forecast by \$26.5 million (2.0 percent), due mostly to the unfavorable timing of capital and fare reimbursements.

#### **Inventory** (see Inventory Note following)

Inventory at the end of July was \$205.0 million, \$21.7 million (11.8 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups in support of subway car equipment, track replacement and bus requirements.

#### **Incumbents**

There were 45,211 full-time paid incumbents at the end of July, 88 less than in June and an increase of 81 from December 2012 (excluding 199 temporary December paid incumbents).

## RIDERSHIP RESULTS

July 2013 Ridership vs. Forecast - (millions)

	July				July Year-to-Date			
	Forecast	Preliminary		More/(Less) Amount Percent	Forecast	Preliminary		More/(Less) Amount Percent
		Actual				Actual		
Subway	139.1	140.8	1.7	1.2%	984.3	986.8	2.6	0.3%
NYCT Bus	54.4	54.5	0.1	0.3%	395.1	395.2	0.1	0.0%
Subtotal	193.5	195.3	1.9	1.0%	1,379.3	1,382.0	2.6	0.2%
Paratransit	0.8	0.8	(0.1)	(6.7%)	5.5	5.4	(0.1)	(2.3%)
<b>Total - NYCT</b>	<b>194.3</b>	<b>196.1</b>	<b>1.8</b>	<b>0.9%</b>	<b>1,384.8</b>	<b>1,387.4</b>	<b>2.5</b>	<b>0.2%</b>
MTA Bus Company	9.8	10.0	0.3	2.7%	72.5	72.8	0.4	0.5%
<i>Total - Regional Bus</i>	<i>64.1</i>	<i>64.6</i>	<i>0.4</i>	<i>0.7%</i>	<i>467.5</i>	<i>468.0</i>	<i>0.4</i>	<i>0.1%</i>

Notes: Totals may not add due to rounding.

- Paratransit ridership continued to underrun the forecast due in part to initiatives that diverted riders to more efficient modes.

July Average Weekday and Weekend Ridership vs. Prior Year

Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2012	Preliminary		Change Amount Percent	2012	Preliminary		Change Amount Percent
		2013				2013		
Subway	5,212	5,232	+20	+0.4%	5,604	5,673	+69	+1.2%
NYCT Local Bus	1,968	1,965	-3	-0.1%	2,294	2,353	+59	+2.6%
NYCT Express Bus	41	40	-1	-2.5%	10	11	+1	+7.1%
Paratransit	29	29	-1	-1.8%	32	33	+1	+3.4%
<b>TOTAL - NYCT</b>	<b>7,250</b>	<b>7,266</b>	<b>+16</b>	<b>+0.2%</b>	<b>7,940</b>	<b>8,070</b>	<b>+131</b>	<b>+1.6%</b>
MTABC Local Bus	337	343	+6	+1.9%	372	388	+17	+4.4%
MTABC Express Bus	34	32	-2	-5.9%	13	12	-1	-6.2%
Total - MTA Bus	371	375	+4	+1.2%	384	400	+16	+4.1%
<i>Total - Regional Bus</i>	<i>2,380</i>	<i>2,380</i>	<i>1</i>	<i>+0.0%</i>	<i>2,688</i>	<i>2,764</i>	<i>76</i>	<i>+2.8%</i>
<b>12-Month Rolling Average</b>								
Subway	5,360	5,408	+48	+0.9%	5,609	5,727	+117	+2.1%
Local Bus	2,122	2,125	+2	+0.1%	2,289	2,308	+19	+0.8%
Express Bus	43	42	-1	-1.5%	10	11	+2	+15.5%
Paratransit	30	29	-1	-2.0%	33	33	+1	+2.5%
<b>TOTAL - NYCT</b>	<b>7,555</b>	<b>7,604</b>	<b>+49</b>	<b>+0.6%</b>	<b>7,941</b>	<b>8,079</b>	<b>+139</b>	<b>+1.7%</b>
MTABC Local Bus	364	373	+9	+2.4%	360	374	+15	+4.1%
MTABC Express Bus	34	33	-1	-2.6%	14	13	-0	-1.6%
Total - MTA Bus	398	406	+8	+1.9%	373	388	+14	+3.9%
<i>Total - Regional Bus</i>	<i>2,563</i>	<i>2,573</i>	<i>10</i>	<i>+0.4%</i>	<i>2,672</i>	<i>2,707</i>	<i>35</i>	<i>+1.3%</i>

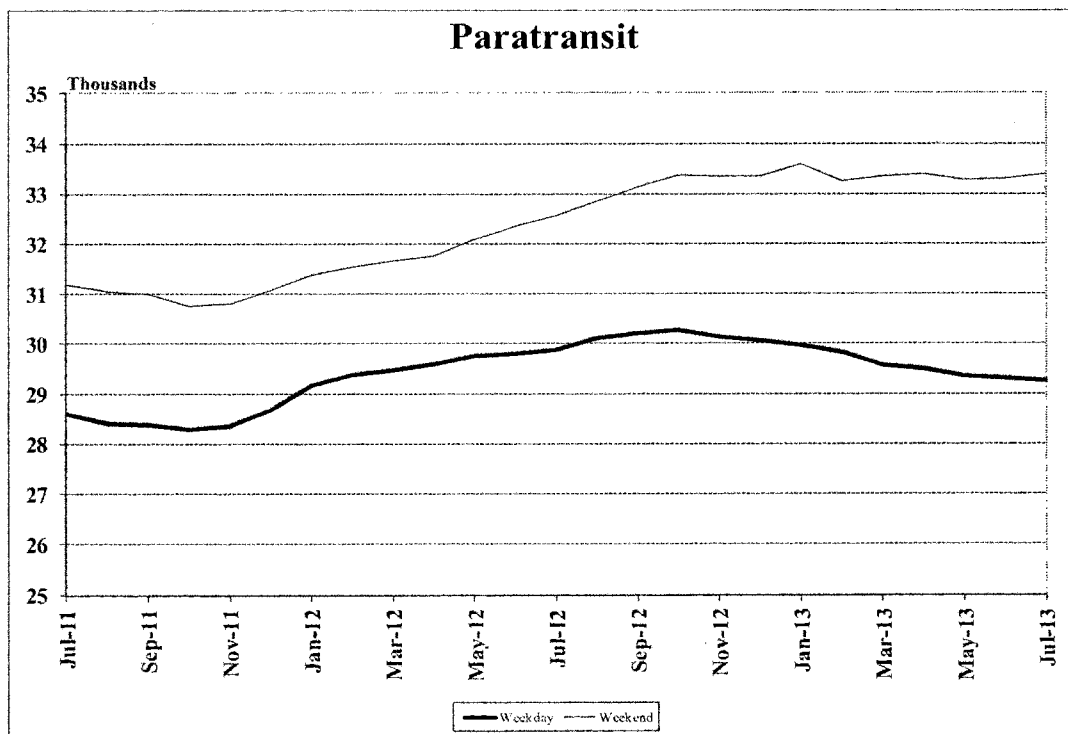
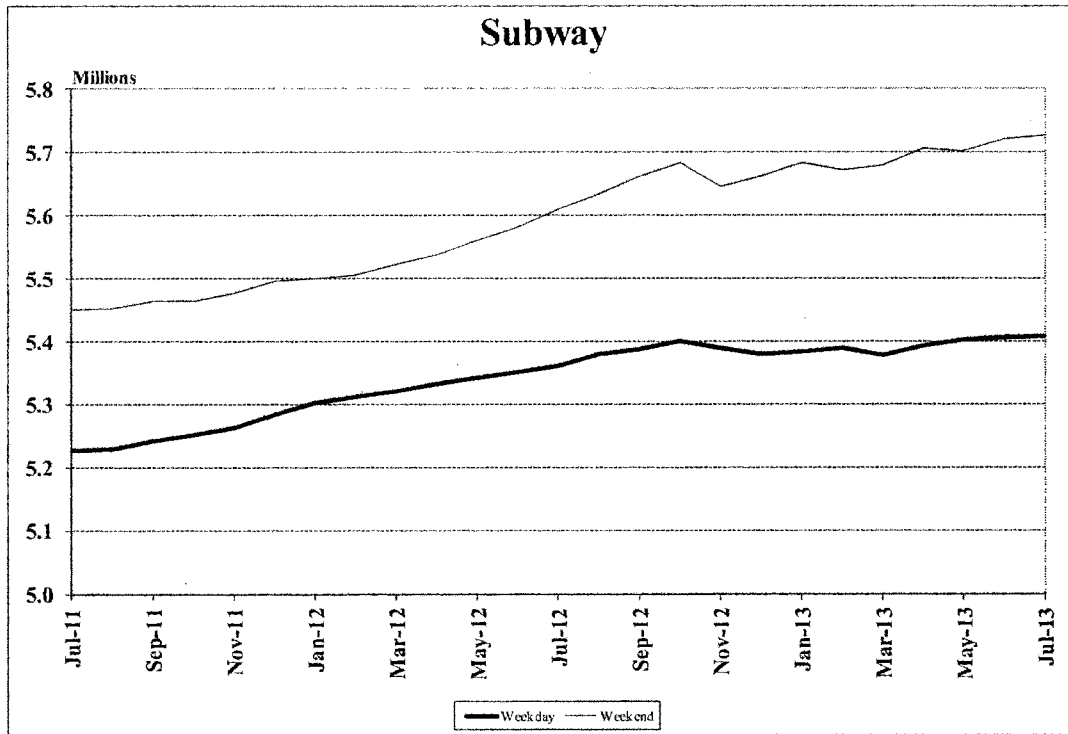
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures. Averages exclude Tropical Storms Irene and Sandy.

- July 2013 average weekday subway ridership was the highest of any July in over forty-five years.
- July 2013 average weekend subway and total NYCT ridership were both the highest of any July in over forty-five years.
- Weekend NYCT express bus ridership continued a strong growth trend, helped by the addition of Sunday X17 and weekend X27 service in September 2012.

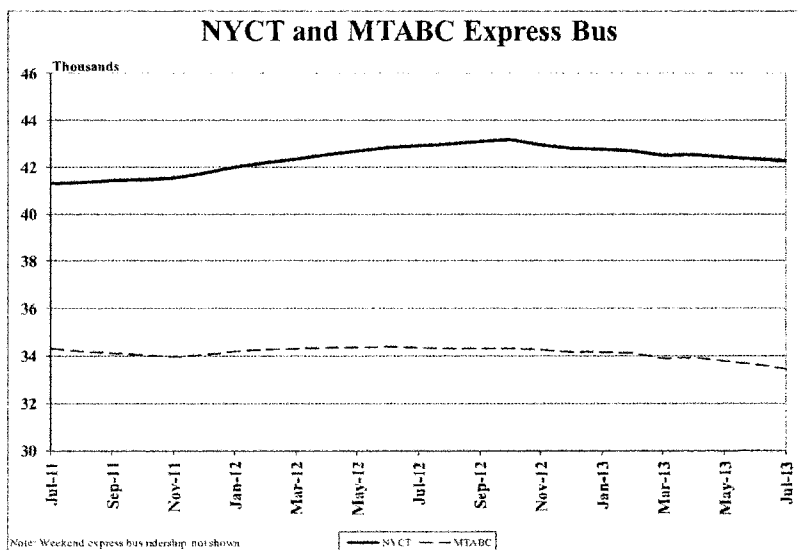
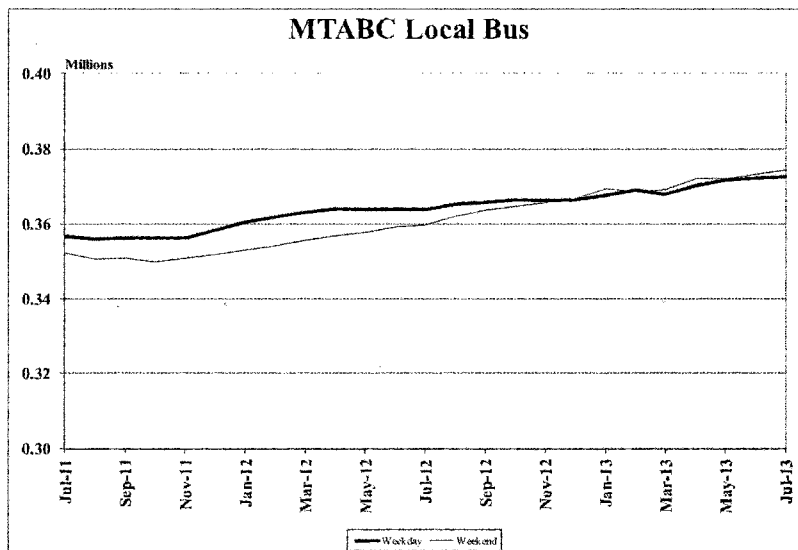
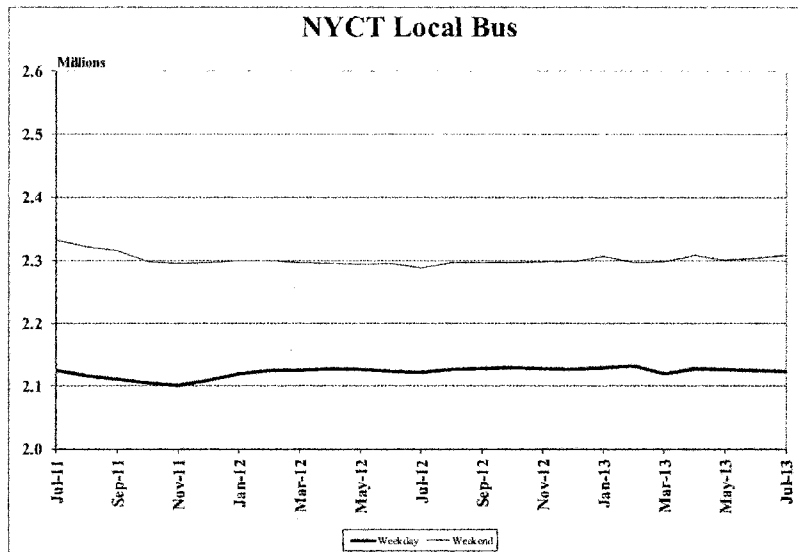


# Average Weekday and Weekend Ridership

12-Month Rolling Averages



## Average Weekday and Weekend Ridership 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From July 2012 to July 2013, ridership increased on the subway, MTA local buses, and the Staten Island Ferry and decreased on all other services. The largest increase was on the Staten Island Ferry (up 2.3 percent) and the largest decrease was on the Staten Island Railway (down 9.2 percent). Average weekend ridership results were more positive, although there was a large decrease on the Staten Island Railway (down 41.0 percent) due in part to two weekends of service suspensions for construction.

Bridges and Tunnels traffic decreased on weekdays and was unchanged on weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jul-12	Preliminary Jul-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,212	5,232	+0.4%	+0.9%
NYCT Local Bus	1,968	1,965	-0.1%	+0.1%
NYCT Express Bus	41	40	-2.5%	-1.5%
NYCT Paratransit	29	29	-1.8%	-2.0%
Staten Island Railway	14	13	-9.2%	-6.5%
MTA Local Bus	337	343	+1.9%	+2.4%
MTA Express Bus	34	32	-5.9%	-2.6%
Long Island Rail Road	300	293	-2.3%	-1.6%
Metro-North Railroad	283	281	-0.7%	-1.3%
Staten Island Ferry	74	76	+2.3%	n/a
PATH	265	250	-5.7%	-4.0%
<u>Average Weekend</u>				
NYCT Subway	5,604	5,673	+1.2%	+2.1%
NYCT Local Bus	2,294	2,353	+2.6%	+0.8%
NYCT Express Bus	10	11	+7.1%	+15.5%
NYCT Paratransit	32	33	+3.4%	+2.5%
Staten Island Railway	7	4	-41.0%	-13.1%
MTA Local Bus	372	388	+4.4%	+4.1%
MTA Express Bus	13	12	-6.2%	-1.6%
Long Island Rail Road	213	210	-1.6%	-0.4%
Metro-North Railroad	228	218	-4.4%	-0.7%
Staten Island Ferry	94	97	+3.5%	n/a
PATH	222	203	-8.8%	-15.1%

MTA Bridges and Tunnels (thousands)				
Average Weekday	830	825	-0.6%	-1.9%
Average Weekend	1,527	1,527	+0.0%	-0.4%

Note: Percentages are based on unrounded data.

## Economy

From July 2012 to July 2013, New York City employment increased 2.3 percent (90,200 jobs). Private sector employment increased 2.7 percent (89,700 jobs) and government employment increased 0.1 percent (500 jobs). The sub-sector with the largest absolute increase was educational/health services (up 30,100 jobs or 4.0 percent). The sub-sectors with the largest percentage increases were leisure/hospitality (up 4.5 percent or 16,400 jobs) and other services (up 4.5 percent or 7,600 jobs). The sub-sector with the largest absolute decrease was information (down 3,100 jobs or 1.7 percent) and the sub-sector with the largest percentage decrease was manufacturing (down 3.7 percent or 2,800 jobs).

The chart below shows the year-over-year change in private sector and government employment over the past twelve months. Year-over-year private sector growth rebounded in July 2013 to its highest level since August 2012. Government sector employment also improved, as July 2013 was the first month since March 2012 without a year-over-year decrease.

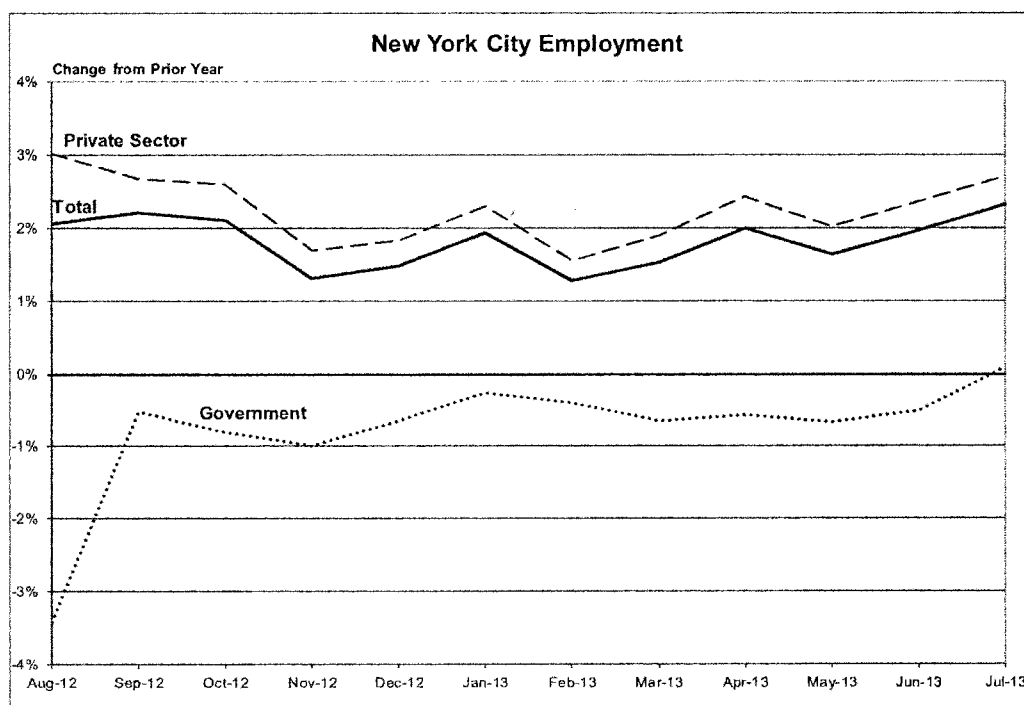


Table 1

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
July 2013  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$256.258	\$260.026	\$3.768	1.5	\$0.000	\$0.000	\$0.000	-	\$256.258	\$260.026	\$3.768	1.5
Bus	81.880	81.967	0.087	0.1	0.000	0.000	0.000	-	81.880	81.967	0.087	0.1
Paratransit	1.532	1.352	(0.180)	(11.7)	0.000	0.000	0.000	-	1.532	1.352	(0.180)	(11.7)
Fare Media Liability	4.352	4.352	0.000	0.0	0.000	0.000	0.000	-	4.352	4.352	0.000	0.0
Total Farebox Revenue	344.022	347.697	3.675	1.1	0.000	0.000	0.000	-	344.022	347.697	3.675	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	2.695	2.696	0.001	0.0	0.000	0.000	0.000	-	2.695	2.696	0.001	0.0
Paratransit Reimbursement	13.408	14.060	0.652	4.9	0.000	0.000	0.000	-	13.408	14.060	0.652	4.9
Other	11.958	12.782	0.824	6.9	0.000	0.000	0.000	-	11.958	12.782	0.824	6.9
Total Other Operating Revenue	28.061	29.538	1.477	5.3	0.000	0.000	0.000	-	28.061	29.538	1.477	5.3
Capital and Other Reimbursements	0.000	0.000	0.000	-	96.183	92.987	(3.196)	(3.3)	96.183	92.987	(3.196)	(3.3)
Total Revenue	\$372.083	\$377.235	\$5.152	1.4	\$96.183	\$92.987	(\$3.196)	(3.3)	\$468.266	\$470.222	\$1.956	0.4
<b>Expenses</b>												
Labor:												
Payroll	249.193	247.465	1.728	0.7	30.948	26.164	4.784	15.5	280.141	273.629	6.512	2.3
Overtime	27.273	32.491	(5.218)	(19.1)	5.440	7.721	(2.281)	(41.9)	32.713	40.212	(7.499)	(22.9)
Total Salaries & Wages	276.466	279.956	(3.490)	(1.3)	36.388	33.885	2.503	6.9	312.854	313.841	(0.987)	(0.3)
Health and Welfare	53.425	52.152	1.273	2.4	2.309	2.167	0.142	6.1	55.734	54.319	1.415	2.5
OPEB Current Payment	29.675	26.400	3.275	11.0	0.000	0.000	0.000	-	29.675	26.400	3.275	11.0
Pensions	705.506	704.531	0.975	0.1	24.372	25.612	(1.240)	(5.1)	729.878	730.143	(0.265)	(0.0)
Other Fringe Benefits	26.120	26.383	(0.263)	(1.0)	9.433	8.935	0.498	5.3	35.553	35.318	0.235	0.7
Total Fringe Benefits	814.726	809.466	5.260	0.6	36.114	36.714	(0.600)	(1.7)	850.840	846.180	4.660	0.5
Reimbursable Overhead	(15.416)	(14.387)	(1.029)	(6.7)	15.416	14.387	1.029	6.7	0.000	0.000	0.000	-
Total Labor Expenses	\$1,075.776	\$1,075.035	\$0.741	0.1	\$87.918	\$84.986	\$2.932	3.3	\$1,163.694	\$1,160.021	\$3.673	0.3
Non-Labor:												
Electric Power	24.038	19.259	4.779	19.9	0.020	0.035	(0.015)	(75.0)	24.058	19.294	4.764	19.8
Fuel	13.338	14.847	(1.509)	(11.3)	0.002	0.001	0.001	50.0	13.340	14.848	(1.508)	(11.3)
Insurance	5.225	6.900	(1.675)	(32.1)	0.000	0.000	0.000	-	5.225	6.900	(1.675)	(32.1)
Claims	7.441	10.382	(2.941)	(39.5)	0.000	0.000	0.000	-	7.441	10.382	(2.941)	(39.5)
Paratransit Service Contracts	33.882	33.312	0.570	1.7	0.000	0.000	0.000	-	33.882	33.312	0.570	1.7
Misc. and Other Operating Contracts	21.690	15.251	6.439	29.7	0.931	2.086	(1.155)	(124.1)	22.621	17.337	5.284	23.4
Professional Service Contracts	9.586	22.468	(12.882)	(134.4)	1.814	2.389	(0.575)	(31.7)	11.400	24.857	(13.457)	(118.0)
Materials & Supplies	25.043	21.305	3.738	14.9	5.125	3.374	1.751	34.2	30.168	24.679	5.489	18.2
Other Business Expenses	5.457	5.995	(0.538)	(9.9)	0.373	0.116	0.257	68.9	5.830	6.111	(0.281)	(4.8)
Total Non-Labor Expenses	\$145.700	\$149.719	(\$4.019)	(2.8)	\$8.265	\$8.001	\$0.264	3.2	\$153.965	\$157.720	(\$3.755)	(2.4)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$1,221.476	\$1,224.754	(\$3.278)	(0.3)	\$96.183	\$92.987	\$3.196	3.3	\$1,317.659	\$1,317.741	(\$0.082)	(0.0)
Depreciation	127.000	119.736	7.264	5.7	0.000	0.000	0.000	-	127.000	119.736	7.264	5.7
OPEB Account	0.000	0.011	(0.011)	-	0.000	0.000	0.000	-	0.000	0.011	(0.011)	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,348.476	\$1,344.501	\$3.975	0.3	\$96.183	\$92.987	\$3.196	3.3	\$1,444.659	\$1,437.488	\$7.171	0.5
Net Surplus/(Deficit)	(\$976.393)	(\$967.266)	\$9.127	0.9	\$0.000	\$0.000	\$0.000	-	(\$976.393)	(\$967.266)	\$9.127	0.9

NOTE: Totals may not add due to rounding.

Table 2

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
July 2013 Year-to-Date  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$1,716.549	\$1,723.029	\$6.480	0.4	\$0.000	\$0.000	\$0.000	-	\$1,716.549	\$1,723.029	\$6.480	0.4
Bus	539.386	539.897	0.511	0.1	0.000	0.000	0.000	-	539.386	539.897	0.511	0.1
Paratransit	9.520	9.141	(0.379)	(4.0)	0.000	0.000	0.000	-	9.520	9.141	(0.379)	(4.0)
Fare Media Liability	30.464	30.464	0.000	0.0	0.000	0.000	0.000	-	30.464	30.464	0.000	0.0
Total Farebox Revenue	2,295.919	2,302.531	6.612	0.3	0.000	0.000	0.000	-	2,295.919	2,302.531	6.612	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	50.974	50.975	0.001	0.0	0.000	0.000	0.000	-	50.974	50.975	0.001	0.0
Paratransit Reimbursement	94.757	94.628	(0.129)	(0.1)	0.000	0.000	0.000	-	94.757	94.628	(0.129)	(0.1)
Other	195.304	196.032	0.728	0.4	0.000	0.000	0.000	-	195.304	196.032	0.728	0.4
Total Other Operating Revenue	341.035	341.635	0.600	0.2	0.000	0.000	0.000	-	341.035	341.635	0.600	0.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	529.208	542.779	13.571	2.6	529.208	542.779	13.571	2.6
<b>Total Revenue</b>	<b>\$2,636.954</b>	<b>\$2,644.166</b>	<b>\$7.212</b>	<b>0.3</b>	<b>\$529.208</b>	<b>\$542.779</b>	<b>\$13.571</b>	<b>2.6</b>	<b>\$3,166.162</b>	<b>\$3,186.945</b>	<b>\$20.783</b>	<b>0.7</b>
<b>Expenses</b>												
Labor:												
Payroll	1,671.998	1,662.290	9.708	0.6	197.778	195.058	2.720	1.4	1,869.776	1,857.348	12.428	0.7
Overtime	211.262	217.558	(6.296)	(3.0)	52.420	59.756	(7.336)	(14.0)	263.682	277.314	(13.632)	(5.2)
Total Salaries and Wages	1,883.260	1,879.848	3.412	0.2	250.198	254.814	(4.616)	(1.8)	2,133.458	2,134.662	(1.204)	(0.1)
Health and Welfare	371.131	358.567	12.564	3.4	14.178	13.810	0.368	2.6	385.309	372.377	12.932	3.4
OPEB Current Payment	184.093	182.114	1.979	1.1	0.000	0.000	0.000	-	184.093	182.114	1.979	1.1
Pensions	832.280	829.771	2.509	0.3	27.611	29.017	(1.406)	(5.1)	859.891	858.788	1.103	0.1
Other Fringe Benefits	175.305	175.481	(0.176)	(0.1)	63.643	64.666	(1.023)	(1.6)	238.948	240.147	(1.199)	(0.5)
Total Fringe Benefits	1,562.809	1,545.933	16.876	1.1	105.432	107.493	(2.061)	(2.0)	1,668.241	1,653.426	14.815	0.9
Reimbursable Overhead	(112.502)	(117.000)	4.498	4.0	112.502	117.000	(4.498)	(4.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$3,333.567</b>	<b>\$3,308.781</b>	<b>\$24.786</b>	<b>0.7</b>	<b>\$468.132</b>	<b>\$479.307</b>	<b>(\$11.175)</b>	<b>(2.4)</b>	<b>\$3,801.699</b>	<b>\$3,788.088</b>	<b>\$13.611</b>	<b>0.4</b>
Non-Labor:												
Electric Power	179.368	176.937	2.431	1.4	0.151	0.171	(0.020)	(13.2)	179.519	177.108	2.411	1.3
Fuel	97.251	97.733	(0.482)	(0.5)	0.012	0.011	0.001	8.3	97.263	97.744	(0.481)	(0.5)
Insurance	32.336	33.536	(1.200)	(3.7)	0.000	0.000	0.000	-	32.336	33.536	(1.200)	(3.7)
Claims	52.087	55.028	(2.941)	(5.6)	0.000	0.000	0.000	-	52.087	55.028	(2.941)	(5.6)
Paratransit Service Contracts	217.540	213.879	3.661	1.7	0.000	0.000	0.000	-	217.540	213.879	3.661	1.7
Mtce. and Other Operating Contracts	107.465	106.055	1.410	1.3	19.817	22.002	(2.185)	(11.0)	127.282	128.057	(0.775)	(0.6)
Professional Service Contracts	79.143	91.684	(12.541)	(15.8)	9.790	12.620	(2.830)	(28.9)	88.933	104.304	(15.371)	(17.3)
Materials & Supplies	166.040	164.440	1.600	1.0	30.788	28.101	2.687	8.7	196.828	192.541	4.287	2.2
Other Business Expenses	36.063	35.463	0.600	1.7	0.518	0.567	(0.049)	(9.5)	36.581	36.030	0.551	1.5
<b>Total Non-Labor Expenses</b>	<b>\$967.293</b>	<b>\$974.755</b>	<b>(\$7.462)</b>	<b>(0.8)</b>	<b>\$61.076</b>	<b>\$63.472</b>	<b>(\$2.396)</b>	<b>(3.9)</b>	<b>\$1,028.369</b>	<b>\$1,038.227</b>	<b>(\$9.858)</b>	<b>(1.0)</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$4,300.860</b>	<b>\$4,283.536</b>	<b>\$17.324</b>	<b>0.4</b>	<b>\$529.208</b>	<b>\$542.779</b>	<b>(\$13.571)</b>	<b>(2.6)</b>	<b>\$4,830.068</b>	<b>\$4,826.315</b>	<b>\$3.753</b>	<b>0.1</b>
Depreciation	837.145	823.022	14.123	1.7	0.000	0.000	0.000	-	837.145	823.022	14.123	1.7
OPEB Account	715.269	688.751	26.518	3.7	0.000	0.000	0.000	-	715.269	688.751	26.518	3.7
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$5,853.274</b>	<b>\$5,795.309</b>	<b>\$57.965</b>	<b>1.0</b>	<b>\$529.208</b>	<b>\$542.779</b>	<b>(\$13.571)</b>	<b>(2.6)</b>	<b>\$6,382.482</b>	<b>\$6,338.088</b>	<b>\$44.394</b>	<b>0.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$3,216.320)</b>	<b>(\$3,151.143)</b>	<b>\$65.177</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$3,216.320)</b>	<b>(\$3,151.143)</b>	<b>\$65.177</b>	<b>2.0</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**July 2013**  
**(\$ 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
		\$	%		\$	%	
Other Operating Revenue	NR	1.5	5.3	Primarily due to higher paratransit urban tax and advertising revenues	0.6	0.2	Mostly higher advertising revenue
Payroll	NR	1.7	0.7	Mostly due to vacancies, partly offset by higher employee earned separation payments	9.7	0.6	Mostly due to vacancies and lower employee earned separation payments
Overtime	NR	(5.2)	(19.1)	Mainly due to additional bus unscheduled service and subway/bus maintenance/ vacancy coverage requirements	(6.3)	(3.0)	Mainly due to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy and adverse weather requirements
Health & Welfare (including OPEB current payment)	NR	4.6	5.5	Mostly lower rates	14.6	2.6	Mostly lower rates
Reimbursable Overhead	NR	(1.0)	(6.7)	Unfavorable overhead credits, resulting mostly from reimbursable labor cost underruns	4.5	4.0	Favorable overhead credits, resulting mostly from higher reimbursable labor costs
Electric Power	NR	4.8	19.9	Mainly due to the favorable timing of expenses and lower consumption	2.4	1.4	Mostly lower consumption
Fuel	NR	(1.5)	(11.3)	Largely higher consumption and prices			
Insurance	NR	(1.7)	(32.1)	Mostly the unfavorable timing of interagency payments	(1.2)	(3.7)	Mostly the unfavorable timing of interagency payments
Claims	NR	(2.9)	(39.5)	Higher claims processing	(2.9)	(5.6)	Higher claims processing
Paratransit Service Contracts	NR	0.6	1.7	Mostly due to lower completed trips and call center activity, partly offset by the unfavorable timing of expenses	3.7	1.7	Mostly due to lower completed trips and call center activity
Maintenance and Other Operating Contracts	NR	6.4	29.7	Primarily the favorable timing of auto purchases and revenue vehicle maintenance and repair requirements	1.4	1.3	Primarily the favorable timing of auto purchases, revenue vehicle maintenance and repair requirements, and painting expenses, partly offset by the unfavorable timing of non-vehicle maintenance and repair requirements

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
July 2013  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	NR	(12.9)	over (100.0)	Mostly due to the unfavorable timing of bond services and IT hardware expenses, and retroactive reclassification adjustments offset in other non-labor accounts	(12.5)	(15.8)	Mostly due to the unfavorable timing of bond services and data center expenses, and retroactive reclassification adjustments offset in other non-labor accounts
Materials & Supplies	NR	3.7	14.9	Mainly due to favorable retroactive reclassification adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements	1.6	1.0	Mainly due to favorable retroactive reclassification adjustments, higher scrap/surplus sales and favorable inventory adjustments, partly offset by the unfavorable timing of non-vehicle maintenance requirements
Other Business Expenses	NR	(0.5)	(9.9)	Due largely to unfavorable results in various miscellaneous credits/expense accounts, partly offset by lower stationery expenses	0.6	1.7	Due largely to underruns in stationery expenses
Depreciation	NR	7.3	5.7	Due to the favorable timing of assets reaching beneficial use	14.1	1.7	Due to the favorable timing of assets reaching beneficial use
OPEB Long-Term Account	NR				26.5	3.7	Lower accrued expenses due to updated actuarial information
Capital and Other Reimbursements	R	(3.2)	(3.3)	Reimbursement decrease consistent with reimbursable expense decrease	13.6	2.6	Reimbursement increase consistent with reimbursable expense increase
Payroll	R	4.8	15.5	Mainly the favorable timing of capital construction and engineering requirements	2.7	1.4	Mainly the favorable timing of capital construction and engineering requirements, partly offset by the unfavorable timing of non-capital requirements
Overtime	R	(2.3)	(41.9)	Largely additional work in Subways, specifically for track, station environment, infrastructure, power and signals requirements	(7.3)	(14.0)	Largely additional work in Subways, specifically for track, infrastructure, power, station environment and signals requirements
Health & Welfare	R	0.1	6.1	Lower rates	0.4	2.6	Lower rates
Pension	R	(1.2)	(5.1)	The unfavorable timing of expenses	(1.4)	(5.1)	The unfavorable timing of expenses



Table 3

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
July 2013  
(\$ 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
		\$	%		\$	%	
Other Fringe Benefits	R	0.5	5.3	Primarily lower direct overhead expenses, resulting from decreased reimbursable labor expenses	(1.0)	(1.6)	Primarily higher direct overhead expenses, resulting from increased reimbursable labor expenses, and higher FICA expenses
Maintenance and Other Operating Contracts	R	(1.2)	over (100.0)	Largely the unfavorable timing of operating contract and maintenance services costs	(2.2)	(11.0)	Largely the unfavorable timing of operating contract and maintenance services costs
Professional Service Contracts	R	(0.6)	(31.7)	Mostly the unfavorable timing of IT hardware expenses	(2.8)	(28.9)	Mostly the unfavorable timing of IT hardware, data center, and EDP maintenance & repair expenses
Materials & Supplies	R	1.8	34.2	Mainly the favorable timing of non-vehicle maintenance requirements	2.7	8.7	Mainly the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R	0.3	68.9	Largely the favorable timing of various miscellaneous expenses			

Table 4

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
CASH RECEIPTS and EXPENDITURES  
July 2013  
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$342,559	\$369,416	\$26,857	7.8	\$2,334,949	\$2,351,972	\$17,023	0.7
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	6,312	0,000	(6,312)	(100.0)	71,391	51,313	(20,078)	(28.1)
Paratransit Reimbursement	2,700	1,999	(0,701)	(26.0)	96,228	95,098	(1,130)	(1.2)
Other	3,722	3,825	0,103	2.8	136,824	136,658	(0,166)	(0.1)
Total Other Operating Revenue	12,734	5,824	(6,910)	(54.3)	304,443	283,069	(21,374)	(7.0)
Capital and Other Reimbursements	114,183	100,024	(14,159)	(12.4)	475,864	445,180	(30,684)	(6.4)
<b>Total Receipts</b>	<b>\$469,476</b>	<b>\$475,264</b>	<b>\$5,788</b>	<b>1.2</b>	<b>\$3,115,256</b>	<b>\$3,080,221</b>	<b>(\$35,035)</b>	<b>(1.1)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	262,595	259,530	3,065	1.2	1,844,062	1,838,615	5,447	0.3
Overtime	30,746	33,175	(2,429)	(7.9)	251,891	259,273	(7,382)	(2.9)
Total Salaries & Wages	293,341	292,705	0,636	0.2	2,095,953	2,097,888	(1,935)	(0.1)
Health and Welfare	55,734	45,913	9,821	17.6	436,011	413,330	22,681	5.2
OPFB Current Payment	29,675	26,400	3,275	11.0	184,093	162,114	1,979	1.1
Pensions	79,958	80,299	(0,341)	(0.4)	407,270	406,176	1,094	0.3
Other Fringe Benefits	30,940	30,606	0,334	1.1	211,858	216,167	(4,309)	(2.0)
Total Fringe Benefits	196,307	183,218	13,089	6.7	1,239,232	1,217,787	21,445	1.7
GASB Account	5,784	20,445	(14,661)	(253.5)	37,571	38,094	(0,523)	(1.4)
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Labor Expenditures</b>	<b>\$495,432</b>	<b>\$496,368</b>	<b>(\$0,936)</b>	<b>(0.2)</b>	<b>\$3,372,756</b>	<b>\$3,353,769</b>	<b>\$18,987</b>	<b>0.6</b>
<b>Non-Labor:</b>								
Electric Power	24,058	24,278	(0,220)	(0.9)	176,652	175,776	0,876	0.5
Fuel	12,340	13,393	(1,053)	(8.5)	105,884	107,750	(1,866)	(1.8)
Insurance	12,890	8,200	4,690	36.4	32,409	28,721	3,688	11.4
Claims	6,720	20,526	(13,806)	(205.4)	47,444	66,633	(19,189)	(40.4)
Paratransit Service Contracts	33,152	31,802	1,350	4.1	219,195	218,655	0,540	0.2
Mtce. and Other Operating Contracts	23,690	17,342	6,348	26.8	136,637	127,586	9,051	6.6
Professional Service Contracts	11,104	13,920	(2,816)	(25.4)	92,808	102,130	(9,322)	(10.0)
Materials & Supplies	25,580	30,161	(4,581)	(17.9)	215,639	208,096	7,543	3.5
Other Business Expenditures	5,304	4,622	0,682	12.9	38,256	41,050	(1,794)	(4.6)
<b>Total Non-Labor Expenditures</b>	<b>\$154,838</b>	<b>\$164,244</b>	<b>(\$9,406)</b>	<b>(6.1)</b>	<b>\$1,065,924</b>	<b>\$1,076,397</b>	<b>(\$10,473)</b>	<b>(1.0)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$650,270</b>	<b>\$660,612</b>	<b>(\$10,342)</b>	<b>(1.6)</b>	<b>\$4,438,680</b>	<b>\$4,430,166</b>	<b>\$8,514</b>	<b>0.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$180,794)</b>	<b>(\$185,348)</b>	<b>(\$4,554)</b>	<b>(2.5)</b>	<b>(\$1,323,424)</b>	<b>(\$1,349,945)</b>	<b>(\$26,521)</b>	<b>(2.0)</b>

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS  
July 2013  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	26.9	7.8	Favorable timing of cash, mostly from the counting and depositing of receipts	17.0	0.7	Favorable timing of cash, mostly from the counting and depositing of receipts
Other Operating Receipts	(6.9)	(54.3)	Due largely to the unfavorable timing of receipt of student fare reimbursements	(21.4)	(7.0)	Due mainly to the unfavorable timing of receipt of senior citizen and student fare reimbursements
Capital and Other Reimbursements	(14.2)	(12.4)	Mostly the unfavorable timing of reimbursements	(30.7)	(6.4)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	13.1	15.3	Mainly the favorable timing of payments and lower rates	24.7	4.0	Mainly the favorable timing of payments and lower rates
GASB Account	(14.7)	over (100.0)	Retroactive adjustments to recognize an increase in payments based on a new funding formula			
Fuel	(1.1)	(8.5)	Largely higher consumption and prices	(1.9)	(1.8)	Mostly the unfavorable timing of interagency payments
Insurance	4.7	36.4	The favorable timing of interagency payments	3.7	11.4	The favorable timing of interagency payments
Claims	(13.8)	over (100.0)	Higher claims payouts and processing	(19.2)	(40.4)	Higher claims payouts and processing
Maintenance Contracts	6.3	26.8	Primarily the favorable timing of auto purchases and revenue vehicle maintenance and repair requirements	9.1	6.6	Mainly the favorable timing of payments
Professional Service Contracts	(2.8)	(25.4)	Mostly due to the unfavorable timing of bond services and IT hardware expenses, partly offset by the favorable timing of payments	(9.3)	(10.0)	Mostly due to the unfavorable timing of bond services and data center expenses, partly offset by the favorable timing of payments
Materials & Supplies	(4.6)	(17.9)	Mainly the unfavorable timing of payments	7.5	3.5	Mainly the favorable timing of payments and higher scrap/surplus sales
Other Business Expenses	0.7	12.9	Largely due to the favorable timing of payments	(1.8)	(4.6)	Largely due to the unfavorable timing of payments

Table 6

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
July 2013  
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1.463)	\$21.719	\$23.182	-	\$39.030	\$49.441	\$10.411	26.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	3.617	(2.696)	(6.313)	(174.5)	20.417	0.338	(20.079)	(98.3)
Paratransit Reimbursement	(10.708)	(12.061)	(1.353)	(12.6)	1.471	0.470	(1.001)	(68.0)
Other	(8.236)	(8.957)	(0.721)	(8.8)	(58.480)	(59.374)	(0.894)	(1.5)
<b>Total Other Operating Revenue</b>	<b>(15.327)</b>	<b>(23.714)</b>	<b>(8.387)</b>	<b>(54.7)</b>	<b>(36.592)</b>	<b>(58.566)</b>	<b>(21.974)</b>	<b>(60.1)</b>
Capital and Other Reimbursements	18.000	7.037	(10.963)	(60.9)	(53.344)	(97.599)	(44.255)	(83.0)
<b>Total Receipts</b>	<b>\$1.210</b>	<b>\$5.042</b>	<b>\$3.832</b>	<b>316.7</b>	<b>(\$50.906)</b>	<b>(\$106.724)</b>	<b>(\$55.818)</b>	<b>(109.6)</b>
<b>Expenditures</b>								
Labor:								
Payroll	17.546	14.099	(3.447)	(19.6)	25.714	18.733	(6.981)	(27.1)
Overtime	1.967	7.037	5.070	257.8	11.791	18.041	6.250	53.0
Total Salaries & Wages	19.513	21.136	1.623	8.3	37.505	36.774	(0.731)	(1.9)
Health and Welfare	0.000	8.406	8.406	-	(50.702)	(40.853)	9.749	19.2
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	649.920	649.844	(0.076)	(0.0)	452.621	452.612	(0.009)	(0.0)
Other Fringe Benefits	4.613	4.712	0.099	2.1	27.090	23.980	(3.110)	(11.5)
Total Fringe Benefits	654.533	662.962	8.429	1.3	429.009	435.639	6.630	1.5
GASB Account	(5.784)	(20.445)	(14.661)	(253.5)	(37.571)	(38.094)	(0.523)	(1.4)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$668.262</b>	<b>\$663.653</b>	<b>(\$4.609)</b>	<b>(0.7)</b>	<b>\$428.943</b>	<b>\$434.319</b>	<b>\$5.376</b>	<b>1.3</b>
Non-Labor:								
Electric Power	0.000	(4.984)	(4.984)	-	2.867	1.332	(1.535)	(53.5)
Fuel	1.000	1.455	0.455	45.5	(8.621)	(10.006)	(1.385)	(16.1)
Insurance	(7.665)	(1.300)	6.365	83.0	(0.073)	4.815	4.888	-
Claims	0.721	(10.144)	(10.865)	-	4.643	(11.605)	(16.248)	(349.9)
Paratransit Service Contracts	0.730	1.510	0.780	106.8	(1.655)	(4.776)	(3.121)	(188.6)
Misc. and Other Operating Contracts	(1.069)	(0.005)	1.064	99.5	(9.355)	0.471	9.826	105.0
Professional Service Contracts	0.296	10.937	10.641	-	(3.875)	2.174	6.049	156.1
Materials & Supplies	4.588	(5.482)	(10.070)	(219.5)	(18.811)	(15.555)	3.256	17.3
Other Business Expenses	0.526	1.489	0.963	183.1	(2.675)	(5.020)	(2.345)	(87.7)
<b>Total Non-Labor Expenditures</b>	<b>(\$0.873)</b>	<b>(\$6.524)</b>	<b>(\$5.651)</b>	<b>(647.3)</b>	<b>(\$37.555)</b>	<b>(\$38.170)</b>	<b>(\$0.615)</b>	<b>(1.6)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$667.389</b>	<b>\$657.129</b>	<b>(\$10.260)</b>	<b>(1.5)</b>	<b>\$391.388</b>	<b>\$396.149</b>	<b>\$4.761</b>	<b>1.2</b>
Depreciation	127.000	119.736	(7.264)	(5.7)	837.145	823.022	(14.123)	(1.7)
OPEB Account	0.000	0.011	0.011	-	715.269	688.751	(26.518)	(3.7)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$794.389</b>	<b>\$776.876</b>	<b>(\$17.513)</b>	<b>(2.2)</b>	<b>\$1,943.802</b>	<b>\$1,907.922</b>	<b>(\$35.880)</b>	<b>(1.8)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$795.599</b>	<b>\$781.918</b>	<b>(\$13.681)</b>	<b>(1.7)</b>	<b>\$1,892.896</b>	<b>\$1,801.198</b>	<b>(\$91.698)</b>	<b>(4.8)</b>

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL POSITIONS by FUNCTION and DEPARTMENT  
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS  
July 2013

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	61	39	22	
Law	266	259	7	
Office of the EVP	41	39	2	
Human Resources	230	247	(17)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	30	1	
Corporate Communications	254	237	17	
Technology & Information Services	446	435	11	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	87	9	
Materiel	252	236	16	
Controller	137	141	(4)	
<b>Total Administration</b>	<b>1,937</b>	<b>1,786</b>	<b>151</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,318	7,279	39	
Subways Operations Support	317	322	(5)	
Subways Stations	2,611	2,611	0	
<b>Sub-total Subways</b>	<b>10,246</b>	<b>10,212</b>	<b>34</b>	
Buses	10,464	10,378	86	Actuals include Training/Safety, Budget in Bus Maint.(a)
Paratransit	209	193	16	
Operations Planning	417	396	21	
Revenue Control	461	428	33	
<b>Total Operations</b>	<b>21,797</b>	<b>21,607</b>	<b>190</b>	
<b>Maintenance</b>				
Subways Operations Support	226	218	8	
Subways Engineering	321	300	21	
Subways Car Equipment	4,230	4,183	47	
Subways Infrastructure	1,376	1,357	19	
Subways Elevator & Escalators	381	374	7	
Subways Stations	3,517	3,411	106	Mainly Maintenance Hourly and Supervisor Positions
Subways Track	2,730	2,686	44	
Subways Power	585	598	(13)	
Subways Signals	1,436	1,406	30	
Subways Electronic Maintenance	1,431	1,366	65	Mainly PTE's and Hourly Positions
<b>Sub-total Subways</b>	<b>16,233</b>	<b>15,899</b>	<b>334</b>	
Buses	3,749	3,653	96	Budget Includes Training/Safety, charged to Oper Bus (a)
Revenue Control	137	137	0	
Supply Logistics	561	554	7	
System Safety	91	87	4	
<b>Total Maintenance</b>	<b>20,771</b>	<b>20,330</b>	<b>441</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,319	1,182	137	
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,182</b>	<b>137</b>	
<b>Public Safety</b>				
Security	584	555	29	
<b>Total Public Safety</b>	<b>584</b>	<b>555</b>	<b>29</b>	
<b>Total Positions</b>	<b>46,408</b>	<b>45,460</b>	<b>948</b>	
Non-Reimbursable	41,721	41,662	59	
Reimbursable	4,687	3,798	889	
<b>Total Full-Time</b>	<b>46,241</b>	<b>45,211</b>	<b>1,030</b>	
<b>Total Full-Time Equivalents</b>	<b>167</b>	<b>249</b>	<b>(82)</b>	

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL POSITIONS by FUNCTION and OCCUPATION  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
July 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance	Explanation
			Fav./(Unfav)	
<b>Administration:</b>				
Managers/Supervisors	659	567	92	
Professional, Technical, Clerical	1,163	1,196	(33)	
Operational Hourlies	115	23	92	
<b>Total Administration</b>	<b>1,937</b>	<b>1,786</b>	<b>151</b>	
<b>Operations</b>				
Managers/Supervisors	2,517	2,499	18	
Professional, Technical, Clerical	450	447	3	
Operational Hourlies	18,830	18,661	169	
<b>Total Operations</b>	<b>21,797</b>	<b>21,607</b>	<b>190</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,789	3,620	169	
Professional, Technical, Clerical	1,083	962	121	
Operational Hourlies	15,899	15,748	151	
<b>Total Maintenance</b>	<b>20,771</b>	<b>20,330</b>	<b>441</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	295	260	35	
Professional, Technical, Clerical	1,022	920	102	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,182</b>	<b>137</b>	
<b>Public Safety</b>				
Managers/Supervisors	210	190	20	
Professional, Technical, Clerical	37	33	4	
Operational Hourlies	337	332	5	
<b>Total Public Safety</b>	<b>584</b>	<b>555</b>	<b>29</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,470	7,136	334	
Professional, Technical, Clerical	3,755	3,558	197	
Operational Hourlies	35,183	34,766	417	
<b>Total Positions</b>	<b>46,408</b>	<b>45,460</b>	<b>948</b>	

MTA NEW YORK CITY TRANSIT  
(PRELIMINARY) INVENTORY NOTES  
July 2013  
(\$ in millions)

	<u>7/31/13</u>	<u>7/31/12</u>
<b><u>Operating Inventory</u></b>		
Gross Inventory	\$280.264	\$272.567
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(74.800)	(67.200)
<b>Net Inventory</b>	<b>\$204.964</b>	<b>\$204.867</b>

MTA New York City Transit  
 July Financial Plan - 2013 Mid-Year Forecast  
 Non-Reimbursable/Reimbursable Overtime  
 (\$ in millions)

	July						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	307,006	\$9.4	0	\$9.3	0	\$0.1 1.4%	2,191,728	\$67.3	0	\$66.9	0	\$0.3 .5%
<u>Unscheduled Service</u>	199,937	\$6.1	0	\$9.0	0	(\$2.8) (46.3%)	1,528,749	\$46.9	0	\$49.6	0	(\$2.7) (5.8%)
Programmatic/Routine Maintenance	273,113	\$8.4	0	\$10.2	0	(\$1.8) (21.9%)	1,889,936	\$58.0	0	\$58.2	0	(\$0.2) (0.3%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	36,963	\$1.1	0	\$2.8	0	(\$1.6) *	304,190	\$9.3	0	\$12.5	0	(3.2) *
<u>Weather Emergencies</u>	42,942	\$1.3	0	\$0.8	0	\$0.5 *	851,743	\$26.2	0	\$27.7	0	(\$1.5) *
<u>Safety/Security/Law Enforcement</u>	8,953	\$0.3	0	\$0.3	0	(\$0.0) (14.6%)	61,812	\$1.9	0	\$1.9	0	\$0.0 2.3%
<u>Other</u>	19,381	\$0.6	0	\$0.1	0	\$0.5 83.4%	52,647	\$1.6	0	\$0.8	0	\$0.9 53.1%
Subtotal	888,296	\$27.3	0	\$32.5	0	(\$5.2) (19.1%)	6,880,806	\$211.3	0	\$217.6	0	(\$6.3) (3.0%)
<b>REIMBURSABLE OVERTIME</b>	170,973	\$5.4	0	\$7.8	0	(\$2.4) *	1,648,398	\$52.4	0	\$59.9	0	(\$7.4) (14.2%)
<b>TOTAL OVERTIME</b>	1,059,268	\$32.7	0	\$40.3	0	(\$7.6) (23.2%)	8,529,204	\$263.7	0	\$277.4	0	(\$13.7) (5.2%)

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



MTA New York City Transit  
July Financial Plan - 2013 Mid-Year Forecast  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	0	\$0.1 (2.6%)		0	\$0.3 (5.5%)	
<u>Unscheduled Service</u>	0	(\$2.8) 54.5%	Mainly due to traffic, breakdowns and related ramp delays in Department of Buses.	0	(\$2.7) 43.1%	Mainly due to traffic, breakdowns and related ramp delays in Department of Buses.
<u>Programmatic/Routine Maintenance</u>	0	(\$1.8) 35.2%	Primarily due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment.	0	(\$0.2) 2.7%	
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	0	(\$1.5) 31.2%	Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.	0	(\$3.2) 50.1%	Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.
<u>Weather Emergencies</u>	0	\$0.5 (9.5%)		0	(\$1.5) 24.0%	Primarily due to Tropical Storm Sandy continued requirements and heavy rains.
<u>Safety/Security/Law Enforcement</u>	0	(\$0.0) 0.8%		0	\$0.0 -0.7%	
<u>Other</u>		\$0.5 (9.5%)		0	\$0.9 (13.6%)	
<b>Subtotal</b>	0	(\$5.2) 68.7%		0	(\$6.3) 45.8%	
<b>REIMBURSABLE OVERTIME</b>	0	(\$2.4) 31.3%	Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses.	0	(\$7.4) 54.2%	Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses.
<b>TOTAL OVERTIME</b>	0	(\$7.6)		0	(\$13.7)	

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 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 extra ordinary events</u>, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i>
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.



### FINANCIAL AND RIDERSHIP REPORT

July 2013

(All data are preliminary and subject to audit)

In the month of July, **operating revenues** were \$0.5 million, less than \$0.1 million (0.9 percent) below the Mid-Year Forecast (forecast). Year-to-date, operating revenues were \$4.5 million, \$0.1 million (1.2 percent) less than forecast, due mostly to the unfavorable timing of advertising receipts and student fare reimbursements.

Total **ridership** in July 2013 was 300,310 riders, 2.7 percent (8,295 riders) below forecast. Year-to-date, total ridership was 2,419,672 riders, 0.3 percent (6,095 riders) under forecast. July 2013 average weekday ridership was 12,711 riders, 9.2 percent (1,291 riders) lower than July 2012. Average weekday ridership for the twelve months ending July 2013 was 15,217 riders, 6.5 percent (1,061 riders) lower than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than forecast in July by \$0.4 million (10.1 percent). Labor expenses underran by \$0.1 million (2.6 percent), mainly from the favorable timing of fringe benefit expenses, mostly offset by higher overtime expenses, due to residual Sandy requirements. Non-labor expenses were less than forecast by \$0.3 million (24.0 percent), due primarily to the favorable timing of electric power and materials & supplies expenses. Year-to-date, expenses were below forecast by \$2.0 million (7.9 percent). Labor expenses were favorable by \$0.4 million (2.4 percent), due mostly to the favorable timing of health & welfare expenses. Non-labor expenses underran forecast by \$1.5 million (20.8 percent), due again to the favorable timing of electric power and materials & supplies expenses.

Depreciation expenses year-to-date were \$0.8 million (14.4 percent) favorable to the forecast, due to the retirement of some assets not reflected in the forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$1.1 million of accrued expenses year-to-date, \$0.3 million (20.0 percent) below forecast.

The **operating cash deficit** (excluding subsidies) year-to-date was \$18.9 million, less than \$0.1 million (0.1 percent) above forecast.

Table 1

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
July 2013  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.476	0.465	(0.011)	(2.3)	-	-	-	-	0.476	0.465	(0.011)	(2.3)
Other Operating Revenue	0.071	0.077	0.006	8.5	-	-	-	-	0.071	0.077	0.006	8.5
Capital and Other Reimbursements	-	-	-	-	0.152	-	(0.152)	(100.0)	0.152	-	(0.152)	(100.0)
<b>Total Revenue</b>	<b>\$ 0.547</b>	<b>\$ 0.542</b>	<b>\$ (0.005)</b>	<b>(0.9)</b>	<b>\$ 0.152</b>	<b>\$ -</b>	<b>\$ (0.152)</b>	<b>(100.0)</b>	<b>\$ 0.699</b>	<b>\$ 0.542</b>	<b>\$ (0.157)</b>	<b>(22.5)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	1.354	1.448	(0.094)	(6.9)	0.009	\$ -	0.009	100.0	1.363	1.448	(0.085)	(6.2)
Overtime	0.100	0.260	(0.160)	(160.0)	0.080	\$ -	0.080	100.0	0.180	0.260	(0.080)	(44.4)
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.454</b>	<b>\$ 1.708</b>	<b>\$ (0.254)</b>	<b>(17.5)</b>	<b>\$ 0.089</b>	<b>\$ -</b>	<b>\$ 0.089</b>	<b>100.0</b>	<b>\$ 1.543</b>	<b>\$ 1.708</b>	<b>\$ (0.165)</b>	<b>(10.7)</b>
Health and Welfare	0.370	0.070	0.300	81.1	0.060	\$ -	0.060	100.0	0.430	0.070	0.360	83.7
OPEB Current Portion	0.082	0.101	(0.019)	(23.2)	-	-	-	-	0.082	0.101	(0.019)	(23.2)
Pensions	0.512	0.458	0.054	10.5	0.001	\$ -	0.001	100.0	0.513	0.458	0.055	10.7
Other Fringe Benefits	0.163	0.176	(0.013)	(8.0)	0.002	\$ -	0.002	100.0	0.165	0.176	(0.011)	(6.7)
<b>Total Fringe Benefits</b>	<b>\$ 1.127</b>	<b>\$ 0.805</b>	<b>\$ 0.322</b>	<b>28.6</b>	<b>\$ 0.063</b>	<b>\$ -</b>	<b>\$ 0.063</b>	<b>100.0</b>	<b>\$ 1.190</b>	<b>\$ 0.805</b>	<b>\$ 0.385</b>	<b>32.4</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.581</b>	<b>\$ 2.513</b>	<b>\$ 0.068</b>	<b>2.6</b>	<b>\$ 0.152</b>	<b>\$ -</b>	<b>\$ 0.152</b>	<b>100.0</b>	<b>\$ 2.733</b>	<b>\$ 2.513</b>	<b>\$ 0.220</b>	<b>8.0</b>
<b>Non-Labor:</b>												
Electric Power	0.469	0.169	0.300	64.0	-	-	-	-	0.469	0.169	0.300	64.0
Fuel	0.034	0.149	(0.115)	(338.2)	-	-	-	-	0.034	0.149	(0.115)	(338.2)
Insurance	0.024	0.023	0.001	4.2	-	-	-	-	0.024	0.023	0.001	4.2
Claims	-	0.002	(0.002)	-	-	-	-	-	-	0.002	(0.002)	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.143	0.401	(0.258)	(180.4)	-	-	-	-	0.143	0.401	(0.258)	(180.4)
Professional Service Contracts	0.039	0.070	(0.031)	(79.5)	-	-	-	-	0.039	0.070	(0.031)	(79.5)
Materials & Supplies	0.668	0.221	0.447	66.9	-	-	-	-	0.668	0.221	0.447	66.9
Other Business Expenses	-	0.012	(0.012)	-	-	-	-	-	-	0.012	(0.012)	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.377</b>	<b>\$ 1.047</b>	<b>\$ 0.330</b>	<b>24.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.377</b>	<b>\$ 1.047</b>	<b>\$ 0.330</b>	<b>24.0</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 3.958</b>	<b>\$ 3.560</b>	<b>\$ 0.398</b>	<b>10.1</b>	<b>\$ 0.152</b>	<b>\$ -</b>	<b>\$ 0.152</b>	<b>100.0</b>	<b>\$ 4.110</b>	<b>\$ 3.560</b>	<b>\$ 0.550</b>	<b>13.4</b>
Depreciation	0.750	0.691	0.059	7.9	-	-	-	-	0.750	0.691	0.059	7.9
Other Post Employment Benefits	0.192	-	0.192	100.0	-	-	-	-	0.192	-	0.192	100.0
<b>Total Expenses</b>	<b>\$ 4.900</b>	<b>\$ 4.251</b>	<b>\$ 0.649</b>	<b>13.2</b>	<b>\$ 0.152</b>	<b>\$ -</b>	<b>\$ 0.152</b>	<b>100.0</b>	<b>\$ 5.052</b>	<b>\$ 4.251</b>	<b>\$ 0.801</b>	<b>15.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.353)</b>	<b>\$ (3.709)</b>	<b>\$ 0.644</b>	<b>14.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.353)</b>	<b>\$ (3.709)</b>	<b>\$ 0.644</b>	<b>14.8</b>

Table 2

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2013 Year-to-Date**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	3.104	3.106	0.002	0.1	-	-	-	-	3.104	3.106	0.002	0.1
Other Operating Revenue	1.439	1.383	(0.056)	(3.9)	-	-	-	-	1.439	1.383	(0.056)	(3.9)
Capital and Other Reimbursements	-	-	-	-	0.911	1.171	0.260	28.5	0.911	1.171	0.260	28.5
<b>Total Revenue</b>	<b>\$ 4.543</b>	<b>\$ 4.489</b>	<b>\$ (0.054)</b>	<b>(1.2)</b>	<b>\$ 0.911</b>	<b>\$ 1.171</b>	<b>\$ 0.260</b>	<b>28.5</b>	<b>\$ 5.454</b>	<b>\$ 5.660</b>	<b>\$ 0.206</b>	<b>3.8</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	9.311	9.365	(0.054)	(0.6)	0.239	0.155	0.084	35.1	9.550	9.520	0.030	0.3
Overtime	1.450	1.542	(0.092)	(6.3)	0.306	0.194	0.112	36.6	1.756	1.736	0.020	1.1
<b>Total Salaries &amp; Wages</b>	<b>\$ 10.761</b>	<b>\$ 10.907</b>	<b>\$ (0.146)</b>	<b>(1.4)</b>	<b>\$ 0.545</b>	<b>\$ 0.349</b>	<b>\$ 0.196</b>	<b>36.0</b>	<b>\$ 11.306</b>	<b>\$ 11.256</b>	<b>\$ 0.050</b>	<b>0.4</b>
Health and Welfare	2.185	1.552	0.633	29.0	0.212	-	0.212	100.0	2.397	1.552	0.845	35.3
OPEB Current Portion	0.423	0.497	(0.074)	(17.5)	-	-	-	-	0.423	0.497	(0.074)	(17.5)
Pensions	3.056	3.208	(0.152)	(5.0)	0.092	-	0.092	100.0	3.148	3.208	(0.060)	(1.9)
Other Fringe Benefits	0.836	0.686	0.150	17.9	0.062	0.221	(0.159)	(256.5)	0.898	0.907	(0.009)	(1.0)
<b>Total Fringe Benefits</b>	<b>\$ 6.500</b>	<b>\$ 5.943</b>	<b>\$ 0.557</b>	<b>8.6</b>	<b>\$ 0.366</b>	<b>\$ 0.221</b>	<b>\$ 0.145</b>	<b>39.6</b>	<b>\$ 6.866</b>	<b>\$ 6.164</b>	<b>\$ 0.702</b>	<b>10.2</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 17.261</b>	<b>\$ 16.850</b>	<b>\$ 0.411</b>	<b>2.4</b>	<b>\$ 0.911</b>	<b>\$ 0.570</b>	<b>\$ 0.341</b>	<b>37.4</b>	<b>\$ 18.172</b>	<b>\$ 17.420</b>	<b>\$ 0.752</b>	<b>4.1</b>
<b>Non-Labor:</b>												
Electric Power	2.764	2.061	0.703	25.4	-	-	-	-	2.764	2.061	0.703	25.4
Fuel	0.217	0.149	0.068	31.3	-	-	-	-	0.217	0.149	0.068	31.3
Insurance	0.148	0.216	(0.068)	(45.9)	-	-	-	-	0.148	0.216	(0.068)	(45.9)
Claims	0.080	0.014	0.066	82.5	-	-	-	-	0.080	0.014	0.066	82.5
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.863	2.213	(1.350)	(156.4)	-	-	-	-	0.863	2.213	(1.350)	(156.4)
Professional Service Contracts	0.227	0.461	(0.234)	(103.1)	-	-	-	-	0.227	0.461	(0.234)	(103.1)
Materials & Supplies	3.155	0.726	2.429	77.0	-	0.601	(0.601)	-	3.155	1.327	1.828	57.9
Other Business Expenses	0.003	0.068	(0.065)	(2,166.7)	-	-	-	-	0.003	0.068	(0.065)	(2,166.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 7.457</b>	<b>\$ 5.908</b>	<b>\$ 1.549</b>	<b>20.8</b>	<b>\$ -</b>	<b>\$ 0.601</b>	<b>\$ (0.601)</b>	<b>-</b>	<b>\$ 7.457</b>	<b>\$ 6.509</b>	<b>\$ 0.948</b>	<b>12.7</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 24.718</b>	<b>\$ 22.758</b>	<b>\$ 1.960</b>	<b>7.9</b>	<b>\$ 0.911</b>	<b>\$ 1.171</b>	<b>\$ (0.260)</b>	<b>(28.5)</b>	<b>\$ 25.629</b>	<b>\$ 23.929</b>	<b>\$ 1.700</b>	<b>6.6</b>
Depreciation	5.250	4.495	0.755	14.4	-	-	-	-	5.250	4.495	0.755	14.4
Other Post Employment Benefits	1.339	1.071	0.268	20.0	-	-	-	-	1.339	1.071	0.268	20.0
<b>Total Expenses</b>	<b>\$ 31.307</b>	<b>\$ 28.324</b>	<b>\$ 2.983</b>	<b>9.5</b>	<b>\$ 0.911</b>	<b>\$ 1.171</b>	<b>\$ (0.260)</b>	<b>(28.5)</b>	<b>\$ 32.218</b>	<b>\$ 29.495</b>	<b>\$ 2.723</b>	<b>8.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (26.764)</b>	<b>\$ (23.835)</b>	<b>\$ 2.929</b>	<b>10.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (26.764)</b>	<b>\$ (23.835)</b>	<b>\$ 2.929</b>	<b>10.9</b>

Table 3

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
July 2013  
(\$ in millions)

4.27

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	Non Reimb.	0.006	8.5	Mostly due to the favorable timing of advertising revenue	(0.056)	(3.9)	Mostly due to the unfavorable timing of advertising revenue and student fare reimbursements
Overtime	Non Reimb.	(0.160)	over (100.0)	Mostly residual Sandy requirements	(0.092)	(6.3)	Mostly residual Sandy requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.281	62.2	Favorable timing of expenses/lower rates	0.559	21.4	Favorable timing of expenses/lower rates
Pension	Non Reimb.	0.054	10.5	Primarily the favorable timing of expenses	(0.152)	(5.0)	Primarily the unfavorable timing of expenses
Other Fringe Benefits	Non Reimb.				0.150	17.9	Mostly higher reimbursable overhead credits, based on reimbursable capital project work
Electric Power	Non Reimb.	0.300	64.0	The favorable timing of expenses	0.703	25.4	The favorable timing of expenses
Fuel	Non Reimb.	(0.115)	over (100.0)	A catch-up of expenses	0.068	31.3	Lower usage, timing of expenses
Insurance	Non Reimb.				(0.068)	(45.9)	Unfavorable timing of expenses
Maintenance Contracts	Non Reimb.	(0.258)	over (100.0)	Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies	(1.350)	over (100.0)	Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies
Professional Service Contracts	Non Reimb.	(0.031)	(79.5)	Higher Workers' Compensation Board expenses	(0.234)	over (100.0)	Higher Workers' Compensation Board and other expenses
Materials & Supplies	Non-Reimb.	0.447	66.9	Mostly classification transfer of non-revenue vehicles to Maintenance Contracts and the favorable timing of expenses	2.429	77.0	Mostly classification transfer of non-revenue vehicles to Maintenance Contracts and the favorable timing of expenses
Capital and Other Reimbursements	Reimb.	(0.152)	(100.0)	Timing of Contractor requirements	0.260	28.5	Timing of Contractor requirements
Payroll	Reimb.	0.009	100.0	Timing of Contractor requirements	0.084	35.1	Timing of Contractor requirements
Overtime	Reimb.	0.080	100.0	Timing of Contractor requirements	0.112	36.6	Timing of Contractor requirements
Health and Welfare	Reimb.	0.060	100.0	Timing of Contractor requirements	0.212	100.0	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.002	100.0	Timing of Contractor requirements	(0.159)	over (100.0)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(0.601)	n/a	Material requirements for Signals and St. George station projects

Table 4

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH RECEIPTS and EXPENDITURES**  
**July 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.398	0.475	0.077	19.3	2.995	3.159	0.164	5.5
Other Operating Revenue	0.479	-	(0.479)	(100.0)	2.401	1.443	(0.958)	(39.9)
Capital and Other Reimbursements	0.220	-	(0.220)	(100.0)	1.216	0.776	(0.440)	(36.2)
<b>Total Receipts</b>	<b>\$ 1.097</b>	<b>\$ 0.475</b>	<b>\$ (0.622)</b>	<b>(56.7)</b>	<b>\$ 6.612</b>	<b>\$ 5.378</b>	<b>\$ (1.234)</b>	<b>(18.7)</b>
<b><u>Expenditures</u></b>								
<b>Labor:</b>								
Payroll	1.436	1.758	(0.322)	(22.4)	9.151	9.558	(0.407)	(4.4)
Overtime	0.177	0.220	(0.043)	(24.3)	1.604	1.734	(0.130)	(8.1)
Health and Welfare	0.465	0.050	0.415	89.2	2.219	1.622	0.597	26.9
OPEB Current Portion	0.088	0.098	(0.010)	(11.4)	0.388	0.311	0.077	19.8
Pensions	0.455	0.483	(0.028)	(6.2)	3.435	3.491	(0.056)	(1.6)
Other Fringe Benefits	0.201	0.082	0.119	59.2	0.718	0.398	0.320	44.6
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.822</b>	<b>\$ 2.691</b>	<b>\$ 0.131</b>	<b>4.6</b>	<b>\$ 17.515</b>	<b>\$ 17.114</b>	<b>\$ 0.401</b>	<b>2.3</b>
<b>Non-Labor:</b>								
Electric Power	0.451	0.296	0.155	34.4	2.854	2.819	0.035	1.2
Fuel	0.020	0.036	(0.016)	(80.0)	0.283	0.296	(0.013)	(4.6)
Insurance	0.034	0.051	(0.017)	(50.0)	0.096	0.080	0.016	16.7
Claims	0.009	-	0.009	100.0	0.035	0.017	0.018	51.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.201	0.168	0.033	16.4	0.978	0.768	0.210	21.5
Professional Service Contracts	0.058	0.090	(0.032)	(55.2)	0.351	0.335	0.016	4.6
Materials & Supplies	0.560	0.504	0.056	10.0	3.339	2.813	0.526	15.8
Other Business Expenditures	-	0.001	(0.001)	-	0.002	0.002	-	0.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.333</b>	<b>\$ 1.146</b>	<b>\$ 0.187</b>	<b>14.0</b>	<b>\$ 7.938</b>	<b>\$ 7.130</b>	<b>\$ 0.808</b>	<b>10.2</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>\$ 4.155</b>	<b>\$ 3.837</b>	<b>\$ 0.318</b>	<b>7.7</b>	<b>\$ 25.453</b>	<b>\$ 24.244</b>	<b>\$ 1.209</b>	<b>4.7</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.058)</b>	<b>\$ (3.362)</b>	<b>\$ (0.304)</b>	<b>(9.9)</b>	<b>\$ (18.841)</b>	<b>\$ (18.866)</b>	<b>\$ (0.025)</b>	<b>(0.1)</b>

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS  
July 2013  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	0.077	19.3%	Favorable timing of cash receipts/settlements with NYCT	0.164	5.5%	Favorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	(0.479)	(100.0%)	Unfavorable timing of fare reimbursements and advertising receipts	(0.958)	(39.9%)	Unfavorable timing of fare reimbursements and advertising receipts
Capital Reimbursements	(0.220)	(100.0%)	Mostly unfavorable timing of reimbursements	(0.440)	(36.2%)	Mostly unfavorable timing of reimbursements
Payroll	(0.322)	(22.4%)	Unfavorable timing of payments	(0.407)	(4.4%)	Unfavorable timing of payments
Overtime	(0.043)	(24.3%)	Unfavorable timing of payments	(0.130)	(8.1%)	Unfavorable timing of payments
Health and Welfare (including OPEB current payment)	0.405	73.2%	Favorable timing of payments	0.674	25.9%	Favorable timing of payments
Other Fringe Benefits	0.119	59.2%	Favorable timing of payments	0.320	44.6%	Favorable timing of payments
Electric Power	0.155	34.4%	The favorable timing of payments			
Maintenance Contracts	0.033	16.4%	The favorable timing of payments	0.210	21.5%	The favorable timing of payments
Materials and Supplies	0.056	10.0%	The favorable timing of payments	0.526	15.8%	The favorable timing of payments



Table 6

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**July 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	(0.078)	0.010	0.088	112.8	(0.109)	0.053	0.162	148.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.408	(0.077)	(0.485)	(118.9)	0.962	0.060	(0.902)	(93.8)
Capital and Other Reimbursements	0.068	0.000	(0.068)	(100.0)	0.305	(0.395)	(0.700)	(229.5)
<b>Total Receipts</b>	<b>\$0.398</b>	<b>(\$0.067)</b>	<b>(\$0.465)</b>	<b>(116.8)</b>	<b>\$1.158</b>	<b>(\$0.282)</b>	<b>(\$1.440)</b>	<b>(124.4)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	(0.073)	(0.310)	(0.237)	(324.7)	0.399	(0.038)	(0.437)	(109.5)
Overtime	0.003	0.040	0.037	1,233.3	0.152	0.002	(0.150)	(98.7)
Health and Welfare	(0.035)	0.020	0.055	157.1	0.178	(0.070)	(0.248)	(139.3)
OPEB Current Portion	(0.006)	0.003	0.009	150.0	0.035	0.186	0.151	431.4
Pensions	0.058	(0.025)	(0.083)	(143.1)	(0.287)	(0.283)	0.004	1.4
Other Fringe Benefits	(0.036)	0.094	0.130	361.1	0.180	0.509	0.329	182.8
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$0.089)</b>	<b>(\$0.178)</b>	<b>(\$0.089)</b>	<b>(100.0)</b>	<b>\$0.657</b>	<b>\$0.306</b>	<b>(\$0.351)</b>	<b>(53.4)</b>
Non-Labor:								
Electric Power	0.018	(0.127)	(0.145)	(805.6)	(0.090)	(0.758)	(0.668)	(742.2)
Fuel	0.014	0.113	0.099	707.1	(0.066)	(0.147)	(0.081)	(122.7)
Insurance	(0.010)	(0.028)	(0.018)	(180.0)	0.052	0.136	0.084	161.5
Claims	(0.009)	0.002	0.011	122.2	0.045	(0.003)	(0.048)	(106.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtca. and Other Operating Contracts	(0.058)	0.233	0.291	-	(0.115)	1.445	1.560	1,356.5
Professional Service Contracts	(0.019)	(0.020)	(0.001)	(5.3)	(0.124)	0.126	0.250	201.6
Materials & Supplies	0.108	(0.283)	(0.391)	(362.0)	(0.184)	(1.486)	(1.302)	(707.6)
Other Business Expenditures	0.000	0.011	0.011	-	0.001	0.066	0.065	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.044</b>	<b>(\$0.099)</b>	<b>(\$0.143)</b>	<b>-</b>	<b>(\$0.481)</b>	<b>(\$0.621)</b>	<b>(\$0.140)</b>	<b>-</b>
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>(\$0.045)</b>	<b>(\$0.277)</b>	<b>(\$0.232)</b>	<b>(515.6)</b>	<b>\$0.176</b>	<b>(\$0.315)</b>	<b>(\$0.491)</b>	<b>(279.0)</b>
Depreciation Adjustment	0.750	0.691	(0.059)	(7.9)	5.250	4.495	(0.755)	(14.4)
Other Post Employment Benefits	0.192	0.000	(0.192)	(100.0)	1.339	1.071	(0.268)	(20.0)
<b>Total Expenditures</b>	<b>\$0.897</b>	<b>\$0.414</b>	<b>(\$0.483)</b>	<b>(53.8)</b>	<b>\$6.765</b>	<b>\$5.251</b>	<b>(\$1.514)</b>	<b>(22.4)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.295</b>	<b>\$0.347</b>	<b>(\$0.948)</b>	<b>(73.2)</b>	<b>\$7.923</b>	<b>\$4.969</b>	<b>(\$2.954)</b>	<b>(37.3)</b>

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2013 MID-YEAR FORECAST VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

<u>Month of July</u>		<u>Variance</u>		<u>Explanation</u>
<u>Forecast</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	
0.309	0.300	(0.008)	(2.7%)	

<u>Year to Date</u>			
2.426	2.420	(0.006)	(0.3%)

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2012 ACTUAL VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

	<u>Month of July</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2012</u>	<u>2013</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.014	0.013	(0.001)	(9.2%)	Residual ridership losses from Sandy
Average Weekend	0.007	0.004	(0.003)	(41.0%)	Service suspended between Old Town and St. George on two weekends and residual ridership losses from Sandy
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.015	(0.001)	(6.5%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.007	(0.001)	(13.1%)	Residual ridership losses from Sandy

Note: SIR ridership includes estimated non-turnstile student riders. Excludes Hurricane Irene and Sandy.

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
July 2013

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	15	17	(2)
General Office	6	8	(2)
Purchasing/Stores	6	6	0
<b>Total Administration</b>	<b>27</b>	<b>31</b>	<b>(4)</b>
<b>Operations</b>			
Transportation	92	97	(5)
<b>Total Operations</b>	<b>92</b>	<b>97</b>	<b>(5)</b>
<b>Maintenance</b>			
Mechanical	45	40	5
Electronics/Electrical	15	10	5
Power/Signals	26	27	(1)
Maintenance of Way	46	46	0
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>157</b>	<b>149</b>	<b>8</b>
<b>Total Positions</b>	<b>276</b>	<b>277</b>	<b>(1)</b>
Non-Reimbursable	273	274	(1)
Reimbursable	3	3	0
Total Full-Time	276	277	(1)
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
July 2013

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	11	16	(5)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>27</b>	<b>31</b>	<b>(4)</b>	
<b>Operations</b>				
Managers/Supervisors	6	2	4	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	93	(10)	Timing of retirees/replacements
<b>Total Operations</b>	<b>92</b>	<b>97</b>	<b>(5)</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	146	134	12	
<b>Total Maintenance</b>	<b>157</b>	<b>149</b>	<b>8</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	30	30	0	
Professional, Technical, Clerical	17	20	(3)	
Operational Hourlies	229	227	2	
<b>Total Positions</b>	<b>276</b>	<b>277</b>	<b>(1)</b>	

**FINANCIAL AND RIDERSHIP REPORT****July 2013**

(All data are preliminary and subject to audit)

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

Operating revenue was \$17.9 million in July, \$0.2 million (1.1 percent) below forecast. Farebox revenue was \$0.3 million (1.9 percent) above forecast, due mostly to greater than forecasted ridership. Other operating revenue was \$0.5 million (46.3 percent) below forecast, due to lower student fare reimbursements. Year-to-date, operating revenue was \$125.9 million, \$0.2 million (0.1 percent) below forecast, due essentially to the same factors affecting the month results.

Total ridership in July was 10.0 million riders, 2.7 percent (0.3 million riders) above forecast, and year-to-date, ridership was 72.8 million riders, 0.5 percent (0.4 million riders) above forecast. July average weekday ridership was 375,124 riders, an increase of 1.2 percent (4,428 riders) from July 2012. Average weekday ridership for the twelve months ending July 2013 was 406,045 riders, an increase of 1.9 percent (7,766 riders) from the twelve months ending July 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$49.1 million in July, \$2.8 million (5.4 percent) lower than forecast. Labor expenses underran forecast by \$3.5 million (9.2 percent), due to the favorable timing of \$4.6 million of health & welfare/OPEB current and other fringe benefit expenses, partly offset by higher overtime expenses of \$0.8 million (23.9 percent), caused by residual Sandy requirements, the accelerated correction of defects identified in inspections, and adverse weather. Non-labor expenses exceeded forecast by \$0.7 million (5.3 percent), including a net overrun in materials & supplies/maintenance contracts of \$1.4 million (27.1 percent), due to the unfavorable timing of expenses, partly offset by the favorable timing of fuel payments of \$0.7 million (17.3 percent). Year-to-date, expenses were favorable by \$2.4 million (0.7 percent), including labor expenses, which underran forecast by \$2.2 million (0.9 percent), and non-labor expenses, which were under by \$0.2 million (0.2 percent). These variances resulted largely from the same factors affecting the month results.

Depreciation expenses year-to-date of \$28.7 million were \$1.8 million (6.6 percent) higher than forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$35.8 million of accrued expenses year-to-date, \$3.3 million (10.0 percent) higher than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$165.8 million, \$12.9 million (7.2 percent) favorable to forecast.

TABLE 1

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 17.001	\$ 17.322	\$ 0.321	1.9	\$ -	\$ -	\$ -	-	\$ 17.001	\$ 17.322	\$ 0.321	1.9
Other Operating Income	1.121	0.602	(0.519)	(46.3)	-	-	-	-	1.121	0.602	(0.519)	(46.3)
Capital and Other Reimbursements	-	-	-	-	0.949	0.477	(0.472)	(49.7)	0.949	0.477	(0.472)	(49.7)
<b>Total Revenue</b>	<b>\$ 18.122</b>	<b>\$ 17.924</b>	<b>\$ (0.198)</b>	<b>(1.1)</b>	<b>\$ 0.949</b>	<b>\$ 0.477</b>	<b>\$ (0.472)</b>	<b>(49.7)</b>	<b>\$ 19.071</b>	<b>\$ 18.401</b>	<b>\$ (0.670)</b>	<b>(3.5)</b>
<b>Labor:</b>												
Payroll	\$ 19.421	\$ 19.657	\$ (0.236)	(1.2)	\$ 0.666	\$ 0.304	\$ 0.362	54.4	\$ 20.087	\$ 19.961	\$ 0.126	0.6
Overtime	3.373	4.180	(0.807)	(23.9)	-	-	-	-	3.373	4.180	(0.807)	(23.9)
Health and Welfare	5.007	2.189	2.818	56.3	0.097	0.097	-	0.0	5.104	2.286	2.818	55.2
OPFB Current Payment	1.966	1.966	-	0.0	-	-	-	-	1.966	1.966	-	0.0
Pensions	3.924	3.934	(0.010)	(0.3)	0.042	0.048	(0.006)	(14.3)	3.966	3.982	(0.016)	(0.4)
Other Fringe Benefits	4.869	3.105	1.764	36.2	0.024	0.021	0.003	12.5	4.893	3.126	1.767	36.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 38.560</b>	<b>\$ 35.031</b>	<b>\$ 3.529</b>	<b>9.2</b>	<b>\$ 0.829</b>	<b>\$ 0.470</b>	<b>\$ 0.359</b>	<b>43.3</b>	<b>\$ 39.389</b>	<b>\$ 35.501</b>	<b>\$ 3.888</b>	<b>9.9</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.074	\$ 0.121	\$ (0.047)	(63.5)	\$ -	\$ -	\$ -	-	\$ 0.074	\$ 0.121	\$ (0.047)	(63.5)
Fuel	3.769	3.116	0.653	17.3	-	-	-	-	3.769	3.116	0.653	17.3
Insurance	0.248	0.187	0.061	24.6	-	-	-	-	0.248	0.187	0.061	24.6
Claims	2.166	2.167	(0.001)	(0.0)	-	-	-	-	2.166	2.167	(0.001)	(0.0)
Maintenance and Other Operating Contracts	2.702	1.862	0.840	31.1	0.037	(0.015)	0.052	*	2.739	1.847	0.892	32.6
Professional Service Contracts	1.724	1.624	0.100	5.8	-	-	-	-	1.724	1.624	0.100	5.8
Materials & Supplies	2.318	4.518	(2.200)	(94.9)	0.083	0.022	0.061	73.5	2.401	4.540	(2.139)	(89.1)
Other Business Expense	0.369	0.485	(0.116)	(31.4)	-	-	-	-	0.369	0.485	(0.116)	(31.4)
<b>Total Non-Labor Expenses</b>	<b>\$ 13.370</b>	<b>\$ 14.080</b>	<b>\$ (0.710)</b>	<b>(5.3)</b>	<b>\$ 0.120</b>	<b>\$ 0.007</b>	<b>\$ 0.113</b>	<b>94.2</b>	<b>\$ 13.490</b>	<b>\$ 14.087</b>	<b>\$ (0.597)</b>	<b>(4.4)</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 51.930</b>	<b>\$ 49.111</b>	<b>\$ 2.819</b>	<b>5.4</b>	<b>\$ 0.949</b>	<b>\$ 0.477</b>	<b>\$ 0.472</b>	<b>49.7</b>	<b>\$ 52.879</b>	<b>\$ 49.588</b>	<b>\$ 3.291</b>	<b>6.2</b>
Depreciation	\$ 3.520	\$ 4.026	(0.506)	(14.4)	\$ -	\$ -	\$ -	-	3.520	4.026	(0.506)	(14.4)
OPFB Obligation	4.691	5.834	(1.143)	(24.4)	-	-	-	-	4.691	5.834	(1.143)	(24.4)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 60.141</b>	<b>\$ 58.971</b>	<b>\$ 1.170</b>	<b>1.9</b>	<b>\$ 0.949</b>	<b>\$ 0.477</b>	<b>\$ 0.472</b>	<b>49.7</b>	<b>\$ 61.090</b>	<b>\$ 59.448</b>	<b>\$ 1.642</b>	<b>2.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (42.019)</b>	<b>\$ (41.047)</b>	<b>\$ 0.972</b>	<b>2.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (42.019)</b>	<b>\$ (41.047)</b>	<b>\$ 0.972</b>	<b>2.3</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2013 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 113,850	\$ 114,352	\$ 0.502	0.4	\$ -	\$ -	\$ -	-	\$ 113,850	\$ 114,352	\$ 0.502	0.4
Other Operating Income	12,216	11,529	(0.687)	(5.6)	-	-	-	-	12,216	11,529	(0.687)	(5.6)
Capital and Other Reimbursements	-	-	-	-	3,893	3,325	(0.568)	(14.6)	3,893	3,325	(0.568)	(14.6)
<b>Total Revenue</b>	<b>\$ 126,066</b>	<b>\$ 125,881</b>	<b>\$ (0.185)</b>	<b>(0.1)</b>	<b>\$ 3,893</b>	<b>\$ 3,325</b>	<b>\$ (0.568)</b>	<b>(14.6)</b>	<b>\$ 129,959</b>	<b>\$ 129,206</b>	<b>\$ (0.753)</b>	<b>(0.6)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 135,209	\$ 135,445	\$ (0.236)	(0.2)	\$ 2,335	\$ 1,974	\$ 0.361	15.5	\$ 137,544	\$ 137,419	\$ 0.125	0.1
Overtime	25,033	27,169	(2,136)	(8.5)	-	-	-	-	25,033	27,169	(2,136)	(8.5)
Health and Welfare	25,571	22,753	2,818	11.0	0,547	0,547	-	0.0	26,118	23,300	2,818	10.8
OPEB Current Payment	9,262	9,262	-	0.0	-	-	-	-	9,262	9,262	-	0.0
Pensions	26,966	26,976	(0.010)	(0.0)	0,263	0,269	(0.006)	(2.3)	27,229	27,245	(0.016)	(0.1)
Other Fringe Benefits	23,112	21,348	1,764	7.6	0,337	0,334	0.003	0.9	23,449	21,682	1,767	7.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 245,153</b>	<b>\$ 242,953</b>	<b>\$ 2,200</b>	<b>0.9</b>	<b>\$ 3,482</b>	<b>\$ 3,124</b>	<b>\$ 0.358</b>	<b>10.3</b>	<b>\$ 248,635</b>	<b>\$ 246,077</b>	<b>\$ 2,558</b>	<b>1.0</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0,791	\$ 0,903	\$ (0.112)	(14.2)	\$ -	\$ -	\$ -	-	\$ 0,791	\$ 0,903	\$ (0.112)	(14.2)
Fuel	21,736	20,371	1,365	6.3	-	-	-	-	21,736	20,371	1,365	6.3
Insurance	1,430	1,308	0,122	8.5	-	-	-	-	1,430	1,308	0,122	8.5
Claims	15,168	15,168	(0.000)	(0.0)	-	-	-	-	15,168	15,168	(0.000)	(0.0)
Maintenance and Other Operating Contracts	11,931	9,670	2,261	19.0	0,035	(0,015)	0,050	*	11,966	9,655	2,311	19.3
Professional Service Contracts	8,643	9,229	(0.586)	(6.8)	-	-	-	-	8,643	9,229	(0.586)	(6.8)
Materials & Supplies	17,938	20,725	(2,787)	(15.5)	0,376	0,216	0,160	42.6	18,314	20,941	(2,627)	(14.3)
Other Business Expense	2,366	2,459	(0.093)	(3.9)	-	-	-	-	2,366	2,459	(0.093)	(3.9)
<b>Total Non-Labor Expenses</b>	<b>\$ 80,004</b>	<b>\$ 79,834</b>	<b>\$ 0.170</b>	<b>0.2</b>	<b>\$ 0,411</b>	<b>\$ 0,201</b>	<b>\$ 0,210</b>	<b>51.1</b>	<b>\$ 80,415</b>	<b>\$ 80,035</b>	<b>\$ 0.380</b>	<b>0.5</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 325,157</b>	<b>\$ 322,787</b>	<b>\$ 2,370</b>	<b>0.7</b>	<b>\$ 3,893</b>	<b>\$ 3,325</b>	<b>\$ 0.568</b>	<b>14.6</b>	<b>\$ 329,050</b>	<b>\$ 326,112</b>	<b>\$ 2,938</b>	<b>0.9</b>
Depreciation	26,934	28,708	(1,774)	(6.6)	-	-	-	-	26,934	28,708	(1,774)	(6.6)
OPEB Obligation	32,545	35,807	(3,262)	(10.0)	-	-	-	-	32,545	35,807	(3,262)	(10.0)
Environmental Remediation	-	1,652	(1,652)	-	-	-	-	-	-	1,652	(1,652)	-
<b>Total Expenses</b>	<b>\$ 384,636</b>	<b>\$ 388,953</b>	<b>\$ (4,317)</b>	<b>(1.1)</b>	<b>\$ 3,893</b>	<b>\$ 3,325</b>	<b>\$ 0.568</b>	<b>14.6</b>	<b>\$ 388,529</b>	<b>\$ 392,278</b>	<b>\$ (3,749)</b>	<b>(1.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (258,570)</b>	<b>\$ (263,073)</b>	<b>\$ (4,502)</b>	<b>(1.7)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (258,570)</b>	<b>\$ (263,073)</b>	<b>\$ (4,502)</b>	<b>(1.7)</b>

NOTE: Totals may not add due to rounding.



**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID - YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2013			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.321	1.9	Greater than anticipated ridership levels	\$ 0.502	0.4	Greater than anticipated ridership levels
Other Operating Revenue	NR	\$ (0.519)	(46.3)	Lower student fare reimbursements.	\$ (0.687)	(5.6)	Lower student and senior fare reimbursements.
Capital and Other Reimbursements	R	\$ (0.472)	(49.7)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	\$ (0.568)	(14.6)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
<b>Total Revenue Variance</b>		<b>\$ (0.670)</b>	<b>(3.5)</b>		<b>\$ (0.753)</b>	<b>(0.6)</b>	
Payroll	NR	\$ (0.236)	(1.2)	(a)	\$ (0.236)	(0.2)	(a)
Overtime	NR	\$ (0.807)	(23.9)	Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May, June and July.	\$ (2.136)	(8.5)	Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to the heat wave in July.
Health and Welfare (including OPEB)	NR	\$ 2.818	40.4	Favorable timing of payments	\$ 2.818	8.1	Favorable timing of payments
Pension	NR	\$ (0.010)	(0.3)	(a)	\$ (0.010)	(0.0)	(a)
Other Fringe Benefits	NR	\$ 1.764	36.2	Favorable timing of payments	\$ 1.764	7.6	Favorable timing of payments
Electric Power	NR	\$ (0.047)	(63.5)	Higher than anticipated expenses	\$ (0.112)	(14.2)	Higher than anticipated expenses
Fuel	NR	\$ 0.653	17.3	Favorable timing of payments	\$ 1.365	6.3	Favorable timing of payments
Insurance	NR	\$ 0.061	24.6	(a)	\$ 0.122	8.5	Favorable timing of payments
Claims	NR	\$ (0.001)	(0.0)	(a)	\$ (0.000)	(0.0)	(a)
Maintenance and Other Operating Contracts	NR	\$ 0.840	31.1	Mainly due to traction motors, and alternator units charged to Material & Supplies	\$ 2.261	19.0	Mainly due to traction motors, and alternator units charged to Material & Supplies
Professional Service Contracts	NR	\$ 0.100	5.8	Lower than anticipated expenses	\$ (0.586)	(6.8)	Higher than anticipated expenses
Materials & Supplies	NR	\$ (2.200)	(94.9)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses	\$ (2.787)	(15.5)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses
Other Business Expense	NR	\$ (0.116)	(31.4)	Unfavorable payment for office equipments	\$ (0.093)	(3.9)	Unfavorable payment for office equipments
Depreciation	NR	\$ (0.506)	(14.4)	Non cash expense	\$ (1.774)	(6.6)	Non cash expense
Other Post Employment Benefits	NR	\$ (1.143)	(24.4)	Non cash expense	\$ (3.262)	(10.0)	Non cash expense
Environmental Remediation		\$ -	-	Non cash expense unbudgeted	\$ (1.652)	-	Non cash expense unbudgeted
Payroll	R	\$ 0.362	54.4	Timing of funding allocation and vacancies	\$ 0.361	15.5	Timing of funding allocation and vacancies
Health and Welfare	R	\$ -	-		\$ -	-	
Pension	R	\$ (0.006)	(14.3)	(a)	\$ (0.006)	(2.3)	(a)
Other Fringe Benefits	R	\$ 0.003	12.5		\$ 0.003	0.9	
Maintenance and Other Operating Contracts	R	\$ 0.052	*	(a)	\$ 0.050	*	(a)
Materials & Supplies	R	\$ 0.061	*	(a)	\$ 0.160	*	(a)
<b>Total Expense Variance</b>		<b>\$ 1.642</b>	<b>2.7</b>		<b>\$ (3.749)</b>	<b>(1.0)</b>	
<b>Net Variance</b>		<b>\$ 0.972</b>	<b>2.3</b>		<b>\$ (4.502)</b>	<b>(1.7)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	July 2013				Year-To-Date				
			Favorable (Unfavorable)				Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	
<b><u>Receipts</u></b>									
Farebox Revenue	\$ 16.886	\$ 18.647	\$ 1.761	10.4	\$ 114.408	\$ 115.378	\$ 0.970	0.8	
Other Operating Revenue	3.877	2.452	(1.425)	(36.8)	12.961	13.962	1.001	7.7	
Capital and Other Reimbursements	1.936	0.528	(1.408)	(72.7)	6.336	4.210	(2.126)	(33.6)	
<b>Total Receipts</b>	<b>\$ 22.699</b>	<b>\$ 21.627</b>	<b>\$ (1.072)</b>	<b>(4.7)</b>	<b>\$ 133.704</b>	<b>\$ 133.549</b>	<b>\$ (0.155)</b>	<b>(0.1)</b>	
<b><u>Expenditures</u></b>									
<i>Labor:</i>									
Payroll	\$ 19.828	\$ 15.027	\$ 4.801	24.2	\$ 131.002	\$ 125.410	\$ 5.592	4.3	
Overtime	3.024	4.180	(1.156)	(38.2)	25.151	27.591	(2.440)	(9.7)	
Health and Welfare	1.000	4.982	(3.982)	*	16.180	20.007	(3.827)	(23.7)	
OPEB Current Payment	0.425	1.216	(0.791)	*	4.250	2.432	1.818	42.8	
Pensions	3.247	3.934	(0.687)	(21.2)	27.993	29.566	(1.573)	(5.6)	
Other Fringe Benefits	5.741	2.275	3.466	60.4	27.746	21.713	6.033	21.7	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 33.265</b>	<b>\$ 31.614</b>	<b>\$ 1.651</b>	<b>5.0</b>	<b>\$ 232.321</b>	<b>\$ 226.719</b>	<b>\$ 5.603</b>	<b>2.4</b>	
<i>Non-Labor:</i>									
Electric Power	\$ 0.092	\$ 0.122	\$ (0.030)	(32.6)	\$ 0.700	\$ 1.939	\$ (1.239)	*	
Fuel	5.529	0.081	5.448	98.5	17.638	14.686	2.952	16.7	
Insurance	-	0.009	(0.009)	-	0.748	0.698	0.050	6.7	
Claims	2.484	1.206	1.278	51.4	16.157	12.926	3.231	20.0	
Maintenance and Other Operating Contracts	3.874	1.389	2.485	64.1	14.487	11.458	3.029	20.9	
Professional Service Contracts	2.241	2.258	(0.017)	(0.8)	8.262	7.334	0.928	11.2	
Materials & Supplies	2.746	4.657	(1.911)	(69.6)	19.665	22.040	(2.375)	(12.1)	
Other Business Expenses	0.617	0.262	0.355	57.5	2.370	1.542	0.828	34.9	
<b>Total Non-Labor Expenditures</b>	<b>\$ 17.583</b>	<b>\$ 9.984</b>	<b>\$ 7.599</b>	<b>43.2</b>	<b>\$ 80.025</b>	<b>\$ 72.621</b>	<b>\$ 7.404</b>	<b>9.3</b>	
<b><u>Other Expenditure Adjustments:</u></b>									
Other	-	-	-	-	-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Total Expenditures</b>	<b>\$ 50.848</b>	<b>\$ 41.598</b>	<b>\$ 9.250</b>	<b>18.2</b>	<b>\$ 312.347</b>	<b>\$ 299.340</b>	<b>\$ 13.007</b>	<b>4.2</b>	
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (28.149)</b>	<b>\$ (19.971)</b>	<b>\$ 8.178</b>	<b>29.1</b>	<b>\$ (178.643)</b>	<b>\$ (165.790)</b>	<b>\$ 12.852</b>	<b>7.2</b>	

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID - YEAR FORECAST AND ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	July 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 1.761	10.4	Greater than anticipated ridership levels	\$ 0.970	0.8	Greater than anticipated ridership levels
Other Operating Revenue	(1.425)	(36.8)	Lower student fare reimbursements.	1.001	7.7	Greater than anticipated senior reimbursement receipts
Capital and Other Reimbursements	(1.408)	(72.7)	Timing of reimbursement receipts and vacancies	(2.126)	(33.6)	Timing of reimbursement receipts and vacancies
<b>Total Receipts</b>	<b>\$ (1.072)</b>	<b>(4.7)</b>		<b>\$ (0.155)</b>	<b>(0.1)</b>	
Payroll	\$ 4.801	24.2	Vacancies and favorable other payroll expenses	\$ 5.592	4.3	Vacancies and favorable other payroll expenses
Overtime	(1.156)	(38.2)	Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May, June and July.	(2.440)	(9.7)	Residual impact of Tropical Storm Sandy activities, accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to the heat wave in July.
Health and Welfare (including OPEB)	(4.773)	(334.9)	Unfavorable timing of payments	(2.009)	(9.8)	Unfavorable timing of payments
Pension	(0.687)	(21.2)	Adjustments in prior period payments	(1.573)	(5.6)	Adjustments in prior period payments
Other Fringe Benefits	3.466	60.4	Favorable timing of payments	6.033	21.7	Favorable timing of payments
GASB	-	-	(a)	-	-	(a)
Electric Power	(0.030)	(32.6)	Payments for prior periods	(1.239)	*	Payments for prior periods
Fuel	5.448	98.5	Timing of payments	2.952	16.7	Timing of payments
Insurance	(0.009)	-	(a)	0.050	6.7	(a)
Claims	1.278	51.4	Favorable timing	3.231	20.0	Favorable timing
Maintenance and Other Operating Contracts	2.485	64.1	Mainly due to traction motors, and alternator units charged to Material & Supplies	3.029	20.9	Mainly due to traction motors, and alternator units charged to Material & Supplies
Professional Service Contracts	(0.017)	(0.8)	Timing of payments	0.928	11.2	Timing of payments
Materials & Supplies	(1.911)	(69.6)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses	(2.375)	(12.1)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses
Other Business Expenditure	0.355	57.5	Timing of payments	0.828	34.9	Timing of payments
<b>Total Expenditures</b>	<b>\$ 9.250</b>	<b>18.2</b>		<b>\$ 13.007</b>	<b>4.2</b>	
<b>Net Cash Variance</b>	<b>\$ 8.178</b>	<b>29.1</b>		<b>\$ 12.852</b>	<b>7.2</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**

(\$ in millions)

	July 2013				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ (0.115)	\$ 1.325	\$ 1.440	*	\$ 0.558	\$ 1.026	\$ 0.468	83.9
Other Operating Revenue	2.756	1.850	(0.906)	(32.9)	0.745	2.433	1.688	*
Capital and Other Reimbursements	0.987	0.051	(0.936)	(94.8)	2.443	0.885	(1.558)	(63.8)
<b>Total Receipts</b>	<b>\$ 3.628</b>	<b>\$ 3.226</b>	<b>\$ (0.402)</b>	<b>(11.1)</b>	<b>\$ 3.745</b>	<b>\$ 4.344</b>	<b>\$ 0.598</b>	<b>16.0</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$ 0.259	\$ 4.934	\$ 4.675	*	\$ 6.543	\$ 12.010	\$ 5.467	83.6
Overtime	0.349	-	(0.349)	(100.0)	(0.118)	(0.422)	(0.304)	*
Health and Welfare	4.104	(2.696)	(6.800)	*	9.938	3.293	(6.645)	(66.9)
OPEB Current Payment	1.541	0.750	(0.791)	(51.3)	5.012	6.830	1.818	36.3
Pensions	0.719	0.048	(0.671)	(93.3)	(0.764)	(2.321)	(1.557)	*
Other Fringe Benefits	(0.848)	0.851	1.699	*	(4.297)	(0.031)	4.266	99.3
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 6.124</b>	<b>\$ 3.887</b>	<b>\$ (2.237)</b>	<b>(36.5)</b>	<b>\$ 16.314</b>	<b>\$ 19.358</b>	<b>\$ 3.045</b>	<b>18.7</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	\$ (0.018)	\$ (0.001)	\$ (0.019)	*	\$ 0.091	\$ (1.036)	\$ (1.127)	*
Fuel for Buses and Trains	(1.760)	3.035	4.795	*	4.098	5.685	1.587	38.7
Insurance	0.248	0.178	(0.070)	(28.2)	0.682	0.610	(0.072)	(10.6)
Claims	(0.318)	0.961	1.279	*	(0.989)	2.242	3.231	*
Maintenance and Other Operating Contracts	(1.135)	0.458	1.593	*	(2.521)	(1.803)	0.718	28.5
Professional Service Contracts	(0.517)	(0.634)	(0.117)	(22.6)	0.381	1.895	1.514	*
Materials & Supplies	(0.345)	(0.117)	0.228	66.1	(1.350)	(1.099)	0.252	18.6
Other Business Expenditures	(0.248)	0.223	0.471	*	(0.003)	0.918	0.921	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (4.093)</b>	<b>\$ 4.103</b>	<b>\$ 8.160</b>	<b>*</b>	<b>\$ 0.390</b>	<b>\$ 7.414</b>	<b>\$ 7.024</b>	<b>*</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
Additional Actions for Budget Balance. Expenditures	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ 2.031</b>	<b>\$ 7.990</b>	<b>\$ 5.923</b>	<b>*</b>	<b>\$ 16.704</b>	<b>\$ 26.772</b>	<b>\$ 10.068</b>	<b>60.3</b>
Depreciation Adjustment	3.520	4.026	0.506	14.4	26.934	28.708	1.773	6.6
Other Post Employment Benefits	4.691	5.834	1.143	24.4	32.545	35.807	3.262	10.0
Environmental Remediation	-	-	-	-	-	1.652	1.652	-
<b>Total Expenses/Expenditures</b>	<b>\$ 10.242</b>	<b>\$ 17.850</b>	<b>\$ 7.572</b>	<b>73.9</b>	<b>\$ 76.182</b>	<b>\$ 92.939</b>	<b>\$ 16.755</b>	<b>22.0</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ 13.870</b>	<b>\$ 21.076</b>	<b>\$ 7.170</b>	<b>51.7</b>	<b>\$ 79.928</b>	<b>\$ 97.282</b>	<b>\$ 17.353</b>	<b>21.7</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**Utilization**  
(In millions)

	July 2013			Year-to-date		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 17.001	\$ 17.322	\$ 0.321	\$ 113.850	\$ 114.352	\$ 0.502
<b>Total Farebox Revenue</b>	<b>\$ 17.001</b>	<b>\$ 17.322</b>	<b>\$ 0.321</b>	<b>\$ 113.850</b>	<b>\$ 114.352</b>	<b>\$ 0.502</b>
Other Revenue	\$ 1.121	\$ 0.602	\$ (0.519)	\$ 12.216	\$ 11.529	\$ (0.687)
Capital & Other	0.949	0.477	(0.472)	3.893	3.325	(0.568)
<b>Total Revenue</b>	<b>\$ 19.071</b>	<b>\$ 18.401</b>	<b>\$ (0.670)</b>	<b>\$ 129.959</b>	<b>\$ 129.206</b>	<b>\$ (0.753)</b>
<b><u>Ridership</u></b>						
Fixed Route	9.773	10.042	0.269	72.459	72.816	0.357
<b>Total Ridership</b>	<b>9.773</b>	<b>10.042</b>	<b>0.269</b>	<b>72.459</b>	<b>72.816</b>	<b>0.357</b>

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS**  
**JULY 2013**

FUNCTION/DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	16	17	(1)	
Material	18	16	2	
Controller	15	22	(7)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	24	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	12	10	2	
Non-Departmental	52	-	52	
<b>Total Administration</b>	<b>178</b>	<b>121</b>	<b>57</b>	Timing of Training
<b>Operations</b>				
Buses	2,139	2,186	(47)	
Office of the Executive VP	1	1	-	
Safety & Training	18	45	(27)	
Road Operations	116	114	2	
Transportation Support	20	20	-	
Operations Planning	32	31	1	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,347</b>	<b>2,418</b>	<b>(71)</b>	Students in Training
<b>Maintenance</b>				
Buses	749	726	23	
Maintenance Support/CMF	166	159	7	
Facilities	72	43	29	
Supply Logistics	92	83	9	Vacancies Replaced by MOU
<b>Total Maintenance</b>	<b>1,079</b>	<b>1,011</b>	<b>68</b>	
Capital Program Management	37	30	7	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>30</b>	<b>7</b>	
Security	16	14	2	
<b>Total Public Safety</b>	<b>16</b>	<b>14</b>	<b>2</b>	
<b>Total Positions</b>	<b>3,657</b>	<b>3,594</b>	<b>64</b>	
Non-Reimbursable	3,593	3,539	55	
Reimbursable	64	55	9	
<b>Total Full-Time</b>	<b>3,642</b>	<b>3,577</b>	<b>66</b>	
Total Full-Time Equivalents	15	17	(2)	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**JULY 2013**

FUNCTION/OCCUPATIONAL GROUP	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	58	47	11	
Professional, Technical, Clerical	70	74	(4)	
Operational Hourlies	50	-	50	
<b>Total Administration</b>	<b>178</b>	<b>121</b>	<b>57</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	296	296	-	
Professional, Technical, Clerical	51	56	(5)	
Operational Hourlies	2,000	2,066	(66)	
<b>Total Operations</b>	<b>2,347</b>	<b>2,418</b>	<b>(71)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	205	189	16	
Professional, Technical, Clerical	16	16	-	
Operational Hourlies	858	806	52	
<b>Total Maintenance</b>	<b>1,079</b>	<b>1,011</b>	<b>68</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	14	2	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>30</b>	<b>7</b>	
<b>Public Safety</b>				
Managers/Supervisors	12	8	4	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>16</b>	<b>14</b>	<b>2</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	592	556	36	
Professional, Technical, Clerical	157	164	(7)	
Operational Hourlies	2,908	2,874	35	
<b>Total Baseline Positions</b>	<b>3,657</b>	<b>3,594</b>	<b>64</b>	

**MTA Bus Company**  
**July Financial Plan - 2013 Mid - Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	July						July Year-to-Date					
	Mid-Year-Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year-Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	51,276	\$2.2	47,774	\$2.1	3,502	\$0.1	346,417	\$14.6	304,379	\$12.7	42,038	\$1.9
					6.8%	4.5%					12.1%	13.0%
<u>Unscheduled Service</u>	3,955	\$0.2	5,513	\$0.2	(1,558)	(0.1)	28,145	\$1.3	36,847	\$1.6	(8,701)	(0.3)
					-39.4%	-34.1%					-30.9%	-22.7%
<u>Programmatic/Routine Maintenance</u>	8,831	\$0.4	22,119	\$1.0	(13,288)	(0.6)	94,312	\$4.0	136,062	\$5.9	(41,750)	(1.8)
					-150.5%	-165.3%					-44.3%	-45.8%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	14,729	\$0.6	20,797	\$0.9	(6,069)	(0.2)	89,617	\$4.0	121,539	\$5.0	(31,922)	(1.0)
					-41.2%	-35.7%					-35.6%	-25.5%
<u>Weather Emergencies</u>	107	\$0.0	235	\$0.0	(129)	(0.0)	19,920	\$0.9	38,364	\$1.7	(18,444)	(0.8)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	67	\$0.0	165	0.0	1,497	\$0.1	372	\$0.0	1,125	0.1
					71.2%	74.3%					75.2%	78.0%
<u>Other</u>	323	\$0.0	800	\$0.0	(477)	(0.0)	2,208	\$0.2	6,548	\$0.3	(4,340)	(0.2)
					*	*					*	*
Subtotal	79,452	\$3.4	97,305	\$4.2	(17,853)	(\$0.8)	582,117	\$25.0	644,111	\$27.2	(61,994)	(\$2.1)
					-22.5%	-23.9%					-10.6%	-8.5%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	79,452	\$3.4	97,305	\$4.2	(17,853)	(\$0.8)	582,117	\$25.0	644,111	\$27.2	(61,994)	(\$2.1)
					-22.5%	-23.9%					-10.6%	-8.5%

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  
2013 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	3,502	\$0.1		42,038	\$1.9	
	5.8%	4.5%		12.1%	13.0%	Operating less than budgeted service
<u>Unscheduled Service</u>	(1,558)	(\$0.1)	Heat related service interruptions	(8,701)	(\$0.3)	Metro North Derailment Shuttle service support
	-39.4%	-34.1%		-30.9%	-22.7%	
<u>Programmatic/Routine Maintenance</u>	(13,288)	(\$0.6)	Maintenance work for accelerated completion of defects found on scheduled inspections.	(41,750)	(\$1.8)	Maintenance work for accelerated completion of defects found on scheduled inspections.
	-150.5%	-165.3%	Additional increase in O/T due to heat related road calls and breakdowns.	-44.3%	-45.8%	Additional increase in O/T due to heat related road calls and breakdowns.
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,069)	(\$0.2)	Vacancy and Absentee Coverage for Supervisors	(31,922)	(\$1.0)	Vacancy and Absentee Coverage for Supervisors
	-41.2%	-35.7%		-35.6%	-25.5%	
<u>Weather Emergencies</u>	(129)	(\$0.0)		(18,444)	(\$0.8)	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
<u>Safety/Security/Law Enforcement</u>	165	\$0.0		1,125	\$0.1	
	71.2%	74.3%		75.2%	76.0%	
<u>Other</u>	(477)	(\$0.0)		(4,340)	(\$0.2)	
<b>Subtotal</b>	<b>(17,853)</b>	<b>(\$0.8)</b>		<b>(61,994)</b>	<b>(\$2.1)</b>	
	-22.5%	-23.9%		-10.6%	-8.5%	
<b>REIMBURSABLE OVERTIME</b>	<b>0</b>	<b>\$0.0</b>		<b>0</b>	<b>\$0.0</b>	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(17,853)</b>	<b>(\$0.8)</b>		<b>(61,994)</b>	<b>(\$2.1)</b>	

4.46

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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



### FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for June 2013 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	June Results		June Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	2.9	0.9	1,951.9	1,954.8	2.9	0.2
Nonreimb. Exp. before Dep./OPEB	20.6	3.8	3,079.4	3,058.8	20.6	0.7
Net Cash Deficit*	(47.4)	(56.3)	(1,117.2)	(1,164.6)	(47.4)	(4.2)

\*Excludes Subsidies and Debt Service

June 2013 **farebox revenue** was \$339.3 million, \$2.9 million (0.9 percent) above forecast. Subway revenue was \$2.7 million (1.1 percent) above forecast, bus revenue was \$0.4 million (0.5 percent) above forecast, and paratransit revenue was \$0.2 million (12.8 percent) below forecast. Accrued fare media liability was equal to the forecast. Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June. The June 2013 non-student **average fare** of \$1.778 increased 14.4¢ from June 2012 due to the March 2013 fare increase; the subway fare increased 15.1¢, the local bus fare increased 11.9¢, and the express bus fare increased 46.2¢.

Total **ridership** in June 2013 of 197.0 million was 0.4 percent (0.7 million trips) above forecast. Average weekday ridership in June 2013 was 7.7 million, an increase of 0.6 percent from June 2012. Average weekday ridership for the twelve months ending June 2013 was 7.6 million, an increase of 0.7 percent from the twelve months ending June 2012.

**Nonreimbursable expenses** before depreciation and OPEB in June were below forecast by \$20.6 million (3.8 percent):

- **Labor expenses** were less than forecast by \$24.0 million (6.1 percent), due largely to favorable health & welfare/OPEB current rates, vacancies, lower earned employee separation payments, favorable reimbursable overhead credits resulting mainly from higher reimbursable labor costs, and the favorable timing of pension expenses.
- **Non-labor expenses** exceeded forecast by \$3.4 million (2.3 percent), including overruns in: maintenance contracts (mostly unfavorable timing of expenses); electric power expenses (mainly from the unfavorable timing of expenses, partly offset by lower consumption) and materials & supplies (largely the unfavorable timing of expenses, partly offset by increased scrap/surplus sales). Favorable results included: paratransit service contracts (mostly lower completed trips); other business expenses (lower stationery costs, other credits/underruns) and fuel expenses (lower consumption and prices).

Since the forecast includes actual results through May, year-to-date dollar expense variances were the same as for the month of June.

The **net cash deficit** for June was \$131.6 million, unfavorable to forecast by \$47.4 million (56.3 percent), due mostly to the unfavorable timing of capital and senior citizen fare reimbursements.

## FINANCIAL RESULTS

### Farebox Revenue

June 2013 Farebox Revenue - (\$ in millions)

	June				June Year-to-Date			
	Forecast	Preliminary Actual	Favorable/(Unfavorable)		Forecast	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	252.3	255.0	2.7	1.1%	1,460.3	1,463.0	2.7	0.2%
NYCT Bus	78.1	78.5	0.4	0.5%	457.5	457.9	0.4	0.1%
Paratransit	1.6	1.4	(0.2)	(12.8%)	8.0	7.8	(0.2)	(2.5%)
Subtotal	332.0	334.9	2.9	0.9%	1,925.8	1,928.7	2.9	0.2%
Fare Media Liability	4.4	4.4	0.0	0.0%	26.1	26.1	0.0	0.0%
<b>Total - NYCT</b>	<b>336.3</b>	<b>339.3</b>	<b>2.9</b>	<b>0.9%</b>	<b>1,951.9</b>	<b>1,954.8</b>	<b>2.9</b>	<b>0.2%</b>
MTA Bus Company	16.2	16.4	0.2	1.1%	96.8	97.0	0.2	0.2%
<i>Total - Regional Bus</i>	<i>94.4</i>	<i>95.0</i>	<i>0.6</i>	<i>0.6%</i>	<i>554.4</i>	<i>555.0</i>	<i>0.6</i>	<i>0.1%</i>

Note: Totals may not add due to rounding.

- Paratransit revenue was well below forecast, due in part to initiatives that diverted riders to more efficient modes.
- Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change		2012	Prelim. 2013	Change	
			Amount	Percent			Amount	Percent
Subway	1.715	1.866	0.151	8.8%				
Local Bus	1.356	1.475	0.119	8.8%	1.372	1.493	0.121	8.8%
Subway & Local Bus	1.618	1.761	0.143	8.9%	1.372	1.493	0.121	8.8%
Express Bus	4.550	5.012	0.462	10.2%	4.549	4.940	0.391	8.6%
<b>Total</b>	<b>1.633</b>	<b>1.778</b>	<b>0.144</b>	<b>8.8%</b>	<b>1.649</b>	<b>1.769</b>	<b>0.120</b>	<b>7.3%</b>

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the June average fare of \$1.15 in 2013 was 22¢ lower than the average fare of \$1.37 in 1996.

### Other Operating Revenue

In the month of June, other operating revenues were below forecast by \$0.9 million (2.8 percent), mostly due to lower paratransit Urban Tax revenue than anticipated in the forecast. Year-to-date dollar variances were the same as the month of June.

## **Nonreimbursable Expenses**

In June, nonreimbursable expenses before depreciation and OPEB were below forecast by \$20.6 million (3.8 percent). Since the forecast includes actual results through May, June year-to-date dollar expense variances were the same as the month of June. The major causes of the favorable June variance from forecast are reviewed below:

*Labor* expenses in the month of June were favorable to forecast by \$24.0 million (6.1 percent), including the following:

- Health & welfare/OPEB current expenses were below forecast by \$10.0 million (9.5 percent), due mainly to lower rates.
- Payroll expenses underran by \$8.0 million (3.4 percent), due largely to vacancies and lower earned employee separation payments.
- Reimbursable overhead credits were favorable by \$5.5 million (36.3 percent), resulting mainly from higher reimbursable labor costs.
- Pension expenses were lower by \$1.5 million (7.1 percent), mostly from the favorable timing of MaBSTOA plan expenses.
- Overtime expenses exceeded forecast by \$1.1 million (3.9 percent), due primarily to residual Sandy requirements, additional bus unscheduled service, vacancy coverage requirements and adverse weather, partly offset by subway track underruns.

*Non-labor* expenses were above forecast in June by \$3.4 million (2.3 percent), including the following:

- Maintenance contract expenses were unfavorable by \$5.0 million (26.3 percent), primarily from the unfavorable timing of non-vehicle maintenance & repair requirements, partly offset by the favorable timing of auto purchases, building-related expenses, and revenue vehicle maintenance & repair requirements.
- Electric power expenses were above forecast by \$2.3 million (9.6 percent), due to the unfavorable timing of expenses, partly offset by lower consumption.
- Materials and supplies expenses exceeded forecast by \$2.1 million (7.9 percent), represented mostly by the unfavorable timing of vehicle maintenance requirements, partly offset by increased scrap/surplus sales and favorable inventory adjustments.
- Paratransit service contracts were below forecast by \$3.1 million (9.1 percent), due mainly to lower completed trips.
- Other business expenses were less than forecast by \$1.1 million (16.1 percent), due largely to underruns in stationery expenses and various credits/other expense underruns.
- Fuel expenses were favorable by \$1.0 million (7.0 percent), mainly caused by consumption and prices.

- Insurance expenses were under forecast by \$0.5 million (9.8 percent), due to the favorable timing of interagency payments.
- Professional service contract expenses under forecast by \$0.3 million (4.1 percent), largely due to the favorable timing of IT hardware and several professional service account expenses, partly offset by the unfavorable timing of data center and bond service expenses.

Depreciation expenses were below forecast in June by \$6.9 million (5.5 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$339.1 million of accrued expenses in the month, \$26.5 million (7.3 percent) lower than forecast, based on current actuarial information.

#### **Net Cash Deficit**

The net cash deficit for June was \$131.6 million, unfavorable to forecast by \$47.4 million (56.3 percent), due mostly to the unfavorable timing of capital and senior citizen fare reimbursements, and health & welfare/OPEB current payments.

#### **Inventory** (see Inventory Note following)

Inventory at the end of June was \$204.2 million, \$20.9 million (11.4 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups in support of subway car equipment, track replacement and bus requirements.

#### **Incumbents**

There were 45,299 full-time paid incumbents at the end of June, 67 less than in May (excluding 194 temporary paid incumbents), and an increase of 169 from December 2012 (excluding 199 temporary December paid incumbents).

## RIDERSHIP RESULTS

### June 2013 Ridership vs. Forecast - (millions)

	June				June Year-to-Date			
	Forecast	Preliminary Actual	More/(Less)		Forecast	Preliminary Actual	More/(Less)	
			Amount	Percent			Amount	Percent
Subway	140.4	141.3	0.8	0.6%	845.2	846.0	0.8	0.1%
NYCT Bus	55.1	55.0	(0.1)	(0.1%)	340.7	340.6	(0.1)	(0.0%)
Subtotal	195.5	196.3	0.8	0.4%	1,185.9	1,186.7	0.8	0.1%
Paratransit	0.8	0.8	(0.1)	(8.5%)	4.7	4.6	(0.1)	(1.5%)
<b>Total - NYCT</b>	<b>196.3</b>	<b>197.0</b>	<b>0.7</b>	<b>0.4%</b>	<b>1,190.6</b>	<b>1,191.3</b>	<b>0.7</b>	<b>0.1%</b>
MTA Bus Company	9.9	10.0	0.1	0.9%	62.7	62.8	0.1	0.1%
<i>Total - Regional Bus</i>	<i>65.0</i>	<i>65.0</i>	<i>0.0</i>	<i>0.0%</i>	<i>403.4</i>	<i>403.4</i>	<i>0.0</i>	<i>0.0%</i>

Notes: Totals may not add due to rounding.

- Paratransit ridership underran the forecast due in part to initiatives that diverted riders to more efficient modes.
- Since the forecast includes actual results through May, year-to-date absolute variances were the same as for the month of June.

### June Average Weekday and Weekend Ridership vs. Prior Year

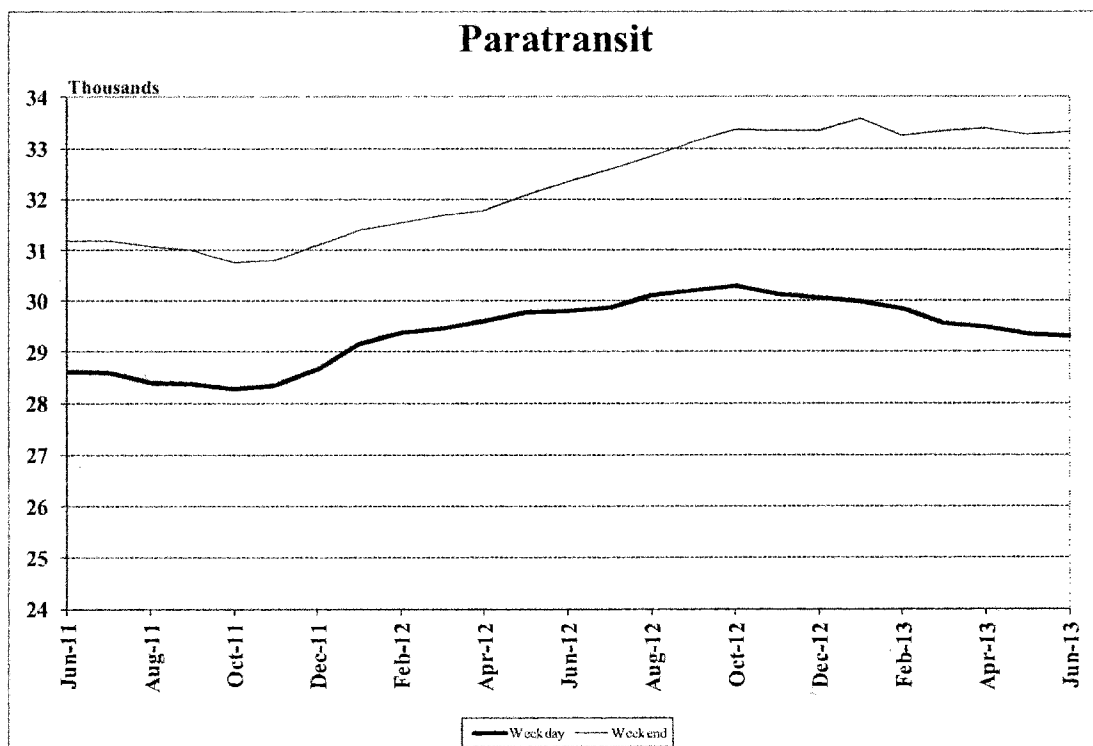
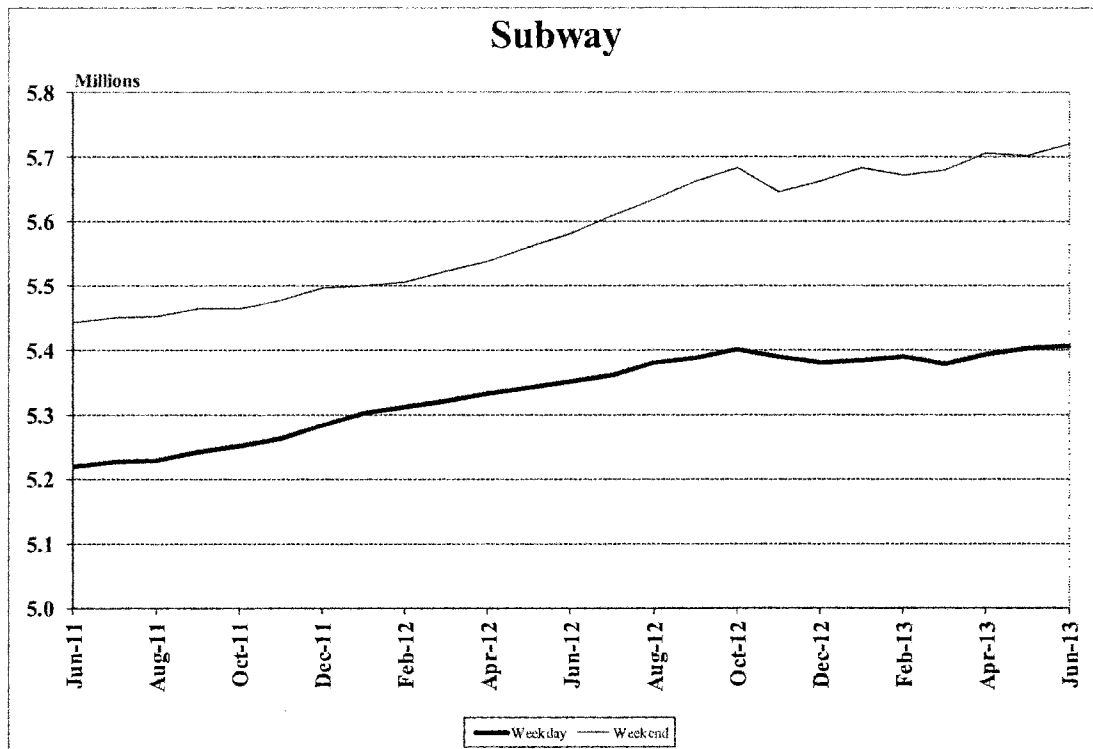
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2012	Preliminary 2013	Change		2012	Preliminary 2013	Change	
			Amount	Percent			Amount	Percent
Subway	5,475	5,528	+53	+1.0%	5,935	6,098	+163	+2.8%
NYCT Local Bus	2,108	2,099	-9	-0.4%	2,388	2,415	+27	+1.1%
NYCT Express Bus	44	43	-1	-2.2%	11	14	+2	+21.2%
Paratransit	30	30	-1	-1.7%	35	36	+0	+0.2%
<b>TOTAL - NYCT</b>	<b>7,657</b>	<b>7,700</b>	<b>+43</b>	<b>+0.6%</b>	<b>8,369</b>	<b>8,562</b>	<b>+193</b>	<b>+2.3%</b>
MTABC Local Bus	361	365	+5	+1.3%	383	394	+12	+3.0%
MTABC Express Bus	35	33	-2	-5.3%	14	13	-1	-7.7%
Total - MTA Bus	396	398	+3	+0.7%	397	407	+11	+2.7%
<i>Total - Regional Bus</i>	<i>2,547</i>	<i>2,540</i>	<i>-7</i>	<i>-0.3%</i>	<i>2,796</i>	<i>2,836</i>	<i>40</i>	<i>+1.4%</i>
<b>12-Month Rolling Average</b>								
Subway	5,352	5,407	+55	+1.0%	5,582	5,721	+139	+2.5%
Local Bus	2,124	2,126	+2	+0.1%	2,295	2,305	+10	+0.4%
Express Bus	43	42	-0	-1.1%	10	11	+2	+16.6%
Paratransit	30	29	-1	-1.7%	32	33	+1	+3.0%
<b>TOTAL - NYCT</b>	<b>7,549</b>	<b>7,604</b>	<b>+55</b>	<b>+0.7%</b>	<b>7,919</b>	<b>8,070</b>	<b>+151</b>	<b>+1.9%</b>
MTABC Local Bus	364	372	+8	+2.3%	359	373	+14	+3.9%
MTABC Express Bus	34	34	-1	-2.1%	14	13	-0	-2.0%
Total - MTA Bus	398	406	+8	+1.9%	373	387	+14	+3.7%
<i>Total - Regional Bus</i>	<i>2,565</i>	<i>2,574</i>	<i>9</i>	<i>+0.3%</i>	<i>2,678</i>	<i>2,703</i>	<i>25</i>	<i>+0.9%</i>

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures. Averages exclude Tropical Storms Irene and Sandy.

- June 2013 average weekday subway ridership was the highest of any June in over forty-five years.
- June 2013 average weekend subway and total NYCT ridership were both the highest of any month in over forty-five years. June 9, 2013, the day of the Puerto Rican Day Parade, had the highest subway ridership of any Sunday since daily records began in 1985.
- Weekend NYCT express bus ridership continued a strong growth trend, helped by the addition of Sunday X17 and weekend X27 service in September 2012.

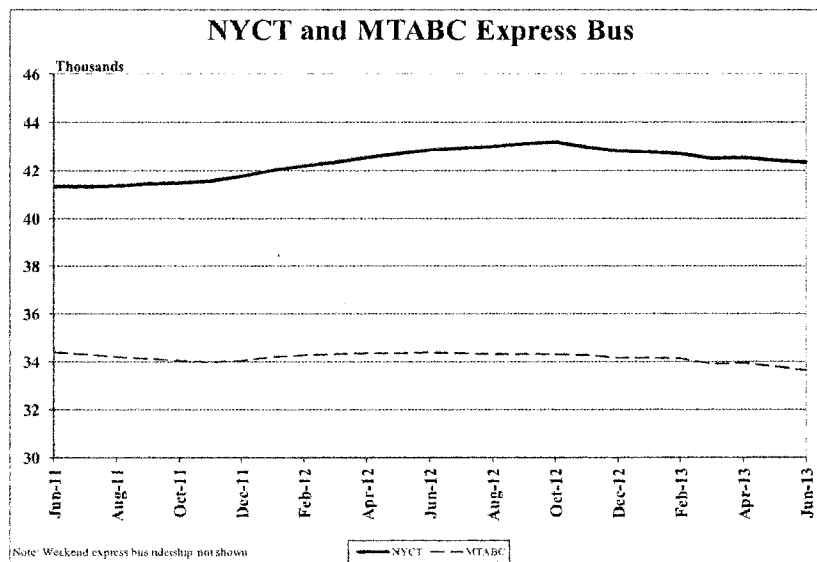
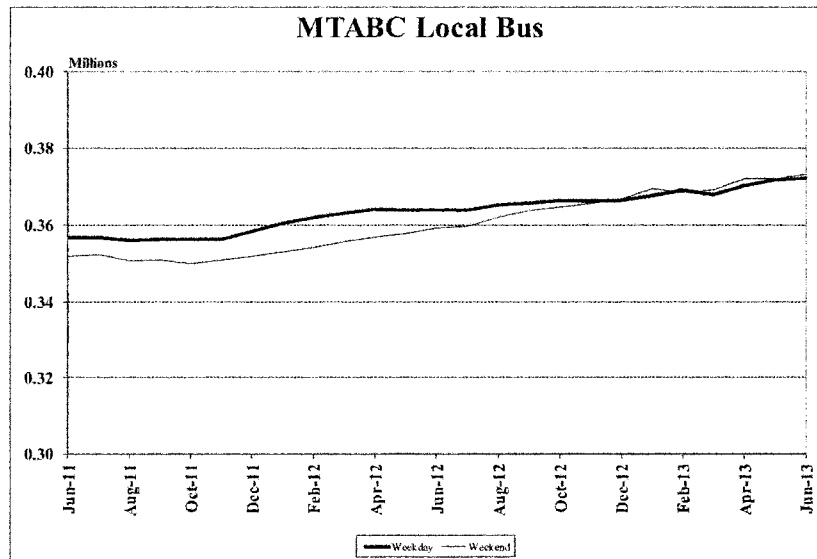
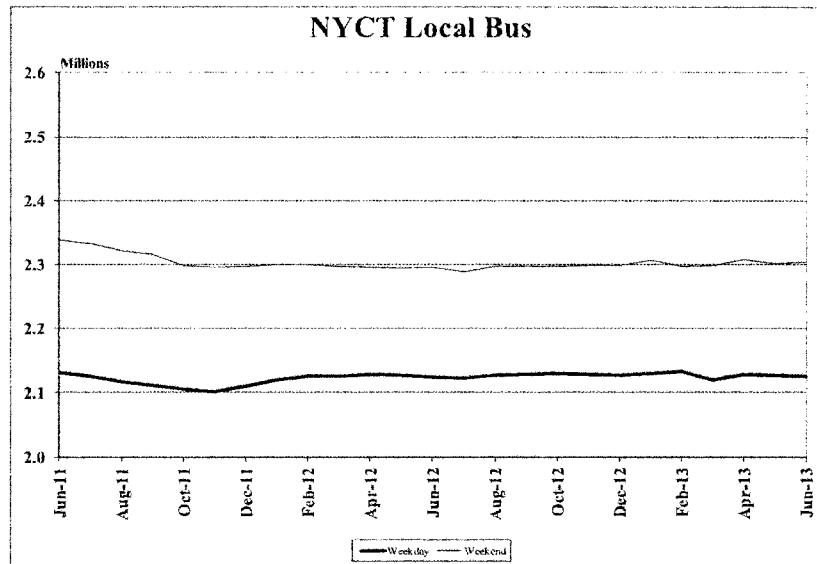
## Average Weekday and Weekend Ridership

12-Month Rolling Averages





## Average Weekday and Weekend Ridership 12-Month Rolling Averages



## Ridership on New York Area Transit Services

The average weekday ridership changes from June 2012 to June 2013 were mixed. The largest increases were on MTA Local Buses (up 1.3 percent) and the subway (up 1.0 percent). The largest decrease was on the Staten Island Railway (down 7.0 percent), continuing a very negative trend that began with service disruptions caused by Sandy and has continued since normal service was restored.

Bridges and Tunnels traffic decreased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jun-12	Preliminary Jun-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,475	5,528	+1.0%	+1.0%
NYCT Local Bus	2,108	2,099	-0.4%	+0.1%
NYCT Express Bus	44	43	-2.2%	-1.1%
NYCT Paratransit	30	30	-1.7%	-1.7%
Staten Island Railway	16	15	-7.0%	-5.8%
MTA Local Bus	361	365	+1.3%	+2.3%
MTA Express Bus	35	33	-5.3%	-2.1%
Long Island Rail Road	300	302	+0.7%	-1.4%
Metro-North Railroad	290	292	+0.5%	-1.2%
Staten Island Ferry	72	68	-5.1%	-39.4%
PATH	265	252	-4.7%	-3.4%
<u>Average Weekend</u>				
NYCT Subway	5,935	6,098	+2.8%	+2.5%
NYCT Local Bus	2,388	2,415	+1.1%	+0.4%
NYCT Express Bus	11	14	+21.2%	+16.6%
NYCT Paratransit	35	36	+0.2%	+3.0%
Staten Island Railway	9	9	-9.5%	-12.9%
MTA Local Bus	383	394	+3.0%	+3.9%
MTA Express Bus	14	13	-7.7%	-2.0%
Long Island Rail Road	201	200	-0.6%	-0.5%
Metro-North Railroad	225	226	+0.0%	-0.3%
Staten Island Ferry	100	102	+1.7%	-37.6%
PATH	232	220	-5.2%	-14.0%

MTA Bridges and Tunnels (thousands)				
Average Weekday	854	838	-1.8%	-2.1%
Average Weekend	1,623	1,591	-2.0%	-0.6%

Note: Percentages are based on unrounded data.

## Economy

From June 2012 to June 2013, New York City employment increased 1.9 percent (75,600 jobs). Private sector employment increased 2.3 percent (78,400 jobs), while there was a small decrease of 0.5 percent (2,800 jobs) in government employment. The sub-sector with the largest absolute increase was educational/health services (up 33,400 jobs or 4.3 percent). The sub-sector with the largest percentage increase was construction (up 5.7 percent or 6,600 jobs). The sub-sector with the largest absolute and percentage decreases was information (down 5,300 jobs or 3.0 percent).

The chart below shows the year-over-year change in private sector and government employment since January 2012. Private sector growth has declined somewhat compared to early 2012, but has averaged 2.1 percent for year-to-date 2013. The trend in government employment remains negative, with an average 0.5 percent decline in each month of 2013.

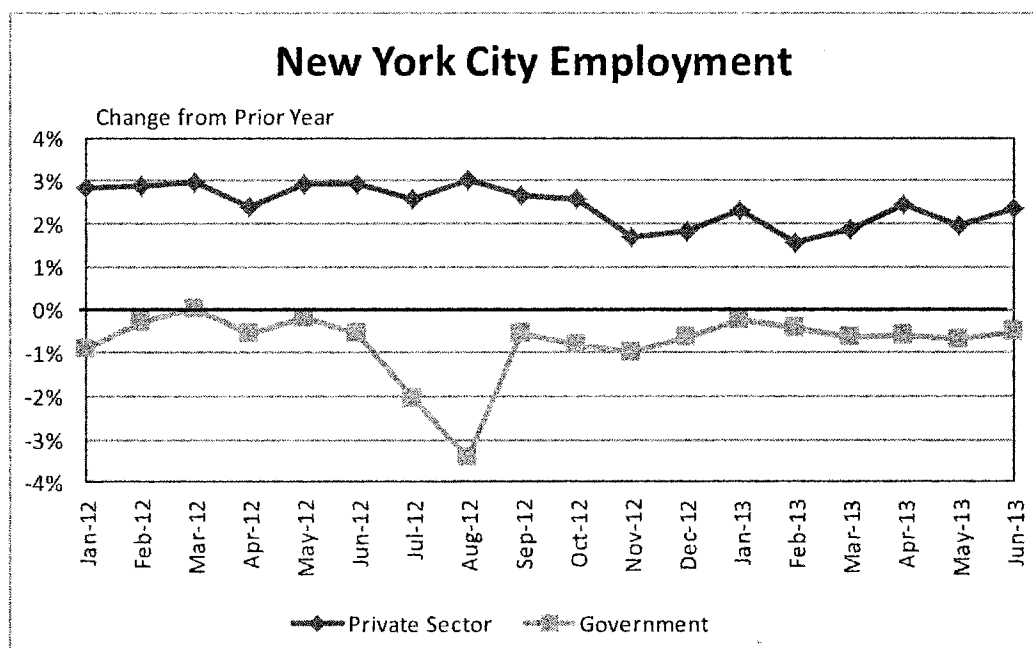


Table 1

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
June 2013  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$252.311	\$255.023	\$2.712	1.1	\$0.000	\$0.000	\$0.000	-	\$252.311	\$255.023	\$2.712	1.1
Bus	78.117	78.541	0.424	0.5	0.000	0.000	0.000	-	78.117	78.541	0.424	0.5
Paratransit	1.551	1.352	(0.199)	(12.8)	0.000	0.000	0.000	-	1.551	1.352	(0.199)	(12.8)
Fare Media Liability	4.352	4.352	0.000	0.0	0.000	0.000	0.000	-	4.352	4.352	0.000	0.0
Total Farebox Revenue	336.331	339.268	2.937	0.9	0.000	0.000	0.000	-	336.331	339.268	2.937	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	6.081	6.081	0.000	0.0	0.000	0.000	0.000	-	6.081	6.081	0.000	0.0
Paratransit Reimbursement	13.408	12.627	(0.781)	(5.8)	0.000	0.000	0.000	-	13.408	12.627	(0.781)	(5.8)
Other	11.958	11.862	(0.096)	(0.8)	0.000	0.000	0.000	-	11.958	11.862	(0.096)	(0.8)
Total Other Operating Revenue	31.447	30.570	(0.877)	(2.8)	0.000	0.000	0.000	-	31.447	30.570	(0.877)	(2.8)
Capital and Other Reimbursements	0.000	0.000	0.000	-	71.985	88.752	16.767	23.3	71.985	88.752	16.767	23.3
Total Revenue	\$367.778	\$369.838	\$2.060	0.6	\$71.985	\$88.752	\$16.767	23.3	\$439.763	\$458.590	\$18.827	4.3
<b>Expenses</b>												
Labor:												
Payroll	231.663	223.684	7.979	3.4	29.609	31.673	(2.064)	(7.0)	261.272	255.357	5.915	2.3
Overtime	27.432	28.510	(1.078)	(3.9)	5.376	10.431	(5.055)	(94.0)	32.808	38.941	(6.133)	(18.7)
Total Salaries & Wages	259.095	252.194	6.901	2.7	34.985	42.104	(7.119)	(20.3)	294.080	294.298	(0.218)	(0.1)
Health and Welfare	67.862	56.571	11.291	16.6	2.048	1.822	0.226	11.0	69.910	58.393	11.517	16.5
OPEB Current Payment	37.694	38.990	(1.296)	(3.4)	0.000	0.000	0.000	-	37.694	38.990	(1.296)	(3.4)
Pensions	21.583	20.049	1.534	7.1	2.874	3.040	(0.166)	(5.8)	24.457	23.089	1.368	5.6
Other Fringe Benefits	24.164	24.077	0.087	0.4	9.223	10.744	(1.521)	(16.5)	33.387	34.821	(1.434)	(4.3)
Total Fringe Benefits	151.303	139.687	11.616	7.7	14.145	15.606	(1.461)	(10.3)	165.448	155.293	10.155	6.1
Reimbursable Overhead	(15.225)	(20.752)	5.527	36.3	15.225	20.752	(5.527)	(36.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$395.173	\$371.129	\$24.044	6.1	\$64.355	\$78.462	(\$14.107)	(21.9)	\$459.528	\$449.591	\$9.937	2.2
Non-Labor:												
Electric Power	24.578	26.926	(2.348)	(9.6)	0.021	0.026	(0.005)	(23.8)	24.599	26.952	(2.353)	(9.6)
Fuel	14.655	13.628	1.027	7.0	0.002	0.002	0.000	0.0	14.657	13.630	1.027	7.0
Insurance	4.869	4.394	0.475	9.8	0.000	0.000	0.000	-	4.869	4.394	0.475	9.8
Claims	7.441	7.441	0.000	0.0	0.000	0.000	0.000	-	7.441	7.441	0.000	0.0
Paratransit Service Contracts	33.935	30.844	3.091	9.1	0.000	0.000	0.000	-	33.935	30.844	3.091	9.1
Mtce. and Other Operating Contracts	19.134	24.163	(5.029)	(26.3)	1.732	2.762	(1.030)	(59.5)	20.866	26.925	(6.059)	(29.0)
Professional Service Contracts	8.300	7.959	0.341	4.1	1.561	3.816	(2.255)	(144.5)	9.861	11.775	(1.914)	(19.4)
Materials & Supplies	27.187	29.325	(2.138)	(7.9)	5.157	4.221	0.936	18.2	32.344	33.546	(1.202)	(3.7)
Other Business Expenses	7.057	5.919	1.138	16.1	(0.843)	(0.537)	(0.306)	(36.3)	6.214	5.382	0.832	13.4
Total Non-Labor Expenses	\$147.156	\$150.599	(\$3.443)	(2.3)	\$7.630	\$10.290	(\$2.660)	(34.9)	\$154.786	\$160.889	(\$6.103)	(3.9)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$542.329	\$521.728	\$20.601	3.8	\$71.985	\$88.752	(\$16.767)	(23.3)	\$614.314	\$610.480	\$3.834	0.6
Depreciation	125.000	118.141	6.859	5.5	0.000	0.000	0.000	-	125.000	118.141	6.859	5.5
OPEB Account	365.600	339.071	26.529	7.3	0.000	0.000	0.000	-	365.600	339.071	26.529	7.3
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,032.929	\$978.940	\$53.989	5.2	\$71.985	\$88.752	(\$16.767)	(23.3)	\$1,104.914	\$1,067.692	\$37.222	3.4
Net Surplus/(Deficit)	(\$665.151)	(\$609.102)	\$56.049	8.4	\$0.000	\$0.000	\$0.000	-	(\$665.151)	(\$609.102)	\$56.049	8.4

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
June 2013 Year-to-Date  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$1,460.291	\$1,463.003	\$2.712	0.2	\$0.000	\$0.000	\$0.000	-	\$1,460.291	\$1,463.003	\$2.712	0.2
Bus	457.506	457.930	0.424	0.1	0.000	0.000	0.000	-	457.506	457.930	0.424	0.1
Paratransit	7.988	7.789	(0.199)	(2.5)	0.000	0.000	0.000	-	7.988	7.789	(0.199)	(2.5)
Fare Media Liability	26.112	26.112	0.000	0.0	0.000	0.000	0.000	-	26.112	26.112	0.000	0.0
Total Farebox Revenue	1,951.897	1,954.834	2.937	0.2	0.000	0.000	0.000	-	1,951.897	1,954.834	2.937	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	48.279	48.279	0.000	0.0	0.000	0.000	0.000	-	48.279	48.279	0.000	0.0
Paratransit Reimbursement	81.349	80.568	(0.781)	(1.0)	0.000	0.000	0.000	-	81.349	80.568	(0.781)	(1.0)
Other	183.346	183.250	(0.096)	(0.1)	0.000	0.000	0.000	-	183.346	183.250	(0.096)	(0.1)
Total Other Operating Revenue	312.974	312.097	(0.877)	(0.3)	0.000	0.000	0.000	-	312.974	312.097	(0.877)	(0.3)
Capital and Other Reimbursements	0.000	0.000	0.000	-	433.025	449.792	16.767	3.9	433.025	449.792	16.767	3.9
<b>Total Revenue</b>	<b>\$2,264.871</b>	<b>\$2,266.931</b>	<b>\$2.060</b>	<b>0.1</b>	<b>\$433.025</b>	<b>\$449.792</b>	<b>\$16.767</b>	<b>3.9</b>	<b>\$2,697.896</b>	<b>\$2,716.723</b>	<b>\$18.827</b>	<b>0.7</b>
<b>Expenses</b>												
Labor:												
Payroll	1,422.804	1,414.825	7.979	0.6	166.830	168.894	(2.064)	(1.2)	1,589.634	1,583.719	5.915	0.4
Overtime	183.989	185.067	(1.078)	(0.6)	46.980	52.035	(5.055)	(10.8)	230.969	237.102	(6.133)	(2.7)
Total Salaries & Wages	1,606.793	1,599.892	6.901	0.4	213.810	220.929	(7.119)	(3.3)	1,820.603	1,820.821	(0.218)	(0.0)
Health and Welfare	317.706	306.415	11.291	3.6	11.869	11.643	0.226	1.9	329.575	318.058	11.517	3.5
OPEB Current Payment	154.418	155.714	(1.296)	(0.8)	0.000	0.000	0.000	-	154.418	155.714	(1.296)	(0.8)
Pensions	126.774	125.240	1.534	1.2	3.239	3.405	(0.166)	(5.1)	130.013	128.645	1.368	1.1
Other Fringe Benefits	149.185	149.098	0.087	0.1	54.210	55.731	(1.521)	(2.8)	203.395	204.829	(1.434)	(0.7)
Total Fringe Benefits	748.083	736.467	11.616	1.6	69.318	70.779	(1.461)	(2.1)	817.401	807.246	10.155	1.2
Reimbursable Overhead	(97.086)	(102.613)	5.527	5.7	97.086	102.613	(5.527)	(5.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$2,257.790</b>	<b>\$2,233.746</b>	<b>\$24.044</b>	<b>1.1</b>	<b>\$380.214</b>	<b>\$394.321</b>	<b>(\$14.107)</b>	<b>(3.7)</b>	<b>\$2,638.004</b>	<b>\$2,628.067</b>	<b>\$9.937</b>	<b>0.4</b>
Non-Labor:												
Electric Power	155.330	157.678	(2.348)	(1.5)	0.131	0.136	(0.005)	(3.8)	155.461	157.814	(2.353)	(1.5)
Fuel	83.913	82.886	1.027	1.2	0.010	0.010	0.000	0.0	83.923	82.896	1.027	1.2
Insurance	27.111	26.636	0.475	1.8	0.000	0.000	0.000	-	27.111	26.636	0.475	1.8
Claims	44.646	44.646	0.000	0.0	0.000	0.000	0.000	-	44.646	44.646	0.000	0.0
Paratransit Service Contracts	183.658	180.567	3.091	1.7	0.000	0.000	0.000	-	183.658	180.567	3.091	1.7
Mtce. and Other Operating Contracts	85.775	90.804	(5.029)	(5.9)	18.886	19.916	(1.030)	(5.5)	104.661	110.720	(6.059)	(5.8)
Professional Service Contracts	69.557	69.216	0.341	0.5	7.976	10.231	(2.255)	(28.3)	77.533	79.447	(1.914)	(2.5)
Materials & Supplies	140.997	143.135	(2.138)	(1.5)	25.663	24.727	0.936	3.6	166.660	167.862	(1.202)	(0.7)
Other Business Expenses	30.606	29.468	1.138	3.7	0.145	0.451	(0.306)	(211.0)	30.751	29.919	0.832	2.7
<b>Total Non-Labor Expenses</b>	<b>\$821.593</b>	<b>\$825.036</b>	<b>(\$3.443)</b>	<b>(0.4)</b>	<b>\$52.811</b>	<b>\$55.471</b>	<b>(\$2.660)</b>	<b>(5.0)</b>	<b>\$874.404</b>	<b>\$880.507</b>	<b>(\$6.103)</b>	<b>(0.7)</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$3,079.383</b>	<b>\$3,058.782</b>	<b>\$20.601</b>	<b>0.7</b>	<b>\$433.025</b>	<b>\$449.792</b>	<b>(\$16.767)</b>	<b>(3.9)</b>	<b>\$3,512.408</b>	<b>\$3,508.574</b>	<b>\$3.834</b>	<b>0.1</b>
Depreciation	710.145	703.286	6.859	1.0	0.000	0.000	0.000	-	710.145	703.286	6.859	1.0
OPEB Account	715.269	688.740	26.529	3.7	0.000	0.000	0.000	-	715.269	688.740	26.529	3.7
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$4,504.797</b>	<b>\$4,450.808</b>	<b>\$53.989</b>	<b>1.2</b>	<b>\$433.025</b>	<b>\$449.792</b>	<b>(\$16.767)</b>	<b>(3.9)</b>	<b>\$4,937.822</b>	<b>\$4,900.600</b>	<b>\$37.222</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$2,239.926)</b>	<b>(\$2,183.877)</b>	<b>\$56.049</b>	<b>2.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$2,239.926)</b>	<b>(\$2,183.877)</b>	<b>\$56.049</b>	<b>2.5</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**June 2013**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	NR	0.3	4.1	Mostly due to the favorable timing of IT hardware and several professional service account expenses, partly offset by the unfavorable timing of data center and bond service expenses			
Materials & Supplies	NR	(2.1)	(7.9)	Mainly due to the unfavorable timing of vehicle maintenance requirements, partly offset by increased scrap/surplus sales and favorable inventory adjustments			
Other Business Expenses	NR	1.1	16.1	Due largely to underruns in stationery expenses and various account credits/other expense underruns			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Depreciation	NR	6.9	5.5	Due to the favorable timing of assets reaching beneficial use			
OPEB Long-Term Account	NR	26.5	7.3	Lower accrued expenses due to updated actuarial information			
Capital and Other Reimbursements	R	16.8	23.3	Reimbursement increase consistent with reimbursable expense increase			
Payroll	R	(2.1)	(7.0)	Mainly additional work in subways, specifically in track, infrastructure and signals requirements			
Overtime	R	(5.1)	(94.0)	Largely additional work in Subways, specifically for track, operations, power, station environment, infrastructure, and signals requirements			
Health & Welfare	R	0.2	11.0	Lower rates			
Pension	R	(0.2)	(5.8)	The unfavorable timing of expenses			

4.59

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
June 2013  
(\$ 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
		\$	%		\$	%	
Other Operating Revenue	NR	(0.9)	(2.8)	Primarily due to lower paratransit urban tax revenue than projected in the forecast			
Payroll	NR	8.0	3.4	Mostly due to vacancies and lower employee earned separation payments			
Overtime	NR	(1.1)	(3.9)	Mainly due to residual Sandy requirements, additional bus unscheduled service, vacancy coverage requirements and adverse weather, partly offset by subway track underruns			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Health & Welfare (including OPEB current payment)	NR	10.0	9.5	Mostly lower rates			
Pension	NR	1.5	7.1	The favorable timing of MaBSTOA pension expenses			
Reimbursable Overhead	NR	5.5	36.3	Favorable overhead credits, resulting mostly from higher reimbursable labor costs			
Electric Power	NR	(2.3)	(9.6)	Mainly the unfavorable timing of expenses, partly offset by lower consumption			
Fuel	NR	1.0	7.0	Primarily due to lower consumption and prices			
Insurance	NR	0.5	9.8	Mostly the favorable timing of payments			
Paratransit Service Contracts	NR	3.1	9.1	Mostly due to lower completed trips			
Maintenance and Other Operating Contracts	NR	(5.0)	(26.3)	Primarily the unfavorable timing of non-vehicle maintenance and repair requirements, partly offset by the favorable timing of auto purchases, building-related expenses and revenue vehicle maintenance and repair requirements			

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
June 2013  
(\$ in millions)

4.61

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Fringe Benefits	R	(1.5)	(16.5)	Primarily higher direct overhead expenses, resulting from increased reimbursable labor expenses			
Maintenance and Other Operating Contracts	R	(1.0)	(59.5)	Largely the unfavorable timing of building-related, operating contract and maintenance services costs			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Professional Service Contracts	R	(2.3)	over (100.0)	Mostly the unfavorable timing of data center, EDP maintenance & repair and IT hardware expenses			
Materials & Supplies	R	0.9	18.2	Mainly the favorable timing of non-vehicle maintenance requirements			
Other Business Expenses	R	(0.3)	(36.3)	Largely the unfavorable timing of travel and various miscellaneous expenses			



Table 4

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
CASH RECEIPTS and EXPENDITURES  
June 2013  
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$336.523	\$326.689	(\$9.834)	(2.9)	\$1,992.390	\$1,982.556	(\$9.834)	(0.5)
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	43.766	30.000	(13.766)	(31.5)	65.079	51.313	(13.766)	(21.2)
Paratransit Reimbursement	2.700	2.271	(0.429)	(15.9)	93.528	93.099	(0.429)	(0.5)
Other	3.722	3.453	(0.269)	(7.2)	133.102	132.833	(0.269)	(0.2)
Total Other Operating Revenue	50.188	35.724	(14.464)	(28.8)	291.709	277.245	(14.464)	(5.0)
Capital and Other Reimbursements	81.985	65.460	(16.525)	(20.2)	361.661	345.156	(16.525)	(4.6)
<b>Total Receipts</b>	<b>\$468.696</b>	<b>\$427.873</b>	<b>(\$40.823)</b>	<b>(8.7)</b>	<b>\$2,645.780</b>	<b>\$2,604.957</b>	<b>(\$40.823)</b>	<b>(1.5)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	240.249	237.867	2.382	1.0	1,581.467	1,579.085	2.382	0.2
Overtime	30.451	35.404	(4.953)	(16.3)	221.145	226.098	(4.953)	(2.2)
Total Salaries & Wages	270.700	273.271	(2.571)	(0.9)	1,802.612	1,805.183	(2.571)	(0.1)
Health and Welfare	42.551	46.050	(3.499)	(8.2)	363.918	367.417	(3.499)	(1.0)
OPFB Current Payment	28.607	38.990	(10.383)	(36.3)	145.331	155.714	(10.383)	(7.1)
Pensions	24.457	23.022	1.435	5.9	327.312	325.877	1.435	0.4
Other Fringe Benefits	27.831	32.474	(4.643)	(16.7)	180.918	185.561	(4.643)	(2.6)
Total Fringe Benefits	123.446	140.536	(17.090)	(13.8)	1,017.479	1,034.569	(17.090)	(1.7)
GASB Account	16.874	2.736	14.138	83.8	31.787	17.649	14.138	44.5
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$411.020</b>	<b>\$416.543</b>	<b>(\$5.523)</b>	<b>(1.3)</b>	<b>\$2,851.878</b>	<b>\$2,857.401</b>	<b>(\$5.523)</b>	<b>(0.2)</b>
<b>Non-Labor:</b>								
Electric Power	24.599	23.503	1.096	4.5	152.594	151.498	1.096	0.7
Fuel	7.415	8.228	(0.813)	(11.0)	93.544	94.357	(0.813)	(0.9)
Insurance	(1.002)	0.000	(1.002)	(100.0)	19.519	20.521	(1.002)	(5.1)
Claims	6.720	12.103	(5.383)	(80.1)	40.724	46.107	(5.383)	(13.2)
Paratransit Service Contracts	33.205	34.015	(0.810)	(2.4)	186.043	186.853	(0.810)	(0.4)
Mtce. and Other Operating Contracts	21.934	19.231	2.703	12.3	112.947	110.244	2.703	2.4
Professional Service Contracts	7.611	14.117	(6.506)	(85.5)	81.704	88.210	(6.506)	(8.0)
Materials & Supplies	35.658	23.534	12.124	34.0	190.059	177.935	12.124	6.4
Other Business Expenditures	5.691	8.167	(2.476)	(43.5)	33.952	36.428	(2.476)	(7.3)
<b>Total Non-Labor Expenditures</b>	<b>\$141.831</b>	<b>\$142.898</b>	<b>(\$1.067)</b>	<b>(0.8)</b>	<b>\$911.086</b>	<b>\$912.153</b>	<b>(\$1.067)</b>	<b>(0.1)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$552.851</b>	<b>\$559.441</b>	<b>(\$6.590)</b>	<b>(1.2)</b>	<b>\$3,762.964</b>	<b>\$3,769.554</b>	<b>(\$6.590)</b>	<b>(0.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$84.155)</b>	<b>(\$131.568)</b>	<b>(\$47.413)</b>	<b>(56.3)</b>	<b>(\$1,117.184)</b>	<b>(\$1,164.597)</b>	<b>(\$47.413)</b>	<b>(4.2)</b>

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS  
June 2013  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Receipts	(14.5)	(28.8)	Due largely to the unfavorable timing of receipt of senior citizen fare reimbursements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Capital and Other Reimbursements	(16.5)	(20.2)	Mostly the unfavorable timing of reimbursements			
Health & Welfare (including OPEB current payment)	(13.9)	(19.5)	Mainly the unfavorable timing of payments			
Other Fringe Benefits	(4.6)	(16.7)	Mostly the unfavorable timing of payments			
GASB Account	14.1	83.8	The favorable timing of payments			
Electric Power	1.1	4.5	Mostly the favorable timing of payments, partly offset by higher expenses			
Fuel	(0.8)	(11.0)	The unfavorable timing of interagency payments, partly offset by lower expenses			
Insurance	(1.0)	(100.0)	The unfavorable timing of payments			
Claims	(5.4)	(80.1)	The unfavorable timing of claims payouts			
Maintenance Contracts	2.7	12.3	Primarily the favorable timing of payments, partly offset by the unfavorable timing of expenses			
Professional Service Contracts	(6.5)	(85.5)	Mostly due to the unfavorable timing of payments			
Materials & Supplies	12.1	34.0	Mainly the favorable timing of payments			
Other Business Expenses	(2.5)	(43.5)	Largely due to the unfavorable timing of payments			

Table 6

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
June 2013  
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.192	(\$12.579)	(\$12.771)	-	\$40.493	\$27.722	(\$12.771)	(31.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	37.685	23.919	(13.766)	(36.5)	16.800	3.034	(13.766)	(81.9)
Paratransit Reimbursement	(10.708)	(10.356)	0.352	3.3	12.179	12.531	0.352	2.9
Other	(8.236)	(8.409)	(0.173)	(2.1)	(50.244)	(50.417)	(0.173)	(0.3)
<b>Total Other Operating Revenue</b>	<b>18.741</b>	<b>5.154</b>	<b>(13.587)</b>	<b>(72.5)</b>	<b>(21.265)</b>	<b>(34.852)</b>	<b>(13.587)</b>	<b>(63.9)</b>
Capital and Other Reimbursements	10.000	(23.292)	(33.292)	(332.9)	(71.344)	(104.636)	(33.292)	(46.7)
<b>Total Receipts</b>	<b>\$28.933</b>	<b>(\$30.717)</b>	<b>(\$59.650)</b>	<b>(206.2)</b>	<b>(\$52.116)</b>	<b>(\$111.766)</b>	<b>(\$59.650)</b>	<b>(114.5)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	21.023	17.490	(3.533)	(16.8)	8.167	4.634	(3.533)	(43.3)
Overtime	2.357	3.537	1.180	50.1	9.824	11.004	1.180	12.0
Total Salaries & Wages	23.380	21.027	(2.353)	(10.1)	17.991	15.638	(2.353)	(13.1)
Health and Welfare	27.359	12.343	(15.016)	(54.9)	(34.343)	(49.359)	(15.016)	(43.7)
OPEB Current Payment	9.087	0.000	(9.087)	(100.0)	9.087	0.000	(9.087)	(100.0)
Pensions	0.000	0.067	0.067	-	(197.299)	(197.232)	0.067	0.0
Other Fringe Benefits	5.556	2.347	(3.209)	(57.8)	22.477	19.268	(3.209)	(14.3)
Total Fringe Benefits	42.002	14.757	(27.245)	(64.9)	(200.078)	(227.323)	(27.245)	(13.6)
GASB Account	(16.874)	(2.736)	14.138	83.8	(31.787)	(17.649)	14.138	44.5
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$48.508</b>	<b>\$33.048</b>	<b>(\$15.460)</b>	<b>(31.9)</b>	<b>(\$213.874)</b>	<b>(\$229.334)</b>	<b>(\$15.460)</b>	<b>(7.2)</b>
<b>Non-Labor:</b>								
Electric Power	0.000	3.449	3.449	-	2.667	6.316	3.449	120.3
Fuel	7.242	5.402	(1.840)	(25.4)	(9.621)	(11.461)	(1.840)	(19.1)
Insurance	5.871	4.394	(1.477)	(25.2)	7.592	6.115	(1.477)	(19.5)
Claims	0.721	(4.662)	(5.383)	(746.6)	3.922	(1.461)	(5.383)	(137.3)
Paratransit Service Contracts	0.730	(3.171)	(3.901)	(534.4)	(2.385)	(6.286)	(3.901)	(163.6)
Misc. and Other Operating Contracts	(1.068)	7.694	8.762	820.4	(8.286)	0.476	8.762	105.7
Professional Service Contracts	2.250	(2.342)	(4.592)	(204.1)	(4.171)	(8.763)	(4.592)	(110.1)
Materials & Supplies	(3.314)	10.012	13.326	402.1	(23.399)	(10.073)	13.326	57.0
Other Business Expenses	0.523	(2.785)	(3.308)	(632.5)	(3.201)	(6.509)	(3.308)	(103.3)
<b>Total Non-Labor Expenditures</b>	<b>\$12.955</b>	<b>\$17.991</b>	<b>\$5.036</b>	<b>38.9</b>	<b>(\$36.682)</b>	<b>(\$31.646)</b>	<b>\$5.036</b>	<b>13.7</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$61.463</b>	<b>\$51.039</b>	<b>(\$10.424)</b>	<b>(17.0)</b>	<b>(\$250.556)</b>	<b>(\$260.980)</b>	<b>(\$10.424)</b>	<b>(4.2)</b>
Depreciation	125.000	118.141	(6.859)	(5.5)	710.145	703.286	(6.859)	(1.0)
OPEB Account	365.600	339.071	(26.529)	(7.3)	715.269	688.740	(26.529)	(3.7)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$552.063</b>	<b>\$508.251</b>	<b>(\$43.812)</b>	<b>(7.9)</b>	<b>\$1,174.858</b>	<b>\$1,131.046</b>	<b>(\$43.812)</b>	<b>(3.7)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$580.996</b>	<b>\$477.534</b>	<b>(\$103.462)</b>	<b>(17.8)</b>	<b>\$1,122.742</b>	<b>\$1,019.280</b>	<b>(\$103.462)</b>	<b>(9.2)</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**June 2013**

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	57	40	17	
Law	265	259	6	
Office of the EVP	39	39	0	
Human Resources	226	248	(22)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	31	0	
Corporate Communications	251	237	14	
Technology & Information Services	447	432	15	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	88	8	
Materiel	240	237	3	
Controller	137	141	(4)	
<b>Total Administration</b>	<b>1,912</b>	<b>1,788</b>	<b>124</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,312	7,311	1	
Subways Operations Support	317	325	(8)	
Subways Stations	2,611	2,612	(1)	
<b>Sub-total Subways</b>	<b>10,240</b>	<b>10,248</b>	<b>(8)</b>	
Buses	10,498	10,400	98	Actuals include Training/Safety, Budget in Bus Maint.(a)
Paratransit	209	191	18	
Operations Planning	416	401	15	
Revenue Control	460	430	30	
<b>Total Operations</b>	<b>21,823</b>	<b>21,670</b>	<b>153</b>	
<b>Maintenance</b>				
Subways Operations Support	205	208	(3)	
Subways Engineering	311	298	13	
Subways Car Equipment	4,208	4,206	2	
Subways Infrastructure	1,365	1,348	17	
Subways Elevator & Escalators	381	358	23	
Subways Stations	3,514	3,445	69	Mainly Maintenance Hourly and Supervisor Positions
Subways Track	2,730	2,682	48	
Subways Power	585	598	(13)	
Subways Signals	1,436	1,416	20	
Subways Electronic Maintenance	1,420	1,356	64	Mainly PTE's and Hourly Positions
<b>Sub-total Subways</b>	<b>16,155</b>	<b>15,915</b>	<b>240</b>	
Buses	3,747	3,650	97	Budget Includes Training/Safety, charged to Oper Bus (a)
Revenue Control	137	137	0	
Supply Logistics	561	558	3	
System Safety	88	87	1	
<b>Total Maintenance</b>	<b>20,688</b>	<b>20,347</b>	<b>341</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,218	1,187	31	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,187</b>	<b>31</b>	
<b>Public Safety</b>				
Security	569	557	12	
<b>Total Public Safety</b>	<b>569</b>	<b>557</b>	<b>12</b>	
<b>Total Positions</b>	<b>46,210</b>	<b>45,549</b>	<b>661</b>	
Non-Reimbursable	41,726	40,656	1,070	
Reimbursable	4,484	4,893	(409)	
<b>Total Full-Time</b>	<b>46,036</b>	<b>45,299</b>	<b>737</b>	
<b>Total Full-Time Equivalents</b>	<b>174</b>	<b>250</b>	<b>(76)</b>	

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL POSITIONS by FUNCTION and OCCUPATION  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
June 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	646	568	78	
Professional, Technical, Clerical	1,150	1,196	(46)	
Operational Hourlies	116	24	92	
<b>Total Administration</b>	<b>1,912</b>	<b>1,788</b>	<b>124</b>	
<b>Operations</b>				
Managers/Supervisors	2,508	2,488	20	
Professional, Technical, Clerical	447	448	(1)	
Operational Hourlies	18,868	18,734	134	
<b>Total Operations</b>	<b>21,823</b>	<b>21,670</b>	<b>153</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,773	3,619	154	
Professional, Technical, Clerical	1,051	959	92	
Operational Hourlies	15,864	15,769	95	
<b>Total Maintenance</b>	<b>20,688</b>	<b>20,347</b>	<b>341</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	272	262	10	
Professional, Technical, Clerical	944	923	21	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,218</b>	<b>1,187</b>	<b>31</b>	
<b>Public Safety</b>				
Managers/Supervisors	196	190	6	
Professional, Technical, Clerical	36	32	4	
Operational Hourlies	337	335	2	
<b>Total Public Safety</b>	<b>569</b>	<b>557</b>	<b>12</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,395	7,127	268	
Professional, Technical, Clerical	3,628	3,558	70	
Operational Hourlies	35,187	34,864	323	
<b>Total Positions</b>	<b>46,210</b>	<b>45,549</b>	<b>661</b>	

MTA NEW YORK CITY TRANSIT  
(PRELIMINARY) INVENTORY NOTES  
June 2013  
(\$ in millions)

	<u>6/30/13</u>	<u>6/30/12</u>
<b><u>Operating Inventory</u></b>		
Gross Inventory	\$279.199	\$272.880
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(74.500)	(66.900)
<b>Net Inventory</b>	<b>\$204.199</b>	<b>\$205.480</b>

MTA New York City Transit  
July Financial Plan - 2013 Mid-Year Forecast  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	309,808	\$9.5	0	\$9.3	0	\$0.2 2.2%	1,884,722	\$57.9	0	\$57.7	0	\$0.2 .4%
<u>Unscheduled Service</u>	198,630	\$6.1	0	\$6.0	0	\$0.1 2.4%	1,327,794	\$40.8	0	\$40.6	0	\$0.1 .4%
Programmatic/Routine Maintenance	274,872	\$8.4	0	\$6.8	0	\$1.7 19.6%	1,617,841	\$49.7	0	\$48.0	0	\$1.7 3.3%
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 0.0%	0	\$0.0	0	\$0.0	0	\$0.0 0.0%
<u>Vacancy/Absentee Coverage</u>	36,963	\$1.1	0	\$2.7	0	(\$1.5) *	267,226	\$8.2	0	\$9.7	0	(1.5) *
<u>Weather Emergencies</u>	44,705	\$1.4	0	\$3.4	0	(\$2.0) *	808,801	\$24.8	0	\$26.8	0	(\$2.0) *
<u>Safety/Security/Law Enforcement</u>	8,957	\$0.3	0	\$0.2	0	\$0.1 30.8%	52,859	\$1.6	0	\$1.5	0	\$0.1 5.2%
<u>Other</u>	19,509	\$0.6	0	\$0.2	0	\$0.4 60.4%	33,266	\$1.0	0	\$0.7	0	\$0.4 35.4%
Subtotal	893,444	\$27.4	0	\$28.5	893,444	(\$1.1) (3.9%)	5,992,510	\$184.0	0	\$185.1	5,992,510	(\$1.1) (0.6%)
<b>REIMBURSABLE OVERTIME</b>	168,974	\$5.4	0	\$10.4	0	(\$5.1) *	1,477,426	\$47.0	0	\$52.1	0	(\$5.1) (10.8%)
<b>TOTAL OVERTIME</b>	<b>1,062,418</b>	<b>\$32.8</b>	<b>0</b>	<b>\$38.9</b>	<b>893,444</b>	<b>(\$6.1)</b> <b>(18.7%)</b>	<b>7,469,935</b>	<b>\$231.0</b>	<b>0</b>	<b>\$237.1</b>	<b>5,992,510</b>	<b>(\$6.1)</b> <b>(2.7%)</b>

Totals may not add due to rounding. Actual hours not available at this time.

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

\* Exceeds 100%

MTA New York City Transit  
July Financial Plan - 2013 Mid-Year Forecast  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	0	\$0.2 (19.5%)		0	\$0.2 (19.5%)	
Unscheduled Service	0	\$0.1 (13.6%)		0	\$0.1 (13.6%)	
Programmatic/Routine Maintenance	0	\$1.7 (153.2%)	Primarily due to extra reimbursable period in June which resulted in favorable non-reimbursable, unfavorable reimbursable charges, particularly in Subways Track.	0	\$1.7 (153.2%)	Primarily due to extra reimbursable period in June which resulted in favorable non-reimbursable, unfavorable reimbursable charges, particularly in Subways Track.
Unscheduled Maintenance	0	\$0.0 0.0%		0	\$0.0 0.0%	
Vacancy/Absentee Coverage	0	(\$1.5) 141.6%	Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.	0	(\$1.5) 141.6%	Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.
Weather Emergencies	0	(\$2.0) 186.1%	Primarily due to Tropical Storm Sandy continued requirements, heavy rains and hot weather resulting in more Buses roadcalls.	0	(\$2.0) 186.1%	Primarily due to Tropical Storm Sandy continued requirements, heavy rains and hot weather resulting in more Buses roadcalls.
Safety/Security/Law Enforcement	0	\$0.1 -7.9%		0	\$0.1 -7.9%	
Other		\$0.4 (33.5%)		0	\$0.4 (33.5%)	
Subtotal	0	(\$1.1) 17.6%		0	(\$1.1) 17.6%	
	0	(\$5.1) 82.4%	Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses.	0	(\$5.1) 82.4%	Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated shuttle services support in buses.
<b>REIMBURSABLE OVERTIME</b>						
<b>TOTAL OVERTIME</b>	0	(\$6.1)		0	(\$6.1)	

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



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extra ordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i>
<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



## Staten Island Railway

### FINANCIAL AND RIDERSHIP REPORT

June 2013

(All data are preliminary and subject to audit)

In the month of June, **operating revenues** were \$0.6 million, less than \$0.1 million (7.5 percent) below the Mid-Year Forecast (forecast), due mostly to the unfavorable timing of advertising revenue and student fare reimbursements. Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

Total **ridership** in June 2013 was 348,496 riders, 0.7 percent (2,496 riders) below forecast. June 2013 average weekday ridership was 15,287 riders, 7.0 percent (1,148 riders) lower than June 2012. Average weekday ridership for the twelve months ending June 2013 was 15,336 riders, 5.8 percent (936 riders) lower than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than forecast in June by \$1.6 million (39.5 percent). Labor expenses underran by \$0.3 million (13.3 percent), mainly from the favorable timing of expenses and favorable accrual adjustments. Non-labor expenses were less than forecast by \$1.2 million (88.7 percent), due primarily to the timing of materials & supplies expenses and accrual adjustments, mostly impacting energy-related accounts. Again, year-to-date dollar variances versus forecast are the same as the month variances as actual results through May are included in the forecast.

Depreciation expenses were \$0.7 million (92.8 percent) favorable to the forecast, due to retroactive expense adjustments recognizing the retirements of some assets.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$0.1 million of accrued expenses in the month.

The **operating cash deficit** (excluding subsidies) in the month was \$2.8 million, \$0.3 million (9.1 percent) favorable to forecast.

Table 1

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
June 2013  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.460	0.473	0.013	2.8	-	-	-	-	0.460	0.473	0.013	2.8
Other Operating Revenue	0.192	0.130	(0.062)	(32.3)	-	-	-	-	0.192	0.130	(0.062)	(32.3)
Capital and Other Reimbursements	-	-	-	-	0.152	0.564	0.412	271.1	0.152	0.564	0.412	271.1
<b>Total Revenue</b>	<b>\$ 0.652</b>	<b>\$ 0.603</b>	<b>\$ (0.049)</b>	<b>(7.5)</b>	<b>\$ 0.152</b>	<b>\$ 0.564</b>	<b>\$ 0.412</b>	<b>271.1</b>	<b>\$ 0.804</b>	<b>\$ 1.167</b>	<b>\$ 0.363</b>	<b>45.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	1.354	1.314	0.040	3.0	0.009	(0.066)	0.075	833.3	1.363	1.248	0.115	8.4
Overtime	0.100	0.032	0.068	68.0	0.080	0.048	0.032	40.0	0.180	0.080	0.100	55.6
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.454</b>	<b>\$ 1.346</b>	<b>\$ 0.108</b>	<b>7.4</b>	<b>\$ 0.089</b>	<b>\$ (0.018)</b>	<b>\$ 0.107</b>	<b>120.2</b>	<b>\$ 1.543</b>	<b>\$ 1.328</b>	<b>\$ 0.215</b>	<b>13.9</b>
Health and Welfare	0.370	0.037	0.333	90.0	0.060	(0.092)	0.152	253.3	0.430	(0.055)	0.485	112.8
OPEB Current Portion	0.082	0.137	(0.055)	(67.1)	-	-	-	-	0.082	0.137	(0.055)	(67.1)
Pensions	0.512	0.718	(0.206)	(40.2)	0.001	(0.090)	0.091	9,100.0	0.513	0.628	(0.115)	(22.4)
Other Fringe Benefits	0.163	-	0.163	100.0	0.002	0.163	(0.161)	(8,050.0)	0.165	0.163	0.002	1.2
<b>Total Fringe Benefits</b>	<b>\$ 1.127</b>	<b>\$ 0.892</b>	<b>\$ 0.235</b>	<b>20.9</b>	<b>\$ 0.063</b>	<b>\$ (0.019)</b>	<b>\$ 0.082</b>	<b>130.2</b>	<b>\$ 1.190</b>	<b>\$ 0.873</b>	<b>\$ 0.317</b>	<b>26.6</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.581</b>	<b>\$ 2.238</b>	<b>\$ 0.343</b>	<b>13.3</b>	<b>\$ 0.152</b>	<b>\$ (0.037)</b>	<b>\$ 0.189</b>	<b>124.3</b>	<b>\$ 2.733</b>	<b>\$ 2.201</b>	<b>\$ 0.532</b>	<b>19.5</b>
<b>Non-Labor:</b>												
Electric Power	0.469	0.066	0.403	85.9	-	-	-	-	0.469	0.066	0.403	85.9
Fuel	0.034	(0.149)	0.183	538.2	-	-	-	-	0.034	(0.149)	0.183	538.2
Insurance	0.022	0.091	(0.069)	(313.6)	-	-	-	-	0.022	0.091	(0.069)	(313.6)
Claims	-	(0.068)	0.068	-	-	-	-	-	-	(0.068)	0.068	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.143	1.235	(1.092)	(763.6)	-	-	-	-	0.143	1.235	(1.092)	(763.6)
Professional Service Contracts	0.039	0.242	(0.203)	(520.5)	-	-	-	-	0.039	0.242	(0.203)	(520.5)
Materials & Supplies	0.668	(1.314)	1.982	296.7	-	0.601	(0.601)	-	0.668	(0.713)	1.381	206.7
Other Business Expenses	-	0.053	(0.053)	-	-	-	-	-	-	0.053	(0.053)	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.375</b>	<b>\$ 0.156</b>	<b>\$ 1.219</b>	<b>88.7</b>	<b>\$ -</b>	<b>\$ 0.601</b>	<b>\$ (0.601)</b>	<b>-</b>	<b>\$ 1.375</b>	<b>\$ 0.757</b>	<b>\$ 0.618</b>	<b>44.9</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.956</b>	<b>\$ 2.394</b>	<b>\$ 1.562</b>	<b>39.5</b>	<b>\$ 0.152</b>	<b>\$ 0.564</b>	<b>\$ (0.412)</b>	<b>(271.1)</b>	<b>\$ 4.108</b>	<b>\$ 2.958</b>	<b>\$ 1.150</b>	<b>28.0</b>
Depreciation	0.750	0.054	0.696	92.8	-	-	-	-	0.750	0.054	0.696	92.8
Other Post Employment Benefits	0.192	0.116	0.076	39.6	-	-	-	-	0.192	0.116	0.076	39.6
<b>Total Expenses</b>	<b>\$ 4.898</b>	<b>\$ 2.564</b>	<b>\$ 2.334</b>	<b>47.7</b>	<b>\$ 0.152</b>	<b>\$ 0.564</b>	<b>\$ (0.412)</b>	<b>(271.1)</b>	<b>\$ 5.050</b>	<b>\$ 3.128</b>	<b>\$ 1.922</b>	<b>38.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.246)</b>	<b>\$ (1.961)</b>	<b>\$ 2.285</b>	<b>53.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.246)</b>	<b>\$ (1.961)</b>	<b>\$ 2.285</b>	<b>53.8</b>

Table 2

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
June 2013 Year-to-Date  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	2.628	2.641	0.013	0.5	-	-	-	-	2.628	2.641	0.013	0.5
Other Operating Revenue	1.368	1.306	(0.062)	(4.5)	-	-	-	-	1.368	1.306	(0.062)	(4.5)
Capital and Other Reimbursements	-	-	-	-	0.759	1.171	0.412	54.3	0.759	1.171	0.412	54.3
<b>Total Revenue</b>	<b>\$ 3.996</b>	<b>\$ 3.947</b>	<b>\$ (0.049)</b>	<b>(1.2)</b>	<b>\$ 0.759</b>	<b>\$ 1.171</b>	<b>\$ 0.412</b>	<b>54.3</b>	<b>\$ 4.755</b>	<b>\$ 5.118</b>	<b>\$ 0.363</b>	<b>7.6</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	7.957	7.917	0.040	0.5	0.230	0.155	0.075	32.6	8.187	8.072	0.115	1.4
Overtime	1.350	1.282	0.068	5.0	0.226	0.194	0.032	14.2	1.576	1.476	0.100	6.3
<b>Total Salaries &amp; Wages</b>	<b>\$ 9.307</b>	<b>\$ 9.199</b>	<b>\$ 0.108</b>	<b>1.2</b>	<b>\$ 0.456</b>	<b>\$ 0.349</b>	<b>\$ 0.107</b>	<b>23.5</b>	<b>\$ 9.763</b>	<b>\$ 9.548</b>	<b>\$ 0.215</b>	<b>2.2</b>
Health and Welfare	1.815	1.482	0.333	18.3	0.152	-	0.152	100.0	1.967	1.482	0.485	24.7
OPEB Current Portion	0.341	0.396	(0.055)	(16.1)	-	-	-	-	0.341	0.396	(0.055)	(16.1)
Pensions	2.544	2.750	(0.206)	(8.1)	0.091	-	0.091	100.0	2.635	2.750	(0.115)	(4.4)
Other Fringe Benefits	0.673	0.510	0.163	24.2	0.060	0.221	(0.161)	(268.3)	0.733	0.731	0.002	0.3
<b>Total Fringe Benefits</b>	<b>\$ 5.373</b>	<b>\$ 5.138</b>	<b>\$ 0.235</b>	<b>4.4</b>	<b>\$ 0.303</b>	<b>\$ 0.221</b>	<b>\$ 0.082</b>	<b>27.1</b>	<b>\$ 5.676</b>	<b>\$ 5.359</b>	<b>\$ 0.317</b>	<b>5.6</b>
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 14.680</b>	<b>\$ 14.337</b>	<b>\$ 0.343</b>	<b>2.3</b>	<b>\$ 0.759</b>	<b>\$ 0.570</b>	<b>\$ 0.189</b>	<b>24.9</b>	<b>\$ 15.439</b>	<b>\$ 14.907</b>	<b>\$ 0.532</b>	<b>3.4</b>
<b>Non-Labor:</b>												
Electric Power	2.295	1.892	0.403	17.6	-	-	-	-	2.295	1.892	0.403	17.6
Fuel	0.183	-	0.183	100.0	-	-	-	-	0.183	-	0.183	100.0
Insurance	0.124	0.193	(0.069)	(55.6)	-	-	-	-	0.124	0.193	(0.069)	(55.6)
Claims	0.080	0.012	0.068	85.0	-	-	-	-	0.080	0.012	0.068	85.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.720	1.812	(1.092)	(151.7)	-	-	-	-	0.720	1.812	(1.092)	(151.7)
Professional Service Contracts	0.188	0.391	(0.203)	(108.0)	-	-	-	-	0.188	0.391	(0.203)	(108.0)
Materials & Supplies	2.487	0.505	1.982	79.7	-	0.601	(0.601)	-	2.487	1.106	1.381	55.5
Other Business Expenses	0.003	0.056	(0.053)	(1,766.7)	-	-	-	-	0.003	0.056	(0.053)	(1,766.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 6.080</b>	<b>\$ 4.861</b>	<b>\$ 1.219</b>	<b>20.0</b>	<b>\$ -</b>	<b>\$ 0.601</b>	<b>\$ (0.601)</b>	<b>-</b>	<b>\$ 6.080</b>	<b>\$ 5.462</b>	<b>\$ 0.618</b>	<b>10.2</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 20.760</b>	<b>\$ 19.198</b>	<b>\$ 1.562</b>	<b>7.5</b>	<b>\$ 0.759</b>	<b>\$ 1.171</b>	<b>\$ (0.412)</b>	<b>(54.3)</b>	<b>\$ 21.519</b>	<b>\$ 20.369</b>	<b>\$ 1.150</b>	<b>5.3</b>
Depreciation	4.500	3.804	0.696	15.5	-	-	-	-	4.500	3.804	0.696	15.5
Other Post Employment Benefits	1.147	1.071	0.076	6.6	-	-	-	-	1.147	1.071	0.076	6.6
<b>Total Expenses</b>	<b>\$ 26.407</b>	<b>\$ 24.073</b>	<b>\$ 2.334</b>	<b>8.8</b>	<b>\$ 0.759</b>	<b>\$ 1.171</b>	<b>\$ (0.412)</b>	<b>(54.3)</b>	<b>\$ 27.166</b>	<b>\$ 25.244</b>	<b>\$ 1.922</b>	<b>7.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (22.411)</b>	<b>\$ (20.126)</b>	<b>\$ 2.285</b>	<b>10.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (22.411)</b>	<b>\$ (20.126)</b>	<b>\$ 2.285</b>	<b>10.2</b>

Table 3

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
June 2013  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	Non Reimb.	(0.062)	(32.3)	Mostly due to the unfavorable timing of advertising revenue and student fare reimbursements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Overtime	Non Reimb.	0.068	68.0	Mainly the favorable timing of expenses			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.278	61.5	Largely year-to-date accrual adjustments			
Pension	Non Reimb.	(0.206)	(40.2)	Primarily the unfavorable timing of expenses			
Electric Power	Non Reimb.	0.403	85.9	Largely accrual adjustments			
Fuel	Non Reimb.	0.183	over 100.0	Mostly accrual adjustments			
Insurance	Non Reimb.	(0.069)	over (100.0)	Catch-up of expenses			
Maintenance Contracts	Non Reimb.	(1.092)	over (100.0)	Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies			
Professional Service Contracts	Non Reimb.	(0.203)	over (100.0)	Catch-up of expenses			
Materials & Supplies	Non-Reimb.	1.982	over 100.0	Mostly classification transfer of non-revenue vehicles to Maintenance Contracts and the favorable timing of expenses			
Capital and Other Reimbursements	Reimb.	0.412	over 100.0	Reimbursement provision for Capital Project expense requirements			
Payroll	Reimb.	0.075	over 100.0	Accrual adjustments			
Overtime	Reimb.	0.032	40.0	Timing of Contractor requirements			
Health and Welfare	Reimb.	0.152	over 100.0	Accrual adjustments			
Other Fringe Benefits	Reimb.	(0.161)	over (100.0)	Reflects mostly reimbursable overhead expense adjustments			
Materials & Supplies	Reimb.	(0.601)	n/a	Material requirements for Signals and St. George station projects			

Table 4

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH RECEIPTS and EXPENDITURES**  
**June 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.398	0.485	0.087	21.9	2.597	2.684	0.087	3.4
Other Operating Revenue	0.479	-	(0.479)	(100.0)	1.922	1.443	(0.479)	(24.9)
Capital and Other Reimbursements	0.220	-	(0.220)	(100.0)	0.996	0.776	(0.220)	(22.1)
<b>Total Receipts</b>	<b>\$ 1.097</b>	<b>\$ 0.485</b>	<b>\$ (0.612)</b>	<b>(55.8)</b>	<b>\$ 5.515</b>	<b>\$ 4.903</b>	<b>\$ (0.612)</b>	<b>(11.1)</b>
<b><u>Expenditures</u></b>								
<b>Labor:</b>								
Payroll	1.436	1.521	(0.085)	(5.9)	7.715	7.800	(0.085)	(1.1)
Overtime	0.177	0.264	(0.087)	(49.2)	1.427	1.514	(0.087)	(6.1)
Health and Welfare	0.465	0.283	0.182	39.1	1.754	1.572	0.182	10.4
OPEB Current Portion	0.088	0.001	0.087	98.9	0.300	0.213	0.087	29.0
Pensions	0.455	0.483	(0.028)	(6.2)	2.980	3.008	(0.028)	(0.9)
Other Fringe Benefits	0.201	-	0.201	100.0	0.517	0.316	0.201	38.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.822</b>	<b>\$ 2.552</b>	<b>\$ 0.270</b>	<b>9.6</b>	<b>\$ 14.693</b>	<b>\$ 14.423</b>	<b>\$ 0.270</b>	<b>1.8</b>
<b>Non-Labor:</b>								
Electric Power	0.451	0.571	(0.120)	(26.6)	2.403	2.523	(0.120)	(5.0)
Fuel	0.020	0.017	0.003	15.0	0.263	0.260	0.003	1.1
Insurance	0.034	0.001	0.033	97.1	0.062	0.029	0.033	53.2
Claims	0.009	-	0.009	100.0	0.026	0.017	0.009	34.6
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.201	0.024	0.177	88.1	0.777	0.600	0.177	22.8
Professional Service Contracts	0.058	0.010	0.048	82.8	0.293	0.245	0.048	16.4
Materials & Supplies	0.560	0.090	0.470	83.9	2.779	2.309	0.470	16.9
Other Business Expenditures	0.001	-	0.001	100.0	0.002	0.001	0.001	50.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.334</b>	<b>\$ 0.713</b>	<b>\$ 0.621</b>	<b>46.6</b>	<b>\$ 6.605</b>	<b>\$ 5.984</b>	<b>\$ 0.621</b>	<b>9.4</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>\$ 4.156</b>	<b>\$ 3.265</b>	<b>\$ 0.891</b>	<b>21.4</b>	<b>\$ 21.298</b>	<b>\$ 20.407</b>	<b>\$ 0.891</b>	<b>4.2</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.059)</b>	<b>\$ (2.780)</b>	<b>\$ 0.279</b>	<b>9.1</b>	<b>\$ (15.783)</b>	<b>\$ (15.504)</b>	<b>\$ 0.279</b>	<b>1.8</b>

Table 5

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS  
June 2013  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	0.087	21.9%	Favorable timing of cash receipts/settlements with NYCT			
Other Operating Revenue	(0.479)	(100.0%)	Unfavorable timing of fare reimbursements and advertising receipts			
Capital Reimbursements	(0.220)	(100.0%)	Mostly unfavorable timing of reimbursements			
Payroll	(0.085)	(5.9%)	Unfavorable timing of payments			
Overtime	(0.087)	(49.2%)	Unfavorable timing of payments			
Health and Welfare (including OPEB current payment)	0.269	48.6%	Favorable timing of payments			
Electric Power	(0.120)	(26.6%)	Unfavorable timing of payments			
Maintenance Contracts	0.177	88.1%	The favorable timing of payments			
Materials and Supplies	0.470	83.9%	The favorable timing of payments			

SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES

Table 6

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**June 2013**  
**(\$ in millions)**

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(0.062)	0.012	0.074	119.4	(0.031)	0.043	0.074	238.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.287	(0.130)	(0.417)	(145.3)	0.554	0.137	(0.417)	(75.3)
Capital and Other Reimbursements	0.068	(0.564)	(0.632)	(929.4)	0.237	(0.395)	(0.632)	(266.7)
<b>Total Receipts</b>	<b>\$0.293</b>	<b>(\$0.682)</b>	<b>(\$0.975)</b>	<b>(332.8)</b>	<b>\$0.760</b>	<b>(\$0.215)</b>	<b>(\$0.975)</b>	<b>(128.3)</b>
<b>Expenditures</b>								
Labor:								
Payroll	(0.073)	(0.273)	(0.200)	(274.0)	0.472	0.272	(0.200)	(42.4)
Overtime	0.003	(0.184)	(0.187)	(6,233.3)	0.149	(0.038)	(0.187)	(125.5)
Health and Welfare	(0.035)	(0.338)	(0.303)	(865.7)	0.213	(0.090)	(0.303)	(142.3)
OPEB Current Portion	(0.006)	0.136	0.142	2,366.7	0.041	0.183	0.142	346.3
Pensions	0.058	0.145	0.087	150.0	(0.345)	(0.258)	0.087	25.2
Other Fringe Benefits	(0.036)	0.163	0.199	552.8	0.216	0.415	0.199	92.1
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$0.089)</b>	<b>(\$0.351)</b>	<b>(\$0.262)</b>	<b>(294.4)</b>	<b>\$0.746</b>	<b>\$0.484</b>	<b>(\$0.262)</b>	<b>(35.1)</b>
Non-Labor:								
Electric Power	0.018	(0.505)	(0.523)	(2,905.6)	(0.108)	(0.631)	(0.523)	(484.3)
Fuel	0.014	(0.166)	(0.180)	(1,285.7)	(0.080)	(0.260)	(0.180)	(225.0)
Insurance	(0.012)	0.090	0.102	850.0	0.062	0.164	0.102	164.5
Claims	(0.009)	(0.068)	(0.059)	(655.6)	0.054	(0.005)	(0.059)	(109.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.058)	1.211	1.269	-	(0.057)	1.212	1.269	2,226.3
Professional Service Contracts	(0.019)	0.232	0.251	1,321.1	(0.105)	0.146	0.251	239.0
Materials & Supplies	0.108	(0.803)	(0.911)	(843.5)	(0.292)	(1.203)	(0.911)	(312.0)
Other Business Expenditures	(0.001)	0.053	0.054	-	0.001	0.055	0.054	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.041</b>	<b>\$0.044</b>	<b>\$0.003</b>	<b>-</b>	<b>(\$0.525)</b>	<b>(\$0.522)</b>	<b>\$0.003</b>	<b>-</b>
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>(\$0.048)</b>	<b>(\$0.307)</b>	<b>(\$0.259)</b>	<b>(539.6)</b>	<b>\$0.221</b>	<b>(\$0.038)</b>	<b>(\$0.259)</b>	<b>(117.2)</b>
Depreciation Adjustment	0.750	0.054	(0.696)	(92.8)	4.500	3.804	(0.696)	(15.5)
Other Post Employment Benefits	0.192	0.116	(0.076)	(39.6)	1.147	1.071	(0.076)	(6.6)
<b>Total Expenditures</b>	<b>\$0.894</b>	<b>(\$0.137)</b>	<b>(\$1.031)</b>	<b>(115.3)</b>	<b>\$5.868</b>	<b>\$4.837</b>	<b>(\$1.031)</b>	<b>(17.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.187</b>	<b>(\$0.819)</b>	<b>(\$2.006)</b>	<b>(169.0)</b>	<b>\$6.628</b>	<b>\$4.622</b>	<b>(\$2.006)</b>	<b>(30.3)</b>



**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2013 MID-YEAR FORECAST VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

<u>Month of June</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.346	0.348	0.002	0.7%	

<u>Year to Date</u>				
2.117	2.119	0.002	0.1%	

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2012 ACTUAL VERSUS 2013 PRELIMINARY ACTUAL  
(in millions)**

	Month of June				
			Variance		
	<u>2012</u>	<u>2013</u>	<u>Amount</u>	<u>Percent</u>	<u>Explanation</u>
Average Weekday	0.016	0.015	(0.001)	(7.0%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.009	(0.001)	(9.5%)	Residual ridership losses from Sandy
	12-Month Rolling Average				
Average Weekday	0.016	0.015	(0.001)	(5.8%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(12.9%)	Residual ridership losses from Sandy

Note: SIR ridership includes estimated non-turnstile student riders. Excludes Hurricane Irene and Sandy.

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
June 2013

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	14	17	(3)
General Office	8	8	0
Purchasing/Stores	6	6	0
<b>Total Administration</b>	<b>28</b>	<b>31</b>	<b>(3)</b>
<b>Operations</b>			
Transportation	91	97	(6)
<b>Total Operations</b>	<b>91</b>	<b>97</b>	<b>(6)</b>
<b>Maintenance</b>			
Mechanical	43	40	3
Electronics/Electrical	12	9	3
Power/Signals	26	27	(1)
Maintenance of Way	46	46	0
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>152</b>	<b>148</b>	<b>4</b>
<b>Total Positions</b>	<b>271</b>	<b>276</b>	<b>(5)</b>
Non-Reimbursable	268	273	(5)
Reimbursable	3	3	0
Total Full-Time	271	276	(5)
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
June 2013

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	12	16	(4)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>28</b>	<b>31</b>	<b>(3)</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	93	(10)	Timing of retirees/replacements
<b>Total Operations</b>	<b>91</b>	<b>97</b>	<b>(6)</b>	
<b>Maintenance</b>				
Managers/Supervisors	7	13	(6)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	142	133	9	
<b>Total Maintenance</b>	<b>152</b>	<b>148</b>	<b>4</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	28	30	(2)	
Professional, Technical, Clerical	18	20	(2)	
Operational Hourlies	225	226	(1)	
<b>Total Positions</b>	<b>271</b>	<b>276</b>	<b>(5)</b>	

**FINANCIAL AND RIDERSHIP REPORT****June 2013**

(All data are preliminary and subject to audit)

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

Operating revenue was \$17.9 million in June, less than \$0.1 million (0.1 percent) below forecast. Farebox revenue was \$0.2 million (1.1 percent) above forecast, due mostly to greater than forecasted ridership. Other operating revenue was \$0.2 million (10.1 percent) below forecast, due to lower senior fare reimbursements. Year-to-date, operating revenue was \$108.0 million, less than \$0.1 million (0.0 percent) below forecast.

Total ridership in June was 10.0 million riders, 0.9 percent (0.1 million riders) above forecast, and year-to-date, ridership was 62.8 million riders, 0.1 percent (0.1 million riders) above forecast. June average weekday ridership was 398,327 riders, an increase of 0.7 percent (2,704 riders) from June 2012. Average weekday ridership for the twelve months ending June 2013 was 405,795 riders, an increase of 1.9 percent (7,513 riders) from the twelve months ending June 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$44.3 million in June, \$1.3 million (2.8 percent) lower than forecast. Labor expenses overran forecast by \$0.6 million (2.0 percent), due to higher overtime expenses caused by residual Sandy requirements, shuttle service requirements in support of the Metro North derailment, the correction of defects identified in inspections, and adverse weather. Non-labor expenses were below forecast by \$1.9 million (14.4 percent), including lower fuel expenses of \$0.7 million (20.3 percent), and a net underrun in maintenance contracts/materials & supplies of \$0.8 million, due mostly to the favorable timing of expenses. Year-to-date, expenses were unfavorable by \$0.5 million (0.2 percent), including labor expenses, which were higher than forecast by \$1.3 million (0.6 percent), and non-labor expenses, which were under by \$0.9 million (1.3 percent). These variances resulted largely from the same factors affecting the month except for additional professional service contract expenses that adversely affected non-labor results.

Depreciation expenses year-to-date of \$24.7 million were \$1.3 million (5.4 percent) higher than forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$30.0 million of accrued expenses year-to-date, \$2.1 million (7.6 percent) higher than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$145.8 million, \$4.7 million (3.1 percent) below forecast.

TABLE 1

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 16,243	\$ 16,424	\$ 0.181	1.1	\$ -	\$ -	\$ -	-	\$ 16,243	\$ 16,424	\$ 0.181	1.1
Other Operating Income	1,665	1,497	(0.168)	(10.1)	-	-	-	-	1,665	1,497	(0.168)	(10.1)
Capital and Other Reimbursements	-	-	-	-	0.481	0.360	(0.121)	(25.2)	0.481	0.360	(0.121)	(25.2)
<b>Total Revenue</b>	<b>\$ 17,908</b>	<b>\$ 17,921</b>	<b>\$ 0.013</b>	<b>0.1</b>	<b>\$ 0.481</b>	<b>\$ 0.360</b>	<b>\$ (0.121)</b>	<b>(25.2)</b>	<b>\$ 18,389</b>	<b>\$ 18,281</b>	<b>\$ (0.108)</b>	<b>(0.6)</b>
<b>Labor:</b>												
Payroll	\$ 18,913	\$ 18,913	\$ -	0.0	\$ 0,241	\$ 0,241	\$ -	0.0	\$ 19,154	\$ 19,154	\$ -	0.0
Overtime	3,252	3,886	(0.634)	(19.5)	-	-	-	-	3,252	3,886	(0.634)	(19.5)
Health and Welfare	1,853	1,853	-	0.0	0,069	0,069	-	0.0	1,922	1,922	-	0.0
OPEB Current Payment	1,216	1,216	-	0.0	-	-	-	-	1,216	1,216	-	0.0
Pensions	3,934	3,934	-	0.0	0,034	0,034	-	0.0	3,968	3,968	-	0.0
Other Fringe Benefits	3,231	3,231	-	0.0	0,016	0,016	-	0.0	3,247	3,247	-	0.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 32,399</b>	<b>\$ 33,033</b>	<b>\$ (0.634)</b>	<b>(2.0)</b>	<b>\$ 0.360</b>	<b>\$ 0.360</b>	<b>\$ -</b>	<b>0.0</b>	<b>\$ 32,759</b>	<b>\$ 33,393</b>	<b>\$ (0.634)</b>	<b>(1.9)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0,074	\$ 0,139	\$ (0.065)	(87.8)	\$ -	\$ -	\$ -	-	\$ 0,074	\$ 0,139	\$ (0.065)	(87.8)
Fuel	3,517	2,805	0,712	20.3	-	-	-	-	3,517	2,805	0,712	20.3
Insurance	0,248	0,187	0,061	24.6	-	-	-	-	0,248	0,187	0,061	24.6
Claims	2,166	2,166	-	0.0	-	-	-	-	2,166	2,166	-	0.0
Maintenance and Other Operating Contracts	2,702	1,281	1,421	52.6	0,037	-	0,037	100.0	2,739	1,281	1,458	53.2
Professional Service Contracts	1,724	1,400	0,324	18.8	-	-	-	-	1,724	1,400	0,324	18.8
Materials & Supplies	2,318	2,904	(0.586)	(25.3)	0,084	-	0,084	100.0	2,402	2,904	(0.502)	(20.9)
Other Business Expense	0,369	0,348	0,023	6.2	-	-	-	-	0,369	0,348	0,023	6.2
<b>Total Non-Labor Expenses</b>	<b>\$ 13,119</b>	<b>\$ 11,228</b>	<b>\$ 1,890</b>	<b>14.4</b>	<b>\$ 0.121</b>	<b>\$ -</b>	<b>\$ 0.121</b>	<b>100.0</b>	<b>\$ 13,240</b>	<b>\$ 11,228</b>	<b>\$ 2,011</b>	<b>15.2</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 45,518</b>	<b>\$ 44,261</b>	<b>\$ 1,256</b>	<b>2.8</b>	<b>\$ 0.481</b>	<b>\$ 0.360</b>	<b>\$ 0.121</b>	<b>25.2</b>	<b>\$ 45,999</b>	<b>\$ 44,621</b>	<b>\$ 1,377</b>	<b>3.0</b>
Depreciation	\$ 3,520	\$ 4,127	(0.607)	(17.2)	-	-	-	-	3,520	4,127	(0.607)	(17.2)
OPEB Obligation	4,691	6,883	(2,192)	(46.7)	-	-	-	-	4,691	6,883	(2,192)	(46.7)
Environmental Remediation	-	0,003	(0.003)	-	-	-	-	-	-	0,003	(0.003)	-
<b>Total Expenses</b>	<b>\$ 53,729</b>	<b>\$ 55,274</b>	<b>\$ (1,546)</b>	<b>(2.9)</b>	<b>\$ 0.481</b>	<b>\$ 0.360</b>	<b>\$ 0.121</b>	<b>25.2</b>	<b>\$ 54,210</b>	<b>\$ 55,634</b>	<b>\$ (1,425)</b>	<b>(2.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (35,821)</b>	<b>\$ (37,353)</b>	<b>\$ (1,533)</b>	<b>(4.3)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (35,821)</b>	<b>\$ (37,353)</b>	<b>\$ (1,533)</b>	<b>(4.3)</b>

NOTE: Totals may not add due to rounding

TABLE 2

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 96.849	\$ 97.030	\$ 0.181	0.2	\$ -	\$ -	\$ -	-	\$ 96.849	\$ 97.030	\$ 0.181	0.2
Other Operating Income	11.095	10.927	(0.168)	(1.5)	-	-	-	-	11.095	10.927	(0.168)	(1.5)
Capital and Other Reimbursements	-	-	-	-	2.944	2.848	(0.096)	(3.3)	2.944	2.848	(0.096)	(3.3)
<b>Total Revenue</b>	<b>\$ 107.944</b>	<b>\$ 107.957</b>	<b>\$ 0.013</b>	<b>0.0</b>	<b>\$ 2.944</b>	<b>\$ 2.848</b>	<b>\$ (0.096)</b>	<b>(3.3)</b>	<b>\$ 110.888</b>	<b>\$ 110.805</b>	<b>\$ (0.083)</b>	<b>(0.1)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 115.788	\$ 115.788	\$ -	0.0	\$ 1.669	\$ 1.670	\$ (0.001)	(0.1)	\$ 117.457	\$ 117.458	\$ (0.001)	(0.0)
Overtime	21.660	22.989	(1.329)	(6.1)	-	-	-	-	21.660	22.989	(1.329)	(6.1)
Health and Welfare	20.564	20.564	-	0.0	0.450	0.450	-	0.0	21.014	21.014	-	0.0
OPEB Current Payment	7.296	7.296	-	0.0	-	-	-	-	7.296	7.296	-	0.0
Pensions	23.042	23.042	-	0.0	0.221	0.221	-	0.0	23.263	23.263	-	0.0
Other Fringe Benefits	18.243	18.243	-	0.0	0.313	0.313	-	0.0	18.556	18.556	-	0.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 206.593</b>	<b>\$ 207.922</b>	<b>\$ (1.329)</b>	<b>(0.6)</b>	<b>\$ 2.653</b>	<b>\$ 2.654</b>	<b>\$ (0.001)</b>	<b>(0.0)</b>	<b>\$ 209.246</b>	<b>\$ 210.576</b>	<b>\$ (1.330)</b>	<b>(0.6)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.717	\$ 0.782	\$ (0.065)	(9.1)	\$ -	\$ -	\$ -	-	\$ 0.717	\$ 0.782	\$ (0.065)	(9.1)
Fuel	17.967	17.255	0.712	4.0	-	-	-	-	17.967	17.255	0.712	4.0
Insurance	1.182	1.121	0.061	5.2	-	-	-	-	1.182	1.121	0.061	5.2
Claims	13.001	13.001	(0.000)	(0.0)	-	-	-	-	13.001	13.001	(0.000)	(0.0)
Maintenance and Other Operating Contracts	9.229	7.808	1.421	15.4	(0.002)	-	(0.002)	(100.0)	9.227	7.808	1.419	15.4
Professional Service Contracts	6.919	7.605	(0.686)	(9.9)	-	-	-	-	6.919	7.605	(0.686)	(9.9)
Materials & Supplies	15.620	16.207	(0.587)	(3.8)	0.293	0.194	0.099	33.8	15.913	16.401	(0.488)	(3.1)
Other Business Expense	1.997	1.974	0.023	1.2	-	-	-	-	1.997	1.974	0.023	1.2
<b>Total Non-Labor Expenses</b>	<b>\$ 66.633</b>	<b>\$ 65.754</b>	<b>\$ 0.879</b>	<b>1.3</b>	<b>\$ 0.291</b>	<b>\$ 0.194</b>	<b>\$ 0.097</b>	<b>33.3</b>	<b>\$ 66.924</b>	<b>\$ 65.948</b>	<b>\$ 0.976</b>	<b>1.5</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 273.226</b>	<b>\$ 273.676</b>	<b>\$ (0.450)</b>	<b>(0.2)</b>	<b>\$ 2.944</b>	<b>\$ 2.848</b>	<b>\$ 0.096</b>	<b>3.3</b>	<b>\$ 276.170</b>	<b>\$ 276.524</b>	<b>\$ (0.354)</b>	<b>(0.1)</b>
Depreciation	23.414	24.682	(1.268)	(5.4)	-	-	-	-	23.414	24.682	(1.268)	(5.4)
OPEB Obligation	27.854	29.973	(2.119)	(7.6)	-	-	-	-	27.854	29.973	(2.119)	(7.6)
Environmental Remediation	-	1.652	(1.652)	-	-	-	-	-	-	1.652	(1.652)	-
<b>Total Expenses</b>	<b>\$ 324.494</b>	<b>\$ 329.982</b>	<b>\$ (5.488)</b>	<b>(1.7)</b>	<b>\$ 2.944</b>	<b>\$ 2.848</b>	<b>\$ 0.096</b>	<b>3.3</b>	<b>\$ 327.438</b>	<b>\$ 332.830</b>	<b>\$ (5.392)</b>	<b>(1.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (216.550)</b>	<b>\$ (222.026)</b>	<b>\$ (5.475)</b>	<b>(2.5)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (216.550)</b>	<b>\$ (222.026)</b>	<b>\$ (5.475)</b>	<b>(2.5)</b>

NOTE: Totals may not add due to rounding.

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2013			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.181	1.1	Greater than anticipated ridership levels and higher average fares	\$ 0.181	0.2	Greater than anticipated ridership levels and higher average fares
Other Operating Revenue	NR	\$ (0.168)	(10.1)	Lower senior fare reimbursements.	\$ (0.168)	(1.5)	Lower senior fare reimbursements.
Capital and Other Reimbursements	R	\$ (0.121)	(25.2)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies	\$ (0.096)	(3.3)	Timing of reimbursement receipts as well as timing of funding allocation and vacancies
<b>Total Revenue Variance</b>		<b>\$ (0.108)</b>	<b>(0.6)</b>		<b>\$ (0.083)</b>	<b>(0.1)</b>	
Payroll	NR	\$ -	-	(a)	\$ -	-	(a)
Overtime	NR	\$ (0.634)	(19.5)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.	\$ (1.329)	(6.1)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.
Health and Welfare (including OPEB)	NR	\$ -	-	(a)	\$ -	-	(a)
Pension	NR	\$ -	-	(a)	\$ -	-	(a)
Other Fringe Benefits	NR	\$ -	-	(a)	\$ -	-	(a)
Electric Power	NR	\$ (0.065)	(87.8)	Higher than anticipated expenses	\$ (0.065)	(9.1)	Higher than anticipated expenses
Fuel	NR	\$ 0.712	20.3	Lower than anticipated expenses	\$ 0.712	4.0	Lower than anticipated expenses
Insurance	NR	\$ 0.061	24.6	(a)	\$ 0.061	5.2	(a)
Claims	NR	\$ -	-	(a)	\$ (0.000)	(0.0)	(a)
Maintenance and Other Operating Contracts	NR	\$ 1.421	52.6	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.	\$ 1.421	15.4	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.
Professional Service Contracts	NR	\$ 0.324	18.8	Lower than anticipated expenses	\$ (0.686)	(9.9)	Higher than anticipated expenses
Materials & Supplies	NR	\$ (0.586)	(25.3)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts	\$ (0.587)	(3.8)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts
Other Business Expense	NR	\$ 0.023	6.2	(a)	\$ 0.023	1.2	(a)
Depreciation	NR	\$ (0.607)	(17.2)	Non cash expense	\$ (1.268)	(5.4)	Non cash expense
Other Post Employment Benefits	NR	\$ (2.192)	(46.7)	Non cash expense	\$ (2.119)	(7.6)	Non cash expense
Environmental Remediation		\$ (0.003)	-	Non cash expense unbudgeted	\$ (1.652)	-	Non cash expense unbudgeted
Payroll	R	\$ -	-	(a)	\$ (0.001)	(0.1)	(a)
Health and Welfare	R	\$ -	-	(a)	\$ -	-	(a)
Pension	R	\$ -	-		\$ -	-	
Other Fringe Benefits	R	\$ -	-		\$ -	-	
Maintenance and Other Operating Contracts	R	\$ 0.037	*	(a)	\$ (0.002)	*	(a)
Materials & Supplies	R	\$ 0.084	*	(a)	\$ 0.099	*	(a)
<b>Total Expense Variance</b>		<b>\$ (1.425)</b>	<b>(2.6)</b>		<b>\$ (5.393)</b>	<b>(1.6)</b>	
<b>Net Variance</b>		<b>\$ (1.533)</b>	<b>(4.3)</b>		<b>\$ (5.475)</b>	<b>(2.5)</b>	

(a) - Variance less than 5%



**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	June 2013				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$ 16.133	\$ 15.342	\$ (0.791)	(4.9)	\$ 97.522	\$ 96.731	\$ (0.791)	(0.8)
Other Operating Revenue	1.505	3.931	2.426	*	9.084	11.510	2.426	26.7
Capital and Other Reimbursements	1.936	0.131	(1.805)	(93.2)	4.400	3.682	(0.718)	(16.3)
<b>Total Receipts</b>	<b>\$ 19.574</b>	<b>\$ 19.404</b>	<b>\$ (0.170)</b>	<b>(0.9)</b>	<b>\$ 111.005</b>	<b>\$ 111.922</b>	<b>\$ 0.917</b>	<b>0.8</b>
<b><u>Expenditures</u></b>								
<b><u>Labor:</u></b>								
Payroll	\$ 19.828	\$ 19.037	\$ 0.791	4.0	\$ 111.174	\$ 110.383	\$ 0.791	0.7
Overtime	3.024	3.886	(0.862)	(28.5)	22.127	23.411	(1.284)	(5.8)
Health and Welfare	9.000	8.845	0.155	1.7	15.180	15.025	0.155	1.0
OPEB Current Payment	3.825	1.216	2.609	68.2	3.825	1.216	2.609	68.2
Pensions	3.247	4.133	(0.886)	(27.3)	24.746	25.632	(0.886)	(3.6)
Other Fringe Benefits	5.741	3.174	2.567	44.7	22.005	19.438	2.567	11.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 44.665</b>	<b>\$ 40.291</b>	<b>\$ 4.374</b>	<b>9.8</b>	<b>\$ 199.056</b>	<b>\$ 195.105</b>	<b>\$ 3.952</b>	<b>2.0</b>
<b><u>Non-Labor:</u></b>								
Electric Power	\$ 0.092	\$ 1.301	\$ (1.209)	*	\$ 0.608	\$ 1.817	\$ (1.209)	*
Fuel	5.161	7.657	(2.496)	(48.4)	12.109	14.605	(2.496)	(20.6)
Insurance	0.059	-	0.059	100.0	0.748	0.689	0.059	7.9
Claims	2.484	0.531	1.953	78.6	13.673	11.720	1.953	14.3
Maintenance and Other Operating Contracts	3.874	3.330	0.544	14.0	10.613	10.069	0.544	5.1
Professional Service Contracts	2.241	1.296	0.945	42.2	6.021	5.076	0.945	15.7
Materials & Supplies	2.746	3.210	(0.464)	(16.9)	16.919	17.383	(0.464)	(2.7)
Other Business Expenses	0.617	0.144	0.473	76.7	1.753	1.280	0.473	27.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 17.274</b>	<b>\$ 17.469</b>	<b>\$ (0.195)</b>	<b>(1.1)</b>	<b>\$ 62.442</b>	<b>\$ 62.637</b>	<b>\$ (0.195)</b>	<b>(0.3)</b>
<b><u>Other Expenditure Adjustments:</u></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>\$ 61.939</b>	<b>\$ 57.760</b>	<b>\$ 4.179</b>	<b>6.7</b>	<b>\$ 261.499</b>	<b>\$ 257.742</b>	<b>\$ 3.757</b>	<b>1.4</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (42.365)</b>	<b>\$ (38.356)</b>	<b>\$ 4.009</b>	<b>9.5</b>	<b>\$ (150.494)</b>	<b>\$ (145.819)</b>	<b>\$ 4.674</b>	<b>3.1</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	June 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.791)	(4.9)	Timing of receipts	\$ (0.791)	(0.8)	Timing of receipts
Other Operating Revenue	2.426	*	Receipt of senior citizen fare reimbursements	2.426	26.7	Receipt of senior citizen fare reimbursements
Capital and Other Reimbursements	(1.805)	(93.2)	Timing of reimbursement receipts and vacancies	(0.718)	(16.3)	Timing of reimbursement receipts and vacancies
<b>Total Receipts</b>	<b>\$ (0.170)</b>	<b>(0.9)</b>		<b>\$ 0.917</b>	<b>0.8</b>	
Payroll	\$ 0.791	4.0	Vacancies and favorable other payroll expenses	\$ 0.791	0.7	Vacancies and favorable other payroll expenses
Overtime	(0.862)	(28.5)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.	(1.284)	(5.8)	Residual impact of Tropical Storm Sandy activities, shuttle services in support of Metro North derailment and accelerated completion of defects found on scheduled inspections. Also additional bus and facility maintenance costs due to heat wave in late May and June.
Health and Welfare (including OPEB)	2.764	21.6	Timing of payments	2.764	14.5	Timing of payments
Pension	(0.886)	(27.3)	Prior period payments	(0.886)	(3.6)	Prior period payments
Other Fringe Benefits GASB	2.567	44.7	Vacancies and timing of Workers' Compensation payments	2.567	11.7	Vacancies and timing of Workers' Compensation payments
Electric Power	(1.209)	*	Payments for prior periods	(1.209)	*	Payments for prior periods
Fuel	(2.496)	(48.4)	Payments for prior periods	(2.496)	(20.6)	Payments for prior periods
Insurance	0.059	100.0	(a)	0.059	7.9	(a)
Claims	1.953	78.6	Timing of payments	1.953	14.3	Timing of payments
Maintenance and Other Operating Contracts	0.544	14.0	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.	0.544	5.1	Mainly due to traction motors, and alternator units charged to Material & Supplies, partially offset by prior period expenses.
Professional Service Contracts	0.945	42.2	Timing of payments	0.945	15.7	Timing of payments
Materials & Supplies	(0.464)	(16.9)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts	(0.464)	(2.7)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts
Other Business Expenditure	0.473	76.7	Timing of payments	0.473	27.0	Timing of payments
<b>Total Expenditures</b>	<b>\$ 4.179</b>	<b>6.7</b>		<b>\$ 3.757</b>	<b>1.4</b>	
<b>Net Cash Variance</b>	<b>\$ 4.009</b>	<b>9.5</b>		<b>\$ 4.674</b>	<b>3.1</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	June 2013				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ (0.110)	\$ (1.082)	\$ (0.972)	*	\$ 0.673	\$ (0.299)	\$ (0.972)	*
Other Operating Revenue	(0.160)	2.434	2.594	*	(2.011)	0.583	2.594	*
Capital and Other Reimbursements	1.455	(0.229)	(1.684)	*	1.456	0.834	(0.622)	(42.7)
<b>Total Receipts</b>	<b>\$ 1.185</b>	<b>\$ 1.123</b>	<b>\$ (0.062)</b>	<b>(5.2)</b>	<b>\$ 0.117</b>	<b>\$ 1.118</b>	<b>\$ 1.000</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ (0.674)	\$ 0.117	\$ 0.791	*	\$ 6.284	\$ 7.076	\$ 0.792	12.6
Overtime	0.228	-	(0.228)	(100.0)	(0.467)	(0.422)	0.045	9.6
Health and Welfare	(7.078)	(6.923)	0.155	2.2	5.834	5.989	0.155	2.7
OPEB Current Payment	(2.609)	-	2.609	100.0	3.471	6.080	2.609	75.2
Pensions	0.721	(0.165)	(0.886)	*	(1.483)	(2.369)	(0.886)	(59.7)
Other Fringe Benefits	(2.494)	0.073	2.567	*	(3.449)	(0.882)	2.567	74.4
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ (11.906)</b>	<b>\$ (6.898)</b>	<b>\$ 5.008</b>	<b>42.1</b>	<b>\$ 10.190</b>	<b>\$ 15.471</b>	<b>\$ 5.282</b>	<b>51.8</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.018)	\$ (1.162)	\$ (1.180)	*	\$ 0.109	\$ (1.035)	\$ (1.144)	*
Fuel for Buses and Trains	(1.644)	(4.852)	(3.208)	*	5.858	2.650	(3.208)	(54.8)
Insurance	0.189	0.187	(0.002)	(1.1)	0.434	0.432	(0.002)	(0.5)
Claims	(0.318)	1.635	1.953	*	(0.672)	1.281	1.953	*
Maintenance and Other Operating Contracts	(1.135)	(2.049)	(0.914)	(80.5)	(1.386)	(2.261)	(0.875)	(63.1)
Professional Service Contracts	(0.517)	0.104	0.621	*	0.898	2.529	1.631	*
Materials & Supplies	(0.344)	(0.306)	0.038	11.0	(1.005)	(0.982)	0.024	2.3
Other Business Expenditures	(0.248)	0.202	0.450	*	0.245	0.695	0.450	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (4.034)</b>	<b>\$ (6.241)</b>	<b>\$ (2.242)</b>	<b>(55.6)</b>	<b>\$ 4.482</b>	<b>\$ 3.311</b>	<b>\$ (1.171)</b>	<b>(26.1)</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Gap Closing Expenditures:</b>								
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>								
	<b>\$ (15.940)</b>	<b>\$ (13.139)</b>	<b>\$ 2.766</b>	<b>17.3</b>	<b>\$ 14.672</b>	<b>\$ 18.782</b>	<b>\$ 4.110</b>	<b>28.0</b>
Depreciation Adjustment	3.520	4.127	0.607	17.2	23.414	24.682	1.267	5.4
Other Post Employment Benefits	4.691	6.883	2.192	46.7	27.854	29.973	2.119	7.6
Environmental Remediation	-	0.003	0.003	-	-	1.652	1.652	-
<b>Total Expenses/Expenditures</b>	<b>\$ (7.729)</b>	<b>\$ (2.126)</b>	<b>\$ 5.568</b>	<b>72.0</b>	<b>\$ 65.939</b>	<b>\$ 75.089</b>	<b>\$ 9.148</b>	<b>13.9</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ (6.544)</b>	<b>\$ (1.003)</b>	<b>\$ 5.506</b>	<b>84.1</b>	<b>\$ 66.057</b>	<b>\$ 76.206</b>	<b>\$ 10.148</b>	<b>15.4</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**Utilization**  
(In millions)

	June 2013			June 2013		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 16.243	\$ 16.424	\$ 0.181	\$ 96.849	\$ 97.030	\$ 0.181
<b>Total Farebox Revenue</b>	<b>\$ 16.243</b>	<b>\$ 16.424</b>	<b>\$ 0.181</b>	<b>\$ 96.849</b>	<b>\$ 97.030</b>	<b>\$ 0.181</b>
Other Revenue	\$ 1.665	\$ 1.497	\$ (0.168)	\$ 11.095	\$ 10.927	\$ (0.168)
Capital & Other	0.481	0.360	(0.121)	2.944	2.848	(0.096)
<b>Total Revenue</b>	<b>\$ 18.389</b>	<b>\$ 18.281</b>	<b>\$ (0.108)</b>	<b>\$ 110.888</b>	<b>\$ 110.805</b>	<b>\$ (0.083)</b>
<b><u>Ridership</u></b>						
Fixed Route	9.935	10.023	0.088	62.686	62.774	0.088
<b>Total Ridership</b>	<b>9.935</b>	<b>10.023</b>	<b>0.088</b>	<b>62.686</b>	<b>62.774</b>	<b>0.088</b>

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS**  
**JUNE 2013**

FUNCTION/DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	13	1	
Technology & Information Services	16	17	(1)	
Material	18	15	3	
Controller	15	21	(6)	
Office of the President	6	6	-	
System Safety Administration	5	2	3	
Law	24	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	10	9	1	
Non-Departmental	52	-	52	
<b>Total Administration</b>	<b>176</b>	<b>121</b>	<b>55</b>	Timing of Training
<b>Operations</b>				
Buses	2,139	2,178	(39)	
Office of the Executive VP	1	1	-	
Safety & Training	18	64	(46)	
Road Operations	116	114	2	
Transportation Support	20	20	-	
Operations Planning	32	28	4	
Revenue Control	21	21	-	
<b>Total Operations</b>	<b>2,347</b>	<b>2,426</b>	<b>(79)</b>	Students in Training
<b>Maintenance</b>				
Buses	747	725	22	
Maintenance Support/CMF	166	164	2	
Facilities	72	43	29	
Supply Logistics	90	83	7	Vacancies Replaced by MOU
<b>Total Maintenance</b>	<b>1,075</b>	<b>1,015</b>	<b>60</b>	
Capital Program Management	37	31	6	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
Security	16	15	1	
<b>Total Public Safety</b>	<b>16</b>	<b>15</b>	<b>1</b>	
<b>Total Positions</b>	<b>3,651</b>	<b>3,608</b>	<b>44</b>	
Non-Reimbursable	3,587	3,552	36	
Reimbursable	64	56	8	
<b>Total Full-Time</b>	<b>3,636</b>	<b>3,591</b>	<b>46</b>	
Total Full-Time Equivalents	15	17	(2)	

MTA BUS COMPANY  
JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST  
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION  
JUNE 2013

FUNCTION/OCCUPATIONAL GROUP	Mid Year Forecast	Actual	Favorable (Unfavorable) Vari- ance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	56	46	10	
Professional, Technical, Clerical	70	75	(5)	
Operational Hourlies	50	-	50	
<b>Total Administration</b>	<b>176</b>	<b>121</b>	<b>55</b>	Timing of Training Requirements
<b>Operations</b>				
Managers/Supervisors	296	295	1	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,000	2,077	(77)	
<b>Total Operations</b>	<b>2,347</b>	<b>2,426</b>	<b>(79)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	202	191	11	
Professional, Technical, Clerical	16	16	-	
Operational Hourlies	857	808	49	
<b>Total Maintenance</b>	<b>1,075</b>	<b>1,015</b>	<b>60</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	17	4	
Professional, Technical, Clerical	16	14	2	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
<b>Public Safety</b>				
Managers/Supervisors	12	8	4	
Professional, Technical, Clerical	4	5	(1)	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>16</b>	<b>15</b>	<b>1</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	587	557	30	
Professional, Technical, Clerical	157	164	(7)	
Operational Hourlies	2,907	2,887	21	
<b>Total Baseline Positions</b>	<b>3,651</b>	<b>3,608</b>	<b>44</b>	

**MTA Bus Company**  
**2013 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	48,225	\$2.0	41,792	\$1.8	6,433 13.3%	\$0.3 13.3%	295,141	\$12.4	256,605	\$10.6	38,536 13.1%	\$1.8 14.5%
<u>Unscheduled Service</u>	3,884	\$0.2	6,837	\$0.3	(2,953) -76.0%	(0.1) -66.3%	24,190	\$1.1	31,334	\$1.3	(7,144) -29.5%	(0.2) -20.9%
<u>Programmatic/Routine Maintenance</u>	9,169	\$0.4	17,253	\$0.8	(8,084) -88.2%	(0.4) -94.8%	85,481	\$3.7	113,943	\$4.9	(28,462) -33.3%	(1.2) -34.0%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	13,879	\$0.6	18,673	\$0.8	(4,794) -34.5%	(0.2) -27.3%	74,889	\$3.4	100,742	\$4.2	(25,853) -34.5%	(0.8) -23.6%
<u>Weather Emergencies</u>	105	\$0.0	6,223	\$0.3	(6,117) *	(0.2) *	19,813	\$0.9	38,128	\$1.7	(18,315) *	(0.8) *
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	59	\$0.0	165 73.8%	0.0 77.1%	1,265	\$0.1	305	\$0.0	960 75.9%	0.0 78.7%
<u>Other</u>	312	\$0.0	800	\$0.0	(488) *	(0.0) *	1,885	\$0.2	5,748	\$0.3	(3,863) *	(0.1) *
Subtotal	75,798	\$3.3	91,636	\$3.9	(15,838) -20.9%	(\$0.6) -19.5%	502,665	\$21.7	546,806	\$23.0	(44,141) -8.8%	(\$1.3) -6.1%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>75,798</b>	<b>\$3.3</b>	<b>91,636</b>	<b>\$3.9</b>	<b>(15,838)</b> -20.9%	<b>(\$0.6)</b> -19.5%	<b>502,665</b>	<b>\$21.7</b>	<b>546,806</b>	<b>\$23.0</b>	<b>(44,141)</b> -8.8%	<b>(\$1.3)</b> -6.1%

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  
2013 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	6,433	\$0.3	Conversion of Extras into Regular runs, resulting in an increase in regular pay and decrease in scheduled overtime.	38,536	\$1.8	Conversion of Extras into Regular runs, resulting in an increase in regular pay and decrease in scheduled overtime.
	13.3%	13.3%		13.1%	14.5%	
Unscheduled Service	(2,953)	(\$0.1)	Metro North Derailment Shuttle service support	(7,144)	(\$0.2)	Metro North Derailment Shuttle service support
	-76.0%	-66.3%		-29.5%	-20.9%	
Programmatic/Routine Maintenance	(8,084)	(\$0.4)	Maintenance work for accelerated completion of defects found on scheduled inspections.	(28,462)	(\$1.2)	Maintenance work for accelerated completion of defects found on scheduled inspections.
	-88.2%	-94.8%		-33.3%	-34.0%	
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(4,794)	(\$0.2)	Vacancy and Absentee Coverage for Supervisors	(25,653)	(\$0.8)	Vacancy and Absentee Coverage for Supervisors
	-34.5%	-27.3%		-34.5%	-23.6%	
Weather Emergencies	(6,117)	(\$0.2)	Residual effect of Tropical Storm Sandy.	(18,315)	(\$0.8)	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
	*	*		*	*	
Safety/Security/Law Enforcement	165	\$0.0		960	\$0.0	
	73.8%	77.1%		75.9%	78.7%	
Other	(488)	(\$0.0)		(3,863)	(\$0.1)	
	*	*		*	*	
Subtotal	(15,838)	(\$0.6)		(44,141)	(\$1.3)	
	-20.9%	-19.5%		-8.8%	-6.1%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(15,838)</b>	<b>(\$0.6)</b>		<b>(44,141)</b>	<b>(\$1.3)</b>	





## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through July 31, New York City Transit's performance against its 2013 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$47.3	\$55.0	116
Design Completions	80.6	53.5	66
Awards	2,106.5	1,216.9	58
Substantial Completions	1,278.0	816.3	64
Closeouts	3,980.9	1,192.1	30

During July, NYCT awarded projects totaling \$121.7 million including:

- replacement of eleven existing hydraulic elevators at various locations;
- construction of a new station at Arthur Kill Road on the Staten Island Railway;
- four track and switch reconstruction projects at various locations;
- replacement of selected traction power cables at the Central Substation in Manhattan; and
- replacement of two escalators at the Roosevelt Avenue/74th Street Station Complex on the IND Queens Boulevard Line in Queens.

During the same period, NYCT substantially completed two mainline track reconstruction projects totaling \$20.2 million.

Also during July, NYCT started eight design projects for \$3.9 million, completed twelve designs for \$18.8 million, and closed out three projects for \$10.4 million.

Capital Program Status  
September 2013  
(July 2013)

During July, NYCT awarded projects totaling \$121.7 million, including the \$24.1 million replacement of eleven existing hydraulic elevators which have reached the end of their useful life. The project scope includes replacement of all elevator cabs and equipment within the cabs, shaftways, pits, and machinery rooms. The locations include two elevators at Pelham Bay Park Station on the IRT Pelham Line, two at Simpson Street Station on the IRT White Plains Road Line, one at 34th Street on the IND 6th Avenue Line, one at Lexington Avenue on the IND 63rd Street Line, three at 21st Street Queensbridge Station on the IND 63rd Street Line, and two at the Van Wyck Station on the IND Archer Avenue Line.

NYCT awarded a \$22.7 million project to construct a new ADA compliant station at Arthur Kill Road on the Staten Island Railway. The project scope includes the demolition of the adjacent Atlantic and Nassau Stations, and the construction of a new station which includes two side platforms with railings, canopies, windscreens, lighting, security cameras, communications, a pedestrian entrance, and an enclosed pedestrian overpass accessed by ramps and stairs. Each side of the station will have sidewalk and drop-off/pick-up parking areas. Additionally, a parcel of MTA-owned land across the street from the new station will be developed into a 150-car parking lot with the potential to expand in the future.

NYCT committed \$20.7 million for three projects as part of the 2013 Track and Switch Reconstruction Program and one project under the 2012 Program. The work will be performed at various locations throughout the subway system, replacing components that have reached the end of their useful life.

July awards included a \$12.3 million project to NYCT in-house forces to replace selected traction power cables that connect the Central Substation in Manhattan to the subway lines. This is the first phase of the full modernization of the Central Substation.

NYCT also awarded a \$9.9 million project to replace two escalators at the Roosevelt Avenue/74th Street Station Complex on the IND Queens Boulevard Line in Queens. The project scope includes replacement of all escalator equipment, expansion of the escalator machine room, rehabilitation of the existing escalator pit, and a smoke detection system at the escalator landings.

During July, NYCT substantially completed two projects totaling \$20.2 million as part of the 2013 Track and Switch Reconstruction Program.

Also during July, NYCT started eight design projects for \$3.9 million, completed twelve designs for \$18.8 million, and closed out three projects for \$10.4 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 July.

**Projects Closed During July 2013**  
(\$ in millions)

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Purchase 15 Ramp-based CNG Prototype Paratransit Vehicles	\$0.9	\$0.9	09/12	10
Mainline Track Replacement 2012 at Eastern Pkwy	\$2.2	\$2.5	07/13	0
AFC Replacement, Phase 1: Station Controllers	\$7.6	\$6.9	07/13	0

The closeout date of the purchase of 15 Ramp-based Compressed Natural Gas (CNG) prototype Paratransit vehicles was delayed 11 months in order to complete technical review of the test fleet.

**Status of Fan Plants and Fans**  
(as of July 31, 2013)

<b><u>Fan Plants</u></b>	<b><u>July '12</u></b>	<b><u>July '13</u></b>	<b><u>More/(Less)</u></b>
All	190	189	(1)
Operable	181	181	0
Inoperable	9	8	1
Reduced Capacity	0	0	0

<b><u>Fan Units</u></b>	<b><u>July '12</u></b>	<b><u>July '13</u></b>	<b><u>More/(Less)</u></b>
All	402	400	(2)
Operable	387	380	(7)
Inoperable	15	20	5
Reduced Capacity	0	0	0

**Inoperable Fan Plants and Fans**  
(as of July 31, 2013)

<b><u>Jurisdiction</u></b>	<b><u>Fan Plants</u></b>	<b><u>Fan Units</u></b>
Capital Program Management	0	0
MOW / Hydraulics	7	16
Warranty Work, Test Section Repair or MTA-CC	1	4
<b>Total</b>	<b>8</b>	<b>20</b>

**CAPITAL PROJECT MILESTONE SUMMARY**  
**2013**  
**(THROUGH JULY 31, 2013)**

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

**July**

Design Starts	\$6.1	3	\$3.9	8	64.1	266.7
Design Completions	22.9	10	18.8	12	82.0	120.0
Construction Awards	141.0	14	121.7	20	86.3	142.9
Substantial Completions	72.8	7	20.2	2	27.7	28.6
Closeouts	525.8	22	10.4	3	2.0	13.6

**2013 Year-To-Date**

Design Starts	\$47.3	42	\$55.0	53	116.2	126.2
Design Completions	80.6	61	53.5	41	66.4	67.2
Construction Awards	2,106.5	98	1,216.9	90	57.8	91.8
Substantial Completions	1,278.0	83	816.3	46	63.9	55.4
Closeouts	3,980.9	139	1,192.1	69	29.9	49.6

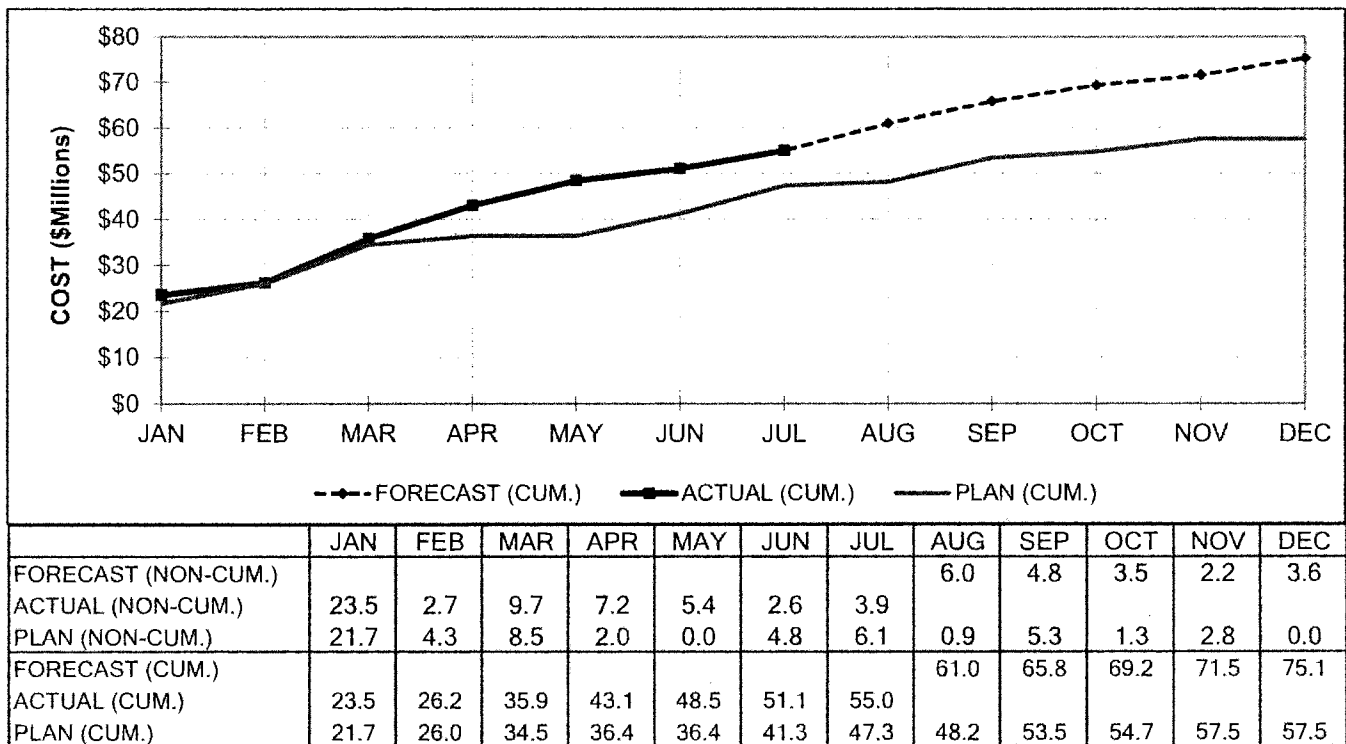
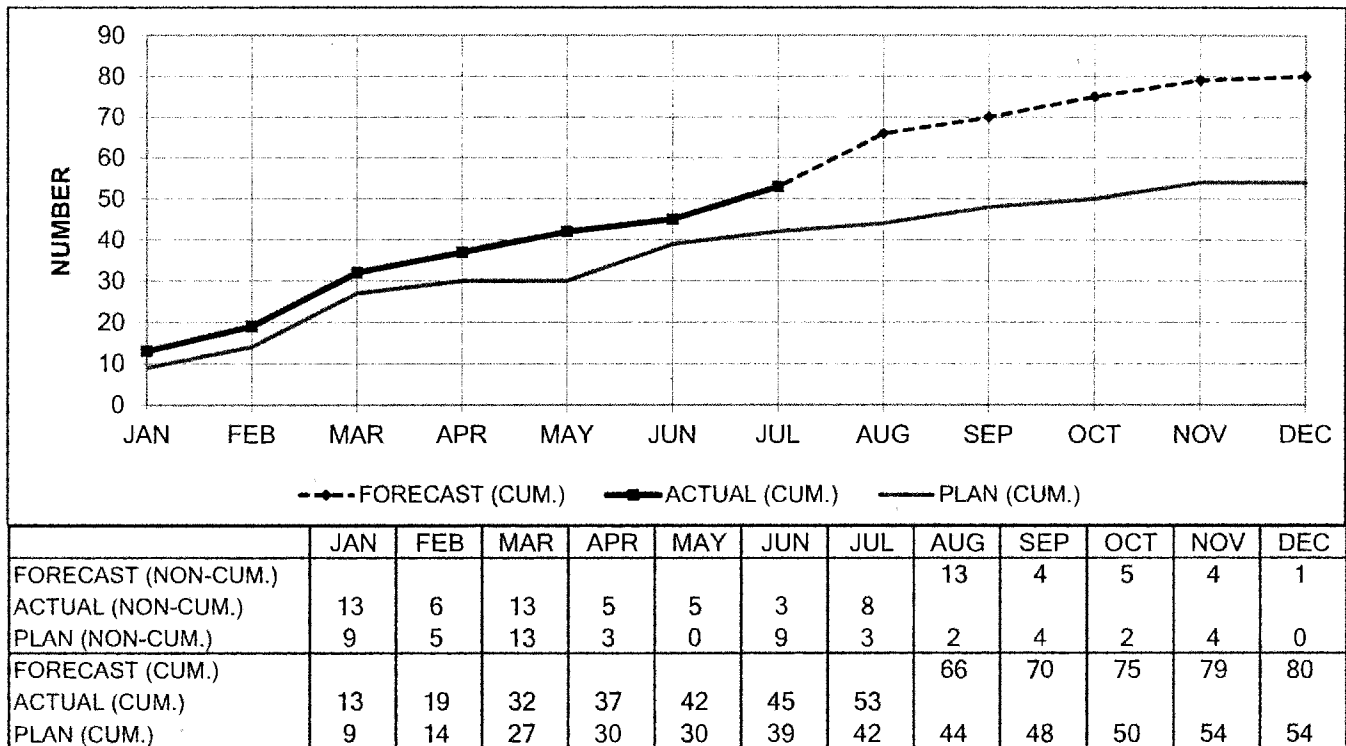
**2013 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$57.5	54	\$75.1	80	130.5	148.1
Design Completions	118.5	98	127.7	108	107.8	110.2
Construction Awards	2,511.2	119	2,436.7	137	97.0	115.1
Substantial Completions	2,046.0	152	1,901.8	141	93.0	92.8
Closeouts	8,630.4	200	8,551.3	192	99.1	96.0

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

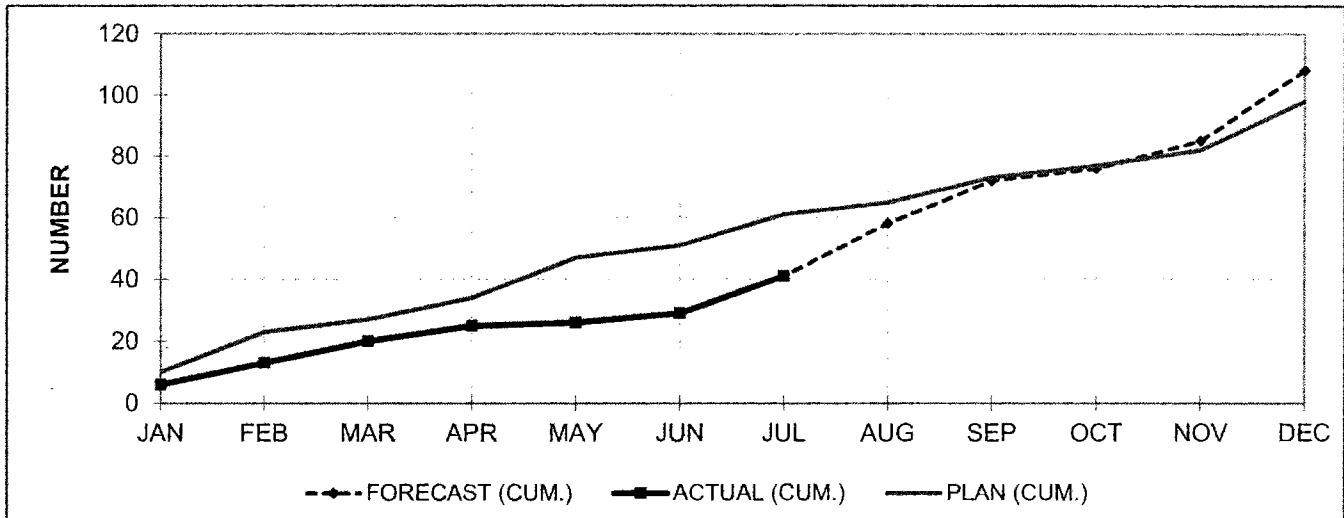
## 2013 Design Starts Charts

As of July 2013

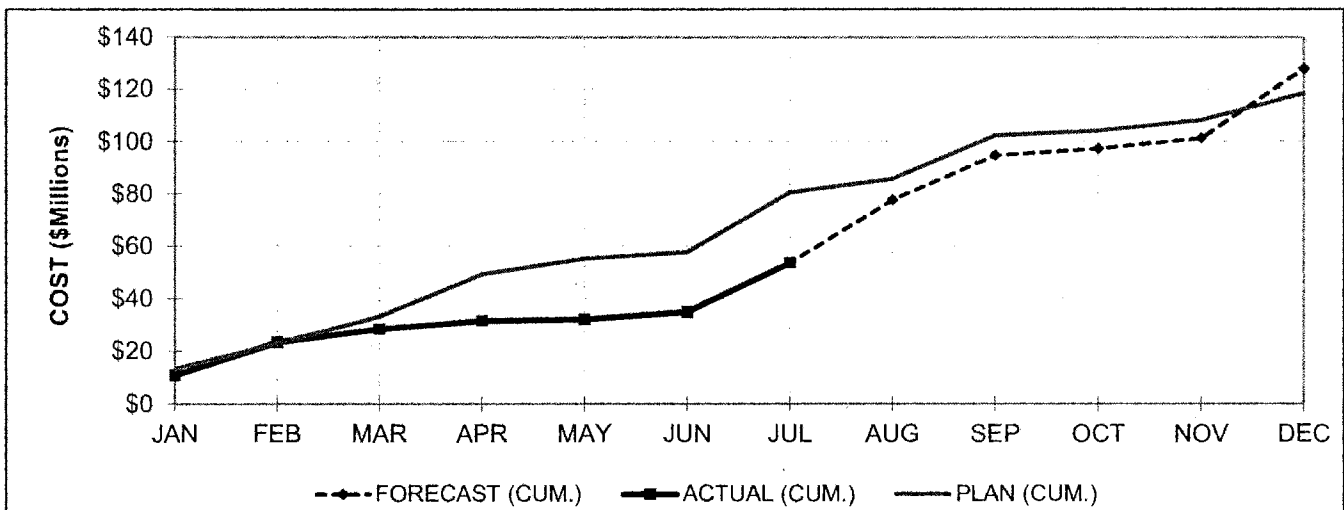


## 2013 Design Completions Charts

As of July 2013



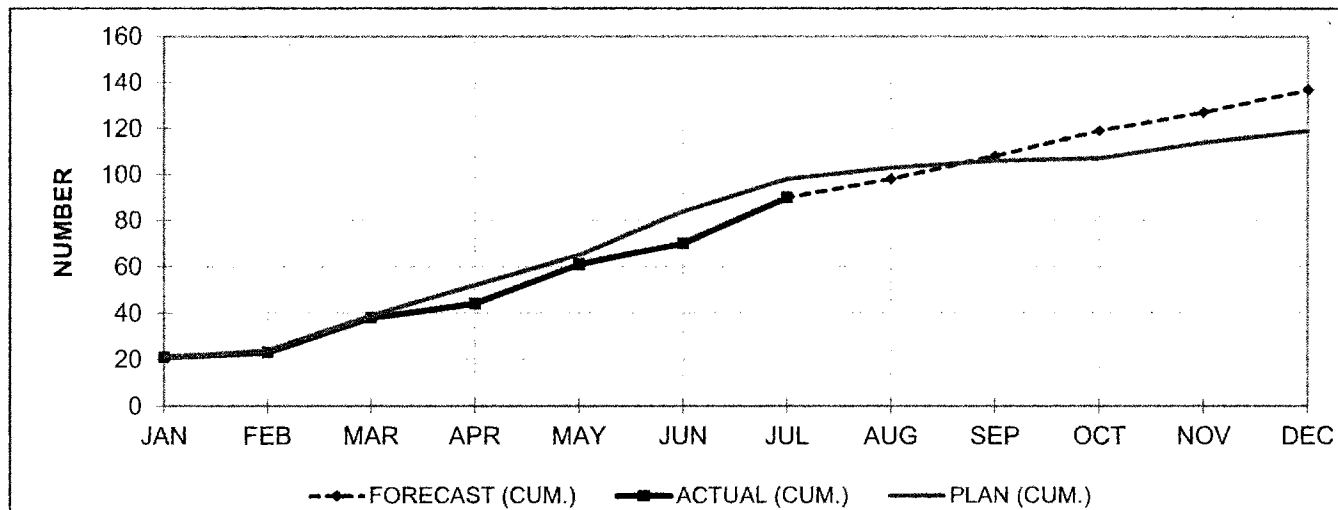
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								17	14	4	9	23
ACTUAL (NON-CUM.)	6	7	7	5	1	3	12					
PLAN (NON-CUM.)	10	13	4	7	13	4	10	4	8	4	5	16
FORECAST (CUM.)								58	72	76	85	108
ACTUAL (CUM.)	6	13	20	25	26	29	41					
PLAN (CUM.)	10	23	27	34	47	51	61	65	73	77	82	98



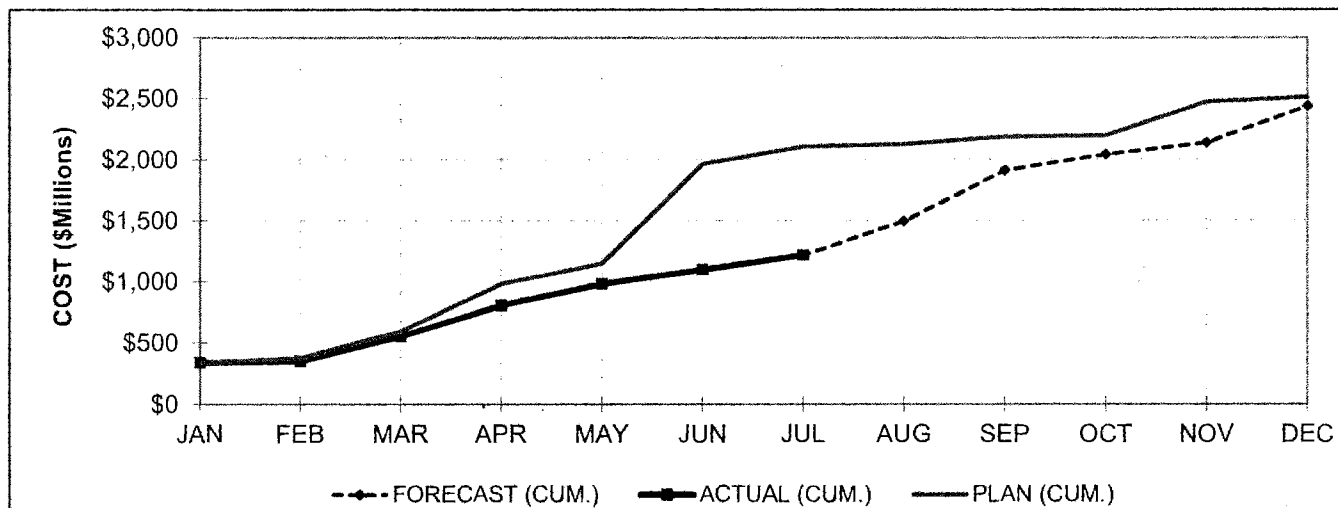
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								24.1	17.2	2.5	4.0	26.5
ACTUAL (NON-CUM.)	10.8	12.5	5.0	3.1	0.6	2.8	18.8					
PLAN (NON-CUM.)	13.3	9.8	10.1	16.1	6.0	2.5	22.9	5.2	16.6	1.7	4.1	10.2
FORECAST (CUM.)								77.6	94.8	97.3	101.3	127.7
ACTUAL (CUM.)	10.8	23.3	28.3	31.4	32.0	34.8	53.5					
PLAN (CUM.)	13.3	23.0	33.1	49.2	55.2	57.7	80.6	85.7	102.4	104.1	108.2	118.5

## 2013 Awards Charts

As of July 2013



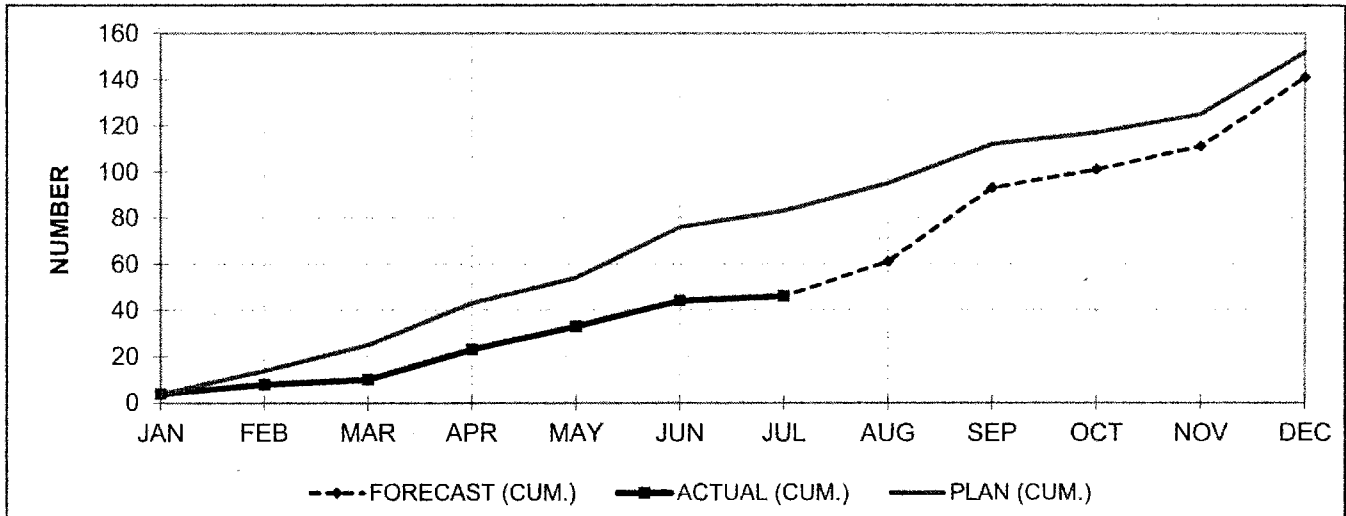
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								8	10	11	8	10
ACTUAL (NON-CUM.)	21	2	15	6	17	9	20	5	3	1	7	5
PLAN (NON-CUM.)	21	3	15	13	13	19	14	5	3	1	7	5
FORECAST (CUM.)								98	108	119	127	137
ACTUAL (CUM.)	21	23	38	44	61	70	90	103	106	107	114	119
PLAN (CUM.)	21	24	39	52	65	84	98	103	106	107	114	119



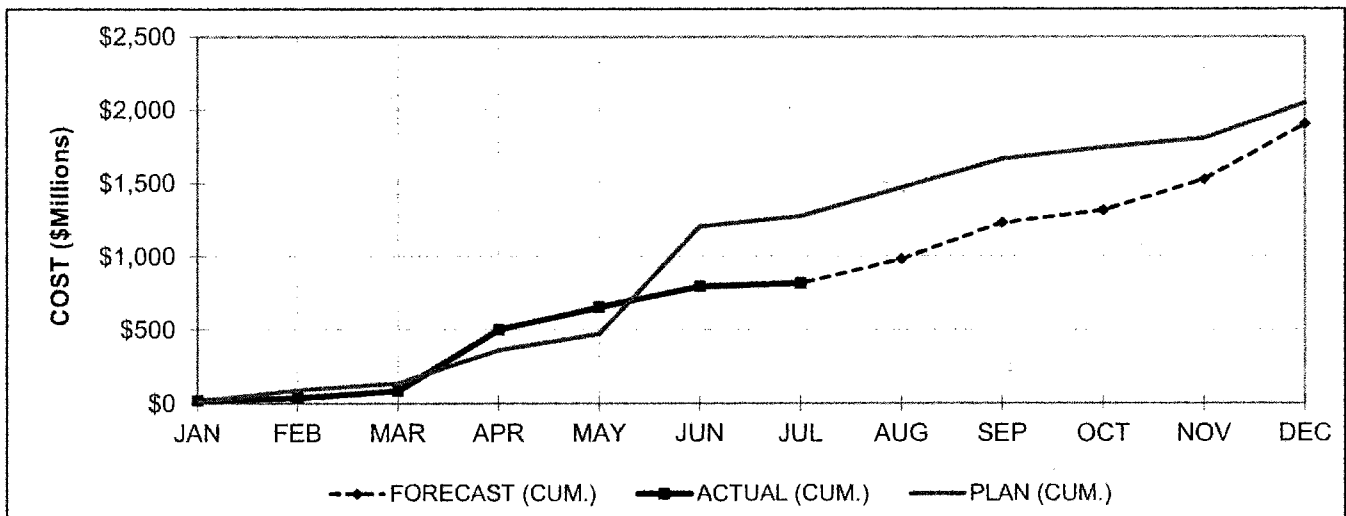
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								279.5	418.5	128.7	95.7	297.5
ACTUAL (NON-CUM.)	339.0	12.8	200.4	252.4	179.4	111.3	121.7	23.3	57.1	11.8	273.7	38.9
PLAN (NON-CUM.)	338.7	40.1	215.9	388.2	164.5	818.1	141.0	23.3	57.1	11.8	273.7	38.9
FORECAST (CUM.)								1,496.5	1,914.9	2,043.6	2,139.3	2,436.8
ACTUAL (CUM.)	339.0	351.8	552.2	804.6	984.0	1,095.3	1,216.9	2,129.8	2,186.9	2,198.6	2,472.4	2,511.2
PLAN (CUM.)	338.7	378.9	594.7	982.9	1,147.4	1,965.5	2,106.5	2,129.8	2,186.9	2,198.6	2,472.4	2,511.2

## 2013 Substantial Completions Charts

As of July 2013



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								15	32	8	10	30
ACTUAL (NON-CUM.)	4	4	2	13	10	11	2	12	17	5	8	27
PLAN (NON-CUM.)	4	10	11	18	11	22	7	12	17	5	8	27
FORECAST (CUM.)								61	93	101	111	141
ACTUAL (CUM.)	4	8	10	23	33	44	46	95	112	117	125	152
PLAN (CUM.)	4	14	25	43	54	76	83	95	112	117	125	152

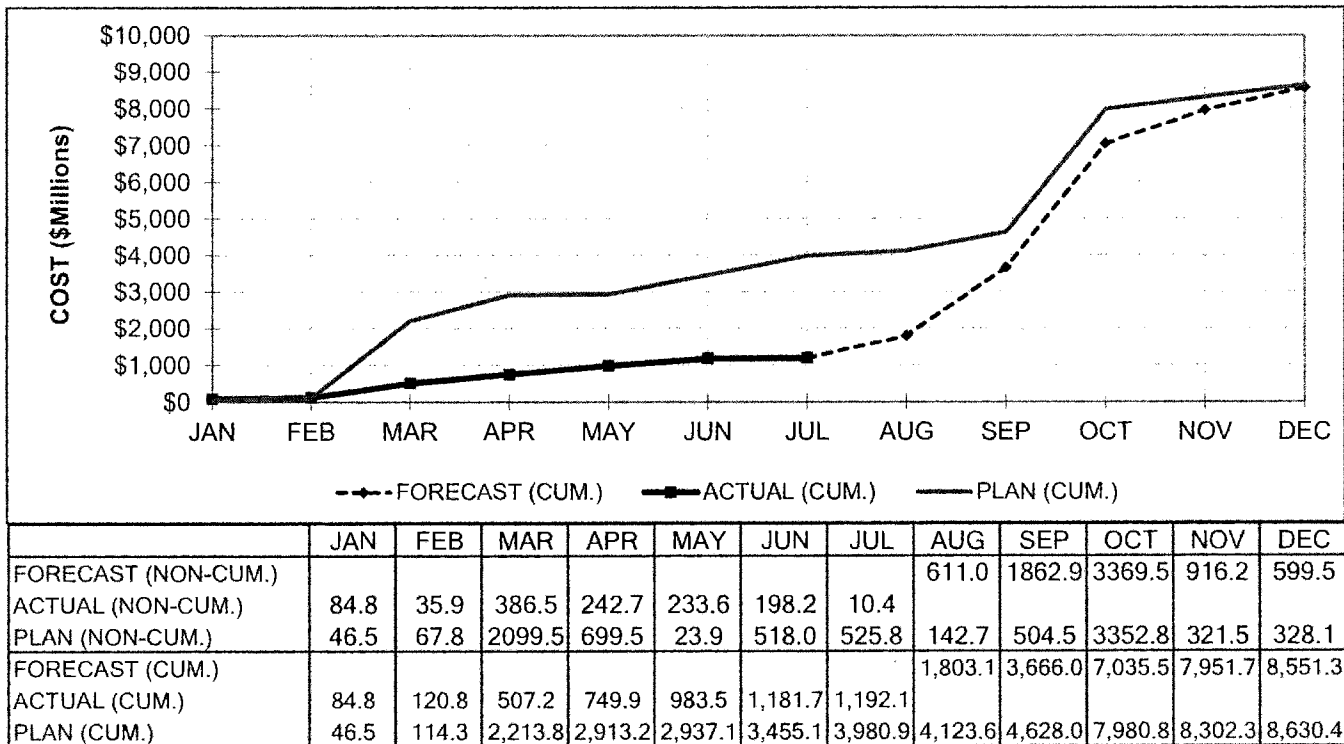
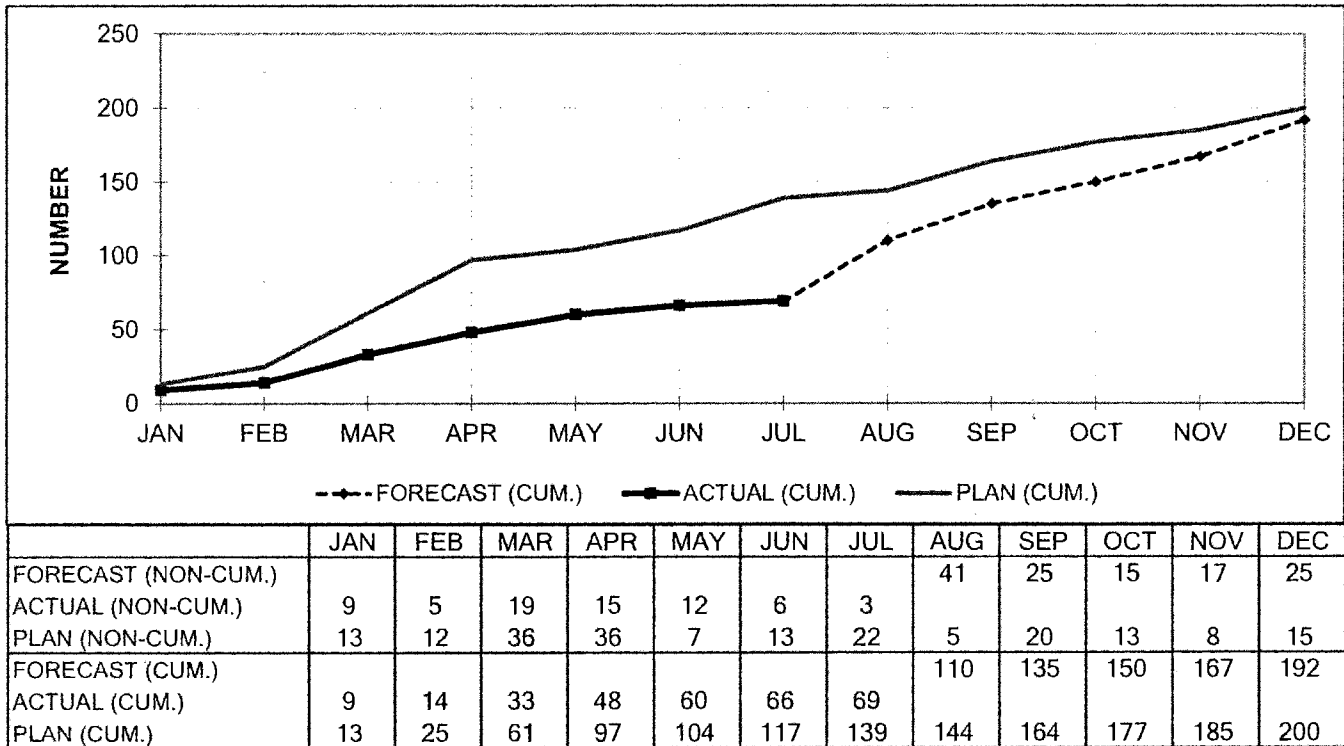


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								165.1	249.9	83.4	209.8	377.4
ACTUAL (NON-CUM.)	19.9	16.7	48.1	415.8	154.9	140.8	20.2	192.2	194.5	78.8	63.2	239.2
PLAN (NON-CUM.)	16.1	75.2	46.6	221.4	112.6	733.4	72.8	192.2	194.5	78.8	63.2	239.2
FORECAST (CUM.)								981.4	1,231.3	1,314.7	1,524.4	1,901.8
ACTUAL (CUM.)	19.9	36.6	84.7	500.4	655.3	796.1	816.3	1,470.3	1,664.7	1,743.5	1,806.8	2,046.0
PLAN (CUM.)	16.1	91.3	137.9	359.3	471.9	1,205.3	1,278.0	1,470.3	1,664.7	1,743.5	1,806.8	2,046.0



## 2013 Closeouts Charts

As of July 2013



**MTA New York City Transit  
INVENTORY REPORT  
Second Quarter 2013**

**I. Actual Inventory Activity**

Total inventory at the end of the second quarter was \$302.3M, \$21.8M higher than the beginning balance of \$280.5M. During the second quarter, total inventory increased by \$9.0M.

Second quarter details by department:

- Buses – built up \$1.9M. Year-to-date inventory impact was \$5.8M in buildup (receipts exceeding issues).
- Car Equipment – built up \$2.2M. Year-to-date inventory impact was \$8.9M in buildup.
- M of W (Maintenance of Way) – built up \$5.1M. Year-to-date inventory impact was \$9.4M in buildup.
- Other – drew down \$0.7M. Year-to-date inventory impact was \$1.9M in drawdown (receipts less than issues).

Year-to-date, total inventory increased by \$21.8M, with a buildup of \$22.3M. Approximately \$8.0M of the buildup was due to the receipt of material required for Superstorm Sandy related repair work.

Total adjustments included:

- an increase of \$0.6M in deliveries of new capital spare parts for the R156 train
- a decrease of \$1.4M due to the removal of excess/obsolete material

**II. Year-to-date Actuals: Current Year vs. Last Year**

Total inventory increased by \$21.8M this year, with receipts exceeding issues by \$22.3M this year, compared to \$10.8M last year.

- Buses – inventory built up \$5.8M this year compared to \$2.4M last year.
- Car Equipment – inventory built up \$8.9M this year compared to \$6.5M last year.
- M of W – inventory built up \$9.4M this year compared to a buildup of \$1.4M last year. The majority of the buildup this year was due to Track receiving material to be used in Superstorm Sandy related repair work.
  - Track (TRK) – inventory built up \$7.2M this year compared to a drawdown of \$0.3M last year.

## **MTA New York City Transit**

- Infrastructure (INF) – inventory impact was no buildup or drawdown this year compared to a buildup of \$0.1M last year.
  - Elevators & Escalators (EAE) – inventory built up \$1.7M, compared to \$0.5M last year.
  - Electrical (ELE) – inventory built up \$2.2M this year compared to \$1.1M last year.
  - Electronics Maintenance Division (EMD) – inventory drew down \$1.7M this year compared to a buildup of \$0.1M last year.
- “Other” Department – inventory drew down \$1.9M this year compared to a buildup of \$0.4M last year.

### **III. 2013 Year End Budget Targets**

The total year-end inventory target is \$280.5M, the same as the beginning balance of \$280.5M. The inventory target includes \$4.5M in expected deliveries of capital spare material, consisting of \$1.5M for the R156 trains and \$3.0M in AFC material. In addition, the inventory target consists of an excess/obsolete removal goal of \$2.1M, and an overall inventory impact of \$2.4M in drawdown.

Currently, the total year-end inventory is projected to be \$290.8, \$10.3M higher than the beginning balance. The amount of expected deliveries of new capital spare parts is estimated to be \$5.0M. In addition, it is projected there will be a year-end buildup of \$7.3M as detailed below:

- Buses has an inventory impact goal of \$1.0M in drawdown. Currently, Buses is projected to have no buildup or drawdown, with receipts and issues within budget.
- Car Equipment has an inventory impact goal of \$0.5M in drawdown. Currently, Car Equipment is projected to build up \$2.0M, with receipts and issues within budget.
- M of W has an overall drawdown goal of \$0.9M that consists of \$2.5M in drawdown for EMD, \$0.4M in drawdown for ELE and \$2.0M in buildup for EAE. Elevators and Escalators was budgeted to have an inventory buildup of \$2.0M due to the expected receipt of material to meet new emergency stock requirements.

Currently, TRK is projected to end the year with \$8.0M in buildup, due to anticipated additional deliveries of Superstorm Sandy related material. INF is projected to end the year with \$0.2M in drawdown. EAE is projected to end the year with \$2.0M in buildup. ELE is projected to end the year with \$0.4 in drawdown. EMD is projected to achieve its drawdown goal of \$2.5M.

## **MTA New York City Transit**

Overall, M of W is projected to end the year with \$6.9M in buildup, with receipts and issues over budget.

- “Other” Department has an inventory impact goal of no buildup or drawdown. Currently, “Other” is projected to end the year with \$1.6M in drawdown, with receipts and issues within budget.

### **IV. Service Level**

NYCT has a service level goal of 98.5% for fastmovers. During the second quarter this year, the service level was 97.4% for Buses and 97.5% for Car Equipment.

### **V. Turns: 12-Month Rolling Average**

Overall inventory turns of 1.3 were slightly higher than the 1.2 turns for the same period last year.

**MTA Staten Island Railway  
INVENTORY REPORT  
Second Quarter 2013**

**I. Actual Inventory Activity**

Material forecasting for the current inventory reporting quarter has resulted in a year-to-date closing balance of \$1,799K and an associated inventory buildup amounting to \$108K. This was primarily the result of Other having a buildup of \$143K and Car Equipment having a buildup of \$66K. The buildup was a result of SIR's recovery efforts from the loss of inventory post Superstorm Sandy. SIR lost approximately \$486K in the inventory after the storm. These numbers are reflected in the Second Quarter of 2013.

**II. Year-to-date Actuals: Current Year vs. Last Year**

The prior year had a same period buildup of \$112K versus the current year's same period buildup of \$108K. The categories which contributed to the buildup were M of W (last year's buildup of \$70K) and Other (last year's buildup of \$68K), while Car Equipment had a drawdown of \$26K versus a buildup of \$66K for this year.

**III. 2013 Year-end Budget Target**

The Railway expects to achieve its projected inventory drawdown of \$50K.

**IV. Service Level Rate**

Data collection methodology is not yet available.

**V. Turns: 12 Month Rolling Average**

The current year's total turns of 0.46 is the same as the prior year's total turns of 0.46 for the same period.

**MTA New York City Transit**  
**INVENTORY REPORT**  
**Second Quarter 2013**

\$ in millions

	Buses	Car Equipment	M of W <sup>(b)</sup>	Other <sup>(c)</sup>	Total
<b><u>I. Actual Inventory Activity</u></b>					
1. Opening Balance (1/01/13)	59.9	128.4	83.9	8.3	280.5
2. Receipts YTD	47.2	53.2	51.6	12.4	164.5
3. Issues YTD	41.4	44.3	42.2	14.3	142.2
4. Adjustments <sup>(a)</sup>	(0.8)	0.8	(0.2)	(0.4)	(0.6)
5. Closing Balance YTD (6/30/13)	65.0	138.1	93.1	6.0	302.3
6. Receipts More/(Less) than Issues	5.8	8.9	9.4	(1.9)	22.3
<b><u>II. Year-to-date Actuals: Current Year vs. Last Year</u></b>					
7. Opening Balance (1/01/12)	57.4	128.5	82.7	10.0	278.6
8. Closing Balance (6/30/12)	62.1	135.9	86.1	10.3	294.4
9. Receipts More/(Less) than Issues 6/30/12)	2.4	6.5	1.4	0.4	10.8
<b><u>III. 2013 Year End Budget Targets</u></b>					
10. Budget Closing Balance (12/31/13)	57.9	129.2	85.3	8.1	280.5
11. Receipts More/(Less) than Issues (12/31/13)	(1.0)	(0.5)	(0.9)	0.0	(2.4)
<b><u>IV. Service Level Rate</u></b>					
12. Current Quarter Average Rate	97.4%	97.5%	N/A	N/A	
<b><u>V. Turns: 12 Month Rolling Average</u></b>					
13. Current: As of 6/30/13	1.7	1.0	1.2	3.0	1.3
14. Prior year: As of 6/30/12	1.7	0.9	1.1	2.1	1.2

<sup>(a)</sup> Adjustments include inventory turn-ins, excess/obsolete removal, price adjustments, on-hand inventory adjustments, and net difference between the turn-in and issue of rebuilt units valued at 50% of AUP.

<sup>(b)</sup> Inventory Table on the following page gives a breakdown of the divisions within M of W.

<sup>(c)</sup> "Other" Department includes: Stations, Revenue, Administration and miscellaneous departments.

Note: Any discrepancy of \$0.1M is due to rounding.

**MTA New York City Transit**  
**M of W Divisions**  
**INVENTORY REPORT**  
**Second Quarter 2013**

\$ in millions

	TRK	INF	EAE	ELE	EMD	TOTAL
<b>I. <u>Actual Inventory Activity</u></b>						
1. Opening Balance (1/01/13)	24.3	9.9	7.0	8.7	34.0	83.9
2. Receipts YTD	32.1	3.0	3.0	8.7	4.8	51.6
3. Issues YTD	24.9	3.0	1.3	6.5	6.5	42.2
4. Adjustments	(0.2)	(0.1)	(0.0)	(0.1)	0.2	(0.2)
5. Closing Balance YTD (6/30/13)	31.4	9.7	8.7	1.0	32.5	83.3
6. Receipts More/(Less) than Issues	7.2	(0.0)	1.7	2.2	(1.7)	9.4
<b>II. <u>Year-to-date Actuals: Current Year vs. Last Year</u></b>						
7. Opening Balance (1/01/12)	25.7	9.5	7.0	8.2	32.3	82.7
8. Closing Balance (6/30/12)	25.5	9.6	7.4	10.8	32.8	86.1
9. Receipts More/(Less) than Issues 6/30/12)	(0.3)	0.1	0.5	1.1	0.1	1.4
<b>III. <u>2013 Year End Budget Targets</u></b>						
10. Budget Closing Balance (12/31/13)	24.1	9.7	9.0	8.3	34.2	85.3
11. Receipts More/(Less) than Issues (12/31/13)	0.0	0.0	2.0	(0.4)	(2.5)	(0.9)
<b>IV. <u>Service Level Rate</u></b>						
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A	N/A	N/A
<b>V. <u>Turns: 12 Month Rolling Average</u></b>						
13. Current: As of 6/30/13	1.8	0.5	0.3	1.2	1.3	1.2
14. Prior year: As of 6/30/12	1.6	0.4	0.2	1.0	1.1	1.1

Note: Any discrepancy of \$0.1M is due to rounding.

**MTA Staten Island Railway**  
**INVENTORY REPORT**  
**Second Quarter 2013**

\$ in thousands

	Car Equipment	M of W	Other	Total
<b>I. <u>Actual Inventory Activity</u></b>				
1. Opening Balance (1/01/13)	625	1,446	142	2,213
2. Receipts YTD	198	181	151	530
3. Issues YTD	132	282	8	422
4. Adjustments	(372)	(48)	(102)	(522)
5. Closing Balance YTD (6/30/13)	319	1,297	183	1,799
6. Receipts More/(Less) than Issues	66	(101)	143	108
<b>II. <u>Year-to-date Actuals: Current Year vs. Last Year</u></b>				
7. Opening Balance (1/01/12)	604	1,436	93	2,133
8. Closing Balance (6/30/12)	578	1,506	161	2,245
9. Receipts More/(Less) than Issues 6/30/12)	(26)	70	68	112
<b>III. <u>2013 Year End Budget Targets</u></b>				
10. Budget Closing Balance (12/31/13)	589	1,404	90	2,083
11. Receipts More/(Less) than Issues (12/31/13)	(15)	(32)	(3)	(50)
<b>IV. <u>Service Level Rate</u></b>				
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A
<b>V. <u>Turns: 12 Month Rolling Average</u></b>				
13. Current: As of 6/30/13	0.14	0.31	0.01	0.46
14. Prior year: As of 6/30/12	N/A	N/A	N/A	0.46





**New York City Transit  
Bus Company**

# **Transit & Bus Committee Meeting**

## **September 2013**

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### **BOOK 2**

#### **Committee Members**

M. Lebow, Committee Chairman

F. Ferrer, MTA Vice Chairman

J. Banks III, Committee Vice Chairman

S. Metzger

J. Sedore, Jr.

M. Page

J. Kay

A. Albert

C. Moerdler

D. Paterson

A. Cappelli

J. Molloy

E. Watt



## MEETING AGENDA

### NEW YORK CITY TRANSIT & BUS COMMITTEE

September 16, 2013 - 10:30 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

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#### BOOK 1

#### AGENDA ITEMS

##### PUBLIC COMMENT PERIOD

- |   |       |
|---|-------|
| 1. APPROVAL OF MINUTES – JULY 22, 2013      | 1.1   |
| 2. COMMITTEE WORK PLAN                      | 2.1   |
| 3. OPERATIONS PERFORMANCE SUMMARY           |       |
| ➤ July Operations Report                    | 3.1   |
| ➤ June Operations Report                    | 3.38  |
| 4. FINANCIAL REPORTS                        |       |
| ➤ July NYCT Financial & Ridership Report    | 4.1   |
| ➤ July SIR Financial & Ridership Report     | 4.24  |
| ➤ July MTA Bus Financial & Ridership Report | 4.35  |
| ➤ June NYCT Financial & Ridership Report    | 4.48  |
| ➤ June SIR Financial & Ridership Report     | 4.71  |
| ➤ June MTA Bus Financial & Ridership Report | 4.82  |
| ➤ Capital Program Status Report             | 4.94  |
| ➤ Inventory Report                          | 4.103 |

Date of next meeting: November 12, 2013 at 10:30 AM



## MEETING AGENDA

### NEW YORK CITY TRANSIT & BUS COMMITTEE

September 16, 2013 - 10:30 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

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### BOOK 2

#### AGENDA ITEMS

- |   |                                    |
|---|------------------------------------|
| 5. PROCUREMENTS   | 5.1                                |
| ➤ NYCT Non-Competitive                                    | 5.5                                |
| ➤ NYCT Competitive  | 5.6                                |
| ➤ NYCT Ratifications                                      | 5.12                               |
| ➤ MTACC Ratifications                                     | 5.13                               |
| 6. SERVICE CHANGES  |                                    |
| ➤ MTABus Schedule Changes, Effective January 2014         | 6.1                                |
| ➤ MTABus Q25/Q34/Q65 Southbound Route Revision            | 6.5                                |
| ➤ Make Permanent Q76 Sunday Service                       | 6.10                               |
| 7. SPECIAL REPORTS & PRESENTATIONS                        |                                    |
| ➤ MetroCard Report  | 7.1                                |
| ➤ 2013 NYC Transit Mid-Year Forecast Monthly Allocation   | 7.5                                |
| ➤ 2013 SIR Mid-Year Forecast Monthly Allocation           | 7.15                               |
| ➤ 2013 MTA Bus Mid-Year Forecast Monthly Allocation       | 7.24                               |
| ➤ 2013 Preliminary NYC Transit Budget                     | (Materials Previously Distributed) |
| ➤ 2013 Preliminary SIR Budget                             | (Materials Previously Distributed) |
| ➤ 2013 Preliminary MTA Bus Budget                         | (Materials Previously Distributed) |
| 8. STANDARD FOLLOW-UP REPORTS                             |                                    |
| ➤ NYC Transit & MTA Bus Service Quality Indicators Report | 8.1                                |
| ➤ Escalator & Elevator Service Report                     | 8.43                               |
| ➤ Transit Adjudication Bureau Report                      | 8.64                               |
| ➤ NYC Transit & MTA Bus EEO Report                        | 8.66                               |
| 9. MTACC REPORT   | 9.1                                |



**Date of next meeting: November 12, 2013 at 10:30 AM**

## **5. PROCUREMENTS**

# Report

## PROCUREMENTS

The Procurement Agenda this month includes 38 actions for a proposed expenditure of \$610.6M.

<b>Subject</b> Request for Authorization to Award Various Procurements						September 5, 2013					
<b>Department</b> Materiel Division - NYCT						<b>Department</b> Law and Procurement - MTACC					
<b>Department Head Name</b> Stephen M. Pleschochi						<b>Department Head Name</b> Evan Ejland					
<b>Department Head Signature</b> 						<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Rose Davis						<b>Table of Contents Ref #</b>					
<b>Board Action</b>											
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>						
1	Committee	9/16/13									
2	Board	9/18/13									
<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>	<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:

Procurements Requiring Two-Thirds Vote:	# of Actions	\$ Amount
Schedule A: Non-Competitive Purchases and Public Work Contracts	2	\$ 10.5 M
• Albatros North America d/b/a SEPSA North America		\$ 2.5 M
• Bombardier Transportation (Holdings) USA, Inc.		\$ 8.0 M
<b>Schedules Requiring Majority Vote</b>		
Schedule G: Miscellaneous Service Contracts	1	\$ 1.7 M
• NYS Industries for the Disabled		\$ 1.7 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 1.7 M
• NYS Industries for the Disabled		\$ 1.7 M
<b>SUBTOTAL</b>	<b>4</b>	<b>\$ 13.9 M</b>

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)	2	\$ TBD M
<u>Schedules Requiring Majority Vote</u>		
Schedule F: Personal Service Contracts	12	\$ 305.0 M
Schedule G: Miscellaneous Service Contracts	4	\$ 1.5 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	2	\$ 2.2 M
<b>SUBTOTAL</b>	<b>20</b>	<b>\$ 308.7 M</b>

**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**

**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	\$ 126.0 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	8	\$ 121.9 M
<b>SUBTOTAL</b>	<b>9</b>	<b>\$ 247.9 M</b>

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	5	\$ 40.1 M
<b>SUBTOTAL</b>	<b>5</b>	<b>\$ 40.1 M</b>

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

<b>TOTAL</b>	<b>38</b>	<b>\$ 610.6 M</b>
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**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.



SEPTEMBER 2013LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVALProcurements 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. Albatros North America d/b/a \$2,500,000 (Est.) Staff Summary Attached  
SEPSA North America  
Sole Source – Three-year omnibus  
Omnibus approval request for the purchase of inventory and non-inventory subway car low voltage power supply and HVAC inverter parts for NYC Transit subway cars.
2. Bombardier Transportation (Holdings) \$8,000,000 (Est.) Staff Summary Attached  
USA, Inc.  
Sole Source – Three-year omnibus  
Omnibus approval request for the purchase of traction motor and propulsion controller parts for NYC Transit subway cars.

Procurements Requiring Majority Vote:**G. Miscellaneous Service Contracts**

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

3. NYS Industries for the Disabled \$1,711,075 (Est.) Staff Summary Attached  
Preferred Source – Five-year contract  
RFQ #26065  
Mail room support services at 130 Livingston Street and to provide other mail and messenger services between NYC Transit locations in the five boroughs.

**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.)

4. NYS Industries for the Disabled \$1,657,545 (Est.) Staff Summary Attached  
Contract # 05H9259.4  
Modification to the contract for janitorial and window cleaning services, in order to extend the contract term.

SEPTEMBER 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- |   |                       |                               |
|---|-----------------------|-------------------------------|
| 1. Contractor To Be Determined<br>Five-Year Contract<br>Contract # TBD  | Cost To Be Determined | <u>Staff Summary Attached</u> |
| RFP Authorizing Resolution for the purchase and delivery of Ultra Low Sulfur Diesel Fuel for revenue bus service. |                       |                               |
| 2. Contractor To Be Determined<br>Contract Term To Be Determined<br>Contract # R-34251                            | Cost To Be Determined | <u>Staff Summary Attached</u> |
| RFP Authorizing Resolution for the purchase of two vacuum trains.   |                       |                               |

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.)

- |  |                                |                               |
|--|--------------------------------|-------------------------------|
| 3. AECOM USA, Inc.   | \$250,000,000 (Est. Aggregate) | <u>Staff Summary Attached</u> |
| 4. Jacobs Civil Consultants, Inc.  |                                | ↓                             |
| 5. Parsons Brinckerhoff, Inc.  |                                | ↓                             |
| 6. Stantec Consulting Services, Inc.   |                                | ↓                             |
| 7. T.Y. Lin International/Hatch Mott McDonald, JV  |                                | ↓                             |
| 8. URS Corporation<br>Twelve -Proposals – Five-Year contracts<br>Contract #sCM-1530/1531/1532/1533/1534/1535   |                                | ↓                             |
| Indefinite Quantity consultant service contracts to provide engineering services for Superstorm Sandy-related repairs, resiliency projects and miscellaneous construction. |                                |                               |
| 9. The Kohl Group  | \$25,000,000 (Est. Aggregate)  | <u>Staff Summary Attached</u> |
| 10. AECOM USA, Inc.  |                                | ↓                             |
| 11. HEPCO, Inc.<br>Eight -Proposals – Five-Year contracts<br>Contract #sCM-1510/1511/1512  |                                | ↓                             |
| Indefinite Quantity contracts to provide temporary staffing services to support NYC Transit's Signal and Train Control System Projects on an as-needed basis.              |                                |                               |
| 12. Core Environmental Consultants, Inc.   | \$30,000,000 (Est. Aggregate)  | <u>Staff Summary Attached</u> |
| 13. Environmental Planning & Management, Inc.  |                                | ↓                             |
| 14. Parsons Brinckerhoff, Inc.<br>Five -Proposals – Five-Year contracts<br>Contract #sCM-1515/1516/1517  |                                | ↓                             |
| Indefinite Quantity contracts for asbestos and lead monitoring and design services for miscellaneous construction projects.  |                                |                               |

**SEPTEMBER 2013**

## LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

**Procurements Requiring Majority Vote Cont'd:**

### **G. Miscellaneous Service Contracts**

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

15. Lighthouse International	\$163,423
------------------------------	-----------

### Six Bids/Low Bidder – Three-year contract

**Bid #54674**

This contract is for voice recording and specialized formatting for E-mail services and will provide material in alternative forms of communication to Paratransit customers and applicants who are print disabled and thus unable to read visually delivered materials (i.e. those in standard printed formats). Paratransit is required to provide this service as it is mandated by the Americans with Disabilities Act (ADA). These communications will be provided (per the customer's choice) as voice recordings on either cassette or USB Flash Drive or as text documents via specialized formatting for E-mail (which computers easily convert to speech output via computer software or may be read via on-screen magnification or via larger font size). This material may also be requested in Spanish.

Materials provided include both individual letters as well as general communications including mass mailings of applications, policies and procedures, user guides, newsletters, etc. The contractor is required to record material provided by Paratransit, edit the recordings, duplicate, label and package recorded tapes and/or USB flash drives, and mail them to the Paratransit office and/or directly to customers and applicants as directed. Hard copies of the original text documents are often sent with alternative communications, especially if a form is to be returned to Paratransit requesting insertion of information or a signature.

This contract will accommodate specific customer requests for computerized media formats (the aforementioned USB Flash Drives and specialized formatting for E-mail) as cassette media and related players are becoming increasingly obsolete and more scarce to find.

An extensive outreach was conducted by Procurement to cultivate competition, resulting in six bids received as compared to three bids received on the prior solicitation. The incumbent, Lighthouse International, Inc., submitted the lowest bid price of \$163,423, which is 27% lower than the price for the previous recording contract and 4.3% lower than the second lowest bidder. The price reduction was primarily attributed to the presence of additional competition and a simplification of the price schedule. Based on effective competition, the final price is considered fair and reasonable.

**SEPTEMBER 2013**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**G. Miscellaneous Service Contracts Cont'd**

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

**16. Russian & Slavic Language Services, Inc.      \$580,496 (Est.)**

**17. Legal Interpreting Services, Inc.              \$580,496 (Est.)**

**Four Bids/First and Second Low Bidders – Five-year contracts**

**RFQ #52573**

These contracts are for legal interpreting services for NYC Transit and MTA Bus Company (MTABC) on an 'as-needed' basis. The contractor will provide interpreting services in statutory hearings and examinations before trial for NYC Transit's and MTABC's Law Departments. Interpreters are required to provide translations of questions and responses without paraphrasing.

The original solicitation opened on February 20, 2013. However, after reviewing the bids received, Procurement determined that both were non-responsive due to a misinterpretation of the price schedule. Both bidders, instead of submitting hourly rates as called for in the price schedule, bid two-hour session rates. After consulting with the Law Department and both bidders, a decision was made to cancel the bid and re-solicit.

The second solicitation included clarifications and changes to the scope of work and unlike the first bid, which had estimated number of hours for two language categories, Spanish and All other languages, it now identified three language categories: 1) Spanish; 2) Russian, Italian, Chinese, Korean and Haitian Creole; and 3) All other languages. This bid also allowed for two awards, which will provide NYC Transit and MTABC flexibility in order to have a second provider in case a rarely spoken language or dialect could not be provided by one of the firms. In response to the IFB, four bids were received and each bid exceeded the overall budget. Russian & Slavic Language Services, Inc. (R&S) was the lowest bidder and Legal Interpreting Services, Inc.'s (Legal) bid was 2% higher than R&S. NYC Transit requested a price reduction from the two lowest bidders. R&S offered to reduce their fee per hour for all three categories by \$1 for Years 1-3 and by \$2 for Years 4-5. Legal stated an inability to reduce their prices as they had submitted their best offer.

Both NYC Transit's and MTABC's Law Departments will control expenditures of the two contracts so that the amount spent between both contracts does not exceed their approved budget amounts of \$426,668 (NYC Transit) and \$153,828 (MTABC) for the five-year term for a total amount of \$580,496.

When translators are available from both contracts, the less expensive contract for a required language will be utilized. A comparison of the lowest hourly rate for Spanish to the previous contract shows an annual increase of less than 1%, and the same comparison for all other languages shows an annual increase of less than 2%. These increases compare favorably to the relevant Producer Price Index which has had an approximate annual 3% increase. Based on these comparisons, the rates contained in both contracts have been deemed fair and reasonable.

SEPTEMBER 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

**G. Miscellaneous Service Contracts Cont'd**

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

**18. U.S. Plastic Coatings Corporation                      \$198,500 (Est.)**

**Three Bids/Low Bidder – Five-year contract**

**RFQ #55889**

This contract is for the insulation of wire baskets. The wire baskets are placed under the roadbed of elevated track structures to prevent track bolts, braces and other hardware that might loosen due to vibrations caused by train traffic from falling to the street and causing personal injury or property damage. These wire baskets require insulation to prevent contact between the wire baskets and the track circuits used in the signal system or with an energized third rail. Having insulation on the wire baskets is critical to ensure the safety of the public, track workers and train operation.

Three bids were received. U.S. Plastic's bid of \$198,500 was \$46,000 or 19.8% less than the second low bidder. The unit price of \$3.97 is 10% lower than the previous price of \$4.42 that was paid for insulating each wire basket. The final price is considered fair and reasonable.

SEPTEMBER 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

**L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

19. Abalon Exterminating Co., Inc. Contract # 06%1826 January 1, 2012 – December 31, 2015	Original Amount:	\$ 2,221,816
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 217,135
	Current Amount:	\$ 2,438,951
	 This Request:	 \$ 1,239,322
	% of This Request to Current Amount:	51%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	66%

**Discussion:**

This budget adjustment is for additional funding for continued pest control services. In January 2012, Metro-North awarded a competitively bid, Board approved, four-year multi-agency contract to Abalon Exterminating, Co. (Abalon) for pest control services. The total estimated contract value was \$3,488,540, with NYC Transit's portion of the contract estimated at \$2,221,816 for the Department of Buses, MTA Bus Company and Maintenance of Way (MOW). Long Island Rail Road's and Metro- North Railroad's portion of the contract totaled \$1,266,724.

Using the existing multi-agency contract, Station Environment (Stations) ran a six-month pilot program from February 2012 through August 2012, surveying 27 stations in order to do an assessment of the rodent conditions within the subway system. This pilot was funded through MOW's portion of the multi-agency contract as baiting the refuse rooms is a part of the existing scope of work under MOW.

During the six-month pilot Abalon conducted intense baiting of 54 refuse rooms covering the 27 stations. Stations also did extensive work on selected refuse rooms by installing new doors and door sweeps, plugging holes and openings, as well as cleaning, power washing and sanitizing the rooms. These physical changes, coupled with the baiting, significantly reduced the rodent population. The final results of the pilot program found that the prior rodent conditions returned when the rodent baiting ceased, notwithstanding the changes to the refuse rooms. As a result, Stations requested this Budget Adjustment to allow for a system-wide expansion of the pilot program.

This budget adjustment will increase NYC Transit's portion of the contract by an additional \$1,239,322 in order to meet Stations' long-term plan to bait every refuse room throughout the subway system. Stations estimates that it will cost approximately \$1,456,457 to fully implement rodent baiting at each of the 468 stations located throughout the subway system from August 2013 through the end of the contract term in December 2015. In order to effect this service immediately, an interim Budget Adjustment was requested and is being processed for \$217,135 to address Stations' immediate requirements.

Abalon was the lowest bidder, and has offered a unilateral price concession valued at \$355,106 for the expansion of this contract service.

SEPTEMBER 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

**L. Budget Adjustments to Estimated Quantity Contracts Cont'd**

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

20. Parsons Brinckerhoff, Inc. Contract #CM-1358.1 November 3, 2008 - November 2, 2013	Original Amount:	\$ 8,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 8,000,000
	This Request:	\$ 1,000,000
	% of This Request to Current Amount:	12.5%
	% of Modifications (including This Request) to Original Amount:	1.125%

**Discussion:**

This budget adjustment is for additional funding for Indefinite Quantity (IQ) Architectural & Engineering Design Services for miscellaneous construction projects.

In 2008, this competitive contract was awarded to Parsons Brinckerhoff, Inc. (PB) in the amount of \$8,000,000. In December 2011, PB was awarded a critical inspection task order at the Steinway Tube to determine the existing conditions and level of deterioration due to water intrusion. This task order left the remaining balance of the contract at \$500,000. Procurement and CPM agreed that PB would not receive any new solicitations and that the balance of their contract would be held to fund any required changes to task orders already in place.

Several active task order projects require revisions to the scopes of work and extension of services. The following task order projects under this contract are still active: 148<sup>th</sup> Street Station/Yard, Flood mitigation; S-32733 Signal Control Modification Phases 3 and 4; Steinway Tube, assessment and structural integrity analysis; Vent Plant #6420 (46<sup>th</sup> St/Northern Blvd), geotechnical probing; and Mulry Square Vent Plant, geotechnical probing and site design.

These active projects will require task order revisions estimated at approximately \$1 million which will allow each project to remain on schedule and successfully completed.

**SEPTEMBER 2013**

**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.

- |    |  |                      |                               |
|----|--|----------------------|-------------------------------|
| 1. | Various Contractors<br>Various Contract #s<br>Emergency Declaration<br>Superstorm Sandy Emergency Procurement Actions. | \$125,980,396 (Est.) | <u>Staff Summary Attached</u> |
|----|--|----------------------|-------------------------------|

**Procurements Requiring Majority Vote:**

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

(Staff Summaries required for items requiring Board approval.)

- |    |  |                           |                               |
|----|--|---------------------------|-------------------------------|
| 2. | URS Corporation  | \$120,000,000 (Aggregate) | <u>Staff Summary Attached</u> |
| 3. | AECOM USA, Inc.  |                           | ↓                             |
| 4. | Systra Engineering, Inc.   |                           | ↓                             |
| 5. | Haks Engineers, Architects and Land Surveyors, P.C.  |                           | ↓                             |
| 6. | LiRo Engineers, Inc.   |                           | ↓                             |
| 7. | Parsons Brinckerhoff, Inc.<br>Seven -Proposals – Five-Year contracts<br>Contract #sCM-1506/1507/1508/1509/1528/1529<br>Indefinite Quantity (IQ) consultant service contracts to provide Construction Management and Inspection Services to support NYC Transit's Security and Construction Projects.   |                           | ↓                             |
| 8. | John Civetta & Sons<br>Contract #A-36065.42<br>Modification to the contract for the rehabilitation of the Dyckman Street Station and component repair of five stations on the Broadway/Seventh Avenue Line in Manhattan and the Bronx, in order to build an ADA ramp, create ADA paths at ground level, perform sidewalk rehabilitation and all related site work. | \$1,080,000               | <u>Staff Summary Attached</u> |
| 9. | Judlau Contracting, Inc.<br>Contract #C-34763.88<br>Modification to the contract for the rehabilitation of the Culver Line Viaduct, in order to perform various track bench repairs of spalled concrete.   | \$800,000                 | <u>Staff Summary Attached</u> |



SEPTEMBER 2013

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.)

AECOM\*Arup, JV

Staff Summary Attached

1. Contract # CM-1188.58 \$4,900,000
2. Contract # CM-1188.93 \$1,663,094

Modification to the contract to provide design services for the Second Avenue Subway, in order to resolve claim items and make payments for overhead adjustments owed to the consultant.

3. E.E. Cruz and Tully Construction \$2,725,000
- Company, JV, LLC
- Contract # C-26010.7

Staff Summary Attached

Modification to the contract for Station finishes for the Second Avenue Subway, 96<sup>th</sup> Street Station, for the installation of PVC waterproofing on the station roof and remaining secant pile walls and inverts.

4. Judlau Contracting, Inc.
- Contract #C-26006.30 \$1,826,698

Staff Summary Attached

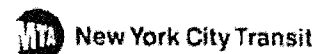
Modification to the contract for the construction of the Second Avenue Subway – 63<sup>rd</sup> Street and Lexington Avenue Station, in order to relocate building utilities.

5. Parsons Brinckerhoff, Inc. \$28,939,662
- Contract # CM-1338.15

Staff Summary Attached

Modification to the contract for Consultant Construction Management (CCM) for the Second Avenue Subway, in order to increase CCM services.

# Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Albatros North America d/b/a SEPSA North America (Ballston Spa, NY)		<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Purchase of inventory and non-inventory replacement parts used on the low voltage power supply and HVAC inverters for the compressor and evaporator motors.		<b>Total Amount:</b> \$2,500,000 (Est.)	
<b>Contract Term (including Options, if any)</b> Three years		<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Materiel, Stephen M. Plochochi	
<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			

## DISCUSSION:

This is an omnibus approval request for items identified as obtainable only from Albatros North America d/b/a SEPSA North America (SEPSA) 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 expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL §1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 462 items covered by this approval for the purchase of SEPSA provided replacement parts used on the low voltage power supply and HVAC inverters for the compressor and evaporator motors on various NYC Transit subway cars. These items are identified as obtainable only from SEPSA for the following reasons: sole pre-qualified source on the quality products list, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to SEPSA. These items are advertised a minimum of once every twelve months to seek competition. A list of SEPSA 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 purchased on an as-required basis. NYC Transit's Division of Car Equipment (DCE) will utilize these sole source parts on approximately 3,546 subway cars: 315 R62 cars, 824 R62A cars, 425 R68 cars, 200 R68A cars, 752 R46 cars and 1,030 R142 cars for Scheduled Maintenance System (SMS) and running repair requirements. The current omnibus approval for \$3,000,000 was approved by the Board in October 2010 and expires on September 30, 2013. There is a remaining balance of \$985,617 on the current omnibus approval.

Procurement has performed a price analysis on the 10 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 10 items, four items purchased during the term of the current omnibus approval have a comparative price history. These four items amounted to a total of \$148,870 or 18% of the value of the contracts issued under the current omnibus approval. A comparative price analysis of these four items revealed an annual weighted average price increase of approximately 7% over the past three years. However, the price of one item increased inordinately because at the time of the last purchase, SEPSA supplied NYC Transit with excess units that were sold to NYC Transit at a lower than normal price. If this item is excluded from the analysis, the annual weighted average price increase is 3.02%. As these items are manufactured in Spain, an analysis was conducted using the Spanish Industrial Price Index (IPI) for the manufacture of electric motors, generators and transformers, Series ID: 2711. The IPI analysis coupled with a comparison of Euro-to-US Dollar exchange rates yielded an average annual escalation of 4.5% over the last three years.

Based on the current forecasts as well as projections for 2014 through 2016 as provided by DCE, it is anticipated that DCE will require approximately \$2,500,000 for sole source items from SEPSA during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from SEPSA for the next three year period. Procurement and DCE will continue to research alternate sources of supply wherever possible.

Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from SEPSA on an as-required basis. Each item purchased under this omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

## Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 2

Vendor Name (& Location)	
Bombardier Transportation (Holdings) USA, Inc. (Pittsburgh, PA)	
Description	
Purchase of inventory and non-inventory replacement traction motor and propulsion controller parts	
Contract Term (including Options, if any)	
Three years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	
<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type	
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval	

Contract Number	Renewal?
NONE	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$8,000,000 (Est.)	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Division of Materiel, Stephen M. Plochochi	

### DISCUSSION:

This is an omnibus approval request for items identified as obtainable only from Bombardier Transportation (Holdings) USA, Inc. (Bombardier) 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 expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL §1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 10,476 items covered by this approval for the purchase of Bombardier provided traction motor and propulsion controller replacement parts for various NYC Transit subway cars. These items are identified as obtainable only from Bombardier for the following reasons: sole pre-qualified source on the quality products list, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Bombardier. These items are advertised a minimum of once every twelve months to seek competition. A list of Bombardier 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 purchased on an as-required basis. NYC Transit's Division of Car Equipment (DCE) will utilize these sole source parts on approximately 2,261 subway cars: 824 R62A cars, 425 R68 cars, 200 R68A cars, 600 R142A cars and 212 R143 cars for Scheduled Maintenance System (SMS) and running repair requirements. The current omnibus approval for \$10,000,000 was approved by the Board in November 2010 and expires on November 30, 2013. There is a remaining balance of \$2,014,434 on the current omnibus approval.

This omnibus approval will be used to obtain sole source material needed for 2013 through 2017 SMS programs. For the first time, the R142A subway cars are undergoing a heavy overhaul of the propulsion systems. This overhaul will be performed in 2013 and 2014 as well as during the period of 2016 through 2019. The propulsion system for the R143 subway cars will undergo a heavy overhaul for the first time as well during the period of 2015 through 2017.

Procurement has performed a price analysis on the 40 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 40 items, 30 items purchased during the term of the current omnibus approval have a comparative price history. A comparative price analysis of these 30 items revealed an annual weighted average price increase of approximately 1.9% over the past three years. These 30 items amount to a total of \$3,405,436 or 73% of the value of the contracts issued under the current omnibus approval. A review of the Producer Price Index for Transportation Equipment Railroad Car Parts and Accessories, Series ID WPU144203, revealed an annual weighted average price increase of 1.9% over the past three years.

Based on the current forecasts as well as projections for 2014 through 2016 as provided by DCE, it is anticipated that DCE will require approximately \$8,000,000 for sole source items from Bombardier during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from Bombardier for the next three year period. Procurement and DCE will continue to research alternate sources of supply wherever possible.

Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Bombardier on an as-required basis. Each item purchased under this omnibus approval will be subject to a cost and/or price analysis and determination that the negotiated price is found to be fair and reasonable.

# Schedule G: Miscellaneous Service Contracts

Item Number: 3

Vendor Name (& Location)	
NYS Industries for the Disabled (New York, NY)	
Description	
Comprehensive mail services	
Contract Term (including Options, if any)	
Five years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	
<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type	
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source	

Contract Number		Renewal?	
RFQ # 26065		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Total Amount:		\$1,711,075 (Est.)	
Funding Source			
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
Requesting Dept/Div & Dept/Div Head Name:			
Division of Materiel, Stephen M. Plochochi			

## DISCUSSION:

This contract is for comprehensive mail related services for NYC Transit.

This contract will be awarded in accordance with Section 162 of the New York State Finance Law, pursuant to which NYC Transit is required to purchase designated services from preferred sources. This contract provides for comprehensive mail related services from Federation of Employment and Guidance Services (FECS), which is represented by the NYS Industries for the Disabled (NYSID), a certified preferred source.

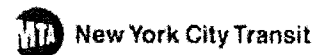
The services provided under this contract include all work, labor and materials required to support NYC Transit's central mail room operations located at 130 Livingston Street, Brooklyn, New York. The scope of work includes processing outbound postal and interoffice mail, sorting of inbound postal and interoffice mail, inspecting inbound postal mail and inbound vendor deliveries, various internal and inter-building delivery services, and miscellaneous clerical and record keeping services related to the contract. This contract also provides for certain mail delivery to and from the Post Office and to a lesser extent, messenger service for special deliveries to field locations within the five boroughs.

NYSID submitted a final price proposal of \$1,711,075 for this five-year contract which represents a reduction of \$396,094 or 18.8% from NYSID's initial proposal of \$2,107,169. Reductions were obtained through negotiations that resulted in FECS readjusting its direct labor and overhead rates. An overall price comparison between NYSID's final pricing for the term of this contract is approximately 3.3% lower than that of the Year 5 pricing under NYSID's previous Contract No. 0619510.

After a thorough review of NYSID's pricing, an analysis conducted by MTA Audit Services, and the price reduction obtained, it has been determined that the final price is fair and reasonable and in compliance with the State Finance Law.

This contract is subject to approval by the Office of the NYS Comptroller (OSC). As required by Section 162 of the New York State Finance Law, the pricing for this contract is currently under review by the NYS Office of General Services (OGS). This contract can not be submitted to the OSC until the OGS approval has been obtained. Award will be made upon receipt of OSC approval.

# Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



Item Number: 4

<b>Vendor Name (&amp; Location)</b> NYS Industries for the Disabled (NYSID), (New York, NY)	
<b>Description</b> Janitorial and window cleaning services	
<b>Contract Term (Including Options, if any)</b> January 1, 2008 – September 30, 2013	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways, Joseph Leader	

Contract Number	AWO/Modification #
05H9259	4
Original Amount:	\$ 37,997,359
Prior Modifications:	\$ 3,666,651
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 41,664,010
This Request:	\$ 1,657,545 (Est.)
% of This Request to Current Amount:	4.0%
% of Modifications (including This Request) to Original Amount:	14.0%

## DISCUSSION:

This modification will extend the contract for janitorial and window cleaning services for up to three months to December 31, 2013, or until the NYS Comptroller approves the award of a new contract RFQ #25986, whichever occurs first. Board approval for the award of contract RFQ #25986 was received on June 5, 2013. As required by section 162 of the New York State Finance Law, the pricing for Contract RFQ# 25986 was reviewed by the Commissioner of the NYS Office of General Services (OGS) and pricing approval was granted on September 6, 2013. Following the receipt of OGS pricing approval Contract RFQ# 25986 was submitted to the NYS Comptroller for review and approval pursuant to Section 2879-a of the Public Authorities Law.




This contract was awarded in accordance with Sections 162 and 163 of the New York State Finance Law, pursuant to which NYC Transit is required to purchase designated services from preferred sources. This contract provides for janitorial services from Fedcap Rehabilitation Services, Inc. and the New York City Association for the Help of Retarded Citizens. Both are represented by the NYS Industries for the Disabled (NYSID), the central non-profit facilitator who represents certified disabled preferred sources.

The contract includes all labor and equipment to provide janitorial and window cleaning services for 20 administrative offices and other NYC Transit operating locations of varying sizes and requirements in Brooklyn, Queens, the Bronx, Manhattan and Staten Island. The services include cleaning of lavatories, dusting, vacuum cleaning, carpet cleaning, trash removal, snow removal, window cleaning and graffiti removal, landscaping, etc. necessary to maintain NYC Transit's facilities in a clean and healthful condition.

NYSID has provided satisfactory service to NYC Transit over the term of this contract.

Pricing for this extension is at the new rates that have been agreed upon by NYSID and NYC Transit for the new contract RFQ# 25986. These new rates are lower than the rates under the existing contract. Prices have been determined to be fair and reasonable.

# Staff Summary

Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel	5	X	Buses	
2	Law	6		EVP	
3	Budget	7		President	
4	Subways				

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	TBD
Description	
Purchase & Delivery of ULSD #2 Fuel for Revenue Bus Service	
Total Amount	
TBD	
Contract Term (including Options, if any)	
Five-Years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposals (RFP) process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, for the purchase and delivery of Ultra Low Sulfur Diesel #2, 15 ppm or less (ULSD) fuel for bus operations at approximately 30 locations for both NYCT and MTABC.

## 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 request for proposals. NYCT for itself and on behalf of MTABC is desirous of utilizing such a procedure with respect to the procurement of bus fuel.

The combined diesel fuel requirement for buses for NYCT and MTABC is approximately 46 million gallons annually. Bus fuel represents one of the most critical commodities procured; its quality and availability cannot be compromised. The fuel must conform to strict requirements from the bus engine manufacturers whose warranties mandate fuel specifications including cetane level and the use of detergency to maintain clean fuel injectors. Also, additional chemical additives for cold weather operability must be blended with the fuel at specific rates which vary by the season (and temperature). Fuel used in buses is subject to rigorous sampling and testing procedures to ensure consistency in meeting the technical specifications. Failure to meet these exacting specifications can impact operability of bus engines as well as depot on-site fuel tanks and filtration systems. The fuel supplier is required to remotely monitor depot fuel inventory and ensure that adequate replenishment deliveries are made on a timely basis.

In order to achieve best value, utilizing the RFP process enables NYCT and MTABC to have maximum flexibility in obtaining the most competitively priced product that complies with specifications and delivery requirements. NYCT procurement seeks to award one or more five-year contracts to qualified vendors who will be invited to propose system-wide or on a borough-by-borough basis (including Yonkers) under the belief that an RFP provides the best method of awarding contract(s) for this work so that critical factors other than price can be evaluated. For the contract currently in place NYCT and MTABC utilized the RFP process which yielded competition and favorable pricing. Through this process, NYCT and MTABC will have greater freedom to negotiate and structure a contract that best meets their needs, including having the ability to: 1) provide qualitative and quantitative product consistency; 2) maintain a satisfactory supply chain with suitable inventory levels; 3) compare price incentives based on appropriate product price index selection, volume and payable discounts; 4) select between variables such as single versus multiple contract awards and 5) assess supplier ability to meet all or part of the demand.

## Staff Summary

Upon completion of the RFP process NYCT will seek Board approval for the actual contract award(s) for itself and on behalf of MTABC.

### **IMPACT ON FUNDING:**

Funds are available under NYCT Account No. 706202, Responsibility Center 3531 - 3534, Function No. 120.

Funds are available under MTABC Account No. 706602, Responsibility Center 5286, Function No. 120.

### **ALTERNATIVES:**

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

### **RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive RFP process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, for the purchase and delivery of ULSD Fuel for bus operations for both NYCT and MTABC.

# Staff Summary



New York City Transit

Page 1 of 2

Item Number <b>2</b>					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1 <input checked="" type="checkbox"/>	Materiel	5	EVP		
2 <input checked="" type="checkbox"/>	Law	6	President		
3 <input checked="" type="checkbox"/>	Budget	7			
4 <input checked="" type="checkbox"/>	Subways	8			

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	R-34251
Description	
Purchase of Two (2) Vacuum Trains	
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 the procurement of two vacuum trains, 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 two vacuum trains.

A vacuum train is a piece of track bed cleaning equipment which consists of an operator cab, self-powered vacuuming and filtering apparatus and storage space for the debris collected. In order to maximize reliability the new vacuum trains will not be self-propelled and will therefore require a NYC Transit locomotive to move them in either direction through the NYC Transit system. The vacuum trains are used in the Department of Subways' Division of Track operations to remove debris from the track bed which can cause safety issues and/or delays in service.

The two new vacuum trains will replace the two existing self-propelled vacuum trains which began service in 1997 and 2000. The new vacuum trains will employ improved debris agitation and suction systems to improve vacuuming efficiency in a single pass. The purchase of these two vacuum trains will enable NYC Transit to increase the amount of track bed to be cleaned and maximize the effectiveness of eliminating debris during the designated time in which the track cleaning operations occur.

NYC Transit will be utilizing a performance specification for this solicitation. Prospective proposers have advised that vacuum trains will have to be custom designed to meet NYC Transit's tunnel, third rail and signal clearances. The use of a detailed specification in a bid would leave no latitude for NYC Transit to consider proposers' different design approaches. In order to achieve best value, utilizing the RFP process enables NYC Transit to negotiate the price, terms and conditions such as warranty and payment terms, and other technical matters as deemed appropriate, as well as weigh the overall quality of the proposer and the product being offered.



# Staff Summary

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

## **IMPACT ON FUNDING:**

The first vacuum train was added as a new project in the July 2013 plan revision for which funding is available under Planning Number MW10-6878; Project PSE Number R34251, Primary MTA Project Number T61302/07. Additional funding for the second train will be made available under Planning Number MW10-6702 (2010-14 Capital Plan – Purchase of 54 Flat Cars).


## **ALTERNATIVES:**

Issue a competitive IFB. Not recommended given the complexity of this procurement and the advantages 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 two vacuum trains, 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.

# Staff Summary

Item Number 3-8					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
<div style="text-align: center;">  </div>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel <i>WD</i>	5 X	CPM		
2 X	Law	6	EVP <i>MB</i>		
3 X	Budget	7	President <i>CM</i>		
4 X	DDCR				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Six Awards - See below	CM-1530, 1531, 1532, 1533, 1534, 1535
Description	
IQ Engineering Services for Superstorm Sandy-Related Repairs and Resiliency Projects and Miscellaneous Construction	
Total Amount	
\$250M Estimated Aggregate Budget	
Contract Term (including Options, if any)	
60 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To obtain Board approval to award six contracts for Indefinite Quantity (IQ) Federally Funded Engineering Services for Superstorm Sandy-Related Repair and Resiliency Projects on a competitive basis: CM-1530 to AECOM USA, Inc. (AECOM), CM-1531 to Jacobs Civil Consultants Inc. (JACOBS), CM-1532 to Parsons Brinckerhoff, Inc. (PB), CM-1533 to Stantec Consulting Services Inc. (STANTEC), CM-1534 to T.Y. Lin International/Hatch Mott MacDonald, JV (T.Y. LIN), and CM-1535 to URS Corporation (URS). Under these contracts, selected consultants compete for specific projects on a task order basis. The contracts are "zero dollar" based with no minimum guarantee of any assignments. The aggregate pool for all six contracts is for an estimated amount of \$250 million for a 60 month duration.

## DISCUSSION:

The unforeseen and devastating effects of Superstorm Sandy on October 29, 2012 and thereafter have necessitated a series of emergency assessments, repairs, and purchases to restore service as well as provide resiliency to the NYCT system. The selected consultants will provide indefinite quantities design, consultant construction management and inspection services on an as needed basis, on various NYCT Sandy-related projects. Services include feasibility studies, design work, pre-construction and construction phase support, and closeout support of various ongoing NYCT Sandy-related Projects. Consultants are given opportunities to submit proposals to compete for individual task orders, which are issued after review, evaluation and completion of negotiations of consultants' task order proposals.

The consultants were selected via a qualifications based 2-step procurement process established by the Federal Brooks Act. Under the Brooks Act, contracts for A/E services are negotiated with the A/E team that is determined to be the most technically qualified by the Selection Committee (SC) after evaluation of the consultant's qualifications and technical proposals. Price is not a consideration in the selection or ranking. Cost proposals remain sealed until the conclusion of the technical evaluations. Only the cost proposal for the most preferred proposer is opened and considered for negotiations. Since six awards were planned under this RFP, negotiations were conducted with the six most technically preferred firms.

Step 1 - In response to NYCT's advertisement, 12 submissions consisting of Technical Proposals including a Letter of Interest, Schedule J Responsibility Questionnaire, Federal SF 330 form and a qualification statement were received. The SC reviewed the submissions and recommended the following ten firms to move on to Step 2: AECOM, JACOBS, PB, STANTEC, T.Y. LIN, URS, Henningson Durham & Richardson Architecture and Engineering, P.C. (HDR), Haks Engineers, Architects and Land Surveyors, P.C./Weidlinger Associates, Inc., JV (HAKS/WEIDLINGER), FST Engineers, Inc./Tectonic Engineering and Surveying Consultants, P.C., JV (FST/TECTONIC), Hill International, Inc./SYSTRA Engineering, Inc., JV (HILL/SYSTRA). The firms not selected, Burns and Roe Enterprises, Inc., and Shaw Environmental & Infrastructure Engineering, P.C./Dewberry Engineers Inc., JV lacked pertinent flood mitigation experience relevant to Sandy-related work. Step 2 - Technical Proposals from the shortlisted firms were reviewed. Following SC review and evaluation, AECOM, JACOBS, PB, STANTEC, T.Y. LIN, and URS were selected as the six most preferred. The firms were chosen based on their superior technical qualifications as demonstrated by their local and global experience involving hydrology, asset hardening, and flood mitigation and protection techniques.

## Staff Summary

The selected consultants have extensive experience supporting rail transit projects and have provided similar services to the MTA and other state and public agencies. The firms not recommended for negotiations, HDR, HAKS/WEIDLINGER, FST/TECTONIC, and HILL/SYSTRA met the minimum requirements of the RFP, but lacked the adequate flood mitigation experience.

After being selected and approved for price negotiations, the cost proposals for the six top-ranked firms were opened and evaluated. To ensure a fair evaluation, the RFP required that proposals be based on a fixed distribution of hours and a fixed amount for out-of-pocket costs. Initial cost proposals were based upon 317,000 hours as provided in the RFP and were as follows: \$45,622,701 for AECOM, \$42,546,929 for JACOBS, \$42,940,012 for PB, \$48,035,754 for STANTEC, \$50,116,870 for T.Y. LIN, and \$46,456,654 for URS. The engineer's estimate was \$41,584,675. Negotiations focused on labor rates, overhead and fees.

Best and Final Offers (BAFO) were received as follows and found to be within a competitive range: \$41,617,307 for AECOM, \$37,351,394 for JACOBS, \$42,117,014 for PB, \$42,696,714 for STANTEC, \$40,726,433 for T.Y. LIN, and \$38,226,867 for URS. The Fixed Fee was negotiated at or below 8% consistent with the in-house estimate. BAFO pricing is consistent with labor rates on existing incumbent contracts and is binding for the term of the contract. AECOM's BAFO was \$32,632 (0.08%) more than the engineer's estimate and represents a reduction of \$4,005,394 from its initial proposal. JACOBS' BAFO was \$4,233,281 (10.2%) less than the engineer's estimate and represents a reduction of \$5,195,535 from its initial proposal. PB's BAFO was \$532,339 (1.3%) more than the engineer's estimate and represents a reduction of \$822,998 from its initial proposal. STANTEC's BAFO was \$1,112,039 (2.7%) more than the engineer's estimate and represents a reduction of \$5,339,040 from its initial proposal. T.Y. LIN's BAFO was \$858,242 (2.1%) less than the estimate and represents a reduction of \$9,390,437 from its initial proposal. URS' BAFO was \$3,357,808 (8.1%) less than the engineer's estimate and represents a reduction of \$8,229,787 from its initial proposal.

Background investigations and material revealed that three of the selected consultants, JACOBS, STANTEC and T.Y. LIN, disclosed no "significant adverse information" (SAI) within the meaning of the All-Agency Responsibility Guidelines. AECOM, PB and URS had disclosed information that was considered SAI, but subsequently received MTA Management approval. Accordingly, all firms were found fully responsible for award.

Previous work of the selected consultants for the MTA or affiliates:

All of the consultants have prior experience on NYC Transit IQ contracts, as either prime or sub-consultants.

### M/W/DBE INFORMATION:

The Department of Diversity and Civil Rights has established a Disadvantaged Business Enterprise (DBE) goal of 17% and has approved the Consultants' utilization plans. In consideration of the selected Consultants' past M/W/DBE performance, AECOM, PB and URS achieved their M/W/DBE goals on previous MTA contracts. An assessment of JACOBS, STANTEC and T.Y. LIN's M/W/DBE performance cannot be determined at this time because they have not completed any MTA contracts.

### IMPACT ON FUNDING:

This contract will be funded with 100% Federal funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until approved WAR Certificates are received.

### ALTERNATIVES:

None. NYC Transit lacks available in-house technical personnel to perform the specific tasks required for this contract.

### CAPITAL PROGRAM REPORTING:

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

### RECOMMENDATION:

It is recommended that the Board approve award of six IQ Federally funded Engineering Service contracts for Superstorm Sandy-Related Repair and Resiliency Projects on a competitive basis.

# Staff Summary



New York City Transit

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Item Number 9-11					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Division Head Signature & Date					
<i>Handwritten signature: Stephen M. Plochochi</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel	5 X	CPM		
2 X	Law	6	EVP		
3 X	Budget	7	President		
4 X	DDCR	8			

SUMMARY INFORMATION	
Vendor Name	Contract Number
Various - See below	CM-1510/1511/1512
Description	
IQ Temporary Staffing for Signal and Train Control System Projects	
Total Amount	
\$25M Estimated Aggregate Budget	
Contract Term (including Options, if any)	
60 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input 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 obtain Board approval to award three Indefinite Quantity (IQ) contracts on a competitive basis for Temporary Staffing Services to support New York City Transit (NYCT) Signal and Train Control System Projects: CM-1510 to the KOHL Group (KOHL), CM-1511 to AECOM USA, Inc. (AECOM), and CM-1512 to HEPCO, Inc. (HEPCO) on an as needed basis for a period of 60 months. The aggregate pool for all three contracts is for an estimated amount of \$25 million. These will be "zero-dollar" based contracts with no minimum guarantee of any assignments.

## DISCUSSION:

The Temporary Staffing firm will provide temporary professional and technical staff on an as needed basis for Signal and Train Control projects. The professional/technical personnel to be provided include: Signal Design Engineers, Signal Resident Representatives, Signal System Engineers, System Engineers, and Communications Design Engineers. Unlike a contract awarded to an engineering consultant firm, where the firm would have responsibility for executing an entire project or assigned portion thereof, this contract will enable NYCT to meet the need for temporary staff to perform project specific support and specialized assignments under the direction of in-house personnel.

Work orders for new staffing requirements will be competitively solicited from all three firms. A definitive selection process will be followed to select personnel to support NYCT requirements based on the resumes submitted for the proposed candidates. The contract award does not represent a commitment on the part of NYCT to the awardees. The only commitment is to give the awardees the opportunity to compete for future personnel assignments.

Costs will be incurred only when the work order has been issued and the work has been performed. The staffing firms will pre-qualify all candidates prior to referral. Pre-qualification shall include interview, background verification, reference checks and review of resumes for prospective candidates. The staffing firms will be paid the actual salary of the person whose services are provided to the agency, plus a Mark-up. This approach has been used successfully under previous and current temporary staffing contracts. The firms were selected for award via a qualification based one-step procurement process in accordance with established Federal Brooks Act guidelines whereby selection is determined by the Selection Committee (SC) after evaluation of the technical proposals based on the established evaluation criteria, including oral presentations by the firms. This will permit work orders to be eligible for Federal or MTA funding.

An RFP was issued in October 2012. Despite outreach attempts to get other firms to propose, only one proposal was received in response to this solicitation. The firms that purchased the RFP were queried as to why they did not propose. Their response revealed that the A/E firms viewed this as a staffing contract and the temporary staffing firms viewed this as an A/E contract. Other issues that discouraged more firms from submitting proposals included the M/WBE goals and low Mark-up (25%) imposed. In an attempt to increase the number of respondents to this RFP, the MBE/WBE goals were subsequently revisited by Department of Diversity and Civil Rights (DDCR) and revised from 10% MBE and 10% WBE to 0% MBE and 0% WBE due to the lack of subcontracting opportunities and the capped 25% Mark-up rate was removed.

# Staff Summary

The RFP was re-solicited via addendum and reposted on NYCT's website with these changes. In response to NYCT's revised solicitation, eight firms submitted proposals: AECOM, ATKINS North America, Inc., CH2M HILL, HEPCO, KOHL, L.J. Gonzer Associates, Peak Technical Staffing, USA and Rotator Staffing Services, Inc.

The SC reviewed the written technical proposals and evaluated the firms based on the evaluation criteria contained in the RFP. Oral presentations were held with all eight firms. The SC members were asked to list firms in the order of preference based on the technical proposal submissions and the oral presentations. The votes were tallied and since three awards will be made, three firms were selected for negotiations: KOHL, CH2M HILL and AECOM. These three firms were found to be the most technically qualified based on their experience, recruitment method utilized and the size of the database of professionals from which to select.

Initial negotiations were held with the top three most technically-preferred firms: KOHL, CH2M HILL and AECOM. CH2M HILL's proposed Mark-up far exceeded the competitive range of comparable Mark-ups offered by firms providing similar temporary staffing services to NYCT. After several negotiation sessions, agreement could not be reached with CH2M HILL. Accordingly, CH2M HILL was notified that they were no longer under consideration for an award. Therefore, negotiations were commenced with the fourth ranked technically preferred firm, ATKINS. Agreement could not be reached with ATKINS as their Mark-up also far exceeded the established objective and was far above the competitive range. ATKINS subsequently submitted a letter officially withdrawing from consideration on this Procurement. Negotiations then moved to the next technically ranked firm, HEPCO. Agreement was reached with HEPCO.

Best and Final Offers (BAFOs) were received as follows:

Proposer	Mark-up	Renewal Fee (>2080hrs)	Finder's Fee (<2080hrs)	Finder's Fee (>2080hrs)	>4160hrs
KOHL	39.00%	38.00%	15.00%	8.00%	NO FEE
AECOM	42.00%	35.00%	15.00%	10.00%	NO FEE
HEPCO	29.00%	27.00%	20.00%	00.00%	NO FEE

The Mark-up is paid to the Consultant and represents Overhead and Profit. The Mark-up compensates the Consultants for their efforts locating, screening, referring, and managing the payroll (and associated costs) of selected candidates. The Renewal Fee will be applied in lieu of the initial Mark-up in the event that temporary staff is renewed for an additional time period beyond 2080 hours. The contract also includes a Finder's Fee if temporary staff is subsequently hired as a full time employee after a designated period of time. Procurement and CPM consider the BAFOs received from the selected firms to be fair and reasonable. The three selected firms, KOHL, AECOM and HEPCO represent a formidable group comprised of a firm strong in engineering services and staffing, a solid consultant firm with a depth of relevant engineering expertise and a strong temporary staffing firm that has previously supplied these types of positions.

Background investigations and materials revealed that AECOM had disclosed information that was considered Significant Adverse Information (SAI) within the meaning of the All Agency Responsibility Guidelines. Approval had previously been obtained from MTA Management to find AECOM to responsible. No SAI material was disclosed regarding KOHL and HEPCO, who were also found fully responsible for award.

The selected firms were previously awarded the following contracts for NYCT:

KOHL: CM-1237, CM-1314, CM-1341. AECOM: CM-1286, CM-1308, CM-1342, CM-1356.

HEPCO: CM-1270, CM-1298, CM-1413, CM-1418.

## M/W/DBE INFORMATION:

Based on the Scope of Work and lack of subcontracting opportunities, M/W/DBE goals were established at 0% for these contracts. Goals were also established at 0% on previous staffing contracts awarded to KOHL and HEPCO, therefore, no assessment of the firm's previous performance meeting goals can be determined at this time. AECOM has achieved its previous M/W/DBE goals.

## IMPACT ON FUNDING:

These contracts will be funded with Federal/MTA funds provided on a work order basis. Task orders will not be issued until an approved WAR Certificate is received.

## ALTERNATIVES:





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

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

## RECOMMENDATION:

It is recommended that the Board approve award of three IQ contracts for Temporary Staffing Services on an as needed basis for a period of 60 months.

# Staff Summary

Item Number 12-14					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel 	5	X CPM		
2	X Law	6	EVP 		
3	X Budget	7	President 		
4	X DDCR				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Three awards – See below	CM -1515, CM-1516 and CM-1517
Description	
Indefinite Quantity Asbestos and Lead Monitoring and Design Services for Miscellaneous Construction projects.	
Total Amount	
\$30M Estimated Aggregate Budget	
Contract Term (including Options, if any)	
60 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To obtain Board approval to award three competitively negotiated personal service consultant contracts for Indefinite Quantity (IQ) Asbestos and Lead Monitoring and Design Services for Miscellaneous Construction projects: CM-1515 to Core Environmental Consultants, Inc. (Core), CM-1516 to Environmental Planning & Management, Inc. (EPM), and CM-1517 to Parsons Brinckerhoff, Inc. (PB) for a total estimated aggregate amount of \$30 million for all three contracts over a 60 month duration. These will be "zero-dollar" based contracts with no minimum guarantee of any assignments.

## DISCUSSION:

Under these contracts, the consultants shall provide asbestos and lead monitoring and design services on an as-needed task order basis for the Department of Capital Program Management. The consultants will perform site surveys; investigate and identify lead and asbestos containing materials; perform project monitoring and air monitoring services of third party contractors who will perform the actual abatement. A typical task would involve visiting the site, taking air samples of the contaminated area, developing an abatement plan and monitoring removal of the contaminants. Task orders will be competitively solicited from all three firms. However, some task orders may be assigned based on consultant availability, workload, past performance and cost.

A 2-Step Request for Proposal (RFP) was advertised in December 2012. On January 17, 2013, the following nine firms submitted Qualification Packages: PB; Airtek Environmental Corp. (Airtek); Cardno ATC (Cardno); Core; Emteque LLC (Emteque); EPM; Gannett Fleming Engineers & Architects, P.C. (Gannett); Entech Engineers, Inc. (Entech) and Liro Engineers, Inc. (Liro). The Selection Committee (SC) reviewed the submittals and, based on the proposers' knowledge and experience, recommended the following five consultant firms to receive the RFP: PB, Core, EPM, Gannett and Entech. Airtek and Emteque were not recommended because the SC believed, based on the information submitted, that they lacked sufficient qualified experience to successfully perform the work. Cardno and Liro were not considered as qualified to continue to the next step of the solicitation.

Proposals were received from all five respondents. The SC reviewed the written technical proposals, conducted oral presentations with all five firms and, based on the established RFP selection criteria, recommended all five for negotiations.

After the SC selected firms for negotiations, the cost proposals were opened and evaluated. To facilitate equal price comparison, the RFP required that proposals be based upon a fixed number and distribution of hours, specific titles and a fixed amount for out-of-pocket expenses. Initial cost proposals were based upon the 95,300 hours as provided in the RFP and were as follows: \$9,508,263 for Core, \$9,499,618 for EPM, \$9,998,856 for PB, \$11,077,416 for Gannett and \$11,274,542 for Entech. The engineer's estimate was \$10,837,420. Negotiations focused on labor rates, air sample rates, overhead and fees.

# Staff Summary

Best and Final Offers (BAFO) were received as follows and found to be within a competitive range: \$9,412,758 for Core, \$9,438,161 for EPM, \$9,891,316 for PB, \$10,206,193 for Gannett and \$10,768,967 for Entech. The fixed fee was negotiated to 8% for all teams consistent with the in-house estimate. The BAFO rates are valid for the term of each contract.

Core's BAFO was \$1,424,662 (13.15%) lower than the in-house estimate and represents a reduction of \$95,505 from their initial proposal. EPM's BAFO was \$1,399,259 (12.91%) lower than the in-house estimate and represents a reduction of \$61,457 from their initial proposal. PB's BAFO was \$946,104 (8.73%) lower than the in-house estimate and represents a reduction of \$107,540 from their initial proposal. Gannett's BAFO was \$631,227 (5.82%) lower than the in-house estimate and represents a reduction of \$871,223 from their initial proposal. Entech's BAFO was \$68,453 (0.63%) lower than the in-house estimate and represents a reduction of \$505,575 from their initial proposal. The Weighted Average Hourly Rate (WAHR) of the five BAFOs is 1% lower than the WAHR for the previous contracts awarded in March 2007. Both Procurement and CPM find the BAFOs to be fair and reasonable based on the competitive prices received.

After negotiations, the SC unanimously voted to award the contracts to Core, EPM and PB as they are the lowest in cost, have proven management teams and presented technical proposals that were detailed and exhibited their comprehensive knowledge of lead and asbestos monitoring. Both Core and EPM are incumbent firms who have satisfactorily performed similar services for both CPM and the Office of System Safety. PB has also performed satisfactorily on several NYCT contracts and has extensive experience with NYCT policies and procedures.

Background investigations and materials revealed that PB had disclosed information that was considered Significant Adverse Information (SAI) within the meaning of the All-Agency Responsibility Guidelines. Approval had previously been obtained from MTA Management to find PB to responsible. No SAI material was disclosed regarding Core and EPM, who were also found fully responsible for award.

## M/WBE:

The Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE and 10% WBE for this Contract. Core, EPM and PB have achieved their previous M/WBE goals on previous MTA contracts. The M/WBE Utilization Plans for the three firms have been approved by DDCR.

Previous work of the selected consultant for the MTA or affiliates:

Core – NYCT CM-1320 – IQ Lead and Asbestos Monitoring

EPM – NYCT CM-1377 – IQ Lead and Asbestos Monitoring

PB – NYCT – CM-1278 – IQ A/E Design and Construction Management for MTA Security Program.

## IMPACT ON FUNDING:

This contract will be 100% MTA funded provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until an approved WAR Certificate is received.

## ALTERNATIVES:

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

## CAPITAL PROGRAM REPORTING:

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

## RECOMMENDATION:

It is recommended that the Board approve award of three competitively negotiated personal service contracts for IQ Asbestos and Lead Monitoring and Design Services for Miscellaneous Construction projects.

# Staff Summary

Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel <i>UP</i>	5	EVP <i>MS</i>		
2 X	Law	6	President <i>SW</i>		
3 X	Cap. Plan. & Budget	7			
4 X	OMB	8			

SUMMARY INFORMATION	
Vendor Name Various	Contract Number Various
Description Superstorm Sandy Emergency Procurement Actions	
Total Amount \$125,980,396 (Est.)	
Contract Term (including Options, if any) N/A	
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 type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive <input checked="" type="checkbox"/> Various	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Various	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Various	

## PURPOSE:

To obtain Board ratification for procurement actions conducted under the Presidents' Emergency Declaration for Superstorm Sandy, as well as under New York State Executive Order No. 99 and its extensions.

## DISCUSSION:

On October 29, 2012, Superstorm Sandy hit the New York metropolitan area, causing widespread damage to MTA property, equipment, and facilities. The devastating effects of the storm necessitated a series of emergency procurement actions to restore service to the NYC Transit System. On November 1, 2013, as permitted by statute and Board guidelines, the Presidents of NYC Transit, MTA Capital Construction, and MTA Bus Company signed a Declaration of Emergency for Hurricane Sandy (the "Presidents' Emergency Declaration"), recognizing the danger to life, safety, and property caused by the storm. The Presidents' Emergency Declaration deemed formal bidding impractical and inappropriate for the award of contracts, and authorized the awarding of contracts and change orders without prior Board approval using competition to the extent practical. A number of procurement actions which could not await competitive bidding were undertaken pursuant to the Presidents' Emergency Declaration. These procurement actions included contracts to assess, mitigate, and remedy the effects of flood and wind at passenger stations, bus depots, infrastructure and other transit facilities, as well as to repair, restore, and/or replace equipment and property at numerous MTA locations, including track and signal equipment throughout the NYC Transit System.

Thereafter, in order to expedite the award of contracts necessary for additional critical repairs, reconstruction, rehabilitation, and mitigation work and maximize the use of federal assistance money, Governor Andrew M. Cuomo issued Executive Order No. 99, the Temporary Suspension of Provisions Relating to Transportation Infrastructure Recovery for the State Disaster Emergency ("Executive Order No. 99") on May 17, 2013. Executive Order No. 99 temporarily suspended sections 1209, 1265-a, and 2879(3)(b)(ii) of the Public Authorities Law, to the extent that the Chief Executive Officer or Executive Director of the MTA determined it necessary to authorize the award of contracts without the use of sealed bids or other prescribed competitive measures. The Executive Order also authorized the addition of work, sites, and time to existing MTA contracts. Executive Order No. 99 was continued by the Governor by Executive Order No. 101, signed June 18, 2013, by Executive Order No. 109, signed July 15, 2013, and again by Executive Order No. 112, signed September 6, 2013 (collectively, the "Executive Orders"), which cumulatively extended the original Executive Order through September 14, 2013. A number of procurement actions were authorized pursuant to the Executive Orders, as the use of sealed bids and other prescribed competitive measures would have been impractical or inappropriate.



## Staff Summary

The Presidents' Emergency Declaration indicated that Board approval would be sought in the form of a ratification for those actions that require it. Accordingly, NYC Transit is seeking Board ratification of the procurement actions listed in the attached documents. Attachment 1 is a summary of the categories of expenditures. Attachment 2 is a list of the procurement actions for which NYC Transit is seeking ratification. One-hundred-thirty-nine procurement actions for approximately \$19.2 million were authorized under the Presidents' Emergency Declaration, and 19 procurement actions for approximately \$106.8 million were authorized under the Executive Orders, for a total of approximately \$126.0 million and 158 procurement actions.

Additional Sandy-related procurement actions will be awarded in the future, including some which will require approval or ratification by the Board. Some are expected to be made pursuant to the Presidents' Emergency Declaration and Executive Orders.

Additional Superstorm Sandy-related procurement actions valued at approximately \$53.5 million have already been approved by the Board. Under a separate action in this month's agenda, Board approval is also being sought for six indefinite quantity engineering contracts for an estimated value of \$250 million for Superstorm Sandy-related projects.

Finally, NYC Transit has made a number of Superstorm Sandy-related procurement actions that do not require Board approval.

### **IMPACT ON FUNDING:**

Funding for these projects was initially provided through MTA and NYC Transit Operating and Capital budgets. Reimbursement is presently being sought for these costs from the FTA and insurance.

### **RECOMMENDATION:**

That the Board ratify the procurement actions conducted under the Presidents' Emergency Declaration for Superstorm Sandy, as well as under New York State Executive Order No. 99 and its extensions.

Attachment 1: Superstorm Sandy Procurement Actions Summary  
Categories of Expenditures

Procurement Actions Authorized Pursuant to the MTA Presidents' Emergency Declaration

	<u># Procurements</u>	<u>Value</u>
Purchase Contracts	76	\$12,815,875
Miscellaneous Services	1	\$68,040
Public Work Contract Modifications	62	\$6,335,532
	<u>139</u>	<u>\$19,219,447</u>

Procurement Actions Authorized Pursuant to Executive Orders

	<u># Procurements</u>	<u>Value</u>
Purchase Contracts	15	\$1,189,979
Public Work Contracts	1	\$102,443,000
Miscellaneous Services	1	\$165,000
Miscellaneous Procurements	1	\$95,470
Public Work Contract Modifications	1	\$2,867,500
	<u>19</u>	<u>\$106,760,949</u>

Grand Total:	<u>158</u>	<u>\$125,980,396</u>
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## Attachment 2: Superstorm Sandy Procurement Actions

### Procurement Actions Authorized Pursuant to the MTA Presidents' Emergency Declaration

#### Purchase Contracts

<u>Award Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation Method</u>	<u>Value</u>
11/19/2012	PO 6030067309	Capacitor Motor 60 HZ. Stock # 03-22-3565	Twinco	Informal Competition	\$148,750
11/19/2012	PO 6030067310	Rebuilt Induction Stop Circuit Controller. Stock # 03-22-2710	Twinco	Informal Competition	\$66,487
11/19/2012	PO 6030067326	Train stop mechanism. Stock # 03-23-4305	Twinco	Informal Competition	\$34,110
11/26/2012	PO 6030067726	Microchron. Stock # 03-05-2950	Alstom	Sole Source	\$32,925
11/26/2012	PO 6030067727	B2V Kit Rebuilt 4F/4B. Stock # 03-07-1900	Alstom	Sole Source	\$54,998
11/26/2012	PO 6030067729	Switch, M-5 L/H. Stock # 03-13-4304	Alstom	Sole Source	\$209,993
11/26/2012	PO 6030067730	Switch, M-5 R/H. Stock # 03-13-4305	Alstom	Sole Source	\$209,993
11/26/2012	PO 6030067733	Resistor. Stock # 02-43-7170	Ansaldo	Sole Source	\$23,154
11/26/2012	PO 6030067734	Transformer. Stock # 02-47-3715	Ansaldo	Sole Source	\$41,110
11/26/2012	PO 6030067741	Transformer. Stock # 02-47-1080	Ansaldo	Sole Source	\$24,872
11/26/2012	PO 6030067742	M3 Switch Contractor Assembly. Stock # 02-24-1222	Ansaldo	Sole Source	\$64,654
11/26/2012	PO 6030067743	Valve, A10 Switch. Stock # 02-22-8200	Ansaldo	Sole Source	\$162,708
11/26/2012	PO 6030067744	Switch, M-3 R/H. Stock # 02-22-5902	Ansaldo	Sole Source	\$152,171

11/26/2012	PO 6030067745	Switch, M-3 L/H. Stock # 02-22-5900	Ansaldo	Sole Source	\$152,171
11/26/2012	PO 6030067746	Relay, PV250, Rebuilt. Stock # 02-11-7700	Ansaldo	Sole Source	\$76,772
11/26/2012	PO 6030067747	Relay, PN-150B, 4FB-2F-1B. Stock # 02-08-7555	Ansaldo	Sole Source	\$122,250
11/26/2012	PO 6030067748	Relay, DC biased line, PN250B. Stock # 02-08-2000	Ansaldo	Sole Source	\$40,670
11/26/2012	PO 6030067749	Resistor. Stock # 02-43-7060	Ansaldo	Sole Source	\$17,462
11/26/2012	PO 6030067750	M3 Switch Motor Kit. Stock # 02-24-1422	Ansaldo	Sole Source	\$102,960
11/26/2012	PO 6030067751	Magnet, 400 Ohm. Stock # 02-31-8990	Ansaldo	Sole Source	\$52,481
11/26/2012	PO 6030067752	Resistor, 0-1.5 Ohm-4B. Stock # 02-43-7040	Ansaldo	Sole Source	\$33,932
11/26/2012	PO 6030067825	RD Relay Cover. Stock # 02-11-0850	Ansaldo	Sole Source	\$22,000
11/26/2012	PO 6030067731	Rectifier, 25VDC with Test Posts. Stock # 03-31-7510	Alstom	Sole Source	\$20,625
11/26/2012	PO 6030067824	Resistor, 1.2 Ohm A & B. Stock # 03-31-9140	PHW	Informal Competition	\$16,500
11/27/2012	PO 6030068042	Bearing, Jeweled B2V. Stock # 03-06-1910	Alstom	Sole Source	\$19,725
11/27/2012	PO 6030068055	Rectifier, 12.5VDC with Test Posts. Stock # 03-31-7505	Alstom	Sole Source	\$30,965
11/27/2012	PO 6030068087	Impedance, Balancing Reactor. Stock # 03-31-4820	Alstom	Sole Source	\$39,600
11/27/2012	PO 6030068089	Transformer, Type V1 Matching. Stock # 03-33-5113	Alstom	Sole Source	\$50,688
11/27/2012	PO 6030068108	Transformer, Type U, Size 1. Stock # 03-33-5090	Alstom	Sole Source	\$280,575
11/27/2012	PO 6030068117	Pole Changer - M5 Switch. Stock # 03-14-1810	Alstom	Sole Source	\$303,279

11/27/2012	PO 6030068148	Circuit Breaker. Stock # 03-21-4095	Twincor	Informal Competition	\$64,750
11/27/2012	PO 6030068152	Relay, B2V 110V 60 Cycle 2F-2B. Stock # 03-05-3020	Alstom	Informal Competition	\$497,392
11/27/2012	PO 6030068162	Air Stop Circuit Controller 6/4. Stock # 02-30-9365	Ansaldo	Sole Source	\$82,750
12/3/2012	PO 6030068721	Protector IV Wheel/Rail Interface Lubrication System	LB Foster	Informal Competition	\$48,750
12/5/2012	PO6030069068	Copper Lug. Stock # 01-14-2162	Erico	Informal Competition	\$23,200
1/14/2013	PO 6030073625	Purchase of Combination On-Site Office/Storage Container for Rockaway Shuttle	Pac-Van	Informal Competition	\$27,250
1/24/2013	PO 6030075017	Arc Proofing Tape. Stock # 61-50-3000	Greenvale Electric	Informal Competition	\$47,663
1/24/2013	PO 6030075018	Tape Sealant. Stock # 61-51-3860	Multi-Source Electrical Corp.	Informal Competition	\$41,820
1/25/2013	PO 6030075198	Security Storage Box. Stock # 24-79-1022	Colonial Hardware	Informal Competition	\$17,640
2/9/2013	PO 6030077106	Hydraulic Crimp Tools	Cembre	Informal Competition	\$120,948
2/13/2013	PO 6030077610	Messenger Wire. Stock # 61-56-3140	Loos & Co.	Informal Competition	\$130,000
2/15/2013	PO 6030074831	500 MCM cable. Stock # 20-06-6362	Montana Datacom	Informal Competition	\$70,665
2/21/2013	PO 6030078220	Strap, hanger lashing, for messenger wire. Stock # 33-75-1391	Schwing Electric	Informal Competition	\$281,190
2/21/2013	PO 6030078321	2000 MCM cable. Stock # 20-06-8680	Draka	Informal Competition	\$2,121,257
2/21/2013	PO 6030078322	2000 MCM cable. Stock # 20-06-8680	Draka	Informal Competition	\$834,593
2/22/2013	PO 6030077003	Messenger wire for Rockaway cable project. Stock # 61-56-3140	Aceco Industrial Packaging	Informal Competition	\$57,225

2/23/2013	PO 6030078553	Stanley Padlocks	Doorware	Informal Competition	\$23,490
2/24/2013	PO 6030078561	13" Rail Bond. Stock # 01-13-3010	Erico	Informal Competition	\$209,336
2/24/2013	PO 6030078562	36" Rail Bond. Stock # 01-13-3040	Erico	Informal Competition	\$21,664
2/24/2013	PO 6030078563	Cartridge. Stock # 01-14-1050	Railtech Boutet	Informal Competition	\$16,211
2/24/2013	PO 6030078564	Copper Lug. Stock # 01-14-2162	Erico	Informal Competition	\$94,598
2/24/2013	PO 6030078565	T-8 Welder. Stock # 01-14-3040	Railtech Boutet	Informal Competition	\$15,714
2/25/2013	PO 6030078578	Heater Cable. Stock # 01-20-0100	Lawrence Lowy Assoc.	Informal Competition	\$238,000
2/26/2013	PO 6030078800	25 pair cable. Stock # 20-72-0777	Monroe Cable	Informal Competition	\$282,500
2/26/2013	PO 6030078874	25 pair cable. Stock # 20-72-0751	Monroe Cable	Informal Competition	\$28,260
2/27/2013	PO 6030079102	Two conductor cable. Stock # 20-04-2040	Monroe Cable	Informal Competition	\$438,000
2/27/2013	PO 6030079105	Two conductor cable. Stock # 20-04-2040	Monroe Cable	Informal Competition	\$324,120
2/28/2013	PO 6030079244	Knife Switches, 1200 AMP, 600 volts. Stock # 26-46-3650	Selco	Informal Competition	\$114,000
3/1/2013	PO 6030079380	12 Pair Cable. Stock # 20-72-0426	Monroe Cable	Informal Competition	\$105,840
3/1/2013	PO 6030079477	Channel. Stock # 01-55-1302	RTR Tech.	Informal Competition	\$31,200
3/1/2013	PO 6030079831	12 Pair Cable. Stock # 20-72-0426	Monroe Cable	Informal Competition	\$22,320
3/8/2013	PO 6030080376	Rail Bond Terminal. Stock # 01-55-4164	Cembre	Informal Competition	\$24,365
3/8/2013	PO 6030080377	Rail Bond Kit. Stock # 01-55-4170	Cembre	Informal Competition	\$27,575

3/19/2013	PO 6030081361	36 Fiber Cable. Stock # 20-80-8336	Montana Datacom	Informal Competition	\$99,900
4/22/2013	PO 6030076008	1000 MCM cable. Stock # 20-06-7874	Southwire	Informal Competition	\$85,000
4/24/2013	PO 6030081974	Gas Powered Drills	Cembre	Informal Competition	\$86,601
4/29/2013	PO 6030085791	Metal Clad Cable, Connectors and Enclosures	Adams Electric	Informal Competition	\$2,265,738
4/29/2013	PO 6030080218	2000 MCM cable. Stock # 20-06-8680	Southwire	Informal Competition	\$286,000
5/1/2013	PO 6030086395	Screw Spike. Stock # 01-84-0527	Yangtze Railroad	Informal Competition	\$40,824
5/2/2013	PO 6030086468	Tropical Hardwood Tie Blocks, 24". Stock # 66-08-0510	William G. Moore & Son	Informal Competition	\$280,800
5/2/2013	PO 6030086469	Tropical Hardwood Ties, 9'6". Stock # 66-65-0352	William G. Moore & Son	Informal Competition	\$123,741
5/14/2013	PO 6030087856	Screw Spike. Stock # 01-84-0527	A&K Railroad Materials	Informal Competition	\$40,608
5/31/2013	PO 6030078511	36 Fiber Cable. Stock # 20-80-8336	Montana Datacom	Informal Competition	\$299,700
6/27/2013	PO 6030092424	Fiberglass Cable Racking. Stock # 06-61-1350	Resolite Polyglass	Informal Competition	\$26,497
6/28/2013	PO 6030092562	Fire Dept Sound Power Boxes	MKJ Comm.	Informal Competition	\$56,150
7/25/2013	PO 6030094849	DN22B Relays (Non-inventory)	Ansaldo	Sole Source	\$31,450

Total: \$12,815,875

**Miscellaneous Services**

<u>Award Date</u>	<u>Contract #</u>	<u>Description</u>
3/22/2013	PO 6030081770	Rail Grinding Services

<u>Contractor</u>
Advanced Rail Management

<u>Solicitation Method</u>
Informal Competition

<u>Value</u>
\$68,040

Total: \$68,040

Public Work Contract Modifications

<u>Award Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation Method</u>	<u>Value</u>
1/30/2013	A-36136	AWO 7: Flood prevention during Hurricane Sandy	AD Tech Enterprises	Change Order	\$29,200
11/6/2012	S-32731	AWO 141: Broad Channel: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/6/2012	S-32731	AWO 142: Rockaway Line: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/28/2012	S-32731	AWO 143: Broad Channel: Clean signal equipment rooms, remove damaged equipment & deliver to NYCT signal shop.	TC Electric Corp.	Change Order	\$49,500
11/19/2012	S-32731	AWO 145: Broad Channel: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/19/2012	S-32731	AWO 146: Rockaway Line: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/6/2012	S-32742	AWO 27: South Ferry: Assess damages, mobilize, survey, prepare scope.	LK Comstock	Change Order	\$49,500
11/6/2012	S-32742	AWO 29: Coney Island: Assess damages, mobilize, survey, prepare scope.	LK Comstock	Change Order	\$49,500
11/14/2012	S-32742	AWO 30: South Ferry: Removal of damaged equipment. Repair equipment and perform tests as needed.	LK Comstock	Change Order	\$49,500
11/14/2012	S-32742	AWO 31: Coney Island: Removal of damaged equipment, repair equipment, perform tests as needed.	LK Comstock	Change Order	\$49,500
11/16/2012	S-32742	AWO 32: Coney Island: Assess damages, mobilize, survey, prepare scope, removal, testing, & repair as needed. Priority items 2 & 3.	LK Comstock	Change Order	\$49,500
11/16/2012	S-32742	AWO 33: Coney Island: Assess damages, mobilize, survey, prepare scope, removal, testing, & repair as needed. Priority items 4, 5 & 6.	LK Comstock	Change Order	\$49,500
12/26/2012	S-32742	AWO 34: Coney Island: Cleaning, overhaul, testing of 10 switch machines, remove motors, and cleaning of 90 switch machines, replacement of 7 stop machines.	LK Comstock	Change Order	\$249,500
12/7/2012	S-32742	AWO 35: Coney Island: Overhaul 25 existing track switches and appurtenances including installation of replacement switch motors.	LK Comstock	Change Order	\$166,000



12/3/2012	S-32742	AWO 36: Coney Island: Additional cleaning of switch machines and junction boxes. Provide office trailer for 6 months for TA personnel.	LK Comstock	Change Order	\$89,000
1/3/2013	S-32742	AWO 37: Coney Island: Install switch motors and place in-service 28 track switches.	LK Comstock	Change Order	\$170,520
1/9/2013	S-32742	AWO 38: Coney Island: Install switch motors and place in-service additional 30 track switches.	LK Comstock	Change Order	\$182,000
1/23/2013	S-32742	AWO 39: Coney Island: Install switch motors and place in-service additional 12 track switches.	LK Comstock	Change Order	\$73,000
1/29/2013	S-32742	AWO 40: Coney Island: Install switch machine cables and conduits. Reinstall one Stop Machine.	LK Comstock	Change Order	\$55,000
1/31/2013	S-32742	AWO 41: Coney Island: Install switch motors and place in-service additional 10 track switches.	LK Comstock	Change Order	\$60,900
3/8/2013	S-32742	AWO 42: South Ferry: Technical support by for Gap fillers.	LK Comstock	Change Order	\$49,500
4/24/2013	S-32742	AWO 45: South Ferry: Furnish replacement parts for gap fillers.	LK Comstock	Change Order	\$89,086
6/7/2013	S-32742	AWO 48: South Ferry Demobilization of Tools, Materials, and Facilities.	LK Comstock	Change Order	\$27,000
12/19/2012	S-32761	AWO 5: Rockaway Line: Meggering and continuity testing of cables.	TC Electric Corp.	Change Order	\$234,000
12/28/2012	S-32761	AWO 6: Rockaway Line: Furnish & Install new local cables at each home signal locations F3 to F5.	TC Electric Corp.	Change Order	\$165,000
12/28/2012	S-32761	AWO 7: Rockaway Line: Furnish & Install new local cables at each automatic signal locations F3 & F4.	TC Electric Corp.	Change Order	\$170,000
12/28/2012	S-32761	AWO 8: Rockaway Line: Furnish & Install new local cables at each switch machine locations.	TC Electric Corp.	Change Order	\$109,000
12/28/2012	S-32761	AWO 9: Rockaway Line: Furnish new home cables to replace damaged from case to case or case to relay room.	TC Electric Corp.	Change Order	\$238,000
1/17/2013	S-32761	AWO 10: Rockaway Line: Furnish & install new cables at each home signal locations F6 to F12.	TC Electric Corp.	Change Order	\$188,600
1/17/2013	S-32761	AWO 11: Rockaway Line: Furnish & Install new cables at each automatic signal locations F6 to F12.	TC Electric Corp.	Change Order	\$164,190

1/17/2013	S-32761	AWO 12: Rockaway Line Purchase of compressor equipment.	TC Electric Corp.	Change Order	\$182,760
1/17/2013	S-32761	AWO 13: Rockaway Line: Remove and reinstall 9 switch machines.	TC Electric Corp.	Change Order	\$90,000
1/15/2013	S-32761	AWO 14: Rockaway Line: Purchase additional 500 MCM EPR Cable.	TC Electric Corp.	Change Order	\$23,080
2/6/2013	S-32761	AWO 15: Rockaway Line: Restore service to signal compressor eqpt.	TC Electric Corp.	Change Order	\$173,000
2/6/2013	S-32761	AWO 16: Rockaway Line: Restore control panel at tower.	TC Electric Corp.	Change Order	\$150,000
2/6/2013	S-32761	AWO 17: Rockaway Line: Restore and install circuit breakers in EDRs, EPR and Signal Power Room.	TC Electric Corp.	Change Order	\$196,500
2/6/2013	S-32761	AWO 18: Rockaway Line: Provide safety coverage for five months and job site clean-up.	TC Electric Corp.	Change Order	\$195,250
2/25/2013	S-32761	AWO 19: Rockaway Line: Provide full time signal engineering coverage for 4 months restoration work.	TC Electric Corp.	Change Order	\$107,500
2/7/2013	S-32761	AWO 21: Rockaway Line: Restore and install damaged 500 MCM signal power feeder cable.	TC Electric Corp.	Change Order	\$32,000
4/17/2013	S-32761	AWO 22: Rockaway Line: Installation of new messenger cable.	TC Electric Corp.	Change Order	\$65,000
4/17/2013	S-32761	AWO 23: Rockaway Line: Restoration of line cables F3-858 CIH.	TC Electric Corp.	Change Order	\$218,500
4/17/2013	S-32761	AWO 24: Rockaway Line: Restoration of line cables F3-852 CIH.	TC Electric Corp.	Change Order	\$33,500
4/17/2013	S-32761	AWO 25: Rockaway Line: Restoration of line cables F3-854 CIH.	TC Electric Corp.	Change Order	\$71,000
4/17/2013	S-32761	AWO 26: Rockaway Line: Restoration of line cables F3-849 CIH.	TC Electric Corp.	Change Order	\$89,000
4/17/2013	S-32761	AWO 27: Rockaway Line: Restoration of line cables F6-851 CIH.	TC Electric Corp.	Change Order	\$66,200
4/17/2013	S-32761	AWO 28: Rockaway Line: Restoration of line cables F9-853 CIH.	TC Electric Corp.	Change Order	\$143,700
4/12/2013	S-32761	AWO 30: Rockaway Line: Restoration and installation of new signal line cables in F30837 CIH.	TC Electric Corp.	Change Order	\$104,790

6/11/2013	S-32761	AWO 31: Rockaway Line: Restoration and installation of readjusted signal cables at F4-854, F6-851, and F10-854.	TC Electric Corp.	Change Order	\$147,300
4/17/2013	S-32761	AWO 32: Rockaway Line: Provide bar chart CPM schedule and three months updates.	TC Electric Corp.	Change Order	\$2,510
4/17/2013	S-32761	AWO 33: Rockaway Line: Replace 10-conductor cable for EDR and compressor room.	TC Electric Corp.	Change Order	\$5,500
5/2/2013	S-32761	AWO 35: Rockaway Line: Disconnect and re-terminate line cables.	TC Electric Corp.	Change Order	\$5,600
5/30/2013	S-32761	AWO 36: Rockaway Line: Replace damaged wires in conduit for platform lighting.	TC Electric Corp.	Change Order	\$45,000
6/11/2013	S-32761	AWO 37: Rockaway Line: Restoration/installation of signal cables at F7-852, F8-852, F6-861, F12-861 and 101 and 107 switches.	TC Electric Corp.	Change Order	\$188,700
6/11/2013	S-32761	AWO 38: Rockaway Line: Restoration/installation of signal cables at F3-861, F4-861, F11-854 and F12-854 switches.	TC Electric Corp.	Change Order	\$193,300
5/30/2013	S-32761	AWO 40: Rockaway Line: Perform breakdown testing, operating and in-service testing of signal track circuits and equipment.	TC Electric Corp.	Change Order	\$171,800
5/30/2013	S-32761	AWO 41: Rockaway Line: Restoration/installation of damaged cables at F3-837 and F4-830 CIH.	TC Electric Corp.	Change Order	\$31,000
5/28/2013	S-32761	AWO 42: Rockaway Line: Replace damaged cable trays at Seaside-Beach 105th St. and Playland-Beach 90th St.	TC Electric Corp.	Change Order	\$49,000
6/12/2013	S-32761	AWO 43: Rockaway Line: Replace damaged generator and associated equipment.	TC Electric Corp.	Change Order	\$180,600
6/12/2013	S-32761	AWO 44: Rockaway Line: Replace damaged signal code cable between Rockaway Line and Hammels Wye Relay Rooms.	TC Electric Corp.	Change Order	\$249,500
6/12/2013	S-32761	AWO 45: Rockaway Line: Replace damaged stop magnet and stop machines at 23 locations.	TC Electric Corp.	Change Order	\$53,000
7/18/2013	S-32761	AWO 49: Rockaway Line: Replace next train signs and annunciator.	TC Electric Corp.	Change Order	\$10,630
7/17/2013	S-32761	AWO 50: Rockaway Line: Plumbing work at compressor rooms.	TC Electric Corp.	Change Order	\$6,316
Total:					<u>\$6,335,532</u>

Total Authorized Pursuant to the MTA Presidents' Emergency Declaration: \$19,219,447

Procurement Actions Authorized Pursuant to Executive Orders

Purchase Contracts

<u>Award</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation Method</u>	<u>Value</u>
5/29/2013	PO 6030089213	Emergency Alarms for Greenpoint Tube	Meridien Assoc.	Informal Competition	\$242,414
5/30/2013	PO 6030089328	Fiberglass Extension. Stock # 01-33-2000	Delta Composites	Informal Competition	\$65,550
5/30/2013	PO 6030089302	Plate Shim, RF-A, 1/4". Stock # 01-63-1534	Edsal Machine Products	Informal Competition	\$51,300
5/30/2013	PO 6030089300	Plate Shim, RF-A, 1/8". Stock # 01-63-1530	Edsal Machine Products	Informal Competition	\$40,950
6/13/2013	PO 6030090906	Fire Hoses	J.G.B. Enterprises	Informal Competition	\$154,950
7/5/2013	PO 6030093108	Rebuild Kit. Stock # 02-11-7800	Ansaldo	Sole Source	\$79,183
7/5/2013	PO 6030083132	Rack, with Piston. Stock # 02-20-8535	Ansaldo	Sole Source	\$34,196
7/8/2013	PO 6030093162	Complete Circuit Controllers. Stock # 02-11-4360	Ansaldo	Sole Source	\$35,250
7/9/2013	PO 6030093233	Cover & Guide for Lock Rod. Stock # 02-18-6025	Ansaldo	Sole Source	\$21,509
7/15/2013	PO 6030093837	M5 Relay. Stock # 03-50-3000	Aistom	Sole Source	\$45,151
7/15/2013	PO 6030093854	Cut-out M3 Assembly. Stock # 02-24-1224	Ansaldo	Sole Source	\$21,798
7/16/2013	PO 6030093985	PN 152-S0 Relay. Stock # 02-08-7540	Ansaldo	Sole Source	\$44,996

7/25/2013	PO 6030094960	130 Ohms DC Valve. Stock # 02-22-8400	Ansaldo	Sole Source	\$104,880
7/25/2013	PO 6030094933	PV250 Relay. Stock # 02-08-2549	Ansaldo	Sole Source	\$89,528
7/29/2013	PO 6030095135	AC 60 Cycle Type B2V Track Relay. Stock # 03-05-3000	Alstom	Sole Source	\$158,324
<b>Total:</b>					<b>\$1,189,979</b>

#### Public Work

<u>Award</u>		<u>Description</u>	<u>Contractor</u>	<u>Solicitation</u>	<u>Value</u>
<u>Date</u>	<u>Contract #</u>			<u>Method</u>	
7/31/2013	P-36435	Montague Tubes: Rehabilitation of the Montague Tubes	JTJ Contracting	Sealed Bid	\$102,443,000
<b>Total:</b>					<b>\$102,443,000</b>

#### Miscellaneous Services

<u>Award</u>		<u>Description</u>	<u>Contractor</u>	<u>Solicitation</u>	<u>Value</u>
<u>Date</u>	<u>Contract #</u>			<u>Method</u>	
6/18/2013	PO 6030091396	Repair of Four Armored Vehicles for NYCT Department of Buses.	Diehl & Sons	Informal Competition	\$165,000
<b>Total:</b>					<b>\$165,000</b>

**Miscellaneous Procurements**

<u>Award</u> <u>Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation</u> <u>Method</u>	<u>Value</u>
7/3/2013	PO 6030093013	Rental of two pumps for pump cars	Goodwin	Informal Competition	\$95,470
Total:					\$95,470

**Public Work Contract Modifications**





<u>Award</u> <u>Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation</u> <u>Method</u>	<u>Value</u>
7/26/2013	S-32742	AWO 54: Greenpoint Tubes: Replace Signal Equipment, Cables and Power Supply	LK Comstock	Competitive Change Order	\$2,867,500
Total:					\$2,867,500

Total Authorized Pursuant to Executive Orders: \$106,760,949

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Grand Total: \$125,980,396

# Staff Summary

Item Number 2-7					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Division Head Signature & Title: 					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel 	5	X CPM		
2	X Law	6	EVP 		
3	X Budget	7	President 		
4	X DDCR				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Six Awards - See below	CM-1506, 1507, 1508, 1509, 1528, 1529
Description	
IQ Consultant Services for Construction Management and Inspection Services for Federally Funded Miscellaneous Construction and Capital Security Projects	
Total Amount	
\$120M Estimated Aggregate Budget	
Contract Term (including Options, if any)	
60 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input 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 type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To obtain Board ratification pursuant to the Emergency Declaration signed by the agency presidents in December 2002 for the award of six Contracts for Indefinite Quantity (IQ) Consultant Services for Construction Management and Inspection Services (CMIS) for Federally Funded Miscellaneous Construction and Capital Security Projects on a competitive basis: CM-1506 to URS Corporation – New York (URS), CM-1507 to AECOM USA, Inc. (AECOM), CM-1508 to SYSTRA Engineering, Inc. (SYSTRA), CM-1509 to HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS), CM-1528 to LiRo Engineers, Inc. (LiRo) and CM-1529 to Parsons Brinckerhoff, Inc. (PB). Under these Contracts, selected Consultants compete for specific projects on a task order basis. The contracts are "zero dollar" based with no minimum guarantee of any assignment. The aggregate pool for all six contracts is for an estimated amount of \$120 million for a 60 month duration.

## DISCUSSION:

NYC Transit is proceeding to develop projects that are designed to protect the public, employees, and all transit facilities relating to the operation of the transit system, its sensitive systems and structures. The six consultants: URS, AECOM, SYSTRA, HAKS, LiRo, and PB (collectively, the Consultants) were selected to provide IQ CMIS on an as-needed competitive task order basis on various NYCT Federally-funded construction and Capital Security Projects. A typical task will involve pre-construction, construction and closeout phases support of various NYC Transit Projects; constructability reviews of design solutions; oversight of contractors' work during construction; monitoring of DBE compliance; assistance in the change order process; and performance of pre-final and final inspections of contractors' work. These contracts replaced expired CMIS IQ contracts. Consultants are given opportunities to submit proposals on individual task orders, which are issued after review, evaluation and completion of negotiations of the Consultants' proposals.

The Consultants were selected via a qualifications based 2-step procurement process established by the Federal Brooks Act. As such, contracts for A/E services are negotiated with the A/E team that is determined to be most preferred by the Selection Committee (SC) after evaluation of the Consultant's qualifications and technical proposals. Price is not a consideration in the selection or ranking. Cost proposals remain sealed until the conclusion of the technical evaluations. Only the cost proposal for the top-ranked proposer is opened and considered for negotiations. Since six awards were planned under this RFP, negotiations were conducted with the six most technically preferred firms. The contracts were awarded under the December 2002 Declaration due to an imminent need to retain CMIS in the performance of constructability reviews prior to solicitation of upcoming Construction contracts. In order to permit immediate use of the new Security CMIS pool, the first of these contracts was awarded on July 30, 2013.

Step 1 – In response to NYC Transit's advertisement, nine submissions consisting of a Schedule J Responsibility Questionnaire, Federal SF 330 form, and a qualification statement were received. The SC reviewed the submissions and recommended the following eight firms to receive the RFP for this solicitation: URS, AECOM, SYSTRA, HAKS, LiRo, PB, Tectonics Engineering & Surveying Consultants P.C. (Tectonics) and STV Incorporated (STV). The firm not selected, Ardanuy Consulting Inc., lacked Transit experience and adequate financial capacity. Step 2 – Technical Proposals were received from all of the firms selected in Step 1, with the exception of STV, who did not submit a proposal due to their internal administrative error.

# Staff Summary

Following SC review and evaluation, AECOM, HAKS, LiRo, PB, SYSTRA and URS were selected as the six most preferred. The Consultants were chosen based on their superior technical qualifications, plan of approach, relevant areas of experience, project team and key personnel experience, current workload of prime and sub-consultants, past experience, and ability to adequately staff the project. The selected firms also have extensive experience in providing CMIS, and/or A/E design services to the MTA and other state and public agencies. Tectonic was not selected for negotiations because the firm's proposal did not demonstrate sufficient expertise in security initiatives.

After being selected and approved for negotiations, the cost proposals for the six most preferred firms were opened and evaluated. To ensure a fair evaluation, the RFP required that proposals be based on a fixed distribution of hours, titles and a fixed amount for out-of-pocket costs. Initial cost proposals were based upon 164,000 hours as provided in the RFP and were as follows: \$19,925,932 for URS, \$26,625,607 for AECOM, \$22,654,723 for SYSTRA, \$24,271,629 for HAKS, \$22,784,975 for LiRo, and \$24,776,457 for PB. The engineer's estimate was \$18,686,629. Negotiations focused on labor rates, overhead and fees.

Best and Final Offers (BAFO) were received as follows and found to be in a competitive range: \$18,336,402 for URS, \$20,442,424 for AECOM, \$20,360,161 for SYSTRA, \$20,486,968 for HAKS, \$19,391,245 for LiRo, and \$20,073,368 for PB. The negotiated fixed fee was consistent with the in-house estimate. BAFO pricing is consistent with labor rates on existing incumbent contracts and is binding for the term of the contract. The URS BAFO was \$350,227 (1.87%) less than the engineer's estimate and represents a reduction of \$1,589,530 from their initial proposal. AECOM's BAFO was \$1,755,795 (9.39%) more than the engineer's estimate and represents a reduction of \$6,183,183 from their initial proposal. SYSTRA's BAFO was \$1,673,532 (8.95%) more than the engineer's estimate and represents a reduction of \$2,294,562 from their initial proposal. HAKS' BAFO was \$1,800,339 (9.63%) more than the engineer's estimate and represents a reduction of \$3,784,661 from their initial proposal. LiRo's BAFO was \$704,616 (3.77%) more than the engineer's estimate and represents a reduction of \$3,393,730 from their initial proposal. PB's BAFO was \$1,386,739 (7.42%) more than the engineer's estimate and represents a reduction of \$4,703,089 from their initial proposal.

Background investigations and materials revealed that SYSTRA, HAKS and LiRo disclosed no "significant adverse information" (SAI) within the meaning of the All-Agency Responsibility Guidelines. AECOM, PB and URS had disclosed information that was considered SAI, but subsequently received MTA Management approval. Accordingly, all firms were found fully responsible for award.

Previous work of the selected consultants for the MTA or affiliates:

All of the consultants have prior experience on NYC Transit IQ contracts, as either prime or sub-consultants.

## M/W/DBE INFORMATION:

The Department of Diversity and Civil Rights established a Disadvantaged Business Enterprise (DBE) goal of 17%, and has approved the Consultants' utilization plans. HAKS is a New York State Certified MBE. In consideration of the selected Consultants' past M/W/DBE performance, all of the consultants have achieved their M/W/DBE goals on previous MTA contracts.

## IMPACT ON FUNDING:

This contract will be funded with 100% Federal funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until approved WAR Certificates are received.

## ALTERNATIVES:

None. NYC Transit lacks available in-house technical personnel to perform the specific tasks required for these contracts.

## CAPITAL PROGRAM REPORTING:

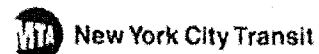
This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary input has been secured from the responsible functional departments.

## RECOMMENDATION:

That the Board ratify award of six contracts for IQ Consultant Services for CMIS for Federally Funded Miscellaneous Construction and Capital Security Projects pursuant to the Emergency Declaration signed by the agency presidents in December 2002.



# Schedule K: Ratification of Completed Procurement Actions



Item Number: 8

<b>Vendor Name (&amp; Location)</b>	
John Civetta & Sons (Bronx, NY)	
<b>Description</b>	
Full Rehabilitation of Dyckman Street Station and Component Repair of Five Stations on the Broadway/Seventh Avenue Line	
<b>Contract Term (including Options, if any)</b>	
June 29, 2010 – September 25, 2013	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
Capital Program Management, Frederick E. Smith	

<b>Contract Number</b>	<b>AWO/Modification #</b>
A-36065	42
<b>Original Amount:</b>	\$ 46,906,344
<b>Prior Modifications:</b>	\$ 3,944,617
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 50,850,961
<b>This Request:</b>	\$ 1,080,000
<b>% of This Request to Current Amount:</b>	2.1%
<b>% of Modifications (including This Request) to Original Amount:</b>	10.7%

## DISCUSSION:

This retroactive modification provided for building an ADA ramp, creating ADA paths at ground level, sidewalk rehab, and all related site work at the Dyckman Street Station in the borough of Manhattan.

The contract covers stations on the Broadway/Seventh Avenue Line in Manhattan (Dyckman Street, 207<sup>th</sup> and 215<sup>th</sup> Street Stations) and The Bronx (225<sup>th</sup>, 238<sup>th</sup> and 242<sup>nd</sup> Street Stations). The contract provides for the full rehabilitation of the Dyckman Street Station. The contract also provides for component replacements at five stations, consisting of the replacement of street stairs at two stations (207<sup>th</sup> and 225<sup>th</sup> Streets) and the replacement of platform edges and canopies at five stations (207<sup>th</sup>, 215<sup>th</sup>, 225<sup>th</sup>, 238<sup>th</sup> and 242<sup>nd</sup> Streets).

The contract calls for the installation of ADA elements at the Dyckman Street Station. These elements involve raising the platform; rebuilding stair cases; and installing ADA compliant railings and door handles. Although this is not a designated fully accessible key station, these elements enhance ADA accessibility to the Dyckman Street Station. After contract award, a disability advocacy group filed a federal lawsuit claiming that the Americans with Disabilities Act requires MTA to provide more ADA elements. In March 2011, the lawsuit was settled with NYC Transit's agreement to provide an elevator and access ramp for the southbound platform at the Dyckman Street Station. To accomplish this, the Board has approved several contract modifications that added civil and structural work, and provided an elevator, including associated electrical elements, all of which extended the contract to September 25, 2013.

This retroactive modification provided for the construction of an ADA compliant ramp for access to the station entrance and elevator. It also provided for the construction of a new station entry plaza approved by NYC DOT, with ADA paths and an expanded sidewalk area which enhances pedestrian safety and access to the station. The utilities in the area were relocated to accommodate the new plaza layout. Street drainage was enhanced and drainage capacity increased by the addition of expanded catch basins. Gas lines and electrical lines embedded in the street were relocated due to the new street and sewer layout. An existing fire hydrant was relocated as well. The contractor's initial proposal was \$1,527,411. NYC Transit's estimate was \$1,020,000. Negotiations resulted in the agreed upon price of \$1,080,000. Based upon an analysis of the contractor's proposal and NYC Transit's estimate, the final price was found to be fair and reasonable. A savings of \$447,411.00 was achieved. On September 25, 2012, the SVP & Chief Engineer signed a retroactive waiver and the contractor was directed to proceed in order to mitigate delay.

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 9

Vendor Name (& Location)	
Judlau Contracting, Inc. (College Point, NY)	
Description	
Rehabilitation of the Culver Line Viaduct	
Contract Term (including Options, if any)	
March 5, 2009 – February 5, 2013	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
C-34763	88
Original Amount:	
	\$ 178,800,000
Prior Modifications:	
	\$ 10,189,575
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 188,989,575
This Request:	
	\$ 800,000
% of This Request to Current Amount:	
	0.4%
% of Modifications (including This Request) to Original Amount:	
	6.2%

**DISCUSSION:**

This retroactive modification is for additional spall repairs on the Culver Line Viaduct.

This contract is for the rehabilitation of the Culver Line Viaduct in Brooklyn, which was built in 1930, including rehabilitation of the concrete viaduct deck, removal of existing ballasted tracks, signals and cables, installation of new Low Vibration Tracks using resilient blocks, replacement of existing switches and signals, installation of a new diamond crossover interlocking, installation of new CBTC-ready signal switches, construction of a new signal relay room to support the new interlocking and CBTC signaling, and drainage work. The contract work is located between the 7th Avenue Station (in the south) and the Bergen Street Station (in the north).

The contract provides for spall repairs to the concrete track benches for all four tracks of the Culver Line Viaduct. A spall is a defect in the surface of concrete. Spalls are the result of water seeping into concrete and forcing the surface to peel, pop out, or flake off. Based on a pre-award survey, the contract called for 9,000 square feet of spall repairs less than three inches in depth. During construction, the track ballast and track slab were removed. The exposed surfaces of the track benches showed greater than expected concrete deterioration.

Spall repairs are complete. The contractor actually repaired 54,293 square feet of spall less than three inches, which is 45,293 square feet more than the 9,000 square feet called for in the contract.

The modification provides for repairing the additional 45,293 square feet of concrete spall less than three inches in depth on all four tracks on the viaduct. Repairs include saw-cutting affected areas, removing loose concrete, installing wire mesh and pins and patching the affected areas. The contractor's initial proposal was \$995,171. NYC Transit's estimate was \$848,000. Following negotiations, a lump sum price of \$800,000 was agreed upon. Savings of \$195,171 were achieved.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 1-2

Vendor Name (& Location) AECOM*Arup, JV (New York, NY)		Contract Number CM-1188	AWO/Modification # 58 & 93
Preliminary and final engineering services for the Second Avenue Subway project		Original Amount:	\$ 200,478,227
		Option Amount:	\$ 150,400,897
		Total Amount:	\$ 350,879,124
Contract Term (including Options, if any) December 20, 2001 - December 19, 2014		Prior Modifications (excluding options):	\$ 70,891,848
		Prior Budgetary Increases:	\$ 0
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a		Current Amount:	\$ 421,770,972
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		This Request:	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		Mod. 58: \$4,900,000	\$ 6,563,094
Funding Source		Mod. 93: \$1,663,094	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	1.6%
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu		% of Modifications (including This Request) to Total Amount:	22.1%

## DISCUSSION:

These retroactive modifications are: 1) for the resolution of a claim for 17 design items classified as outside of the contractual scope of work; and 2) for payment of overhead adjustments, per federal regulations, owed to AECOM, Inc. (AECOM) as a result of two audits performed by MTA Audit (Audit) covering six fiscal years (FY) 2006 through 2011.

The base contract provided for preliminary engineering (PE) of the segment running from 125th Street to Midtown, PE of the segment running from Midtown to Lower Manhattan, and support services during the construction phase for tunnel boring machine activities. The contract also included three options for final design and construction support services for the civil/structural elements, systems and stations. The contract utilizes the federal overhead procedures detailed under the Safe Accountable Flexible Efficient Transportation Equity Act and requires an annual review and adjustment of consultant overhead rates.

### Modification No. 58:

Originally, AECOM\*Arup, JV (AAJV) filed a claim against MTACC for 37 out-of-scope items in a letter dated May 14, 2009. Following review meetings from May 2009 through February 2012, both parties agreed that 17 items had merit. AAJV agreed not to pursue the remaining 20 items.

Of the 17 items, 13 items are distributed over each of the four SAS stations and the remaining four encompass the entire project:

(1) 96<sup>th</sup> Street Station: 1. Ancillary #2 connection to station, 2. Analysis and redesign of back-pitched sewer at 95<sup>th</sup> Street, 3. Addition of RTO Tower, and 4. Additional Con Ed required changes; (2) 86<sup>th</sup> Street Station: 1. Relocation of Entrance #2, and 2. Additional Central Instrument Room; (3) 72<sup>nd</sup> Street Station: 1. Relocation of Entrance #3 from inside 305 East 72<sup>nd</sup> Street to a sidewalk location, 2. Deletion of access shafts, and 3. Addition of retail spaces (4) 63<sup>rd</sup> Street Station: 1. PE and FE Design for mechanical ventilation, vertical circulation and entrance layouts, 2. Additional entrance redesigns per NYCDOT, 3. Vent Structure on 63<sup>rd</sup> Street, and 4. Alternative water leak remedies and changes to station platforms. (5) Project-Wide: 1. Schedule Preparation of Level IV Construction Schedule, 2. Contract Packaging plan increased the number of construction contracts from six to ten to increase competition, 3. Entrance Canopy to be redesigned to a curved arch form, and 4. Street Restoration Limits are increased to more than 100 feet due to utility relocations. For the 17 agreed to scope items, AAJV submitted an initial proposal of \$9,840,445. MTACC's revised estimate was \$4,860,086. Subsequent negotiation meetings discussed productivity, the number of drawings needed and focused on the items with major variances. AAJV submitted a BAFO in the amount of \$4,900,000, which is considered fair and reasonable. Savings of \$4,940,445 were achieved.

### Modification No. 93:

AECOM is a Joint Venture partner of Arup on this design services contract for the Second Avenue Subway (SAS). In June, the Board approved an overhead rate adjustment for ARUP and was informed at that time that this adjustment for AECOM was forthcoming. The two overhead reconciliation audits show that the actual annual overhead rates for these six years have ranged higher and lower than the provisional contract rate. This modification will cover the net payment of overhead adjustments owed to AECOM. For the first audit covering FYE 2006 through 2008, Audit's review found that the actual overhead rates resulted in adjustments of \$351,915, which AECOM agreed with.

For the second audit covering FYE 2009 through 2011, AECOM submitted an initial amount of \$2,122,762 for overhead adjustments. AECOM explained that much of the lost overhead had been written off their books and they favored a mutually beneficial agreement for past years' overhead. Negotiations resulted in the agreed upon revised proposal of \$1,311,179; a savings of \$811,583, or 38.2% lower than the original proposal was achieved. The total amount of \$1,663,094 covering both audit periods was found to be fair and reasonable.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

<b>Vendor Name (&amp; Location)</b>	
E.E. Cruz and Tully Construction Company, JV, LLC (New York, NY)	
<b>Description</b>	
Second Avenue Subway route – 96 <sup>th</sup> Street Station Finishes	
<b>Contract Term (including Options, if any)</b>	
June 22, 2012 – December 22, 2015	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
MTA Capital Construction, Dr. Michael Horodniceanu	

<b>Contract Number</b>	<b>AWO/Modification #s</b>
C-26010	7
<b>Original Amount:</b>	\$ 324,600,000
<b>Prior Modifications:</b>	\$ 1,738,543
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 326,338,543
<b>This Request:</b>	\$ 2,725,000
<b>% of This Request to Current Amount:</b>	0.8%
<b>% of Modifications (including This Request) to Original Amount:</b>	1.4%

## DISCUSSION:

This retroactive modification will address additional station waterproofing changes for the 96<sup>th</sup> Street Station including the entire station roof, remaining secant pile side walls and Entrance 1, 2 and 3 invert slabs.

This contract is for station finishes for the Second Avenue Subway - 96<sup>th</sup> Street Station.

The work to be performed under this contract includes: the rehabilitation and retrofit of the existing 99th - 105th Street Tunnel; construction of invert slab and benches in the newly constructed 87th - 92nd Street Tunnels and in the northern section of the 97th - 99th Street Tunnel; waterproofing; installation of mechanical systems including HVAC, electrical medium voltage and 120V systems; plumbing; supply and installation of elevators and escalators in the station and entrances; construction of the station platform, mezzanine levels, ancillaries and entrances; construction of interior walls and rooms; installation of architectural finishes; restoration of the surface of Second Avenue and adjacent streets; removal of the temporary road deck installed in previous contracts; and perform maintenance of the station until contract completion.

In December 2011, NYC Transit's Departments of Subways and CPM determined that all waterproofing in the cut-and-cover structures of the 2<sup>nd</sup> Avenue Subway Project would be changed from the previously specified High-Density Polyethylene (HDPE) membrane system to a Thermoplastic Membrane PVC system. However, further direction regarding the 96<sup>th</sup> Street Station was required since Contract C-26005, for the civil, structural, and utility relocation work was already under construction. In May 2012, it was determined that the 96<sup>th</sup> Street Station would have a combination of the two systems. These changes could not be incorporated into the C-26010 bid documents as the decision regarding 96<sup>th</sup> Street was not made until after bids had opened. Modification No. 124 under Contract C-26005, which was approved by the March 2013 Board, addressed the change to PVC waterproofing for approximately 30,000 square feet of the invert slab and secant pile side walls in the areas of Ancillaries 1 and 2. Additionally, Modification No. 1 under Contract C-26010, also approved by the March 2013 Board, addressed additional changes to PVC waterproofing for approximately 34,000 square feet of the invert slab and secant pile side walls in the north and south ends of the Main Station Box constructed without slurry walls.

This modification addresses the balance of PVC waterproofing changes for the 96<sup>th</sup> Street Station including the entire station roof (approximately 160,000 square feet), remaining secant pile side walls (approximately 56,000 square feet) and Entrance 1, 2 and 3 invert slabs (approximately 12,000 square feet). To avoid any schedule impact, the work for the secant pile side walls at Ancillary 1 and 2 was started in June 2013 as those areas affected the progress of Contract C-26005. It is anticipated that approximately 30% of the waterproofing work will have been completed by the time Board approval is obtained. As such, retroactive approval was obtained from the MTACC President on July 26, 2013.

The contractor submitted a cost proposal in the net amount of \$4,094,332; MTACC's revised estimate was \$2,557,664. Negotiations resulted in the agreed upon lump sum of \$2,725,000, which is considered fair and reasonable. Savings of \$1,369,332 were achieved.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

<b>Vendor Name (&amp; Location)</b> Judlau Contracting, Inc. (New York, NY)	
<b>Description</b> Second Avenue Subway - 63 <sup>rd</sup> St/Lexington Avenue Station Reconstruction	
<b>Contract Term (including Options, if any)</b> January 13, 2011 – May 13, 2014	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu	

<b>Contract Number</b> C-26006	<b>AWO/Modification #</b> 30
<b>Original Amount:</b>	\$ 176,450,000
<b>Prior Modifications:</b>	\$ 4,472,934
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 180,922,934
<b>This Request:</b>	\$ 1,826,698
<b>% of This Request to Current Amount:</b>	1.0%
<b>% of Modifications (including This Request) to Original Amount:</b>	3.6%

## DISCUSSION:

This modification is for the relocation of building utilities at 200 East 63<sup>rd</sup> Street (Entrance 1) associated with the Second Avenue Subway – 63<sup>rd</sup> St./Lexington Avenue Station.

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

Denial of access by the owners of 200 East 63<sup>rd</sup> Street prevented the design and inclusion in the contract bid documents of the utility relocation work associated with the construction of Station Entrance 1. Access to the building was eventually obtained approximately 13-15 months after contract award. Subsequently, the location was surveyed, the design was completed and a set of drawings were issued, which is the scope of work for this modification.

This modification includes mechanical, electrical and plumbing work associated with the relocation of building gas, electric, water, sewer and telephone services including associated structural, architectural and civil work. The work also includes overall testing, adjusting, balancing, special and progress inspections, and coordination and shop drawings.

Retroactive approval was obtained from the MTACC President on February 26, 2013 and the contractor was directed to proceed on February 27, 2013. The VP of Materiel has previously authorized partial payment to the Contractor for work performed up to \$1.2 million. The schedule impact of this modification, as well as mitigation efforts, is still under review and will be addressed under a subsequent modification.

The contractor's proposal was \$2,399,085; MTACC's estimate was \$1,822,696. Negotiations resulted in the agreed upon lump sum of \$1,826,698, which is considered fair and reasonable. Savings of \$572,387 were achieved.

## Schedule K: Ratification of Completed Procurement Actions



Item Number: 5

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

<b>Contract Number</b> CM-1338	<b>AWO/Modification #</b> 15
<b>Original Amount:</b>	\$ 80,940,647
<b>Prior Modifications:</b>	\$ 5,732,026
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 86,672,673
<b>This Request:</b>	\$28,939,662
<b>% of This Request to Current Amount:</b>	33.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	42.8%

**DISCUSSION:**

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

Contract CM-1338 was awarded to Parsons Brinckerhoff, Inc. (PB) on May 31, 2007. Initially six contracts were planned for the construction of Phase I of the SAS project. It was subsequently decided by MTACC to increase the number of contracts from six to ten in order to provide for smaller construction packages which would in turn enhance competition and receive more favorable pricing. All ten construction contracts have been awarded and the project is on schedule. As a result of the repackaging, MTACC has enjoyed aggregate bid cost savings significantly greater than the cost of the additional CCM work required.

Under this modification, PB will provide additional CCM services as a result of the increased number of construction contracts, the increase in the level of effort associated with various CCM tasks, and additional staffing for expanded and new scope requirements which were not anticipated in the original contract. The basic CCM services under this contract include the monitoring and managing of all construction related activities such as the coordination of work with contractors and other agencies, conducting inspections and reporting non-conformances, ensuring adherence to environmental specifications, reviewing contractor submittals and performing various administrative, budget/payment and project scheduling services.

In addition to the expanded CCM services, this modification will also increase the staffing support required by the SAS project in newly identified areas. The implementation of one Interface Manager and four Interface Coordinators is required to work as liaisons between the station contracts. This task was originally performed by the Construction Manager and his staff; however, the increased quantity of contracts and the additional level of complexity associated with coordinating these additional contracts has necessitated additional support to ensure that transitions are made effectively, efficiently and successfully. The SAS project also requires a Safety and Security Certification Manager newly mandated by the FTA. This will enable the SAS project to obtain a 'Safety and Security Certification' for Phase I.

The total projected effort under this modification averages approximately 102 Full Time Equivalents (FTEs) (16 are for new positions with 11 having already been put in place by MTACC direction or prior modifications). These services are projected to be required through construction completion, forecast for December, 2016. MTACC will re-evaluate its staffing requirements prior to the December, 2014 completion date of this contract, as by this time, more definitive information will be available to accurately assess the additional CCM funds required as projects progress.

Based on the current spend rate, the contract budget will be exhausted by October 1, 2013. PB's final proposal, based on 15 months of staffing support from October 2013 through December 2014, was \$28,939,662. MTACC's revised estimate was \$28,919,950. The pricing reflects existing contract rates. The final price is considered fair and reasonable.

## **6. SERVICE CHANGES**



**Bus Company**

# Report

**SERVICE CHANGES: NYCT / MTA BUS COMMITTEE  
NOTIFICATION:  
BUS SCHEDULE CHANGES  
EFFECTIVE JANUARY 2014**

**SERVICE ISSUE:**

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

Under the MTA Bus schedule review program, all of the weekday express bus and local bus route schedules and approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

**RECOMMENDATION:**

Four bus schedule changes (Weekday, or Saturday, or Sunday) on a total of four routes are proposed for implementation in January 2014.

**ESTIMATED IMPACT:**

The January 2014 schedule changes represent a cost of approximately \$175,000 annually. This is included in the 2014 Platform Budget.

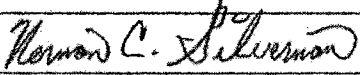
**PLANNED IMPLEMENTATION:**





January 2014.



# Staff Summary

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<b>Subject</b> Bus Schedule Changes Effective January 2014					
<b>Department</b> Operations Planning					
<b>Department Head Name</b> Norman C. Silverman					
<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Mark A. Holmes					
Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Cmte			X	

<b>Date</b> August 20, 2013			
<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			
Internal Approvals			
Order	Approval	Order	Approval
4	President		9/3/13
3	Executive Vice President		9/3/13
2	Vice President, Government and Community Relations		9/3/2013
1	Vice President, Operations Planning.		8/23/13

## Narrative

### PURPOSE:

The purpose of this staff summary is to obtain Presidential approval, and to inform the NYCT / MTA Bus Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times that more closely match operating conditions.

### DISCUSSION:

Under the MTA Bus schedule review program, all of the weekday local and express bus route schedules are evaluated at least once each year. Approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the prior review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in January 2014 are a product of MTA Bus' continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-approved bus loading guidelines. Note that only full time changes are reported; routine recurring seasonal changes are not included.

# Staff Summary

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## RECOMMENDATION:

Four bus schedule changes affecting four routes which include Weekday, Saturday or Sunday service have been identified for implementation in January 2014.

1. Two of the bus schedule changes contain increases in service frequency and/or spans of service to more closely align service with customer demand.
2. Two of the bus schedule changes contain decreases in service frequency and/or spans of service to more closely align service with customer demand in conformance with MTA loading guidelines for bus operation.

## ALTERNATIVES:

*Do nothing.* Under this alternative MTA Bus would not make service level adjustments to better meet changes in customer demand and deal with changing ridership conditions.

This would not be responsive to changes in customer demand and operating conditions and is not considered a viable course of action.

## IMPACT OF FUNDING:

Implementation of the January 2014 schedule changes represents a cost of approximately \$175,000 annually. This is included in the 2014 platform budget.

## IMPLEMENTATION:

January 2014.

Approved:



Darryl C. Irick  
President

# MTA Bus

## Summary of Service Span and Frequency Changes by Time Period Winter 2014

The table below shows the headways for four selected time periods at maximum load points during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Mile Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Q47	6	6	89%	89%	20	20	86%	86%	10	10	85%	85%	15	15	72%	72%	-1.9%
QM16	12	10	88%	84%	-	-	-	-	12	12	83%	74%	-	-	-	-	8.0%
QM17	15	10	91%	87%	-	-	-	-	20	15	85%	79%	-	-	-	-	11.0%

(\*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the the time periods described in the headings.

Notes: Per loading guidelines, minor service adjustment was made at on the Q47 route at Marine Terminal. No frequency changes were made at the Maximum Load Point of the route

Notes: The Following Changes in Span of Service Are Proposed For Implementation

Route	Current	Proposed
Q47	No Change	No Change
QM16	No Change	No Change
QM17	No Change	No Change

SATURDAY	Late Morning				Midday				Late Afternoon				Evening				Rev Miles Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
	NA																

(\*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the the time periods described in the headings.

Notes: The Following Changes in Span of Service Are Proposed For Implementation

Route	Current	Proposed
NA		

SUNDAY	Late Morning				Midday				Late Afternoon				Evening				Rev Miles Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Q60	20	20	75%	75%	10	12	65%	80%	10	12	70%	85%	20	20	74%	74%	-11.0%

(\*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the the time periods described in the headings.

Notes: The Following Changes in Span of Service Are Proposed For Implementation

Route	Current	Proposed
Q60	No Change	No Change

# Report



**SERVICE CHANGES:**                      **NYCT/MTA BUS COMMITTEE**  
**NOTIFICATION: SERVICE REVISION**  
**Q25, Q34 and Q65 SOUTHBOUND TRAVEL**  
**PATH REVISION in JAMAICA, QUEENS**

**SERVICE ISSUE:**

The Q25 provides local and limited-stop bus service between Jamaica and College Point. The Q34 provides local bus service between Jamaica and Whitestone. The Q65 provides local and limited-stop bus service between Jamaica and College Point.

The southbound Q25, Q34 and Q65, sharing the same travel path in Jamaica south of Hillside Avenue, are currently on a detour in Jamaica that has required a temporary travel path revision for these three routes along Jamaica Avenue instead of Archer Avenue. This temporary travel path has resulted in faster, more reliable service and fewer delays than the permanent southbound travel path.

**RECOMMENDED SOLUTION:**

Permanently revise the travel path of the southbound Q25, Q34 and Q65 as per a recently implemented detour in Jamaica. Operation under this detour has resulted in a decrease in delays due to traffic congestion and improved reliability through this area. This revision would affect one bus stop which has already been temporarily relocated. The northbound travel path would remain unchanged.

**ESTIMATED IMPACT:**

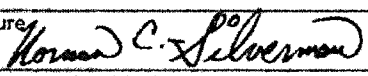
The net result of this recommended revision would be no change in operating cost, as the travel distance would be about the same. However, this revision would result in improved reliability.

**PLANNED IMPLEMENTATION:**

This revision has been implemented on a temporary basis due to construction, and would be implemented on a permanent basis immediately.





# Staff Summary

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Subject	Q25, Q34 and Q65 Southbound Travel Path Revision in Jamaica, Queens
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	David Moss

Date	August 23, 2013
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	President		9/5/13
3	Executive Vice President		9/3/13
2	VP, Government and Community Relations		9/3/13
1	Vice President, Operations Planning		8/23/13

## Narrative

### PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the southbound travel paths of the Q25, Q34 and Q65 in Jamaica. These routes were formerly operated by the Queens Surface Corporation and transitioned into MTA Bus service on February 27, 2005.

### DISCUSSION:

The Q25 provides full-time local (weekdays, Saturdays and Sundays) and weekday peak period limited-stop bus service between Jamaica and College Point via Parsons Boulevard/Kissena Boulevard. The Q25 travels a one-way distance of approximately 8.4 miles, transporting an average of approximately 19,200 passengers per weekday, approximately 12,800 passengers per Saturday, and approximately 9,300 passengers per Sunday.

The Q34 provides local bus service on weekdays only between Jamaica and Whitestone via Parsons Boulevard/Kissena Boulevard. The Q34 travels a one-way distance of approximately 7.2 miles, transporting an average of approximately 7,000 passengers per weekday.

The Q65 provides full-time local (weekdays, Saturdays and Sundays) and weekday peak period limited-stop bus service between Jamaica and College Point via 164<sup>th</sup> Street. The Q65 travels a one-way distance of approximately 9.1 miles, transporting an average of approximately 20,100 passengers per weekday, approximately 10,300 passengers per Saturday, and approximately 7,500 passengers per Sunday.

# Staff Summary

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The current established permanent southbound travel path shared by the Q25, Q34 and Q65 through Jamaica south of Hillside Avenue is south on Parsons Boulevard, passing Jamaica Avenue, then west on Archer Avenue, south on Sutphin Boulevard to the southern terminus (last southbound stop, layover and first northbound stop) in Jamaica at the Long Island Rail Road, AirTrain-JFK, and **EJZ** subway stations. The travel path used by these routes to return north begins at the southern terminus continuing south on Sutphin Boulevard, east on 95<sup>th</sup> Avenue, north on 150<sup>th</sup> Street, east onto Archer Avenue, and north on Parsons Boulevard. At Hillside Avenue the Q65 turns east to 164<sup>th</sup> Street, while the Q25 and Q34 continue north on Parsons Boulevard.

The Q25, Q34 and Q65 shared southbound travel path via westbound Archer Avenue is frequently congested, adding travel time and adversely affecting service reliability.

Currently, the southbound Q25, Q34 and Q65 routes are on a detour due to a construction project, which began earlier in 2013 and is expected to continue until sometime in 2014. The construction has temporarily relocated the travel path of these routes. The construction project involves security enhancements to the Joseph P. Addabbo Federal Building including installation of bollards, improvements to pedestrian pathways and realignment of the curb into the roadway (widening the sidewalk, which would make the turn permanently more difficult). During this construction, one of the lanes on westbound Archer Avenue has been closed, obstructing the right turn made by the Q25, Q34 and Q65 from southbound Parsons Boulevard onto westbound Archer Avenue. To avoid the construction, the southbound Q25, Q34 and Q65 are currently detoured to turn west onto Jamaica Avenue from southbound Parsons Boulevard, and then south onto Sutphin Boulevard, returning to the regular route. This detour has also resulted in the temporary relocation of the Q25, Q34 and Q65 bus stop on Archer Avenue at 153<sup>rd</sup> Street. A result of this detour has been a reduction in delays and faster, more reliable service when compared with the permanent southbound travel path, as the detour path is generally less congested.

The Q25, Q34 and Q65 can be improved by making the current southbound detour permanent, using Jamaica Avenue to travel from Parsons Boulevard to Sutphin Boulevard instead of Archer Avenue, which would provide faster, more reliable service. The Q25, Q34 and Q65 southbound travel distance would be increased minimally by approximately 100 feet; however, travel time would be improved compared to the current permanent routing. See the attached map.

The northbound Q25, Q34 and Q65 would remain unchanged. The northbound travel path would remain on Archer Avenue and not be revised to a symmetrical path along Jamaica Avenue because of an existing left turn prohibition from eastbound Jamaica Avenue to northbound Parsons Boulevard.

The bus stop on Archer Avenue at 153<sup>rd</sup> Street was temporarily relocated along the detour path, one block north, approximately 575 feet, to Jamaica Avenue at 153<sup>rd</sup> Street. This revision would permanently establish this bus stop on Jamaica Avenue at 153<sup>rd</sup> Street. This bus stop is used by approximately 730 passengers per weekday, and less on weekends. The southbound Q25, Q34 and Q65 would remain proximate to the Jamaica Center – Parsons/Archer **EJZ** station (within 500 feet).

The legal name of MTA Bus is MTA Bus Company.

# Staff Summary

## RECOMMENDATION:

Permanently revise the travel path of the southbound Q25, Q34 and Q65 as per a recently implemented detour in Jamaica. Operation under this detour has resulted in a decrease in delays due to traffic congestion and improved reliability of service in this area. This revision would affect one bus stop which has already been temporarily relocated. The northbound travel path would remain unchanged.

## ALTERNATIVES:

One alternative would be to leave the permanent southbound Q25, Q34 and Q65 service unchanged, returning to the permanent travel path upon completion of construction. This would forego the opportunity to address reliability and traffic congestion issues.

Another alternative would include making the southbound travel path revision, and to revise the travel path of the northbound Q25, Q34 and Q65 service to travel from 160<sup>th</sup> Street to Jamaica Avenue to provide symmetrical service along Jamaica Avenue. This alternative is not feasible due to a traffic restriction prohibiting left turns from eastbound Jamaica Avenue onto northbound Parsons Boulevard.

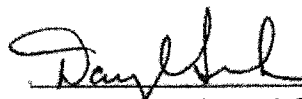
## IMPACT ON FUNDING:

The net result of this recommended revision would be no change in operating cost, as the travel distance would be about the same. However, this revision would result in improved reliability.

## IMPLEMENTATION:

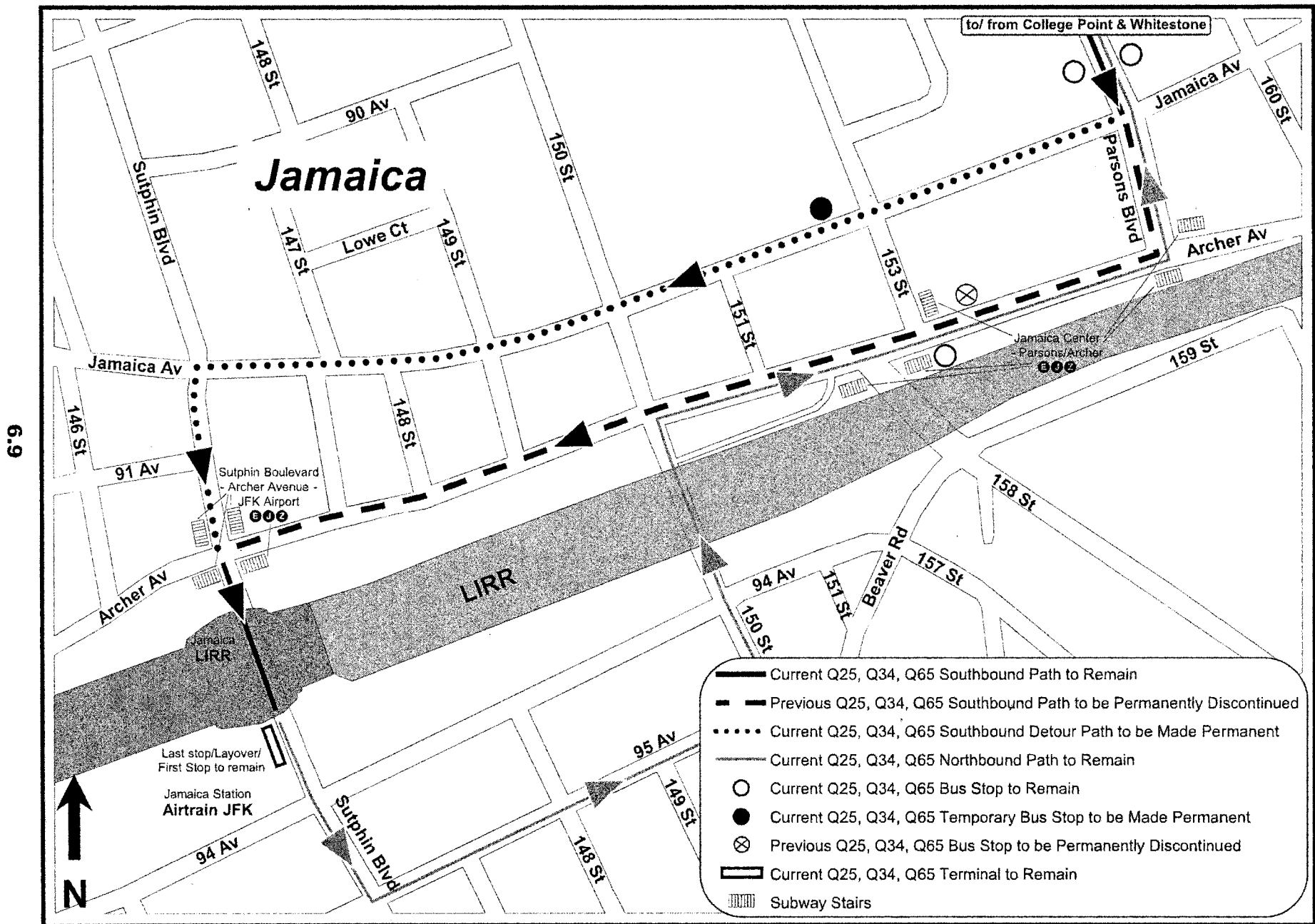
This revision has been implemented on a temporary basis due to construction in the area, and would be implemented on a permanent basis immediately.

Approved:



Darryl C. Irick  
President

# Q25, Q34, Q65 Southbound Travel Path Revision in Jamaica







# Report

## **SERVICE CHANGES:      MAKE PERMANENT Q76 SUNDAY SERVICE**

### **Service Issue**

As part of the 2012 Service Investments, Sunday service on the Q76 bus route was instituted to serve the Francis Lewis Boulevard corridor of Queens. According to our service guidelines, a new day of service on a Saturday or Sunday must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing, and all Q76 comments were supportive of the new Sunday Service.

Q76 Sunday service responds to the increased Sunday market demand from the growth of retail and employment centers in the area. There have been ongoing requests for better weekend transit service from elected officials, employers and residents.

### **Recommendation**

Make permanent the new Q76 bus service on Sundays between Jamaica-165 Street Terminal and College Point, Queens via Francis Lewis Boulevard.

### **Budget Impact**

The net operational cost associated with this service is \$300,000 annually. Funding for the service was included in the 2012 Service Investments Package, approved by the MTA Board in July 2012.

### **Proposed Implementation Date**

This service has been in operation since September 2012.

# Staff Summary



New York City Transit

Page 1 of 2

Subject	Make Permanent Q76 Sunday Service
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	August 26, 2013
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
6	Executive VP	3	Director OMB
X 6	SVP Buses	2	VP GCR
X 5	VP Corp. Comm.	1	Chief OF

## Purpose

To inform the President and the Board that the new Q76 Sunday bus service will be made permanent.

## Discussion

As part of the 2012 Service Investments, the MTA Board approved implementing new Q76 Sunday service in Eastern Queens. According to our service guidelines, a new day of service on a Saturday or Sunday must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing held at the Clarion Hotel LaGuardia Airport on May 1, 2013. All comments on the service were supportive.

The new Q76 Sunday service was introduced to improve access to retail and employment centers in Jamaica and College Point and along Francis Lewis Boulevard. Without the service, residents working, shopping, or attending activities such as religious services, theater, athletic events, or concerts on Sundays, must either take several buses, drive, walk long distances, or forego their trips altogether.

Sunday Q76 service, operating every half hour from 7:00 a.m. to 10:00 p.m., was introduced on September 2, 2012 (see attached map). Q76 Saturday service, which had been discontinued as part of the 2010 Service Reductions, was reintroduced on Saturday, September 8, 2012. Since implementation, ridership on the Q76 on Saturdays has returned to pre-service cuts levels, with an average of more than 1,700 customers per day. The new Q76 Sunday service averages 1,150 customers per day.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the Q76 Sunday service would not result in a disproportionate impact on either minority or below-poverty populations.

**Recommendation**

Make permanent the new Q76 Sunday service between Jamaica-165 Street Terminal and College Point, Queens.

**Alternatives to the Proposed Service Change**

1. *Do not make the experimental Q76 Sunday service permanent.* Does not address the requests of the community for improved weekend transit service.

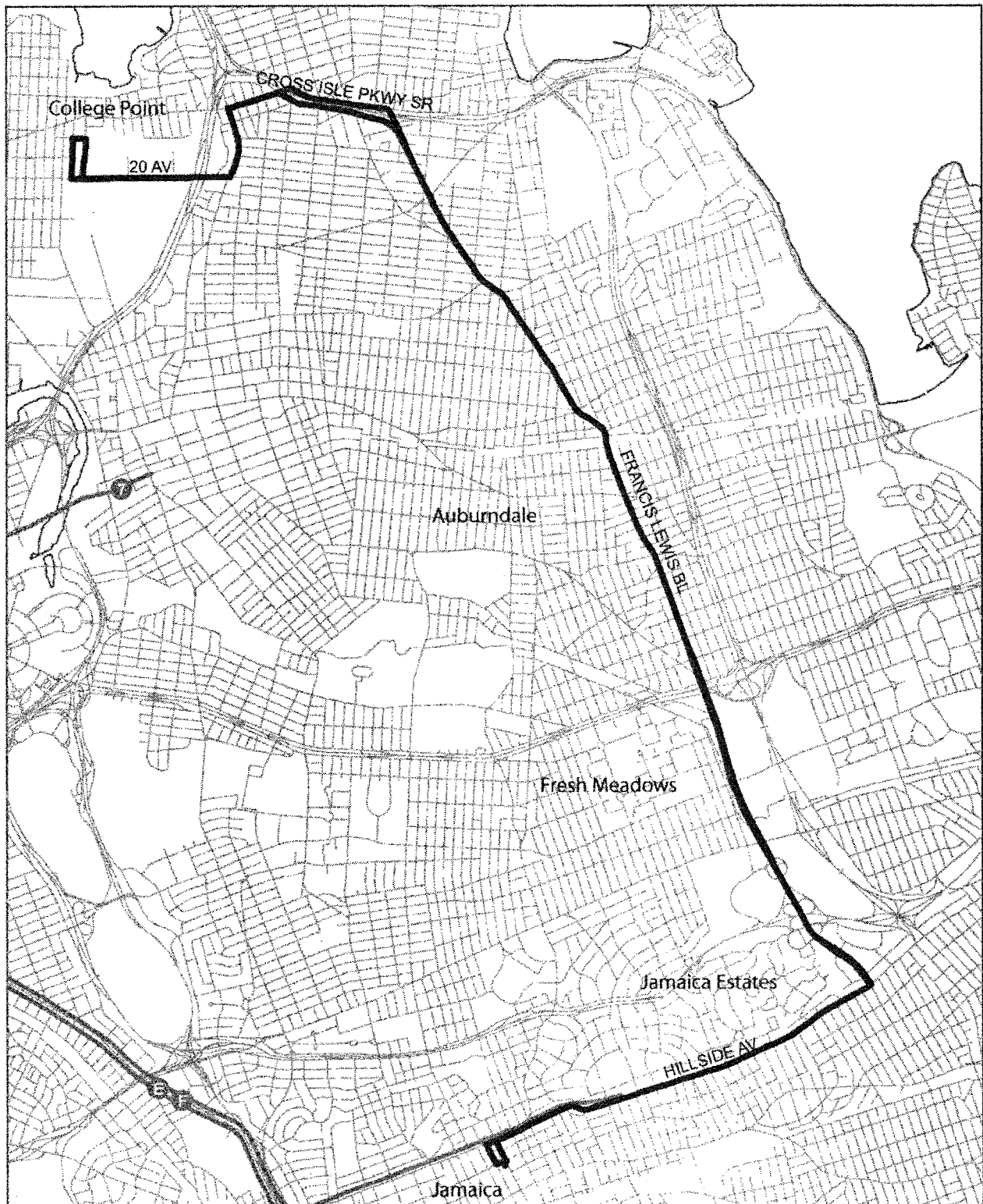
**Budget Impact**

This service costs approximately \$300,000 annually.

**Proposed Implementation Date**

This service has been in operation since September 2012.

## Q76 Sunday Service



## **7. SPECIAL REPORTS**

# Report



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

### **MetroCard Market Share**

Actual July 2013 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>July 2012</u>	<u>July 2013*</u>	<u>Difference</u>
Cash	3.4%	3.1%	(0.3%)
Single-Ride Ticket	1.3%	1.0%	(0.3%)
Bonus Pay-Per-Ride	37.8%	44.7%	6.8%
Non-Bonus Pay-Per-Ride	10.8%	3.4%	(7.4%)
7-Day Farecard	17.6%	19.4%	1.9%
30-Day Farecard	<u>29.1%</u>	<u>28.4%</u>	(0.7%)
Total	100.0%	100.0%	

\* Preliminary

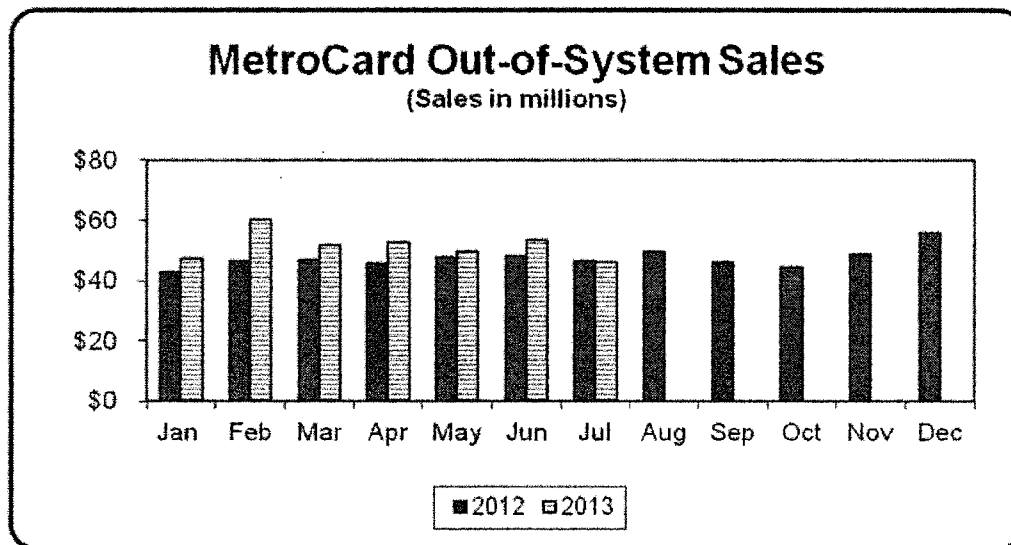
*Note: Percentages may not add due to rounding.*

### **Balance-Protection Program**

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in July 2013 was 4,225 an 18.6 percent decrease from the same period last year. The average value of a credit issued was \$67.56.

### **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.3 million in July 2013, very similar to July of 2012. Year to date sales totaled \$362.9 million, an 11.6 percent increase compared to the same period last year.



#### *Retail Sales*

There were 4,354 active out-of-system sales and distribution locations for MetroCards, generating \$26.2 million in sales revenue during July 2013.

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

Sales of 153,140 MetroCards valued at approximately \$12.8 million were made in July 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$83.74. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 51,511 for July 2013, generating an additional \$5.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$165.2 million, an 18.9 percent increase when compared to last year.

### **Mobile Sales Program**

In July 2013, the Mobile Sales unit completed 193 site visits, of which 135 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$99,000 in revenue was generated. In July 2013, the Mobile Sales unit assisted and enabled 1,720 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as FECS Health and Human Services (Brooklyn).

### **Reduced-Fare Program**

During July 2013 enrollment in the Reduced-Fare Program increased by 6,808 new customers, while 1,998 customers left the program. The total number of customers in the program is 845,562. Seniors account for 686,750 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 158,812 customers. Of those, a total of 34,755 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 \$7.1 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In July 2013, the EasyPay Reduced Fare program enrollment totaled 129,015 accounts. During the month, active EasyPay customers accounted for approximately 1.9 million subway and bus rides with \$1.8 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

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

In July 2013, the EasyPay Xpress PPR program enrollment totaled 59,760 accounts. During this month, active Xpress PPR customers accounted for approximately 1.1 million subway, express bus and local bus rides with \$2.7 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$59.

### **EasyPay Xpress Unlimited Program**

In July 2013, the EasyPay Xpress Unlimited program enrollment totaled 11,073 accounts. During this month, active Xpress Unlimited customers accounted for approximately 515,000 subway and local bus rides with \$1.0 million charged to their accounts. Each active account averaged 53 trips per month with a fixed monthly bill of \$112.

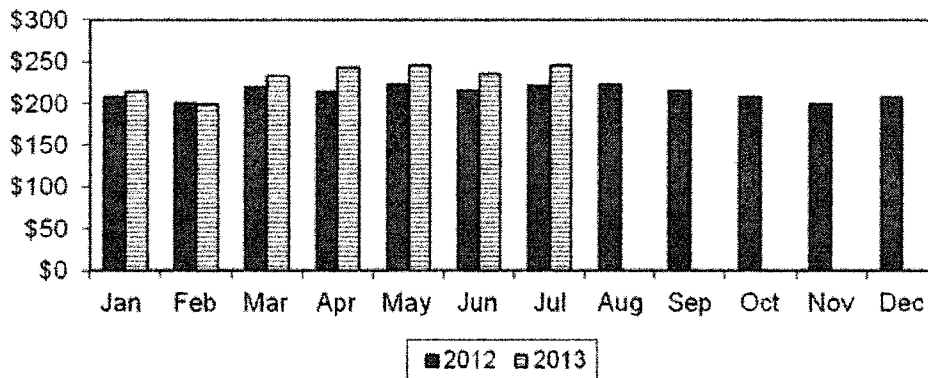
### **In-System Automated Sales**

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during July 2013 totaled \$245.7 million, on a base of 16.3 million customer transactions. This represents a 7.9 percent increase in vending machine sales compared to the same period last year. During July 2013, MEMs accounted for 2,124,261 transactions resulting in \$50,881,480 in sales. Debit/credit card purchases account for 73.5 percent of total vending machine revenue, while cash purchases account for 26.5 percent. Debit/credit card transactions account for 47.3 percent of total vending machine transactions, while cash transactions account for 52.7 percent. The average credit sale is \$26.95, more than three times the average cash sale of \$7.60. The average debit sale is \$18.82.



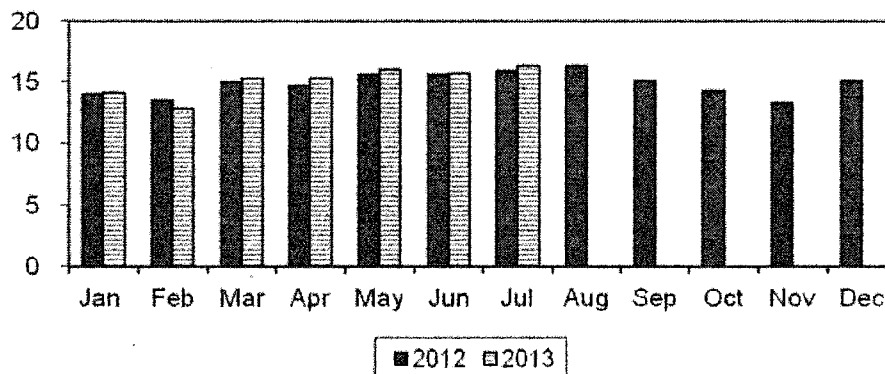
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



# Report



## **SPECIAL REPORTS AND PRESENTATIONS: NYC TRANSIT 2013 MID-YEAR FORECAST MONTHLY ALLOCATION**

Monthly allocation of MTA New York City Transit's 2013 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
<b>Farebox Revenue:</b>													
Subway	\$223.212	\$208.611	\$252.906	\$257.692	\$265.559	\$252.311	\$256.258	\$250.698	\$251.737	\$269.962	\$250.899	\$248.914	\$2,988.759
Bus	70.275	66.664	79.206	81.704	81.540	78.117	81.880	81.169	80.736	84.421	76.371	76.126	938.209
Paratransit	1.246	1.119	1.234	1.401	1.437	1.551	1.532	1.537	1.547	1.686	1.576	1.657	17.523
Fare Media Liability	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.351</u>	<u>4.351</u>	<u>4.351</u>	<u>52.221</u>
<b>Farebox Revenue</b>	<b>\$299.085</b>	<b>\$280.746</b>	<b>\$337.698</b>	<b>\$345.149</b>	<b>\$352.888</b>	<b>\$336.331</b>	<b>\$344.022</b>	<b>\$337.756</b>	<b>\$338.372</b>	<b>\$360.420</b>	<b>\$333.197</b>	<b>\$331.048</b>	<b>\$3,996.712</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	8.260	7.951	7.735	8.811	9.441	6.081	2.695	2.125	6.512	9.408	7.767	7.230	84.016
Paratransit Reimbursement	15.981	12.264	14.432	12.379	12.885	13.408	13.408	13.408	13.408	13.408	13.408	13.412	161.801
Other	<u>10.266</u>	<u>9.152</u>	<u>12.718</u>	<u>12.307</u>	<u>126.945</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>31.012</u>	<u>274.148</u>
<b>Other Operating Revenue</b>	<b>\$34.507</b>	<b>\$29.367</b>	<b>\$34.885</b>	<b>\$33.487</b>	<b>\$149.271</b>	<b>\$31.447</b>	<b>\$28.061</b>	<b>\$27.491</b>	<b>\$31.878</b>	<b>\$34.774</b>	<b>\$33.133</b>	<b>\$51.654</b>	<b>\$719.965</b>
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$333.592</b>	<b>\$310.113</b>	<b>\$372.583</b>	<b>\$378.646</b>	<b>\$502.159</b>	<b>\$367.778</b>	<b>\$372.083</b>	<b>\$365.247</b>	<b>\$370.250</b>	<b>\$395.194</b>	<b>\$366.330</b>	<b>\$382.702</b>	<b>\$4,516.677</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	250.422	225.538	231.941	235.538	247.702	231.664	249.183	242.859	236.407	247.799	252.944	257.771	2,909.777
Overtime	<u>34.230</u>	<u>30.158</u>	<u>31.341</u>	<u>29.225</u>	<u>31.603</u>	<u>27.432</u>	<u>27.273</u>	<u>27.390</u>	<u>27.333</u>	<u>25.251</u>	<u>22.621</u>	<u>23.051</u>	<u>336.909</u>
Total Salaries & Wages	284.652	255.696	263.282	264.763	279.305	259.095	276.466	270.249	263.740	273.050	275.565	280.821	3,246.685
Health and Welfare	49.495	47.750	51.058	54.586	46.955	67.862	53.425	53.696	53.501	53.415	53.388	53.060	638.191
OPEB Current Payment	26.824	19.788	25.942	21.234	22.926	37.694	29.675	29.825	29.718	29.670	29.654	29.496	332.456
Pensions	21.041	20.929	21.147	21.048	21.026	21.583	705.506	20.466	20.466	19.511	19.511	19.512	931.746
Other Fringe Benefits	<u>28.446</u>	<u>26.012</u>	<u>20.727</u>	<u>25.368</u>	<u>24.468</u>	<u>24.164</u>	<u>26.121</u>	<u>24.814</u>	<u>24.253</u>	<u>23.721</u>	<u>24.126</u>	<u>24.558</u>	<u>296.578</u>
Total Fringe Benefits	125.806	114.489	118.874	122.236	115.375	151.303	814.726	128.601	127.938	126.317	126.680	126.626	2,198.971
Reimbursable Overhead	(14.709)	(16.340)	(16.590)	(17.651)	(16.571)	(15.225)	(15.416)	(15.768)	(15.524)	(15.102)	(13.727)	(13.671)	(186.294)
<b>Total Labor Expenses</b>	<b>\$395.749</b>	<b>\$353.845</b>	<b>\$365.566</b>	<b>\$369.348</b>	<b>\$378.109</b>	<b>\$395.173</b>	<b>\$1,075.776</b>	<b>\$383.082</b>	<b>\$376.154</b>	<b>\$384.265</b>	<b>\$388.518</b>	<b>\$393.776</b>	<b>\$5,259.362</b>
<b>Non-Labor:</b>													
Electric Power	29.019	29.450	23.078	27.656	21.549	24.578	24.038	26.973	26.121	25.603	25.197	29.341	312.603
Fuel	14.019	14.167	14.532	15.992	10.548	14.655	13.338	12.656	9.761	13.370	14.192	16.333	163.563
Insurance	4.530	4.530	4.531	4.592	4.059	4.869	5.225	5.225	6.725	5.225	5.278	6.781	61.570
Claims	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.440	89.291
Paratransit Service Contracts	30.221	27.916	31.315	32.874	27.397	33.935	33.882	33.967	34.029	36.072	34.811	35.048	391.467
Mtce. and Other Operating Contracts	5.900	11.680	12.473	18.910	17.678	19.134	21.690	15.962	21.239	16.742	16.737	15.816	193.961
Professional Service Contracts	9.332	11.025	9.474	16.845	14.581	8.300	9.586	9.769	12.126	8.691	9.084	19.165	137.978
Materials & Supplies	25.202	21.925	19.672	23.760	23.251	27.187	25.043	25.033	25.246	26.248	27.520	29.636	299.723
Other Business Expenses	4.148	5.234	5.211	5.736	3.220	7.057	5.457	5.432	5.373	6.455	6.247	7.415	66.985
<b>Total Non-Labor Expenses</b>	<b>\$129.812</b>	<b>\$133.368</b>	<b>\$127.727</b>	<b>\$153.806</b>	<b>\$129.724</b>	<b>\$147.156</b>	<b>\$145.700</b>	<b>\$142.458</b>	<b>\$148.061</b>	<b>\$145.847</b>	<b>\$146.507</b>	<b>\$166.975</b>	<b>\$1,717.141</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation, OPEB</b>	<b>\$525.561</b>	<b>\$487.213</b>	<b>\$493.293</b>	<b>\$523.154</b>	<b>\$507.833</b>	<b>\$542.329</b>	<b>\$1,221.476</b>	<b>\$525.540</b>	<b>\$524.215</b>	<b>\$530.112</b>	<b>\$535.025</b>	<b>\$560.751</b>	<b>\$6,976.503</b>
Depreciation	117.047	117.624	114.385	118.105	117.984	125.000	127.000	129.000	131.000	137.285	139.285	146.285	1,520.000
OPEB Account	0.000	0.000	349.669	0.000	0.000	365.600	0.000	0.000	365.600	0.000	0.000	365.736	1,446.605
<b>Total Expenses</b>	<b>\$642.608</b>	<b>\$604.837</b>	<b>\$957.347</b>	<b>\$641.259</b>	<b>\$625.817</b>	<b>\$1,032.929</b>	<b>\$1,348.476</b>	<b>\$654.540</b>	<b>\$1,020.815</b>	<b>\$667.397</b>	<b>\$674.310</b>	<b>\$1,072.772</b>	<b>\$9,943.108</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$309.016)</b>	<b>(\$294.724)</b>	<b>(\$584.764)</b>	<b>(\$262.613)</b>	<b>(\$123.658)</b>	<b>(\$665.151)</b>	<b>(\$976.393)</b>	<b>(\$289.293)</b>	<b>(\$650.565)</b>	<b>(\$272.203)</b>	<b>(\$307.980)</b>	<b>(\$690.070)</b>	<b>(\$5,426.431)</b>

\*January through May represents actual results

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	61.346	63.455	81.997	76.186	78.056	71.985	96.183	73.879	72.451	73.412	68.849	74.382	892.181
<b>Total Revenue</b>	<b>\$61.346</b>	<b>\$63.455</b>	<b>\$81.997</b>	<b>\$76.186</b>	<b>\$78.056</b>	<b>\$71.985</b>	<b>\$96.183</b>	<b>\$73.879</b>	<b>\$72.451</b>	<b>\$73.412</b>	<b>\$68.849</b>	<b>\$74.382</b>	<b>\$892.181</b>
<b>Expenses</b>													
<b>Labor</b>													
Payroll	25.650	24.889	29.267	26.950	30.465	29.609	30.948	31.743	31.049	37.464	34.996	39.041	372.071
Overtime	5.567	6.970	8.885	11.061	9.121	5.376	5.440	5.497	5.399	0.312	0.282	0.245	64.155
Total Salaries & Wages	31.217	31.859	38.152	38.011	39.586	34.985	36.388	37.240	36.448	37.776	35.278	39.286	436.226
Health and Welfare	1.954	1.900	1.810	2.063	2.094	2.048	2.309	2.309	2.309	2.309	2.309	2.375	25.789
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.070	0.072	0.073	0.069	0.081	2.874	24.372	0.407	0.407	0.407	0.407	0.406	29.645
Other Fringe Benefits	6.367	6.603	13.009	8.579	10.429	9.223	9.433	9.705	9.535	10.725	9.947	10.191	113.746
Total Fringe Benefits	8.391	8.575	14.892	10.711	12.604	14.145	36.114	12.421	12.251	13.441	12.663	12.972	169.180
Reimbursable Overhead	14.709	16.340	16.590	17.651	16.571	15.225	15.416	15.768	15.524	15.102	13.727	13.671	186.294
<b>Total Labor Expenses</b>	<b>\$54.317</b>	<b>\$56.774</b>	<b>\$69.634</b>	<b>\$66.373</b>	<b>\$68.761</b>	<b>\$64.355</b>	<b>\$87.918</b>	<b>\$65.429</b>	<b>\$64.223</b>	<b>\$66.319</b>	<b>\$61.668</b>	<b>\$65.929</b>	<b>\$791.700</b>
<b>Non-Labor</b>													
Electric Power	0.020	0.000	0.021	0.048	0.021	0.021	0.020	0.021	0.020	0.021	0.020	0.019	0.252
Fuel	0.002	0.001	0.002	0.001	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.023
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Misc. and Other Operating Contracts	3.908	3.008	4.186	2.531	3.521	1.732	0.931	1.063	0.953	(0.224)	(0.077)	(0.179)	21.353
Professional Service Contracts	0.870	0.671	1.948	2.040	0.886	1.561	1.814	1.833	1.841	1.686	1.661	3.564	20.375
Materials & Supplies	2.077	2.895	5.998	4.953	4.583	5.157	5.125	5.158	5.026	5.235	5.201	5.510	56.918
Other Business Expenses	0.152	0.106	0.208	0.240	0.282	(0.843)	0.373	0.373	0.386	0.373	0.374	(0.464)	1.560
<b>Total Non-Labor Expenses</b>	<b>\$7.029</b>	<b>\$6.681</b>	<b>\$12.363</b>	<b>\$9.813</b>	<b>\$9.295</b>	<b>\$7.630</b>	<b>\$8.265</b>	<b>\$8.450</b>	<b>\$8.228</b>	<b>\$7.093</b>	<b>\$7.181</b>	<b>\$8.453</b>	<b>\$100.481</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation, OPEB</b>	<b>\$61.346</b>	<b>\$63.455</b>	<b>\$81.997</b>	<b>\$76.186</b>	<b>\$78.056</b>	<b>\$71.985</b>	<b>\$96.183</b>	<b>\$73.879</b>	<b>\$72.451</b>	<b>\$73.412</b>	<b>\$68.849</b>	<b>\$74.382</b>	<b>\$892.181</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$61.346</b>	<b>\$63.455</b>	<b>\$81.997</b>	<b>\$76.186</b>	<b>\$78.056</b>	<b>\$71.985</b>	<b>\$96.183</b>	<b>\$73.879</b>	<b>\$72.451</b>	<b>\$73.412</b>	<b>\$68.849</b>	<b>\$74.382</b>	<b>\$892.181</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-January through May represents actual results

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>Revenue</b>													
<b>Farebox Revenue:</b>													
Subway	\$223.212	\$208.611	\$252.906	\$257.692	\$265.559	\$252.311	\$256.258	\$250.698	\$251.737	\$269.962	\$250.899	\$248.914	\$2,988.759
Bus	70.275	66.664	79.206	81.704	81.540	78.117	81.880	81.169	80.736	84.421	76.371	76.128	938.209
Paratransit	1.246	1.119	1.234	1.401	1.437	1.551	1.532	1.537	1.547	1.686	1.576	1.657	17.523
Fare Media Liability	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.352</u>	<u>4.351</u>	<u>4.351</u>	<u>4.351</u>	<u>52.221</u>
<b>Farebox Revenue</b>	<b>\$299.085</b>	<b>\$280.746</b>	<b>\$337.698</b>	<b>\$345.149</b>	<b>\$352.888</b>	<b>\$336.331</b>	<b>\$344.022</b>	<b>\$337.756</b>	<b>\$338.372</b>	<b>\$360.420</b>	<b>\$333.197</b>	<b>\$331.048</b>	<b>\$3,996.712</b>
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	8.260	7.951	7.735	8.811	9.441	6.081	2.695	2.125	6.512	9.408	7.767	7.230	84.016
Paratransit Reimbursement	15.981	12.264	14.432	12.379	12.885	13.408	13.408	13.408	13.408	13.408	13.408	13.412	161.801
Other	<u>10.266</u>	<u>9.152</u>	<u>12.718</u>	<u>12.307</u>	<u>126.945</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>11.958</u>	<u>31.012</u>	<u>274.148</u>
<b>Other Operating Revenue</b>	<b>\$34.507</b>	<b>\$29.367</b>	<b>\$34.885</b>	<b>\$23.497</b>	<b>\$149.271</b>	<b>\$31.447</b>	<b>\$28.061</b>	<b>\$27.487</b>	<b>\$31.878</b>	<b>\$34.774</b>	<b>\$33.133</b>	<b>\$51.654</b>	<b>\$519.965</b>
Capital and Other Reimbursements	61.346	63.455	81.997	76.186	78.056	71.985	96.183	73.879	72.451	73.412	68.849	74.382	892.181
<b>Total Revenue</b>	<b>\$394.938</b>	<b>\$373.568</b>	<b>\$454.580</b>	<b>\$454.832</b>	<b>\$580.215</b>	<b>\$439.763</b>	<b>\$468.266</b>	<b>\$439.126</b>	<b>\$442.701</b>	<b>\$468.606</b>	<b>\$435.179</b>	<b>\$457.084</b>	<b>\$5,408.858</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	276.072	250.427	261.208	262.488	278.167	261.273	280.141	274.602	267.456	285.263	287.940	296.812	3,281.848
Overtime	<u>39.797</u>	<u>37.128</u>	<u>40.226</u>	<u>40.286</u>	<u>40.724</u>	<u>32.808</u>	<u>32.713</u>	<u>32.887</u>	<u>32.732</u>	<u>25.563</u>	<u>22.903</u>	<u>23.296</u>	<u>401.063</u>
Total Salaries & Wages	315.869	287.555	301.434	302.774	318.891	294.080	312.854	307.489	300.188	310.826	310.843	320.107	3,682.911
Health and Welfare	51.449	49.650	52.888	56.649	49.049	69.910	55.734	56.005	55.810	55.724	55.697	55.435	663.980
OPEB Current Payment	26.824	19.798	25.942	21.234	22.926	37.694	29.675	29.825	29.718	29.670	29.654	29.496	332.456
Pensions	21.111	21.001	21.220	21.117	21.107	24.457	729.878	20.873	20.873	19.918	19.918	19.918	961.391
Other Fringe Benefits	<u>34.813</u>	<u>32.615</u>	<u>33.736</u>	<u>33.947</u>	<u>34.897</u>	<u>33.387</u>	<u>35.554</u>	<u>34.319</u>	<u>33.788</u>	<u>34.446</u>	<u>34.073</u>	<u>34.749</u>	<u>410.324</u>
Total Fringe Benefits	134.197	123.064	133.766	132.947	127.979	165.448	850.840	141.022	140.189	139.758	139.343	139.598	2,368.151
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$450.066</b>	<b>\$410.619</b>	<b>\$435.200</b>	<b>\$435.721</b>	<b>\$446.870</b>	<b>\$459.528</b>	<b>\$1,163.694</b>	<b>\$448.511</b>	<b>\$440.377</b>	<b>\$450.584</b>	<b>\$450.186</b>	<b>\$459.705</b>	<b>\$6,051.062</b>
<b>Non-Labor:</b>													
Electric Power	29.039	29.450	23.099	27.704	21.570	24.599	24.058	26.994	26.141	25.624	25.217	29.360	312.855
Fuel	14.021	14.168	14.534	15.993	10.550	14.657	13.340	12.658	9.763	13.372	14.194	16.336	163.586
Insurance	4.530	4.530	4.531	4.592	4.059	4.869	5.225	5.225	6.725	5.225	5.278	6.781	61.570
Claims	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.441	7.440	89.291
Paratransit Service Contracts	30.221	27.816	31.315	32.874	27.397	33.935	33.882	33.967	34.029	36.072	34.811	35.048	391.467
Mtce. and Other Operating Contracts	9.808	14.688	16.659	21.441	21.199	20.866	22.621	17.025	22.192	16.518	16.660	15.637	215.314
Professional Service Contracts	10.202	11.696	11.422	18.885	15.467	9.861	11.400	11.602	13.967	10.377	10.745	22.729	158.353
Materials & Supplies	27.279	24.820	25.670	28.713	27.834	32.344	30.168	30.191	30.272	31.483	32.721	35.146	356.641
Other Business Expenses	4.300	5.340	5.419	5.976	3.502	6.214	5.830	5.805	5.759	6.828	6.621	6.951	68.545
<b>Total Non-Labor Expenses</b>	<b>\$136.841</b>	<b>\$140.049</b>	<b>\$140.090</b>	<b>\$163.619</b>	<b>\$139.019</b>	<b>\$154.786</b>	<b>\$153.965</b>	<b>\$150.908</b>	<b>\$156.289</b>	<b>\$152.940</b>	<b>\$153.688</b>	<b>\$175.428</b>	<b>\$1,817.622</b>
<b>Other Expense Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation, OPEB</b>	<b>\$586.907</b>	<b>\$550.668</b>	<b>\$575.290</b>	<b>\$599.340</b>	<b>\$585.889</b>	<b>\$614.314</b>	<b>\$1,317.659</b>	<b>\$599.419</b>	<b>\$596.666</b>	<b>\$603.524</b>	<b>\$603.874</b>	<b>\$635.133</b>	<b>\$7,868.684</b>
Depreciation	117.047	117.624	114.385	118.105	117.984	125.000	127.000	129.000	131.000	137.285	139.285	146.285	1,520.000
OPEB Account	0.000	0.000	349.669	0.000	0.000	365.600	0.000	0.000	365.600	0.000	0.000	365.736	1,446.605
<b>Total Expenses</b>	<b>\$703.954</b>	<b>\$668.292</b>	<b>\$1,039.344</b>	<b>\$717.445</b>	<b>\$703.873</b>	<b>\$1,104.914</b>	<b>\$1,444.659</b>	<b>\$728.419</b>	<b>\$1,093.266</b>	<b>\$740.809</b>	<b>\$743.159</b>	<b>\$1,147.154</b>	<b>\$10,835.289</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$309.016)</b>	<b>(\$294.724)</b>	<b>(\$584.764)</b>	<b>(\$262.613)</b>	<b>(\$123.658)</b>	<b>(\$665.151)</b>	<b>(\$976.393)</b>	<b>(\$289.293)</b>	<b>(\$650.565)</b>	<b>(\$272.203)</b>	<b>(\$307.980)</b>	<b>(\$690.070)</b>	<b>(\$5,426.431)</b>

-January through May represents actual results

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Cash Receipts and Expenditures**  
(\$ in millions)

**CASH RECEIPTS AND EXPENDITURES**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$316,233	\$299,930	\$329,665	\$351,238	\$358,801	\$336,523	\$342,559	\$331,282	\$337,202	\$355,690	\$326,482	\$326,938	\$4,012,543
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	15.000	0.000	0.000	0.000	6.313	43.766	6.312	0.000	0.000	6.313	0.000	21.312	99.016
Paratransit Reimbursement	4.234	5.352	1.644	3.812	75.786	2.700	2.700	2.700	56.149	2.700	2.700	2.693	163.170
Other	1,799	1,016	4,145	3,774	118,646	3,722	3,722	3,722	3,722	3,722	3,722	39,614	191,326
<b>Other Operating Revenue</b>	<b>\$21,033</b>	<b>\$6,368</b>	<b>\$5,789</b>	<b>\$7,586</b>	<b>\$200,745</b>	<b>\$50,188</b>	<b>\$12,734</b>	<b>\$6,422</b>	<b>\$59,871</b>	<b>\$12,735</b>	<b>\$6,422</b>	<b>\$63,619</b>	<b>\$453,512</b>
Capital and Other Reimbursements	55,864	53,134	44,228	49,455	77,015	81,985	114,183	91,879	90,451	91,412	86,849	168,799	1,005,254
<b>Total Receipts</b>	<b>\$393,130</b>	<b>\$359,432</b>	<b>\$379,682</b>	<b>\$408,279</b>	<b>\$636,561</b>	<b>\$468,696</b>	<b>\$469,476</b>	<b>\$429,583</b>	<b>\$487,524</b>	<b>\$459,837</b>	<b>\$419,753</b>	<b>\$559,356</b>	<b>\$5,471,309</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	356,558	249,729	238,519	238,974	257,438	240,250	262,595	343,926	246,032	263,839	267,275	368,762	3,333,896
Overtime	50,034	34,993	34,886	35,655	35,126	30,451	30,747	40,658	30,330	23,161	20,587	40,893	407,431
Total Salaries & Wages	406,592	284,722	273,405	274,629	292,564	270,700	293,341	384,584	276,362	287,000	287,862	409,655	3,741,327
Health and Welfare	77,227	42,633	77,535	47,828	76,144	58,910	56,734	56,005	55,810	39,724	55,697	38,787	682,034
OPEB Current Payment	26,824	19,798	25,942	21,234	22,926	37,694	29,675	29,825	29,718	29,670	29,654	29,496	332,456
Pensions	21,027	218,500	21,111	21,109	21,108	24,457	79,958	79,957	79,957	79,002	79,002	79,088	804,276
Other Fringe Benefits	28,209	26,529	37,416	30,757	30,176	27,831	30,940	36,999	28,849	29,507	29,198	42,915	379,327
Total Fringe Benefits	153,287	307,460	162,004	120,928	150,354	148,892	196,307	202,786	194,334	177,903	193,552	190,286	2,198,093
GASB Account	4,058	2,714	2,710	2,692	2,739	16,874	5,784	5,784	5,784	5,784	5,784	5,784	66,491
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$563,937</b>	<b>\$594,896</b>	<b>\$438,119</b>	<b>\$398,249</b>	<b>\$445,657</b>	<b>\$436,466</b>	<b>\$495,432</b>	<b>\$593,154</b>	<b>\$476,480</b>	<b>\$470,687</b>	<b>\$487,198</b>	<b>\$605,635</b>	<b>\$6,005,911</b>
<b>Non-Labor:</b>													
Electric Power	24,843	26,167	26,703	26,410	23,872	24,599	24,058	26,994	26,141	26,580	26,172	30,316	312,855
Fuel	15,034	17,809	15,728	17,720	19,838	7,415	12,340	11,658	5,746	11,884	12,826	15,588	163,586
Insurance	2,480	0.000	0.000	5,841	12,200	(1,002)	12,890	8,179	1,622	12,586	6,741	13,675	75,212
Claims	2,490	2,874	9,239	12,185	7,216	6,720	6,720	6,720	6,720	6,720	6,720	6,720	81,044
Paratransit Service Contracts	32,204	27,964	34,997	27,589	30,084	33,205	33,152	33,236	33,298	35,341	34,080	34,317	389,467
Misc. and Other Operating Contracts	16,308	17,599	16,835	20,967	19,304	21,934	23,690	18,094	23,261	17,587	17,729	16,706	230,014
Professional Service Contracts	11,507	13,850	9,285	25,626	13,825	7,611	11,104	11,306	11,717	10,081	10,448	20,479	156,839
Materials & Supplies	23,840	33,617	35,238	30,617	31,089	35,658	25,580	25,603	25,684	26,895	28,133	30,553	352,507
Other Business Expenditures	4,618	5,345	5,524	5,486	7,268	5,691	5,304	5,279	5,233	6,302	6,095	6,425	68,590
<b>Total Non-Labor Expenditures</b>	<b>\$133,324</b>	<b>\$145,225</b>	<b>\$153,549</b>	<b>\$172,441</b>	<b>\$164,716</b>	<b>\$141,831</b>	<b>\$154,838</b>	<b>\$147,069</b>	<b>\$139,422</b>	<b>\$153,976</b>	<b>\$148,944</b>	<b>\$174,779</b>	<b>\$1,830,114</b>
<b>Other Expenditure Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$697,261</b>	<b>\$740,121</b>	<b>\$591,668</b>	<b>\$570,690</b>	<b>\$610,373</b>	<b>\$578,297</b>	<b>\$650,270</b>	<b>\$740,223</b>	<b>\$615,902</b>	<b>\$624,663</b>	<b>\$636,142</b>	<b>\$780,414</b>	<b>\$7,836,025</b>
<b>Net Cash Deficit</b>	<b>(\$304,131)</b>	<b>(\$380,689)</b>	<b>(\$211,986)</b>	<b>(\$162,411)</b>	<b>\$26,188</b>	<b>(\$109,601)</b>	<b>(\$180,794)</b>	<b>(\$310,640)</b>	<b>(\$128,378)</b>	<b>(\$164,826)</b>	<b>(\$216,389)</b>	<b>(\$221,058)</b>	<b>(\$2,364,716)</b>

-January through May represents actual results

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$17.148	\$19.184	(\$8.033)	\$6.089	\$5.913	\$0.192	(\$1.463)	(\$6.474)	(\$1.170)	(\$4.730)	(\$6.715)	(\$4.110)	\$15.831
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Operating Revenue:</b>													
Fare Reimbursement	6.740	(7.951)	(7.735)	(8.811)	(3.128)	37.685	3.617	(2.125)	(6.512)	(3.095)	(7.767)	14.082	15.000
Paratransit Reimbursement	(11.747)	(6.912)	(12.788)	(8.567)	62.901	(10.708)	(10.708)	(10.708)	42.741	(10.708)	(10.708)	(10.719)	1.369
Other	(8.467)	(8.136)	(8.573)	(8.533)	(8.299)	(8.236)	(8.236)	(8.236)	(8.236)	(8.236)	(8.236)	8.602	(82.822)
<b>Other Operating Revenue</b>	<b>(\$13.474)</b>	<b>(\$22.999)</b>	<b>(\$29.096)</b>	<b>(\$25.911)</b>	<b>\$51.474</b>	<b>\$18.741</b>	<b>(\$15.327)</b>	<b>(\$21.069)</b>	<b>\$27.993</b>	<b>(\$22.039)</b>	<b>(\$26.711)</b>	<b>\$11.965</b>	<b>(\$66.453)</b>
Capital and Other Reimbursements	(5.482)	(10.321)	(37.769)	(26.731)	(1.041)	10.000	18.000	18.000	18.000	18.000	18.000	94.417	113.073
<b>Total Receipt Adjustments</b>	<b>(\$1.808)</b>	<b>(\$14.136)</b>	<b>(\$74.898)</b>	<b>(\$46.553)</b>	<b>\$56.346</b>	<b>\$28.933</b>	<b>\$1.210</b>	<b>(\$9.543)</b>	<b>\$44.823</b>	<b>(\$8.769)</b>	<b>(\$15.426)</b>	<b>\$102.272</b>	<b>\$62.451</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(80.486)	0.698	22.689	23.514	20.729	21.023	17.546	(69.324)	21.424	21.424	20.665	(71.951)	(52.048)
Overtime	(10.237)	2.135	5.340	4.631	5.598	2.357	1.967	(7.771)	2.402	2.402	2.316	(17.507)	(6.368)
Total Salaries & Wages	(90.723)	2.833	28.029	28.145	26.327	23.380	19.513	(77.095)	23.826	23.826	22.981	(89.458)	(58.416)
Health and Welfare	(25.778)	7.017	(24.667)	8.821	(27.095)	11.000	0.000	0.000	0.000	18.000	0.000	16.648	(18.054)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.084	(197.499)	0.109	0.008	(0.001)	0.000	649.920	(59.084)	(59.084)	(59.084)	(59.084)	(59.170)	157.115
Other Fringe Benefits	6.604	6.086	(3.680)	3.190	4.721	5.556	4.613	(2.681)	4.939	4.939	4.875	(8.166)	30.997
Total Fringe Benefits	(19.090)	(184.396)	(28.238)	12.019	(22.375)	16.556	654.533	(61.765)	(54.145)	(38.145)	(54.209)	(50.688)	170.058
GASB Account	(4.058)	(2.714)	(2.710)	(2.692)	(2.739)	(16.874)	(5.784)	(5.784)	(5.784)	(5.784)	(5.784)	(5.784)	(66.491)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$113.871)</b>	<b>(\$184.277)</b>	<b>(\$2.919)</b>	<b>\$37.472</b>	<b>\$1.213</b>	<b>\$23.062</b>	<b>\$668.262</b>	<b>(\$144.644)</b>	<b>(\$36.103)</b>	<b>(\$20.103)</b>	<b>(\$37.012)</b>	<b>(\$145.930)</b>	<b>\$45.151</b>
<b>Non-Labor:</b>													
Electric Power	4.196	3.283	(3.604)	1.294	(2.302)	0.000	0.000	0.000	0.000	(0.956)	(0.955)	(0.956)	0.000
Fuel	(1.013)	(3.641)	(1.194)	(1.727)	(9.288)	7.242	1.000	1.000	4.017	1.488	1.368	0.748	0.000
Insurance	2.050	4.530	4.531	(1.249)	(8.141)	5.871	(7.665)	(2.954)	5.103	(7.361)	(1.463)	(6.894)	(13.642)
Claims	4.951	4.567	(1.798)	(4.744)	0.225	0.721	0.721	0.721	0.721	0.721	0.721	0.720	8.247
Paratransit Service Contracts	(1.983)	(0.048)	(3.682)	5.285	(2.687)	0.730	0.730	0.731	0.731	0.731	0.731	0.731	2.000
Mtce. and Other Operating Contracts	(6.500)	(2.911)	(0.176)	0.474	1.895	(1.068)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(14.700)
Professional Service Contracts	(1.305)	(2.154)	2.137	(6.741)	1.642	2.250	0.296	0.296	0.296	0.296	0.297	2.250	1.514
Materials & Supplies	3.439	(8.797)	(9.568)	(1.904)	(3.255)	(3.314)	4.588	4.588	4.588	4.588	4.588	4.593	4.134
Other Business Expenditures	(0.318)	(0.005)	(0.105)	0.490	(3.788)	0.523	0.526	0.526	0.526	0.526	0.526	0.526	(0.045)
<b>Total Non-Labor Expenditures</b>	<b>\$3.517</b>	<b>(\$5.176)</b>	<b>(\$13.459)</b>	<b>(\$8.822)</b>	<b>(\$25.697)</b>	<b>\$12.955</b>	<b>(\$0.873)</b>	<b>\$3.839</b>	<b>\$16.867</b>	<b>(\$1.036)</b>	<b>\$4.744</b>	<b>\$0.649</b>	<b>(\$12.492)</b>
<b>Other Expenditure Adjustments:</b>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>(\$110.354)</b>	<b>(\$189.453)</b>	<b>(\$16.378)</b>	<b>\$28.650</b>	<b>(\$24.484)</b>	<b>\$36.017</b>	<b>\$667.389</b>	<b>(\$140.805)</b>	<b>(\$19.236)</b>	<b>(\$21.139)</b>	<b>(\$32.268)</b>	<b>(\$145.281)</b>	<b>\$32.659</b>
<b>Total Cash Conversion Adj. before Depreciation, OPEB</b>	<b>(\$112.162)</b>	<b>(\$203.589)</b>	<b>(\$91.276)</b>	<b>(\$17.903)</b>	<b>\$31.862</b>	<b>\$64.950</b>	<b>\$668.599</b>	<b>(\$150.348)</b>	<b>\$25.587</b>	<b>(\$29.908)</b>	<b>(\$47.694)</b>	<b>(\$43.009)</b>	<b>\$95.110</b>
<b>Depreciation Adjustment</b>	<b>117.047</b>	<b>117.624</b>	<b>114.385</b>	<b>118.105</b>	<b>117.984</b>	<b>125.000</b>	<b>127.000</b>	<b>129.000</b>	<b>131.000</b>	<b>137.285</b>	<b>139.285</b>	<b>146.285</b>	<b>1,520.000</b>
<b>OPEB Account</b>	<b>0.000</b>	<b>0.000</b>	<b>349.669</b>	<b>0.000</b>	<b>0.000</b>	<b>365.600</b>	<b>0.000</b>	<b>0.000</b>	<b>365.600</b>	<b>0.000</b>	<b>0.000</b>	<b>365.736</b>	<b>1,446.605</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$4.885</b>	<b>(\$85.965)</b>	<b>\$372.778</b>	<b>\$100.202</b>	<b>\$149.846</b>	<b>\$555.550</b>	<b>\$795.599</b>	<b>(\$21.348)</b>	<b>\$522.187</b>	<b>\$107.377</b>	<b>\$91.591</b>	<b>\$469.012</b>	<b>\$3,061.715</b>

-January through May represents actual results

MTA NEW YORK CITY TRANSIT  
 July Financial Plan - 2013 Mid-Year Forecast  
 Overtime - Non-Reimbursable/Reimbursable Basis  
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Year
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$9.648	\$8.786	\$10.202	\$9.657	\$10.062	\$9.512	\$9.426	\$9.421	\$9.451	\$10.294	\$9.516	\$9.747	\$115.722
<u>Unscheduled Service</u>	\$8.549	\$5.383	\$7.322	\$5.520	\$8.177	\$6.099	\$6.139	\$6.060	\$6.049	\$6.226	\$5.848	\$5.650	\$77.022
<u>Programmatic/Routine Maintenance</u>	\$9.748	\$6.367	\$8.495	\$6.558	\$9.355	\$8.439	\$8.385	\$8.499	\$8.408	\$8.560	\$8.248	\$7.620	\$98.684
<u>Unscheduled Maintenance</u>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Vacancy/Absentee Coverage</u>	\$1.449	\$1.241	\$1.319	\$2.069	\$0.947	\$1.135	\$1.135	\$1.135	\$1.135	\$1.135	\$1.135	\$1.135	\$14.969
<u>Weather Emergencies</u>	\$4.493	\$8.037	\$3.574	\$5.024	\$2.807	\$1.373	\$1.318	\$1.403	\$1.377	\$1.348	\$0.205	\$1.231	\$32.191
<u>Safety/Security/Law Enforcement</u>	\$0.252	\$0.269	\$0.328	\$0.289	\$0.211	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$0.275	\$3.273
<u>Other</u>	\$0.091	\$0.075	\$0.101	\$0.108	\$0.044	\$0.599	\$0.595	\$0.598	\$0.638	(\$2.587)	(\$2.606)	(\$2.608)	(\$4.953)
<b>Sub-Total</b>	<b>\$34.230</b>	<b>\$30.158</b>	<b>\$31.341</b>	<b>\$29.225</b>	<b>\$31.603</b>	<b>\$27.432</b>	<b>\$27.273</b>	<b>\$27.390</b>	<b>\$27.333</b>	<b>\$25.251</b>	<b>\$22.621</b>	<b>\$23.051</b>	<b>\$336.908</b>
<b>REIMBURSABLE OVERTIME</b>	\$5.567	\$6.969	\$8.886	\$11.056	\$9.149	\$5.376	\$5.439	\$5.496	\$5.398	\$0.312	\$0.268	\$0.238	\$64.155
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$39.797</b>	<b>\$37.127</b>	<b>\$40.227</b>	<b>\$40.281</b>	<b>\$40.752</b>	<b>\$32.807</b>	<b>\$32.713</b>	<b>\$32.887</b>	<b>\$32.731</b>	<b>\$25.563</b>	<b>\$22.889</b>	<b>\$23.289</b>	<b>\$401.064</b>

7.41



**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Ridership/Utilization**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Ridership</b>													
Subway	136.985	127.917	142.935	146.388	150.544	140.410	139.084	135.650	140.407	152.732	140.736	139.041	1,692.829
Bus	<u>55.788</u>	<u>52.375</u>	<u>57.796</u>	<u>59.561</u>	<u>60.106</u>	<u>55.072</u>	<u>54.375</u>	<u>53.474</u>	<u>57.236</u>	<u>62.165</u>	<u>55.465</u>	54.916	678.329
<b>Subtotal</b>	<b>192.773</b>	<b>180.292</b>	<b>200.731</b>	<b>205.949</b>	<b>210.650</b>	<b>195.482</b>	<b>193.459</b>	<b>189.124</b>	<b>197.643</b>	<b>214.897</b>	<b>196.201</b>	<b>193.957</b>	<b>2,371.158</b>
Paratransit*	0.765	0.678	0.774	0.800	0.808	0.849	0.839	0.842	0.847	0.923	0.863	0.907	9.895
<b>Total Ridership</b>	<b>193.538</b>	<b>180.970</b>	<b>201.505</b>	<b>206.749</b>	<b>211.458</b>	<b>196.331</b>	<b>194.298</b>	<b>189.966</b>	<b>198.490</b>	<b>215.820</b>	<b>197.064</b>	<b>194.864</b>	<b>2,381.053</b>
<b>Farebox Revenue</b> (excluding fare media liability)													
Subway	223.212	208.611	252.906	257.692	265.559	252.311	256.258	250.698	251.737	269.962	250.899	248.914	2,988.759
Bus	<u>70.275</u>	<u>66.664</u>	<u>79.206</u>	<u>81.704</u>	<u>81.540</u>	<u>78.117</u>	<u>81.880</u>	<u>81.169</u>	<u>80.736</u>	<u>84.421</u>	<u>76.371</u>	<u>76.126</u>	<u>938.209</u>
<b>Subtotal</b>	<b>293.487</b>	<b>275.275</b>	<b>332.112</b>	<b>339.396</b>	<b>347.099</b>	<b>330.428</b>	<b>338.138</b>	<b>331.867</b>	<b>332.473</b>	<b>354.383</b>	<b>327.270</b>	<b>325.040</b>	<b>3,926.968</b>
Paratransit	1.246	1.119	1.234	1.401	1.437	1.551	1.532	1.537	1.547	1.686	1.576	1.657	17.523
<b>Total Farebox Revenue</b>	<b>294.733</b>	<b>276.394</b>	<b>333.346</b>	<b>340.797</b>	<b>348.536</b>	<b>331.979</b>	<b>339.670</b>	<b>333.404</b>	<b>334.020</b>	<b>356.069</b>	<b>328.846</b>	<b>326.697</b>	<b>3,944.491</b>

\* Paratransit ridership includes guests and personal care attendants.

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Non-Reimbursable - Reimbursable Positions By Function and Department**  
**Full-Time Positions and Full-Time Equivalents**

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Office of the President	39	38	37	37	40	57	61	61	59	59	59	59
Law	257	256	256	256	257	265	266	267	267	267	267	267
Office of the EVP	37	37	36	36	37	39	41	41	41	41	41	41
Human Resources	239	239	247	249	249	226	230	230	230	230	230	230
Office of Management and Budget	35	35	35	35	35	39	39	39	39	39	39	39
Capital Planning & Budget	30	30	30	31	30	31	31	31	31	31	31	31
Corporate Communications	241	240	240	238	237	251	254	254	254	254	254	252
Technology & Information Services	445	438	436	437	436	447	446	446	446	446	446	446
Non-Departmental	-	-	-	-	-	84	84	84	84	84	84	84
Labor Relations	93	89	89	87	88	96	96	96	96	96	96	96
Material	237	235	233	234	233	240	252	252	252	252	252	252
Controller	138	137	135	138	141	137	137	137	137	137	137	137
<b>Total Administration</b>	<b>1,791</b>	<b>1,774</b>	<b>1,774</b>	<b>1,778</b>	<b>1,783</b>	<b>1,912</b>	<b>1,937</b>	<b>1,938</b>	<b>1,936</b>	<b>1,936</b>	<b>1,936</b>	<b>1,934</b>
<b>Operations</b>												
Subways Rapid Transit Operations	7,236	7,211	7,250	7,209	7,323	7,312	7,318	7,310	7,310	7,301	7,301	7,441
Subways Operations Support	315	321	322	327	330	317	317	317	317	317	317	319
Subways Stations	2,633	2,617	2,614	2,599	2,641	2,611	2,611	2,611	2,611	2,593	2,593	2,634
<b>Sub-total - Subways</b>	<b>10,184</b>	<b>10,149</b>	<b>10,186</b>	<b>10,135</b>	<b>10,294</b>	<b>10,240</b>	<b>10,246</b>	<b>10,238</b>	<b>10,238</b>	<b>10,211</b>	<b>10,211</b>	<b>10,394</b>
Buses	10,484	10,516	10,472	10,492	10,553	10,498	10,464	10,464	10,561	10,524	10,524	10,527
Paratransit	157	160	175	195	195	209	209	209	209	209	209	209
Operations Planning	378	369	387	379	379	416	417	417	417	417	417	416
Revenue Control	433	434	433	433	432	460	461	461	461	461	461	461
<b>Total Operations</b>	<b>21,636</b>	<b>21,628</b>	<b>21,653</b>	<b>21,634</b>	<b>21,853</b>	<b>21,823</b>	<b>21,797</b>	<b>21,789</b>	<b>21,886</b>	<b>21,822</b>	<b>21,822</b>	<b>22,007</b>
<b>Maintenance</b>												
Subways Operations Support	269	208	197	201	203	205	226	226	226	226	226	224
Subways Engineering	300	300	300	295	298	311	321	321	321	315	315	315
Subways Car Equipment	4,143	4,168	4,191	4,175	4,208	4,208	4,230	4,225	4,225	4,221	4,223	4,220
Subways Infrastructure	1,308	1,309	1,305	1,322	1,344	1,365	1,376	1,376	1,376	1,376	1,367	1,367
Subways Elevator & Escalators	345	342	344	342	348	381	381	381	381	381	382	385
Subways Stations	3,404	3,456	3,465	3,458	3,478	3,514	3,517	3,517	3,517	3,505	3,505	3,509
Subways Track	2,652	2,638	2,653	2,648	2,665	2,730	2,730	2,730	2,730	2,730	2,730	2,730
Subways Power	605	605	604	596	599	585	585	585	585	585	585	581
Subways Signals	1,399	1,402	1,400	1,394	1,424	1,436	1,436	1,436	1,436	1,418	1,390	1,390
Subways Electronics Maintenance	1,365	1,356	1,348	1,350	1,362	1,420	1,431	1,431	1,431	1,431	1,431	1,431
<b>Sub-total - Subways</b>	<b>15,790</b>	<b>15,784</b>	<b>15,807</b>	<b>15,781</b>	<b>15,929</b>	<b>16,155</b>	<b>16,233</b>	<b>16,228</b>	<b>16,228</b>	<b>16,188</b>	<b>16,154</b>	<b>16,152</b>
Buses	3,636	3,658	3,672	3,670	3,679	3,747	3,749	3,749	3,753	3,753	3,753	3,743
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	552	548	554	557	564	561	561	561	561	561	561	558
System Safety	84	84	85	85	85	88	91	91	91	91	91	91
<b>Total Maintenance</b>	<b>20,199</b>	<b>20,211</b>	<b>20,255</b>	<b>20,230</b>	<b>20,394</b>	<b>20,688</b>	<b>20,771</b>	<b>20,766</b>	<b>20,770</b>	<b>20,730</b>	<b>20,696</b>	<b>20,681</b>
<b>Engineering/Capital</b>												
Capital Program Management	1,185	1,183	1,179	1,181	1,180	1,218	1,319	1,319	1,319	1,319	1,319	1,319
<b>Total Engineering/Capital</b>	<b>1,185</b>	<b>1,183</b>	<b>1,179</b>	<b>1,181</b>	<b>1,180</b>	<b>1,218</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>
<b>Public Safety</b>												
Security	531	553	554	548	558	569	584	584	584	584	584	584
<b>Total Public Safety</b>	<b>531</b>	<b>553</b>	<b>554</b>	<b>548</b>	<b>558</b>	<b>569</b>	<b>584</b>	<b>584</b>	<b>584</b>	<b>584</b>	<b>584</b>	<b>584</b>
<b>Total Positions</b>	<b>45,342</b>	<b>45,349</b>	<b>45,415</b>	<b>45,371</b>	<b>45,768</b>	<b>46,210</b>	<b>46,408</b>	<b>46,396</b>	<b>46,495</b>	<b>46,391</b>	<b>46,357</b>	<b>46,525</b>
Non-Reimbursable	41,582	41,364	41,310	41,341	41,462	41,726	41,721	41,708	41,822	41,751	41,715	41,906
Reimbursable	3,760	3,985	4,105	4,030	4,306	4,484	4,687	4,688	4,673	4,640	4,642	4,619
<b>Total Full-Time</b>	<b>45,120</b>	<b>45,141</b>	<b>45,197</b>	<b>45,165</b>	<b>45,560</b>	<b>46,036</b>	<b>46,241</b>	<b>46,229</b>	<b>46,330</b>	<b>46,226</b>	<b>46,192</b>	<b>46,361</b>
<b>Total Full-Time Equivalents</b>	<b>222</b>	<b>208</b>	<b>218</b>	<b>206</b>	<b>208</b>	<b>174</b>	<b>167</b>	<b>167</b>	<b>165</b>	<b>165</b>	<b>165</b>	<b>164</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>													
	Managers/Supervisors	563	562	561	562	567	646	659	659	659	659	659	657
	Professional, Technical, Clerical	1,202	1,189	1,190	1,192	1,192	1,150	1,163	1,164	1,162	1,162	1,162	1,162
	Operational Hourlies	26	23	23	24	24	116	115	115	115	115	115	115
	<b>Total Administration</b>	<b>1,791</b>	<b>1,774</b>	<b>1,774</b>	<b>1,778</b>	<b>1,783</b>	<b>1,912</b>	<b>1,937</b>	<b>1,938</b>	<b>1,936</b>	<b>1,936</b>	<b>1,936</b>	<b>1,934</b>
<b>Operations</b>													
	Managers/Supervisors	2,477	2,495	2,485	2,502	2,509	2,508	2,517	2,515	2,515	2,515	2,515	2,515
	Professional, Technical, Clerical	404	410	432	452	450	447	450	450	450	450	450	454
	Operational Hourlies	18,755	18,723	18,736	18,680	18,894	18,868	18,830	18,824	18,921	18,857	18,857	19,038
	<b>Total Operations</b>	<b>21,636</b>	<b>21,628</b>	<b>21,653</b>	<b>21,634</b>	<b>21,853</b>	<b>21,823</b>	<b>21,797</b>	<b>21,789</b>	<b>21,886</b>	<b>21,822</b>	<b>21,822</b>	<b>22,007</b>
<b>Maintenance</b>													
	Managers/Supervisors	3,537	3,548	3,581	3,578	3,624	3,773	3,789	3,789	3,789	3,786	3,779	3,777
	Professional, Technical, Clerical	960	961	959	955	948	1,051	1,083	1,083	1,083	1,077	1,077	1,067
	Operational Hourlies	15,702	15,702	15,715	15,697	15,822	15,864	15,899	15,894	15,898	15,867	15,840	15,837
	<b>Total Maintenance</b>	<b>20,199</b>	<b>20,211</b>	<b>20,255</b>	<b>20,230</b>	<b>20,394</b>	<b>20,688</b>	<b>20,771</b>	<b>20,766</b>	<b>20,770</b>	<b>20,730</b>	<b>20,696</b>	<b>20,681</b>
<b>Engineering/Capital</b>													
	Managers/Supervisors	253	251	256	264	263	272	295	295	295	295	295	295
	Professional, Technical, Clerical	930	930	921	915	915	944	1,022	1,022	1,022	1,022	1,022	1,022
	Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
	<b>Total Engineering/Capital</b>	<b>1,185</b>	<b>1,183</b>	<b>1,179</b>	<b>1,181</b>	<b>1,180</b>	<b>1,218</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>	<b>1,319</b>
<b>Public Safety</b>													
	Managers/Supervisors	181	181	181	179	191	196	210	210	210	210	210	210
	Professional, Technical, Clerical	29	30	30	29	29	36	37	37	37	37	37	37
	Operational Hourlies	321	342	343	340	338	337	337	337	337	337	337	337
	<b>Total Public Safety</b>	<b>531</b>	<b>553</b>	<b>554</b>	<b>548</b>	<b>558</b>	<b>569</b>	<b>584</b>	<b>584</b>	<b>584</b>	<b>584</b>	<b>584</b>	<b>584</b>
<b>Total Positions</b>													
	Managers/Supervisors	7,011	7,037	7,064	7,085	7,154	7,395	7,470	7,468	7,468	7,465	7,458	7,454
	Professional, Technical, Clerical	3,525	3,520	3,532	3,543	3,534	3,628	3,755	3,756	3,754	3,748	3,748	3,742
	Operational Hourlies	34,806	34,792	34,819	34,743	35,080	35,187	35,183	35,172	35,273	35,178	35,151	35,329
	<b>Total Positions</b>	<b>45,342</b>	<b>45,349</b>	<b>45,415</b>	<b>45,371</b>	<b>45,768</b>	<b>46,210</b>	<b>46,408</b>	<b>46,396</b>	<b>46,495</b>	<b>46,391</b>	<b>46,357</b>	<b>46,525</b>

# Report



**Staten Island Railway**

## **SPECIAL REPORTS AND PRESENTATIONS: SIR 2013 MID-YEAR FORECAST MONTHLY ALLOCATION.**

Monthly allocation of MTA Staten Island Railway's 2013 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.394	\$0.363	\$0.454	\$0.471	\$0.486	\$0.460	\$0.476	\$0.482	\$0.465	\$0.502	\$0.456	\$0.415	\$5.404
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.254	0.256	0.198	0.224	0.244	0.192	0.071	1.852	0.202	0.233	0.196	0.243	4.165
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$0.648</b>	<b>\$0.619</b>	<b>\$0.652</b>	<b>\$0.695</b>	<b>\$0.730</b>	<b>\$0.652</b>	<b>\$0.547</b>	<b>\$2.314</b>	<b>\$0.667</b>	<b>\$0.735</b>	<b>\$0.652</b>	<b>\$0.658</b>	<b>\$9.569</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$1.345	\$1.268	\$1.172	\$1.697	\$1.121	\$1.354	\$1.354	\$2.081	\$1.354	\$1.354	\$1.354	\$2.055	17.509
Overtime	0.228	0.349	0.189	0.302	0.182	0.100	0.100	0.100	0.100	0.100	0.100	(0.768)	1.082
Health and Welfare	0.135	0.320	0.300	0.345	0.345	0.370	0.370	0.370	0.370	0.370	0.370	0.369	4.034
OPEB Current Payment	0.050	0.050	0.052	0.051	0.056	0.082	0.082	0.082	0.082	0.082	0.081	0.080	0.830
Pensions	0.100	0.483	0.483	0.483	0.483	0.512	0.512	0.512	0.512	0.512	0.512	0.515	5.619
Other Fringe Benefits	0.075	0.126	0.111	0.105	0.093	0.163	0.163	0.163	0.163	0.163	0.163	0.161	1.649
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1.933</b>	<b>\$2.598</b>	<b>\$2.307</b>	<b>\$2.983</b>	<b>\$2.280</b>	<b>\$2.581</b>	<b>\$2.581</b>	<b>\$3.308</b>	<b>\$2.581</b>	<b>\$2.581</b>	<b>\$2.580</b>	<b>\$2.412</b>	<b>\$30.723</b>
<b>Non-Labor:</b>													
Electric Power	\$0.437	\$0.366	\$0.409	\$0.294	\$0.320	\$0.469	\$0.469	\$0.469	\$0.469	\$0.469	\$0.469	\$0.471	\$5.111
Fuel	0.032	0.029	0.024	0.032	0.032	0.034	0.034	0.034	0.034	0.034	0.034	0.033	0.386
Insurance	0.015	0.020	0.022	0.021	0.024	0.022	0.024	0.024	0.099	0.024	0.024	0.099	0.418
Claims	0.010	0.015	0.016	0.018	0.021	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.079
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.130	0.100	0.102	0.120	0.125	0.143	0.143	0.143	0.143	0.143	0.143	0.146	1.581
Professional Service Contracts	0.018	0.030	0.033	0.034	0.034	0.039	0.039	0.039	0.039	0.039	0.039	0.040	0.423
Materials & Supplies	0.125	0.300	0.684	0.353	0.357	0.668	0.668	0.668	0.668	0.668	0.668	0.315	6.142
Other Business Expenses	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.001	0.005
<b>Total Non-Labor Expenses</b>	<b>\$0.768</b>	<b>\$0.860</b>	<b>\$1.290</b>	<b>\$0.873</b>	<b>\$0.914</b>	<b>\$1.375</b>	<b>\$1.377</b>	<b>\$1.377</b>	<b>\$1.453</b>	<b>\$1.377</b>	<b>\$1.377</b>	<b>\$1.104</b>	<b>\$14.145</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$2.701</b>	<b>\$3.456</b>	<b>\$3.597</b>	<b>\$3.856</b>	<b>\$3.194</b>	<b>\$3.956</b>	<b>\$3.958</b>	<b>\$4.685</b>	<b>\$4.034</b>	<b>\$3.958</b>	<b>\$3.957</b>	<b>\$3.516</b>	<b>\$44.868</b>
Depreciation	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	9.000
OPEB Obligation	0.191	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.193	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$3.642</b>	<b>\$4.397</b>	<b>\$4.538</b>	<b>\$4.797</b>	<b>\$4.135</b>	<b>\$4.898</b>	<b>\$4.900</b>	<b>\$5.627</b>	<b>\$4.976</b>	<b>\$4.900</b>	<b>\$4.899</b>	<b>\$4.459</b>	<b>\$56.168</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$2.994)</b>	<b>(\$3.778)</b>	<b>(\$3.886)</b>	<b>(\$4.102)</b>	<b>(\$3.405)</b>	<b>(\$4.246)</b>	<b>(\$4.353)</b>	<b>(\$3.313)</b>	<b>(\$4.309)</b>	<b>(\$4.165)</b>	<b>(\$4.247)</b>	<b>(\$3.801)</b>	<b>(\$46.599)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue													\$0.000
Toll Revenue													-
Other Operating Revenue													-
Capital and Other Reimbursements	0.122	0.051	0.202	0.179	0.053	0.152	0.152	0.152	0.153	0.153	0.153	0.152	1.674
Total Revenue	\$0.122	\$0.051	\$0.202	\$0.179	\$0.053	\$0.152	\$0.152	\$0.152	\$0.153	\$0.153	\$0.153	\$0.152	\$1.674
Expenses													
Labor:													
Payroll	\$0.047	\$0.014	\$0.084	\$0.053	\$0.023	\$0.009	\$0.009	\$0.009	\$0.009	\$0.010	\$0.010	\$0.010	\$0.287
Overtime	0.027	0.017	0.038	0.055	0.009	0.080	0.080	0.080	0.080	0.080	0.080	0.078	0.704
Health and Welfare	0.017	0.007	0.028	0.025	0.015	0.060	0.060	0.060	0.060	0.060	0.060	0.061	0.513
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.018	0.008	0.032	0.028	0.004	0.001	0.001	0.001	0.001	-	-	-	0.094
Other Fringe Benefits	0.013	0.005	0.020	0.018	0.002	0.002	0.002	0.002	0.003	0.003	0.003	0.003	0.076
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$0.122	\$0.051	\$0.202	\$0.179	\$0.053	\$0.152	\$0.152	\$0.152	\$0.153	\$0.153	\$0.153	\$0.152	\$1.674
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenses Adjustments:													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.122	\$0.051	\$0.202	\$0.179	\$0.053	\$0.152	\$0.152	\$0.152	\$0.153	\$0.153	\$0.153	\$0.152	\$1.674
Depreciation													-
Total Expenses	\$0.122	\$0.051	\$0.202	\$0.179	\$0.053	\$0.152	\$0.152	\$0.152	\$0.153	\$0.153	\$0.153	\$0.152	\$1.674
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.394	\$0.363	\$0.454	\$0.471	\$0.486	\$0.460	\$0.476	\$0.462	\$0.465	\$0.502	\$0.456	\$0.415	\$5.404
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.254	0.256	0.198	0.224	0.244	0.192	0.071	1.852	0.202	0.233	0.196	0.243	4.165
Capital and Other Reimbursements	0.122	0.051	0.202	0.179	0.053	0.152	0.152	0.152	0.153	0.153	0.153	0.152	1.674
<b>Total Revenue</b>	<b>\$0.770</b>	<b>\$0.670</b>	<b>\$0.854</b>	<b>\$0.874</b>	<b>\$0.783</b>	<b>\$0.804</b>	<b>\$0.699</b>	<b>\$2.466</b>	<b>\$0.820</b>	<b>\$0.888</b>	<b>\$0.805</b>	<b>\$0.810</b>	<b>\$11.243</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$1.392	\$1.282	\$1.256	\$1.750	\$1.144	\$1.363	\$1.363	\$2.090	\$1.363	\$1.364	\$1.364	\$2.065	\$17.796
Overtime	0.255	0.366	0.227	0.357	0.191	0.180	0.180	0.180	0.180	0.180	0.180	(0.690)	1.786
Health and Welfare	0.152	0.327	0.328	0.370	0.360	0.430	0.430	0.430	0.430	0.430	0.430	0.430	4.547
OPEB Current Payment	0.050	0.050	0.052	0.051	0.056	0.082	0.082	0.082	0.082	0.082	0.081	0.080	0.830
Pensions	0.118	0.491	0.515	0.511	0.487	0.513	0.513	0.513	0.512	0.512	0.512	0.515	5.713
Other Fringe Benefits	0.088	0.131	0.131	0.123	0.095	0.165	0.165	0.165	0.166	0.166	0.166	0.164	1.725
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$2.055</b>	<b>\$2.647</b>	<b>\$2.509</b>	<b>\$3.162</b>	<b>\$2.333</b>	<b>\$2.733</b>	<b>\$2.733</b>	<b>\$3.460</b>	<b>\$2.734</b>	<b>\$2.734</b>	<b>\$2.733</b>	<b>\$2.564</b>	<b>\$32.397</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.437	\$0.366	\$0.409	\$0.294	\$0.320	\$0.469	\$0.469	\$0.469	\$0.469	\$0.469	\$0.469	\$0.471	\$5.111
Fuel	0.032	0.029	0.024	0.032	0.032	0.034	0.034	0.034	0.034	0.034	0.034	0.033	0.366
Insurance	0.015	0.020	0.022	0.021	0.024	0.022	0.024	0.024	0.099	0.024	0.024	0.099	0.418
Claims	0.010	0.015	0.016	0.018	0.021	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.079
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.130	0.100	0.102	0.120	0.125	0.143	0.143	0.143	0.143	0.143	0.143	0.146	1.581
Professional Service Contracts	0.018	0.030	0.033	0.034	0.034	0.039	0.039	0.039	0.039	0.039	0.039	0.040	0.423
Materials & Supplies	0.125	0.300	0.684	0.353	0.357	0.668	0.668	0.668	0.668	0.668	0.668	0.315	6.142
Other Business Expenses	0.001	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.001	0.005
<b>Total Non-Labor Expenses</b>	<b>\$0.768</b>	<b>\$0.860</b>	<b>\$1.290</b>	<b>\$0.873</b>	<b>\$0.914</b>	<b>\$1.375</b>	<b>\$1.377</b>	<b>\$1.377</b>	<b>\$1.453</b>	<b>\$1.377</b>	<b>\$1.377</b>	<b>\$1.104</b>	<b>\$14.145</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$2.823</b>	<b>\$3.507</b>	<b>\$3.799</b>	<b>\$4.035</b>	<b>\$3.247</b>	<b>\$4.108</b>	<b>\$4.110</b>	<b>\$4.837</b>	<b>\$4.187</b>	<b>\$4.111</b>	<b>\$4.110</b>	<b>\$3.668</b>	<b>\$46.542</b>
Depreciation	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$0.750	\$9.000
OPEB Obligation	0.191	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.193	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$3.764</b>	<b>\$4.448</b>	<b>\$4.740</b>	<b>\$4.976</b>	<b>\$4.188</b>	<b>\$5.050</b>	<b>\$5.052</b>	<b>\$5.779</b>	<b>\$5.129</b>	<b>\$5.053</b>	<b>\$5.052</b>	<b>\$4.611</b>	<b>\$57.842</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$2.994)</b>	<b>(\$3.778)</b>	<b>(\$3.886)</b>	<b>(\$4.102)</b>	<b>(\$3.405)</b>	<b>(\$4.246)</b>	<b>(\$4.353)</b>	<b>(\$3.313)</b>	<b>(\$4.309)</b>	<b>(\$4.165)</b>	<b>(\$4.247)</b>	<b>(\$3.801)</b>	<b>(\$46.599)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Cash Receipts & Expenditures**  
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.000	\$0.522	\$0.000	\$0.000	\$1.677	\$0.398	\$0.398	\$0.398	\$0.398	\$0.388	\$0.398	\$0.397	\$4.984
Vehicle Toll Revenue													0.000
Other Operating Revenue	0.650	0.780	0.001	0.000	0.012	0.479	0.479	0.479	0.479	0.479	0.476	0.478	4.794
Capital and Other Reimbursements	0.000	0.381	0.000	0.000	0.395	0.220	0.220	0.220	0.220	0.220	0.220	0.221	2.317
<b>Total Receipts</b>	<b>\$0.650</b>	<b>\$1.683</b>	<b>\$0.001</b>	<b>\$0.000</b>	<b>\$2.084</b>	<b>\$1.097</b>	<b>\$1.097</b>	<b>\$1.097</b>	<b>\$1.097</b>	<b>\$1.097</b>	<b>\$1.096</b>	<b>\$1.096</b>	<b>\$12.095</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$1.345	\$1.177	\$1.057	\$1.357	\$1.343	\$1.436	\$1.436	\$2.204	\$1.436	\$1.436	\$1.436	\$2.133	17.796
Overtime	0.228	0.349	0.189	0.302	0.182	0.177	0.177	0.177	0.177	0.177	0.177	(0.526)	1.786
Health and Welfare	0.074	0.375	0.255	0.275	0.310	0.465	0.465	0.465	0.465	0.466	0.466	0.466	4.547
OPEB Current Payment	0.050	0.045	0.045	0.035	0.037	0.088	0.088	0.088	0.088	0.088	0.088	0.090	0.830
Pensions	0.110	0.000	1.449	0.483	0.483	0.455	0.455	0.455	0.455	0.455	0.455	0.458	5.713
Other Fringe Benefits	0.000	0.126	0.040	0.060	0.090	0.201	0.201	0.201	0.201	0.201	0.201	0.203	1.725
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
<b>Total Labor Expenditures</b>	<b>\$1.807</b>	<b>\$2.072</b>	<b>\$3.035</b>	<b>\$2.512</b>	<b>\$2.445</b>	<b>\$2.822</b>	<b>\$2.822</b>	<b>\$3.590</b>	<b>\$3.072</b>	<b>\$2.823</b>	<b>\$2.823</b>	<b>\$3.074</b>	<b>\$32.897</b>
<b>Non-Labor:</b>													
Electric Power	\$0.330	\$0.000	\$0.000	\$1.214	\$0.408	\$0.451	\$0.451	\$0.451	\$0.451	\$0.451	\$0.451	\$0.453	\$5.111
Fuel	\$0.023	\$0.000	\$0.069	\$0.128	\$0.023	\$0.020	\$0.020	\$0.020	\$0.020	\$0.021	\$0.021	\$0.021	0.386
Insurance	-	0.005	-	0.003	0.020	0.034	0.034	0.034	0.109	0.034	0.034	0.111	0.418
Claims	-	0.005	-	-	0.012	0.009	0.009	0.009	0.009	0.009	0.009	0.008	0.079
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.045	0.090	0.207	0.160	0.074	0.201	0.201	0.201	0.201	0.201	0.200	0.200	1.981
Professional Service Contracts	0.014	0.026	0.046	0.067	0.082	0.058	0.058	0.058	0.058	0.058	0.058	0.055	0.638
Materials & Supplies	0.122	0.370	0.115	0.587	1.025	0.560	0.560	0.560	0.560	0.560	0.560	0.563	6.142
Other Business Expenses	0.001	-	-	-	-	0.001	-	0.001	0.001	-	0.001	-	0.005
<b>Total Non-Labor Expenditures</b>	<b>\$0.535</b>	<b>\$0.496</b>	<b>\$0.437</b>	<b>\$2.159</b>	<b>\$1.644</b>	<b>\$1.334</b>	<b>\$1.333</b>	<b>\$1.334</b>	<b>\$1.409</b>	<b>\$1.334</b>	<b>\$1.334</b>	<b>\$1.411</b>	<b>\$14.760</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$2.342</b>	<b>\$2.568</b>	<b>\$3.472</b>	<b>\$4.671</b>	<b>\$4.089</b>	<b>\$4.156</b>	<b>\$4.155</b>	<b>\$4.924</b>	<b>\$4.481</b>	<b>\$4.157</b>	<b>\$4.157</b>	<b>\$4.485</b>	<b>\$47.657</b>
<b>Net Cash Deficit</b>	<b>(\$1.692)</b>	<b>(\$0.885)</b>	<b>(\$3.471)</b>	<b>(\$4.671)</b>	<b>(\$2.005)</b>	<b>(\$3.059)</b>	<b>(\$3.058)</b>	<b>(\$3.827)</b>	<b>(\$3.384)</b>	<b>(\$3.060)</b>	<b>(\$3.061)</b>	<b>(\$3.389)</b>	<b>(\$35.562)</b>



**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$0.394)	\$0.159	(\$0.454)	(\$0.471)	\$1.191	(\$0.062)	(\$0.078)	(\$0.064)	(\$0.067)	(\$0.104)	(\$0.058)	(\$0.018)	(\$0.420)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.396	0.524	(0.197)	(0.224)	(0.232)	0.287	0.408	(1.373)	0.277	0.246	0.282	0.235	0.629
Capital and Other Reimbursements	(0.122)	0.330	(0.202)	(0.179)	0.342	0.068	0.068	0.068	0.067	0.067	0.067	0.069	0.643
Total Receipts	(\$0.120)	\$1.013	(\$0.853)	(\$0.874)	\$1.301	\$0.293	\$0.398	(\$1.369)	\$0.277	\$0.209	\$0.291	\$0.286	\$0.852
Expenditures													
Labor:													
Payroll	\$0.047	\$0.105	\$0.199	\$0.393	(\$0.199)	(\$0.073)	(\$0.073)	(\$0.114)	(\$0.073)	(\$0.072)	(\$0.072)	(\$0.068)	(\$0.000)
Overtime	0.027	0.017	0.038	0.055	0.009	0.003	0.003	0.003	0.003	0.003	0.003	(0.164)	0.000
Health and Welfare	0.078	(0.048)	0.073	0.095	0.050	(0.035)	(0.035)	(0.035)	(0.035)	(0.036)	(0.036)	(0.036)	(0.000)
OPEB Current Payment	0.000	0.005	0.007	0.016	0.019	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.007)	(0.010)	0.000
Pensions	0.008	0.491	(0.934)	0.028	0.004	0.058	0.058	0.058	0.058	0.057	0.057	0.057	(0.000)
Other Fringe Benefits	0.088	0.005	0.091	0.063	0.005	(0.036)	(0.036)	(0.036)	(0.035)	(0.035)	(0.035)	(0.039)	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.250)	0.000	0.000	(0.250)	(0.500)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.248	\$0.575	(\$0.526)	\$0.650	(\$0.112)	(\$0.089)	(\$0.089)	(\$0.130)	(\$0.338)	(\$0.089)	(\$0.090)	(\$0.510)	(\$0.500)
Non-Labor:													
Electric Power	\$0.107	\$0.366	\$0.409	(\$0.920)	(\$0.088)	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	(\$0.000)
Traction Power	0.107	0.366	0.409	(0.920)	(0.088)	0.018	0.018	0.018	0.018	0.018	0.018	0.018	(0.000)
Non-Traction Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.009	0.029	(0.045)	(0.096)	0.009	0.014	0.014	0.014	0.014	0.013	0.013	0.012	0.000
Revenue Vehicle Fuel	0.009	0.029	(0.045)	(0.096)	0.009	0.014	0.014	0.014	0.014	0.013	0.013	0.012	0.000
Non-Revenue Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.015	0.015	0.022	0.018	0.004	(0.012)	(0.010)	(0.010)	(0.010)	(0.010)	(0.010)	(0.012)	0.000
Claims	0.010	0.010	0.016	0.018	0.009	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	(0.009)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.085	0.010	(0.105)	(0.040)	0.051	(0.058)	(0.058)	(0.058)	(0.058)	(0.058)	(0.057)	(0.054)	(0.400)
Professional Service Contracts	0.004	0.004	(0.013)	(0.033)	(0.048)	(0.019)	(0.019)	(0.019)	(0.019)	(0.019)	(0.019)	(0.015)	(0.215)
Materials & Supplies	0.003	(0.070)	0.569	(0.234)	(0.668)	0.108	0.108	0.108	0.108	0.108	0.108	(0.248)	0.000
Other Business Expenditures	0.000	0.000	0.000	0.001	0.001	(0.001)	0.000	(0.001)	0.000	0.000	(0.001)	0.001	0.000
Total Non-Labor Expenditures	\$0.233	\$0.364	\$0.853	(\$1.286)	(\$0.730)	\$0.041	\$0.044	\$0.043	\$0.044	\$0.043	\$0.043	(\$0.307)	(\$0.615)
Other Expenditures Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adj.													
Liability Adj.	\$0.361	\$1.852	(\$0.526)	(\$1.510)	\$0.459	\$0.245	\$0.353	(\$1.456)	(\$0.017)	\$0.163	\$0.244	(\$0.531)	(\$0.263)
Depreciation Adjustment	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	9.000
OPEB Obligation	0.191	0.191	0.191	0.191	0.191	0.192	0.192	0.192	0.192	0.192	0.192	0.193	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$1.302	\$2.893	\$0.415	(\$0.569)	\$1.400	\$1.187	\$1.295	(\$0.514)	\$0.925	\$1.105	\$1.186	\$0.412	\$11.037

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
RIDERSHIP/(UTILIZATION)  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.367	0.331	0.327	0.365	0.381	0.346	0.309	0.296	0.365	0.408	0.357	0.321	4.173
<b>Total Ridership</b>	<b>0.367</b>	<b>0.331</b>	<b>0.327</b>	<b>0.365</b>	<b>0.381</b>	<b>0.346</b>	<b>0.309</b>	<b>0.296</b>	<b>0.365</b>	<b>0.408</b>	<b>0.357</b>	<b>0.321</b>	<b>4.173</b>
Baseline Farebox Revenue	\$0.394	\$0.363	\$0.454	\$0.471	\$0.486	\$0.460	\$0.476	\$0.462	\$0.465	\$0.502	\$0.456	\$0.415	\$5.404
<b>Total Farebox Revenue</b>	<b>\$0.394</b>	<b>\$0.363</b>	<b>\$0.454</b>	<b>\$0.471</b>	<b>\$0.486</b>	<b>\$0.460</b>	<b>\$0.476</b>	<b>\$0.462</b>	<b>\$0.465</b>	<b>\$0.502</b>	<b>\$0.456</b>	<b>\$0.415</b>	<b>\$5.404</b>

MTA STATEN ISLAND RAILWAY  
 July Financial Plan - 2013 Mid-Year Forecast  
 Total Positions by Function and Department  
 Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	14	15	17	18	17	15	15	15	15	15	13	13
General Office	6	6	7	7	8	6	6	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6	6	6	6	6	6	6	6
<b>Total Administration</b>	<b>26</b>	<b>27</b>	<b>30</b>	<b>31</b>	<b>31</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>25</b>	<b>25</b>
<b>Operations</b>												
Transportation	99	98	96	96	98	92	92	92	92	92	91	91
<b>Total Operations</b>	<b>99</b>	<b>98</b>	<b>96</b>	<b>96</b>	<b>98</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>91</b>	<b>91</b>
<b>Maintenance</b>												
Mechanical	41	41	40	40	40	45	45	45	45	45	43	43
Electronic/Electrical	8	9	9	9	9	15	15	15	15	15	15	15
Power/Signals	25	24	24	27	27	26	26	26	26	26	26	26
Maintenance of Way	45	45	45	46	46	46	46	46	46	46	46	46
Infrastructure	26	26	26	26	26	25	25	25	25	25	25	25
<b>Total Maintenance</b>	<b>145</b>	<b>145</b>	<b>144</b>	<b>148</b>	<b>148</b>	<b>157</b>	<b>157</b>	<b>157</b>	<b>157</b>	<b>157</b>	<b>155</b>	<b>155</b>
<b>Total Baseline Positions</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>275</b>	<b>277</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>271</b>	<b>271</b>
<i>Non-Reimbursable</i>	267	267	267	272	274	273	273	273	273	273	268	268
<i>Reimbursable</i>	3	3	3	3	3	3	3	3	3	3	3	3
<i>Total Full-Time</i>	270	270	270	275	277	276	276	276	276	276	271	271
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	13	13	15	15	15	16	16	16	16	16	14	14
Professional, Technical, Clerical	13	14	15	16	16	11	11	11	11	11	11	11
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>26</b>	<b>27</b>	<b>30</b>	<b>31</b>	<b>31</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>25</b>	<b>25</b>
<b>Operations</b>												
Managers/Supervisors	4	4	3	2	2	6	6	6	6	6	5	5
Professional, Technical, Clerical	3	3	3	1	2	3	3	3	3	3	3	3
Operational Hourlies	92	91	90	93	94	83	83	83	83	83	83	83
<b>Total Operations</b>	<b>99</b>	<b>98</b>	<b>96</b>	<b>96</b>	<b>98</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>91</b>	<b>91</b>
<b>Maintenance</b>												
Managers/Supervisors	13	13	13	13	13	8	8	8	8	8	8	8
Professional, Technical, Clerical	1	1	1	2	2	3	3	3	3	3	3	3
Operational Hourlies	131	131	130	133	133	146	146	146	146	146	144	144
<b>Total Maintenance</b>	<b>145</b>	<b>145</b>	<b>144</b>	<b>148</b>	<b>148</b>	<b>157</b>	<b>157</b>	<b>157</b>	<b>157</b>	<b>157</b>	<b>155</b>	<b>155</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</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>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</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 Baseline Positions</b>												
Managers/Supervisors	30	30	31	30	30	30	30	30	30	30	27	27
Professional, Technical, Clerical	17	18	19	19	20	17	17	17	17	17	17	17
Operational Hourlies	223	222	220	226	227	229	229	229	229	229	227	227
<b>Total Positions</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>275</b>	<b>277</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>271</b>	<b>271</b>

# Report



## **SPECIAL REPORTS AND PRESENTATIONS: MTA BUS COMPANY 2013 MID-YEAR FORECAST MONTHLY ALLOCATION**

Monthly allocation of MTA Bus Company's 2013 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$15.021	\$14.052	\$16.718	\$17.372	\$17.443	\$16.243	\$17.001	\$16.703	\$16.604	\$17.409	\$15.896	\$15.666	\$196.128
Other Operating Revenue	1.850	1.688	2.153	1.561	2.178	1.665	1.121	0.951	1.626	2.124	1.834	7.587	26.338
Capital and Other Reimbursements													-
<b>Total Revenue</b>	<b>\$16.871</b>	<b>\$15.740</b>	<b>\$18.871</b>	<b>\$18.933</b>	<b>\$19.621</b>	<b>\$17.908</b>	<b>\$18.122</b>	<b>\$17.654</b>	<b>\$18.230</b>	<b>\$19.533</b>	<b>\$17.730</b>	<b>\$23.253</b>	<b>\$222.466</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$19.837	\$18.861	\$19.343	\$18.778	\$20.056	\$18.913	\$19.420	\$18.575	\$17.731	\$19.420	\$17.731	\$18.575	\$227.240
Overtime	3.758	3.555	3.639	3.691	3.765	3.252	3.373	3.416	3.265	3.466	3.233	3.367	41.780
Health and Welfare	3.215	3.640	3.712	3.526	4.618	1.853	5.007	4.790	4.572	5.007	4.572	4.790	49.301
OPEB Current Payment	1.216	1.216	1.216	1.216	1.216	1.216	1.966	1.881	1.795	1.966	1.795	1.881	18.581
Pensions	3.886	3.801	3.017	3.934	4.470	3.934	3.924	3.754	3.583	3.924	3.583	3.754	45.563
Other Frnge Benefits	2.929	3.139	2.955	3.027	2.962	3.231	4.869	4.658	4.446	4.869	4.446	4.658	46.188
Reimbursable Overhead													-
<b>Total Labor Expenses</b>	<b>\$34.841</b>	<b>\$34.212</b>	<b>\$33.882</b>	<b>\$34.172</b>	<b>\$37.087</b>	<b>\$32.399</b>	<b>\$38.560</b>	<b>\$37.073</b>	<b>\$35.392</b>	<b>\$38.653</b>	<b>\$35.360</b>	<b>\$37.024</b>	<b>\$428.653</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.132	\$0.124	\$0.127	\$0.135	\$0.125	\$0.074	\$0.074	\$0.074	\$0.074	\$0.074	\$0.074	\$0.074	\$1.162
Traction Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Traction Power	0.132	0.124	0.127	0.135	0.125	0.074	0.074	0.074	0.074	0.074	0.074	0.074	1.162
Fuel	2.800	2.991	2.886	3.093	2.680	3.517	3.768	3.768	3.540	3.850	3.554	3.685	40.132
Revenue Vehicle Fuel	2.609	2.787	2.689	2.882	2.498	3.278	3.512	3.512	3.299	3.588	3.312	3.434	37.400
Non-Revenue Fuel	0.191	0.204	0.196	0.211	0.182	0.239	0.257	0.257	0.241	0.262	0.242	0.251	2.732
Insurance	0.187	0.187	0.187	0.187	0.187	0.248	0.248	0.248	0.286	0.248	0.248	0.286	2.748
Claims	2.100	2.234	2.167	2.167	2.167	2.166	2.166	2.166	2.166	2.166	2.166	2.166	26.000
Maintenance and Other Operating Contracts	0.920	1.292	0.899	1.621	1.795	2.702	2.702	2.702	2.702	2.702	2.702	2.702	25.440
Professional Service Contracts	1.297	0.379	0.875	1.313	1.330	1.724	1.724	1.724	1.724	1.724	1.724	1.724	17.264
Materials & Supplies	1.885	2.009	3.230	2.489	3.690	2.318	2.318	2.318	2.318	2.318	2.318	2.318	29.528
Other Business Expenses	0.167	0.275	0.364	0.391	0.432	0.369	0.369	0.369	0.369	0.369	0.369	0.369	4.211
<b>Total Non-Labor Expenses</b>	<b>\$9.488</b>	<b>\$9.490</b>	<b>\$10.736</b>	<b>\$11.395</b>	<b>\$12.407</b>	<b>\$13.119</b>	<b>\$13.370</b>	<b>\$13.370</b>	<b>\$13.179</b>	<b>\$13.452</b>	<b>\$13.155</b>	<b>\$13.324</b>	<b>\$146.485</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjts.</b>													
	<b>\$44.329</b>	<b>\$43.702</b>	<b>\$44.618</b>	<b>\$45.567</b>	<b>\$49.494</b>	<b>\$45.518</b>	<b>\$51.930</b>	<b>\$50.443</b>	<b>\$48.571</b>	<b>\$52.105</b>	<b>\$48.515</b>	<b>\$50.348</b>	<b>\$575.138</b>
<b>Depreciation</b>													
	\$4.275	\$4.165	\$3.803	\$4.130	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$1.220	\$42.234
<b>OPEB Obligation</b>													
	4.618	4.618	4.618	4.618	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.987	56.296
<b>Environmental Remediation</b>													
	-	-	-	(0.000)	-	-	-	-	-	-	-	0.000	-
<b>Total Expenses</b>	<b>\$53.222</b>	<b>\$52.485</b>	<b>\$53.039</b>	<b>\$54.315</b>	<b>\$57.705</b>	<b>\$53.729</b>	<b>\$60.141</b>	<b>\$58.654</b>	<b>\$56.782</b>	<b>\$60.316</b>	<b>\$56.726</b>	<b>\$56.555</b>	<b>\$673.668</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$36.351)</b>	<b>(\$36.745)</b>	<b>(\$34.168)</b>	<b>(\$35.382)</b>	<b>(\$38.083)</b>	<b>(\$35.821)</b>	<b>(\$42.019)</b>	<b>(\$41.000)</b>	<b>(\$38.552)</b>	<b>(\$40.783)</b>	<b>(\$38.996)</b>	<b>(\$33.302)</b>	<b>(\$451.202)</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue													
Capital and Other Reimbursements	0.158	0.479	0.949	0.319	0.558	0.481	0.949	0.913	0.877	0.949	0.877	0.913	8.423
<b>Total Revenue</b>	<b>\$0.158</b>	<b>\$0.479</b>	<b>\$0.949</b>	<b>\$0.319</b>	<b>\$0.558</b>	<b>\$0.481</b>	<b>\$0.949</b>	<b>\$0.913</b>	<b>\$0.877</b>	<b>\$0.949</b>	<b>\$0.877</b>	<b>\$0.913</b>	<b>\$8.423</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.070	\$0.322	\$0.514	\$0.214	\$0.308	\$0.241	\$0.666	\$0.637	\$0.608	\$0.666	\$0.608	\$0.637	\$5.490
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	0.206	0.061	0.114	0.069	0.097	0.093	0.089	0.097	0.089	0.093	1.008
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	0.101	0.030	0.056	0.034	0.042	0.040	0.038	0.042	0.038	0.040	0.461
Other Fringe Benefits	0.070	0.157	0.035	0.014	0.021	0.016	0.024	0.023	0.021	0.024	0.021	0.023	0.448
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$0.140</b>	<b>\$0.479</b>	<b>\$0.856</b>	<b>\$0.319</b>	<b>\$0.499</b>	<b>\$0.360</b>	<b>\$0.828</b>	<b>\$0.792</b>	<b>\$0.756</b>	<b>\$0.828</b>	<b>\$0.756</b>	<b>\$0.792</b>	<b>\$7.407</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	(0.024)	-	(0.015)	0.037	0.037	0.037	0.037	0.037	0.037	0.037	0.219
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.018	-	0.117	-	0.073	0.084	0.084	0.084	0.084	0.084	0.084	0.084	0.797
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$0.018</b>	<b>\$0.000</b>	<b>\$0.093</b>	<b>\$0.000</b>	<b>\$0.059</b>	<b>\$0.121</b>	<b>\$0.121</b>	<b>\$0.121</b>	<b>\$0.121</b>	<b>\$0.121</b>	<b>\$0.121</b>	<b>\$0.121</b>	<b>\$1.016</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.158</b>	<b>\$0.479</b>	<b>\$0.949</b>	<b>\$0.319</b>	<b>\$0.558</b>	<b>\$0.481</b>	<b>\$0.949</b>	<b>\$0.913</b>	<b>\$0.877</b>	<b>\$0.949</b>	<b>\$0.877</b>	<b>\$0.913</b>	<b>\$8.423</b>
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$0.158</b>	<b>\$0.479</b>	<b>\$0.949</b>	<b>\$0.319</b>	<b>\$0.558</b>	<b>\$0.481</b>	<b>\$0.949</b>	<b>\$0.913</b>	<b>\$0.877</b>	<b>\$0.949</b>	<b>\$0.877</b>	<b>\$0.913</b>	<b>\$8.423</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$15.021	\$14.052	\$16.718	\$17.372	\$17.443	\$16.243	\$17.001	\$16.703	\$16.604	\$17.409	\$15.896	\$15.666	\$196.128
Other Operating Revenue	1.850	1.688	2.153	1.561	2.178	1.665	1.121	0.951	1.626	2.124	1.834	7.587	26.338
Capital and Other Reimbursements	0.158	0.479	0.949	0.319	0.558	0.481	0.949	0.913	0.877	0.949	0.877	0.913	8.423
<b>Total Revenue</b>	<b>\$17.029</b>	<b>\$16.219</b>	<b>\$19.820</b>	<b>\$19.252</b>	<b>\$20.179</b>	<b>\$18.389</b>	<b>\$19.071</b>	<b>\$18.567</b>	<b>\$19.107</b>	<b>\$20.482</b>	<b>\$18.607</b>	<b>\$24.166</b>	<b>\$230.889</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$19.907	\$19.183	\$19.857	\$18.992	\$20.364	\$19.154	\$20.086	\$19.212	\$18.339	\$20.086	\$18.339	\$19.212	\$232.730
Overtime	3.758	3.555	3.639	3.691	3.765	3.252	3.373	3.416	3.265	3.466	3.233	3.367	41.790
Health and Welfare	3.215	3.640	3.918	3.587	4.732	1.922	5.104	4.883	4.661	5.104	4.661	4.883	50.309
OPEB Current Payment	1.216	1.216	1.216	1.216	1.216	1.216	1.966	1.881	1.795	1.966	1.795	1.881	18.581
Pensions	3.886	3.801	3.118	3.964	4.526	3.968	3.966	3.794	3.621	3.966	3.621	3.794	46.024
Other Fringe Benefits	2.989	3.296	2.990	3.041	2.983	3.247	4.893	4.680	4.467	4.893	4.467	4.680	46.636
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$34.981</b>	<b>\$34.691</b>	<b>\$34.738</b>	<b>\$34.491</b>	<b>\$37.586</b>	<b>\$32.759</b>	<b>\$39.388</b>	<b>\$37.865</b>	<b>\$36.148</b>	<b>\$39.481</b>	<b>\$36.116</b>	<b>\$37.816</b>	<b>\$436.060</b>
<b>Non-Labor:</b>													
Electric Power	\$0.132	\$0.124	\$0.127	\$0.135	\$0.125	\$0.074	\$0.074	\$0.074	\$0.074	\$0.074	\$0.074	\$0.074	\$1.162
Fuel	2.800	2.991	2.886	3.093	2.680	3.517	3.768	3.768	3.540	3.850	3.554	3.685	40.132
Insurance	0.187	0.187	0.187	0.187	0.187	0.248	0.248	0.248	0.286	0.248	0.248	0.286	2.748
Claims	2.100	2.234	2.167	2.167	2.167	2.166	2.166	2.166	2.166	2.166	2.166	2.166	26.000
Maintenance and Other Operating Contracts	0.920	1.292	0.875	1.621	1.781	2.739	2.739	2.739	2.739	2.739	2.739	2.739	25.659
Professional Service Contracts	1.297	0.379	0.875	1.313	1.330	1.724	1.724	1.724	1.724	1.724	1.724	1.724	17.264
Materials & Supplies	1.904	2.009	3.347	2.489	3.763	2.402	2.402	2.402	2.402	2.402	2.402	2.402	30.325
Other Business Expenses	0.167	0.275	0.364	0.391	0.432	0.369	0.369	0.369	0.369	0.369	0.369	0.369	4.211
<b>Total Non-Labor Expenses</b>	<b>\$9.506</b>	<b>\$9.490</b>	<b>\$10.829</b>	<b>\$11.395</b>	<b>\$12.465</b>	<b>\$13.240</b>	<b>\$13.491</b>	<b>\$13.491</b>	<b>\$13.300</b>	<b>\$13.573</b>	<b>\$13.276</b>	<b>\$13.445</b>	<b>\$147.501</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$44.487</b>	<b>\$44.181</b>	<b>\$45.567</b>	<b>\$45.886</b>	<b>\$50.051</b>	<b>\$45.999</b>	<b>\$52.879</b>	<b>\$51.356</b>	<b>\$49.448</b>	<b>\$53.054</b>	<b>\$49.392</b>	<b>\$51.261</b>	<b>\$583.561</b>
Depreciation	\$4.275	\$4.165	\$3.803	\$4.130	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$1.220	\$42.234
OPEB Obligation	4.618	4.618	4.618	4.618	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.987	56.296
Environmental Remediation	-	-	-	(0.000)	-	-	-	-	-	-	-	0.000	-
<b>Total Expenses</b>	<b>\$53.381</b>	<b>\$52.964</b>	<b>\$53.988</b>	<b>\$54.634</b>	<b>\$58.262</b>	<b>\$54.210</b>	<b>\$61.090</b>	<b>\$59.567</b>	<b>\$57.659</b>	<b>\$61.265</b>	<b>\$57.603</b>	<b>\$57.469</b>	<b>\$682.091</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$36.351)</b>	<b>(\$36.745)</b>	<b>(\$34.168)</b>	<b>(\$35.382)</b>	<b>(\$38.083)</b>	<b>(\$35.821)</b>	<b>(\$42.019)</b>	<b>(\$41.000)</b>	<b>(\$38.552)</b>	<b>(\$40.783)</b>	<b>(\$38.996)</b>	<b>(\$33.302)</b>	<b>(\$451.202)</b>



**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$15.307	\$14.919	\$15.462	\$19.301	\$16.399	\$16.133	\$16.886	\$16.590	\$16.491	\$17.291	\$15.788	\$15.560	\$196.128
Other Operating Revenue	1.084	0.312	3.125	1.330	1.728	1.505	3.877	1.681	0.653	0.959	0.348	9.736	26.338
Capital and Other Reimbursements	0.160	0.478	0.949	0.319	0.558	1.836	1.936	1.936	1.936	1.936	1.936	1.936	16.013
<b>Total Receipts</b>	<b>\$16.551</b>	<b>\$15.710</b>	<b>\$19.536</b>	<b>\$20.950</b>	<b>\$18.685</b>	<b>\$19.573</b>	<b>\$22.698</b>	<b>\$20.206</b>	<b>\$19.080</b>	<b>\$20.186</b>	<b>\$18.072</b>	<b>\$27.232</b>	<b>\$238.479</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$12.011	\$17.274	\$15.722	\$23.122	\$23.216	\$19.828	\$19.828	\$19.828	\$19.828	\$29.742	\$19.828	\$37.536	\$257.764
Overtime	3.431	3.866	3.537	3.959	4.310	3.024	3.024	3.024	3.024	4.535	3.024	3.024	41.780
Health and Welfare	0.133	1.028	0.672	3.418	0.929	9.000	1.000	1.000	15.361	1.000	1.000	15.361	49.902
OPEB Current Payment	-	-	-	-	-	3.825	0.425	0.425	6.528	0.425	0.425	6.528	18.581
Pensions	3.885	3.384	3.934	0.009	10.288	3.247	3.247	3.247	3.247	4.870	3.247	3.247	45.849
Other Fringe Benefits	2.151	2.819	3.294	3.648	4.351	5.741	5.741	5.741	5.741	8.612	5.741	5.741	59.323
GASB Account	-	-	-	-	-	-	-	-	-	-	-	4.425	4.425
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$21.612</b>	<b>\$28.372</b>	<b>\$27.159</b>	<b>\$34.156</b>	<b>\$43.094</b>	<b>\$44.664</b>	<b>\$33.264</b>	<b>\$33.264</b>	<b>\$53.729</b>	<b>\$49.184</b>	<b>\$33.264</b>	<b>\$75.862</b>	<b>\$477.624</b>
<b>Non-Labor:</b>													
Electric Power	\$0.132	\$0.124	\$0.000	\$0.135	\$0.125	\$0.092	\$0.092	\$0.092	\$0.092	\$0.092	\$0.092	\$0.092	\$1.162
Traction Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Traction Power	0.132	0.124	-	0.135	0.125	0.092	0.092	0.092	0.092	0.092	0.092	0.092	1.162
Fuel	0.260	0.269	3.810	2.537	0.072	5.161	5.529	5.529	5.194	5.649	5.214	5.407	44.632
Revenue Vehicle Fuel	0.244	0.252	3.576	2.382	0.068	4.845	5.191	5.191	4.876	5.304	4.895	5.076	41.900
Non-Revenue Fuel	0.016	0.016	0.233	0.155	0.004	0.316	0.338	0.338	0.318	0.346	0.319	0.331	2.732
Insurance	0.636	-	-	-	0.053	0.059	-	0.087	0.038	1.751	0.087	20.589	23.299
Claims	18.307	(8.675)	0.324	0.830	0.402	2.484	2.484	2.484	2.484	2.484	2.484	2.484	28.574
Maintenance and Other Operating Contracts	2.292	0.924	1.074	1.041	1.407	3.874	3.874	3.874	3.874	3.874	3.874	3.874	33.859
Professional Service Contracts	0.116	0.101	1.661	0.762	1.140	2.241	2.241	2.241	2.241	2.241	2.241	2.241	19.469
Materials & Supplies	2.932	1.733	2.606	3.332	3.570	2.746	2.746	2.746	2.746	2.746	2.746	2.746	33.396
Other Business Expenses	0.170	0.216	0.136	0.174	0.440	0.617	0.617	0.617	0.617	0.617	0.617	0.617	5.452
<b>Total Non-Labor Expenditures</b>	<b>\$24.845</b>	<b>(\$5.309)</b>	<b>\$9.612</b>	<b>\$8.611</b>	<b>\$7.209</b>	<b>\$17.274</b>	<b>\$17.584</b>	<b>\$17.671</b>	<b>\$17.286</b>	<b>\$19.455</b>	<b>\$17.356</b>	<b>\$38.050</b>	<b>\$189.843</b>
<b>Other Expenditure Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$46.457</b>	<b>\$23.063</b>	<b>\$36.771</b>	<b>\$42.966</b>	<b>\$50.304</b>	<b>\$61.938</b>	<b>\$50.848</b>	<b>\$50.935</b>	<b>\$71.014</b>	<b>\$68.639</b>	<b>\$50.620</b>	<b>\$113.912</b>	<b>\$667.467</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$29.906)</b>	<b>(\$7.353)</b>	<b>(\$17.235)</b>	<b>(\$22.016)</b>	<b>(\$31.619)</b>	<b>(\$42.365)</b>	<b>(\$28.150)</b>	<b>(\$30.729)</b>	<b>(\$51.934)</b>	<b>(\$48.453)</b>	<b>(\$32.548)</b>	<b>(\$86.680)</b>	<b>(\$428.988)</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.286	\$0.867	(\$1.256)	\$1.929	(\$1.044)	(\$0.110)	(\$0.115)	(\$0.113)	(\$0.113)	(\$0.118)	(\$0.108)	(\$0.106)	(\$0.000)
Other Operating Revenue	(0.766)	(1.376)	0.972	(0.231)	(0.450)	(0.160)	2.756	0.730	(0.973)	(1.165)	(1.486)	2.149	-
Capital and Other Reimbursements	0.001	(0.001)	0.000	(0.000)	0.000	1.455	0.986	1.022	1.058	0.986	1.058	1.022	7.590
<b>Total Receipts</b>	<b>(\$0.478)</b>	<b>(\$0.509)</b>	<b>(\$0.284)</b>	<b>\$1.698</b>	<b>(\$1.494)</b>	<b>\$1.184</b>	<b>\$3.627</b>	<b>\$1.639</b>	<b>(\$0.027)</b>	<b>(\$0.296)</b>	<b>(\$0.535)</b>	<b>\$3.065</b>	<b>\$7.590</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$7.896	\$1.908	\$4.135	(\$4.130)	(\$2.852)	(\$0.674)	\$0.258	(\$0.616)	(\$1.489)	(\$9.656)	(\$1.489)	(\$18.324)	(\$25.034)
Overtime	0.327	(0.311)	0.102	(0.268)	(0.545)	0.228	0.349	0.392	0.241	(1.069)	0.209	0.343	0.000
Health and Welfare	3.082	2.612	3.246	0.169	3.803	(7.078)	4.104	3.883	(10.700)	4.104	3.661	(10.478)	0.407
OPEB Current Payment	1.216	1.216	1.216	1.216	1.216	(2.609)	1.541	1.456	(4.733)	1.541	1.370	(4.647)	-
Pensions	0.001	0.417	(0.816)	3.955	(5.762)	0.721	0.719	0.547	0.375	(0.904)	0.375	0.547	0.175
Other Fringe Benefits	0.848	0.477	(0.304)	(0.607)	(1.368)	(2.494)	(0.849)	(1.061)	(1.274)	(3.719)	(1.274)	(1.061)	(12.687)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(4.425)	(4.425)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$13.369</b>	<b>\$6.319</b>	<b>\$7.579</b>	<b>\$0.335</b>	<b>(\$5.508)</b>	<b>(\$11.905)</b>	<b>\$6.124</b>	<b>\$4.601</b>	<b>(\$17.580)</b>	<b>(\$9.703)</b>	<b>\$2.852</b>	<b>(\$38.045)</b>	<b>(\$41.564)</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.127	\$0.000	\$0.000	(\$0.018)	(\$0.018)	(\$0.018)	(\$0.018)	(\$0.018)	(\$0.018)	(\$0.018)	\$0.000
Traction Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Non-Traction Power	-	-	0.127	0.000	-	(0.018)	(0.018)	(0.018)	(0.018)	(0.018)	(0.018)	(0.018)	-
Fuel	2.540	2.722	(0.924)	0.556	2.608	(1.644)	(1.761)	(1.761)	(1.654)	(1.799)	(1.661)	(1.722)	(4.500)
Revenue Vehicle Fuel	2.366	2.535	(0.887)	0.500	2.430	(1.567)	(1.679)	(1.679)	(1.577)	(1.716)	(1.583)	(1.642)	(4.500)
Non-Revenue Fuel	0.175	0.187	(0.037)	0.055	0.178	(0.076)	(0.082)	(0.082)	(0.077)	(0.084)	(0.077)	(0.080)	-
Insurance	(0.450)	0.187	0.187	0.187	0.134	0.190	0.248	0.161	0.248	(1.503)	0.161	(20.303)	(20.551)
Claims	(16.207)	10.909	1.843	1.337	1.765	(0.317)	(0.317)	(0.317)	(0.317)	(0.317)	(0.317)	(0.317)	(2.574)
Maintenance and Other Operating Contracts	(1.373)	0.368	(0.199)	0.580	0.374	(1.136)	(1.136)	(1.136)	(1.136)	(1.136)	(1.136)	(1.136)	(8.200)
Professional Service Contracts	1.182	0.278	(0.786)	0.551	0.190	(0.517)	(0.517)	(0.517)	(0.517)	(0.517)	(0.517)	(0.517)	(2.205)
Materials & Supplies	(1.028)	0.275	0.741	(0.843)	0.193	(0.344)	(0.344)	(0.344)	(0.344)	(0.344)	(0.344)	(0.344)	(3.071)
Other Business Expenditures	(0.003)	0.059	0.228	0.217	(0.008)	(0.248)	(0.248)	(0.248)	(0.248)	(0.248)	(0.248)	(0.248)	(1.241)
<b>Total Non-Labor Expenditures</b>	<b>(\$15.339)</b>	<b>\$14.799</b>	<b>\$1.217</b>	<b>\$2.584</b>	<b>\$5.256</b>	<b>(\$4.034)</b>	<b>(\$4.093)</b>	<b>(\$4.180)</b>	<b>(\$3.986)</b>	<b>(\$5.882)</b>	<b>(\$4.080)</b>	<b>(\$24.605)</b>	<b>(\$42.342)</b>
<b>Other Expenditures Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before</b>													
<b>Non-Cash Liability Adjs.</b>	<b>(\$2.448)</b>	<b>\$20.609</b>	<b>\$8.512</b>	<b>\$4.618</b>	<b>(\$1.746)</b>	<b>(\$14.755)</b>	<b>\$5.658</b>	<b>\$2.060</b>	<b>(\$21.593)</b>	<b>(\$15.882)</b>	<b>(\$1.763)</b>	<b>(\$59.585)</b>	<b>(\$76.316)</b>
Depreciation Adjustment	\$4.275	\$4.165	\$3.803	\$4.130	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$1.220	\$42.234
OPEB Obligation	4.618	4.618	4.618	4.618	4.691	4.691	4.691	4.691	4.691	4.691	4.691	4.987	56.296
Environmental Remediation	-	-	-	(0.000)	-	-	-	-	-	-	-	0.000	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$6.445</b>	<b>\$29.392</b>	<b>\$16.933</b>	<b>\$13.366</b>	<b>\$6.465</b>	<b>(\$6.544)</b>	<b>\$13.869</b>	<b>\$10.271</b>	<b>(\$13.382)</b>	<b>(\$7.671)</b>	<b>\$6.448</b>	<b>(\$53.378)</b>	<b>\$22.214</b>

MTA Bus Company  
 July Financial Plan - 2013 Mid-Year Forecast  
 Non-Reimbursable/Reimbursable Overtime  
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.126	\$1.915	\$2.119	\$2.103	\$2.134	\$2.039	\$2.154	\$2.154	\$2.043	\$2.192	\$2.048	\$2.126	\$25.152
<u>Unscheduled Service</u>	0.225	0.172	0.177	0.177	0.181	0.169	0.171	0.177	0.171	0.179	0.219	0.199	2.218
<u>Programmatic/Routine Maintenance</u>	0.714	0.719	0.537	0.644	0.650	0.389	0.363	0.377	0.437	0.481	0.436	0.454	6.200
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	0.477	0.550	0.586	0.555	0.580	0.614	0.642	0.655	0.573	0.570	0.487	0.545	6.844
<u>Weather Emergencies</u>	0.183	0.164	0.182	0.176	0.182	0.005	0.005	0.005	0.005	0.005	0.006	0.005	0.922
<u>Safety/Security/Law Enforcement</u>	0.006	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.011	0.011	0.128
<u>Other</u>	0.027	0.024	0.027	0.026	0.027	0.026	0.027	0.027	0.026	0.028	0.026	0.027	0.316
<b>Sub-Total</b>	<b>\$3.758</b>	<b>\$3.555</b>	<b>\$3.639</b>	<b>\$3.691</b>	<b>\$3.765</b>	<b>\$3.252</b>	<b>\$3.373</b>	<b>\$3.416</b>	<b>\$3.265</b>	<b>\$3.466</b>	<b>\$3.233</b>	<b>\$3.368</b>	<b>\$41.780</b>
<b>REIMBURSABLE OVERTIME</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$3.758</b>	<b>\$3.555</b>	<b>\$3.639</b>	<b>\$3.691</b>	<b>\$3.765</b>	<b>\$3.252</b>	<b>\$3.373</b>	<b>\$3.416</b>	<b>\$3.265</b>	<b>\$3.466</b>	<b>\$3.233</b>	<b>\$3.368</b>	<b>\$41.780</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Ridership/(Utilization)**  
(In millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Fixed Route	10.297	9.628	10.540	11.048	11.239	9.934	9.773	9.552	10.264	11.130	9.997	9.662	123.064
Baseline Total Ridership	10.297	9.628	10.540	11.048	11.239	9.934	9.773	9.552	10.264	11.130	9.997	9.662	123.064
<b><u>FAREBOX REVENUE</u></b>													
Fixed Route	\$15.021	\$14.052	\$16.718	\$17.372	\$17.443	\$16.243	\$17.001	\$16.703	\$16.604	\$17.409	\$15.896	\$15.666	\$196.128
Baseline Total Revenue	\$15.021	\$14.052	\$16.718	\$17.372	\$17.443	\$16.243	\$17.001	\$16.703	\$16.604	\$17.409	\$15.896	\$15.666	\$196.128

**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	6	6	6	6	6	6	6	6	6	6	6	6
Office of Management and Budget	14	14	14	14	14	14	14	14	14	14	14	14
Technology & Information Services	16	16	16	16	16	16	16	16	16	16	16	16
Materiel	18	18	18	18	18	18	18	18	18	18	18	18
Controller	15	15	15	15	15	15	15	15	15	15	15	15
Office of the President	6	6	6	6	6	6	6	6	6	6	6	6
System Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	24	24	24	24	24	24	24	24	24	24	24	24
Corporate Communications	3	3	3	3	3	3	3	3	3	3	3	3
Strategic Office	10	10	10	10	10	10	12	12	12	12	12	12
Non-Departmental	52	52	52	52	52	52	52	52	52	52	52	52
Labor Relations	4	4	4	4	4	4	4	4	4	4	4	4
<b>Total Administration</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>
<b>Operations</b>												
Buses	2,139	2,139	2,139	2,139	2,139	2,139	2,139	2,139	2,139	2,139	2,139	2,139
Office of the Executive Vice President, Regional	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	18	18	18	18	18	18	18	18	18	18	18	18
Road Operations	116	116	116	116	116	116	116	116	116	116	116	116
Transportation Support	20	20	20	20	20	20	20	20	20	20	20	20
Operations Planning	32	32	32	32	32	32	32	32	32	32	32	32
Revenue Control	21	21	21	21	21	21	21	21	21	21	21	21
<b>Total Operations</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>
<b>Maintenance</b>												
Buses	747	747	747	747	747	747	749	749	749	749	749	749
Maintenance Support/CMF	166	166	166	166	166	166	166	166	166	166	166	166
Facilities	72	72	72	72	72	72	72	72	72	72	72	72
Supply Logistics	90	90	90	90	90	90	92	92	92	92	92	92
<b>Total Maintenance</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>
<b>Engineering/Capital</b>												
Capital Program Management	37	37	37	37	37	37	37	37	37	37	37	37
<b>Public Safety</b>												
Office of the Senior Vice President	16	16	16	16	16	16	16	16	16	16	16	16
<b>Total Positions</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>
<b>Non-Reimbursable</b>	<b>3,587</b>	<b>3,587</b>	<b>3,587</b>	<b>3,587</b>	<b>3,587</b>	<b>3,587</b>	<b>3,593</b>	<b>3,593</b>	<b>3,593</b>	<b>3,593</b>	<b>3,593</b>	<b>3,593</b>
<b>Reimbursable</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>
<b>Total Full-Time</b>	<b>3,636</b>	<b>3,636</b>	<b>3,636</b>	<b>3,636</b>	<b>3,636</b>	<b>3,636</b>	<b>3,642</b>	<b>3,642</b>	<b>3,642</b>	<b>3,642</b>	<b>3,642</b>	<b>3,642</b>
<b>Total Full-Time Equivalents</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>

**MTA BUS COMPANY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	56	56	56	56	56	56	58	58	58	58	58	58
Professional, Technical, Clerical	70	70	70	70	70	70	70	70	70	70	70	70
Operational Hourlies	50	50	50	50	50	50	50	50	50	50	50	50
<b>Total Administration</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>176</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>	<b>178</b>
<b>Operations</b>												
Managers/Supervisors	296	296	296	296	296	296	296	296	296	296	296	296
Professional, Technical, Clerical	51	51	51	51	51	51	51	51	51	51	51	51
Operational Hourlies	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
<b>Total Operations</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>	<b>2,347</b>
<b>Maintenance</b>												
Managers/Supervisors	202	202	202	202	202	202	205	205	205	205	205	205
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	857	857	857	857	857	857	858	858	858	858	858	858
<b>Total Maintenance</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,075</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>	<b>1,079</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>Public Safety</b>												
Managers/Supervisors	12	12	12	12	12	12	12	12	12	12	12	12
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>
<b>Total Baseline Positions</b>												
Managers/Supervisors	587	587	587	587	587	587	592	592	592	592	592	592
Professional, Technical, Clerical	157	157	157	157	157	157	157	157	157	157	157	157
Operational Hourlies	2,907	2,907	2,907	2,907	2,907	2,907	2,908	2,908	2,908	2,908	2,908	2,908
<b>Total Baseline Positions</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,651</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>	<b>3,657</b>

## **8. Standard Follow-up Reports**

# Report



**New York City Transit**

## **STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS**

### **Introduction**

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for First Half 2013 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

### **Passenger Environment Survey**

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 54 indicators: 17 for subway cars, 16 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 54 indicators, 46 indicators remained unchanged, seven (7) indicators showed an improvement and one (1) indicator declined when comparing First Half 2013 and First Half 2012. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.



## Significant Indicator Improvements/Declines

Out of the 54 passenger environment indicators, seven (7) improved and one (1) declined when comparing the First Half 2013 to First Half 2012.

### IMPROVEMENTS

	2012 1st Half	2013 1st Half	Net Change
<b>Subway Cars</b>			
Cars with No Scratchtied Windows	90%	95%	+5%
Cars with No Clouded Windows	93%	98%	+5%

### Stations

Litter Conditions in Stations - Early AM (% none and light) includes Trackbed	77%	80%	+3%
<i>without Trackbed</i>	88%	91%	+3%
Litter Conditions in Stations - Daytime (% none and light) includes Trackbed	66%	75%	+9%
<i>without Trackbed</i>	81%	86%	+5%
Stations with Legible/Correct System Maps	48%	52%	+4%
Stations with Correct Customer Information Center (CIC)	92%	98%	+6%

### SIR Cars

Cars with No Scratchtied Windows	87%	95%	+8%
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### DECLINES

### Stations

Station Control Areas with a Correct Subway Map Available	87%	75%	-12%
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## Passenger Environment Survey

### Subway Car Results

The Subway Car PES consists of 17 indicators. 15 remained statistically unchanged while two (2) showed an increase when comparing the 1st half 2013 to the 1st half 2012. The table below depicts the results for the 1st half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2011		2012				2013	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Cars	% None	92	67	94	67	96	65	92	69
Presence of Litter	% Light	6	25	5	26	3	27	6	25
See Chart 1	% Moderate	0	1	0	1	0	1	0	1
	% Heavy	2	7	1	6	1	7	2	5
Cleanliness of Car Floors and Seats	% None	91	84	97	89	98	87	95	87
Degree of Dirtiness	% Light	5	6	1	3	1	5	3	7
See Chart 2	% Moderate	2	3	0	1	0	1	1	0
	% Heavy	2	7	2	7	1	7	1	6
% Cars with No Interior Graffiti		97		98		99		98	
% Cars with No Exterior Graffiti		98		99		99		99	
% Cars with No Graffitied Windows		98		99		99		100	
% Cars with No Scratchtied Windows		82		90		93		95	
% Cars with No Clouded Windows		89		93		97		98	
% Cars with No Broken or Cracked Windows		100		99		100		100	

<b>Customer Information</b>									
% Cars with All System Maps Correct/Legible		91		98		97		97	
% Cars with All Signage Correct		99		99		99		98	
% Cars with Public Address Announcements		90		89		90		91	
Automated Announcements		99		99		99		99	
Conductor Announcements		80		79		78		81	

<b>Functioning Equipment</b>									
% Cars with No Broken Door Panels		99		99		100		100	
Lighting Conditions in Cars <sup>1</sup>		99		100		99		99	
Climate Control Conditions in Cars <sup>2</sup>		95		95		91		94	

<b>Operations</b>									
% Conductors in Proper Uniform		100		99		100		100	

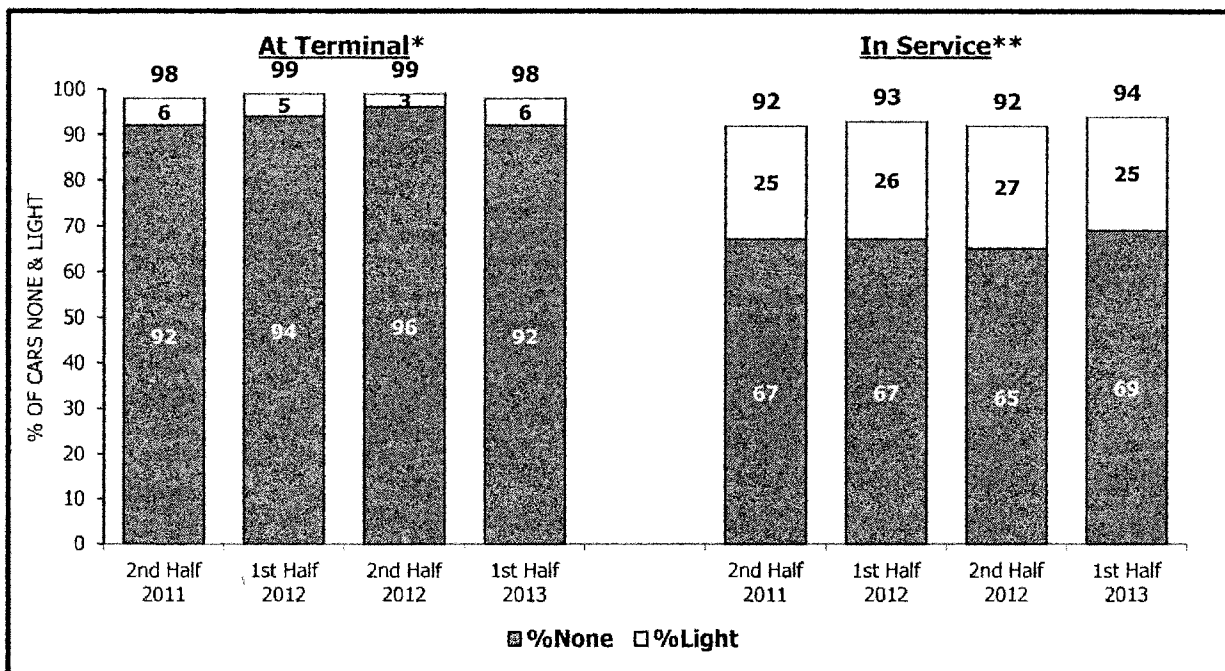
<sup>1</sup>% cars with at least 90% of lights on.

<sup>2</sup>% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

**Passenger Environment Survey**  
**Litter Conditions in Subway Cars**



\* Measured throughout the day at only those terminals that have cleaners.

\*\* Measured throughout the day while in service.

**Definition**

Litter Conditions in Cars (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

**2013 Annual Goals:** (% none & light)      At Terminal: 98.0%      In Service: N/A

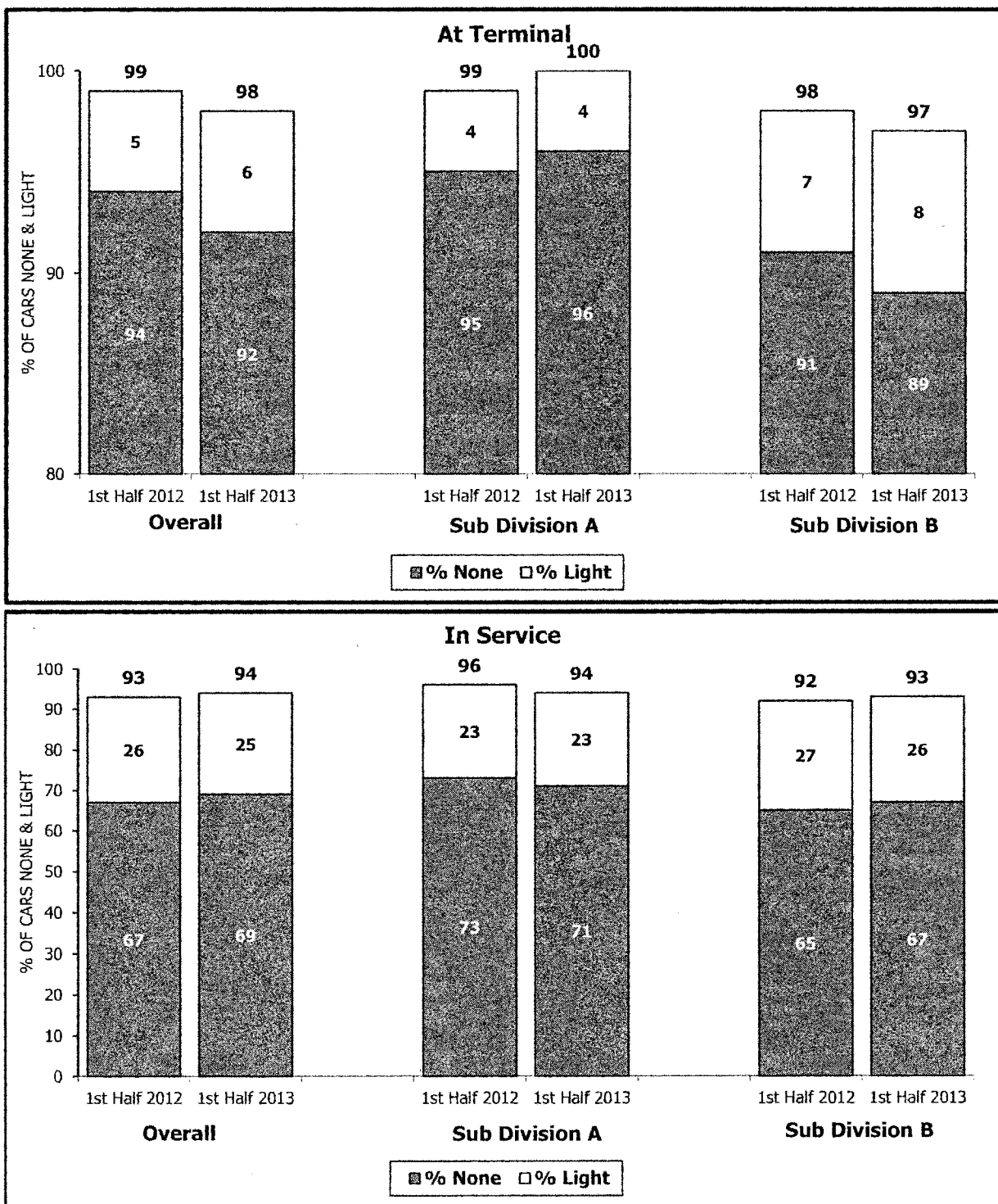
**Semi-Annual Results**

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	92%	6%	0%	2%	69%	25%	1%	5%
2nd Half 2012	96%	3%	0%	1%	65%	27%	1%	7%
1st Half 2012	94%	5%	0%	1%	67%	26%	1%	6%
2nd Half 2011	92%	6%	0%	2%	67%	25%	1%	7%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

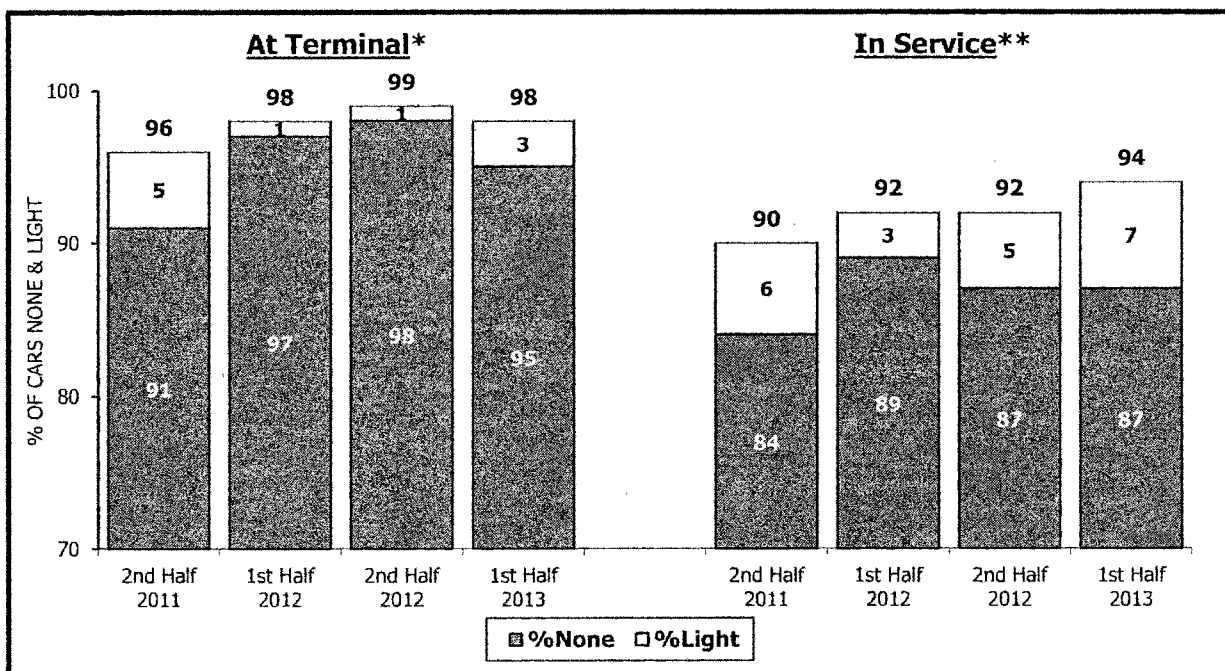
1st Half 2013 vs. 1st Half 2012: Both the "At Terminal" and "In Service" results remained statistically unchanged.

# Passenger Environment Survey Subway Car Litter Conditions by Group



**Groups:** Sub Division A : 1 2 3 4 5 6 7 S-42nd Street  
 Sub Division B : A B C D E F G J Z L M N O R S-Franklin

**Passenger Environment Survey**  
**Cleanliness Conditions in Subway Cars**



\* Measured throughout the day at only those terminals that have cleaners.

\*\* Measured throughout the day while in service.

### Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- occasional "ground in" spots, but generally clean;

**Moderate**- dingy floor, one or two sticky dry spots;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**2013 Annual Goals:** (% none & light)      At Terminal: 98.0%      In Service: N/A

### Semi-Annual Results

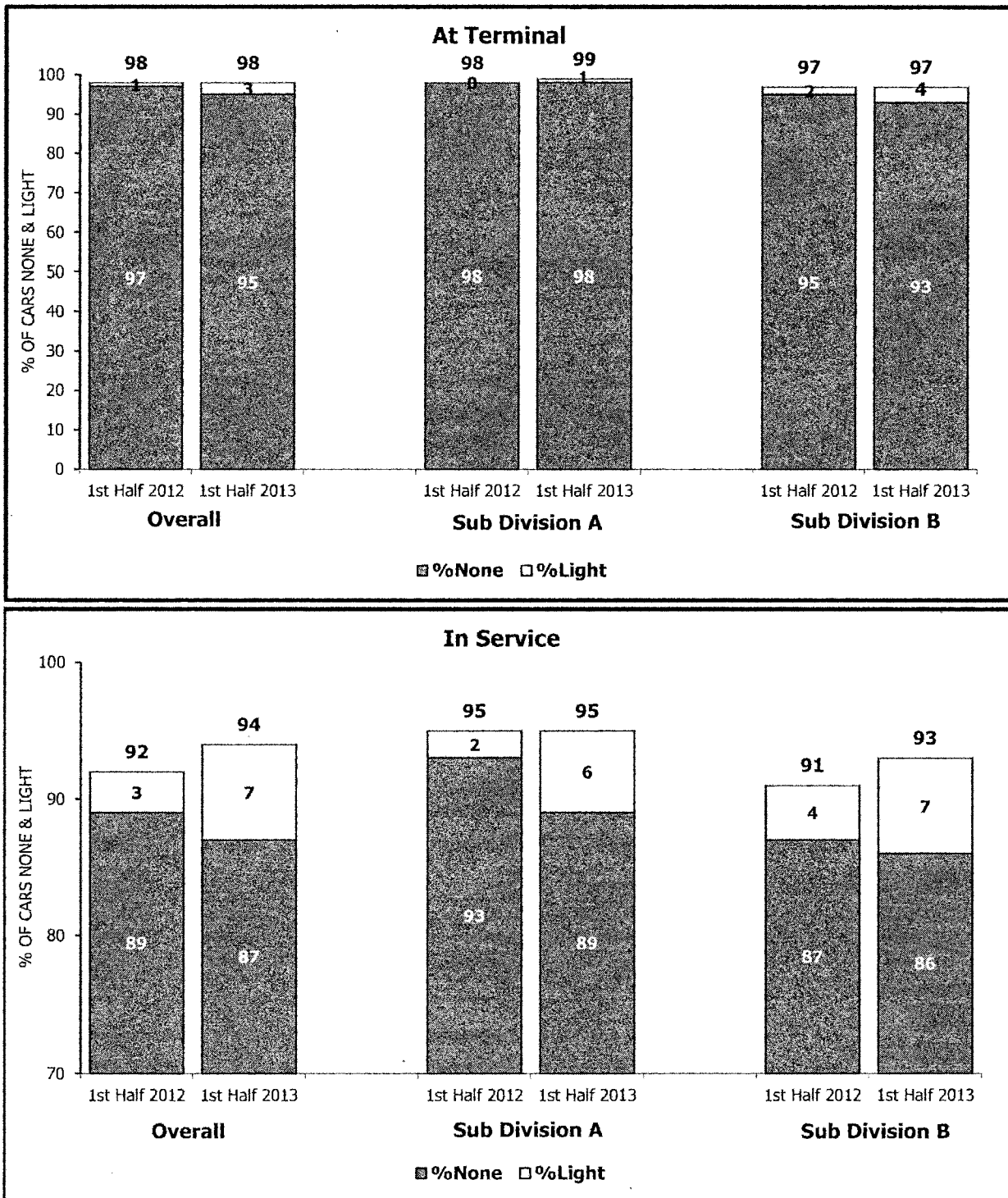
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	95%	3%	1%	1%	87%	7%	0%	6%
2nd Half 2012	98%	1%	0%	1%	87%	5%	1%	7%
1st Half 2012	97%	1%	0%	2%	89%	3%	1%	7%
2nd Half 2011	91%	5%	2%	2%	84%	6%	3%	7%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: Both the "At Terminal" and "In Service" results remained statistically unchanged.

# Passenger Environment Survey

## Subway Car Cleanliness Conditions by Group



**Groups:** Sub Division A : 1 2 3 4 5 6 7 S-42nd Street

Sub Division B : A B C D E F G J Z L M N O R S-Franklin

**Passenger Environment Survey**  
**Subway Car Litter Conditions by Line**  
**% None and Light**

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2012</u>	<u>1st Half 2013</u>	<u>1st Half 2012</u>	<u>1st Half 2013</u>
<b>1</b>	100%	99%	98%	97%
<b>2</b>	100%	100%	96%	94%
<b>3</b>	98%	100%	94%	95%
<b>4</b>	100%	99%	96%	96%
<b>5</b>	99%	100%	95%	94%
<b>6</b>	99%	99%	95%	88%
<b>7</b>	99%	100%	95%	97%
<b>S 42nd St.</b>	-	-	99%	98%
<b>Sub Division A</b>	<b>99%</b>	<b>100%</b>	<b>96%</b>	<b>94%</b>
<b>A</b>	99%	96%	94%	95%
<b>B</b>	98%	96%	82%	85%
<b>C</b>	97%	100%	94%	97%
<b>D</b>	94%	97%	92%	91%
<b>E</b>	99%	99%	94%	97%
<b>F</b>	98%	99%	94%	96%
<b>S Fkln</b>	-	-	88%	97%
<b>G</b>	98%	97%	98%	95%
<b>J Z</b>	99%	98%	88%	96%
<b>L</b>	99%	99%	95%	95%
<b>M</b>	99%	92%	94%	92%
<b>N</b>	97%	98%	92%	88%
<b>Q</b>	96%	95%	91%	92%
<b>R</b>	99%	96%	91%	94%
<b>Sub Division B</b>	<b>98%</b>	<b>97%</b>	<b>92%</b>	<b>93%</b>
<b>Systemwide</b>	<b>99%</b>	<b>98%</b>	<b>93%</b>	<b>94%</b>

Note: Changes of 6.0% or more by line are considered statistically significant.

\* at terminal - with cleaners present

**Passenger Environment Survey**  
**Subway Car Cleanliness Conditions by Line**  
**% None and Light**

<b>Line</b>	<b><u>at terminal*</u></b>		<b><u>in service</u></b>	
	<b><u>1st Half 2012</u></b>	<b><u>1st Half 2013</u></b>	<b><u>1st Half 2012</u></b>	<b><u>1st Half 2013</u></b>
<b>①</b>	100%	99%	97%	97%
<b>②</b>	100%	100%	97%	94%
<b>③</b>	98%	99%	90%	94%
<b>④</b>	99%	99%	96%	97%
<b>⑤</b>	95%	95%	91%	96%
<b>⑥</b>	99%	99%	96%	88%
<b>⑦</b>	99%	100%	95%	97%
<b>⑤ 42nd St.</b>	-	-	99%	98%
<b>Sub Division A</b>	<b>98%</b>	<b>99%</b>	<b>95%</b>	<b>95%</b>
<b>①</b>	98%	97%	92%	97%
<b>②</b>	98%	97%	83%	85%
<b>③</b>	97%	100%	92%	96%
<b>④</b>	95%	99%	92%	89%
<b>⑤</b>	97%	99%	94%	98%
<b>⑥</b>	96%	99%	94%	96%
<b>⑤ Fkln</b>	-	-	88%	97%
<b>⑦</b>	98%	97%	98%	96%
<b>① ②</b>	98%	94%	86%	97%
<b>③</b>	98%	98%	94%	94%
<b>④</b>	99%	94%	94%	92%
<b>⑤</b>	97%	96%	92%	90%
<b>⑥</b>	96%	96%	86%	94%
<b>⑦</b>	95%	96%	86%	92%
<b>Sub Division B</b>	<b>97%</b>	<b>97%</b>	<b>91%</b>	<b>93%</b>
<b>Systemwide</b>	<b>98%</b>	<b>98%</b>	<b>92%</b>	<b>94%</b>

Note: Changes of 6.0% or more by line are considered statistically significant.

\* at terminal - with cleaners present



## Passenger Environment Survey

### Stations Results

The Stations PES consists of 16\* indicators. Of the 16 indicators, 11 remained statistically unchanged while four (4) showed an increase and one (1) showed a decline when comparing the 1st half 2013 to the 1st half 2012. The table below depicts the results for the 1st half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2011		2012				2013	
			2nd Half		1st Half		2nd Half		1st Half	
Cleanliness and Appearance			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Litter Conditions in Stations	<i>Includes Trackbed component</i>	% None	3	6	3	4	1	3	6	6
Presence of Litter		% Light	71	58	74	62	76	59	74	69
See Chart 3		% Moderate	24	32	21	31	22	35	19	23
		% Heavy	2	4	2	3	1	3	1	2
	<i>Measured without Trackbed component</i>	% None	41	30	47	27	42	24	49	34
		% Light	44	48	41	54	46	55	42	52
See Chart 4		% Moderate	14	19	11	17	11	19	9	12
		% Heavy	1	3	1	2	1	2	0	2
Floor and Seat Cleanliness Conditions in Stations		% None	56	47	55	51	51	46	52	55
Degree of Dirtiness		% Light	32	37	35	37	36	38	37	35
See Chart 5		% Moderate	11	13	9	10	12	14	11	9
		% Heavy	1	3	1	2	1	2	0	1
Graffiti Conditions in Stations		% None	72		80		84		91	
Presence of Graffiti		% Light	28		20		16		9	
		% Moderate	0		0		0		0	
		% Heavy	0		0		0		0	

### Customer Information

% Stations with Legible/Correct System Maps	49	48	53	52
% Stations with Correct Passenger Information Center (PIC)	99	92	96	98
% Station Control Areas with a Correct Subway Map Available	84	87	85	75

### Functioning Equipment

% Stations with Functional Annunciator (where applicable)	97	97	98	99
% Escalators/Elevators in Operation	97	98	99	97
% Station Control Areas with Working Booth Microphone	98	99	99	99
% Trash Receptacles Usable in Stations	99	99	100	100
% Working Turnstiles in Stations	99	99	99	99
% Working MetroCard Vending Machines	97	97	98	98

### Operations

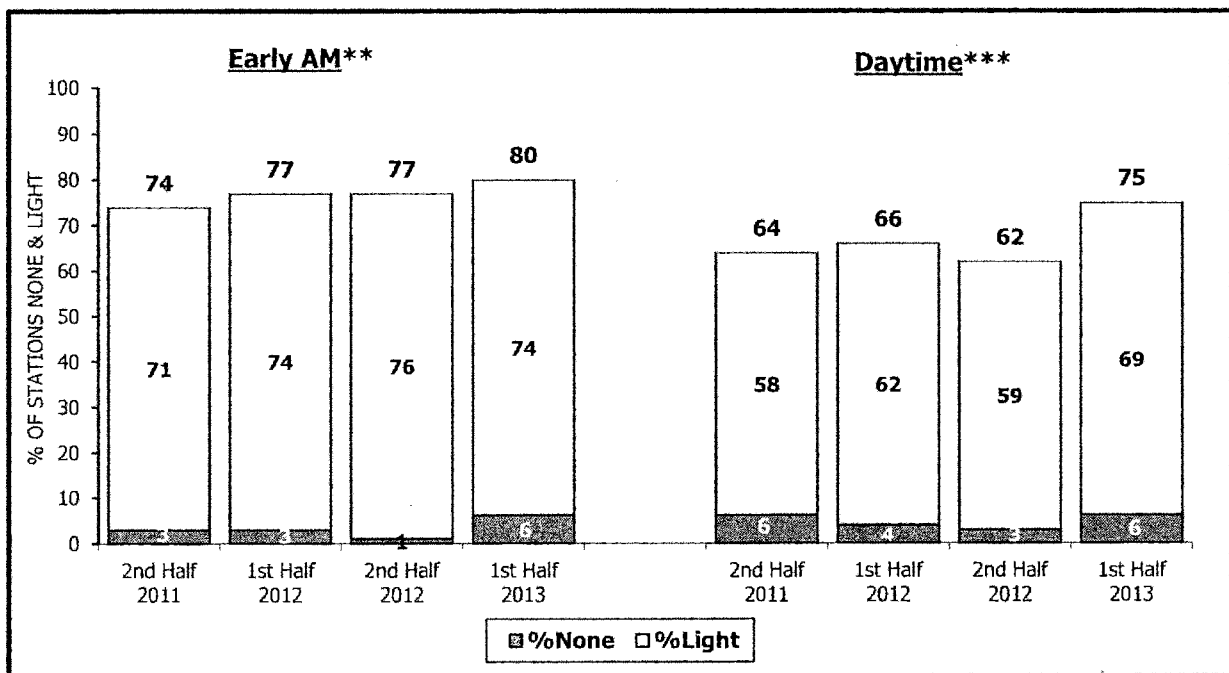
% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	92	96	96	97

Early AM - Surveyed before heavy passenger utilization (pre-AM Peak).

Daytime - Surveyed after heavy passenger utilization (post AM Peak).

\*Note: The "Station with Public Telephones in Working Order" indicator has been dropped. The number of pay phones available in stations has decreased significantly. Maintenance of the remaining phones is outside of NYCT responsibility.

**Passenger Environment Survey**  
**Litter Conditions in Stations\* (includes Trackbed)**



\* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

\*\* Measured before heavy passenger utilization (pre-AM Peak).

\*\*\* Measured after heavy passenger utilization (post AM Peak).

### Definition

Litter Conditions in Stations (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

**2013 Annual Goals:** (% none & light)      Early AM: N/A      Daytime: N/A

### Semi-Annual Results

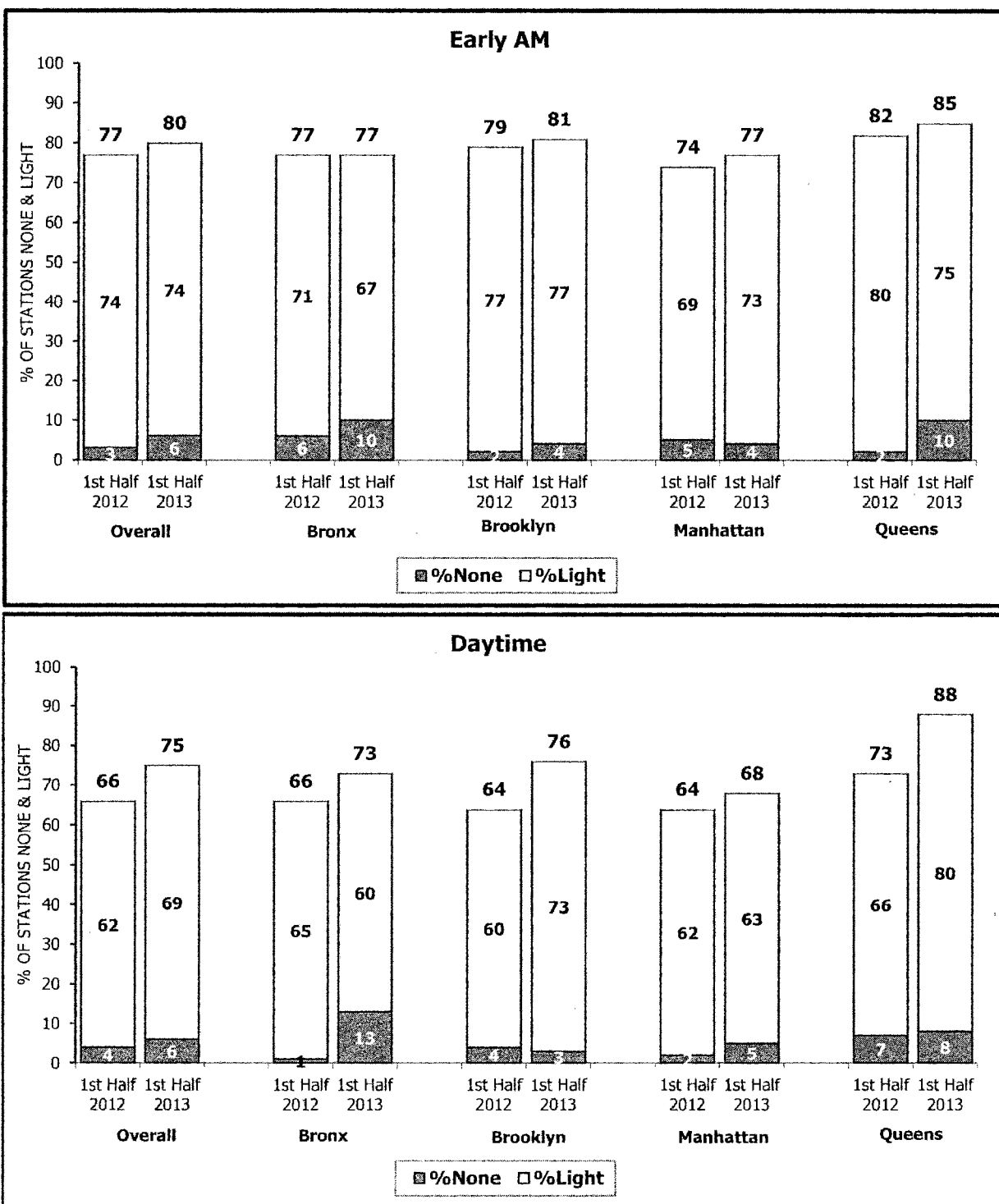
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	6%	74%	19%	1%	6%	69%	23%	2%
2nd Half 2012	1%	76%	22%	1%	3%	59%	35%	3%
1st Half 2012	3%	74%	21%	2%	4%	62%	31%	3%
2nd Half 2011	3%	71%	24%	2%	6%	58%	32%	4%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: both the "Early AM" results (+3%) and the "Daytime" results (+9%) showed a statistically significant increase.

# Passenger Environment Survey

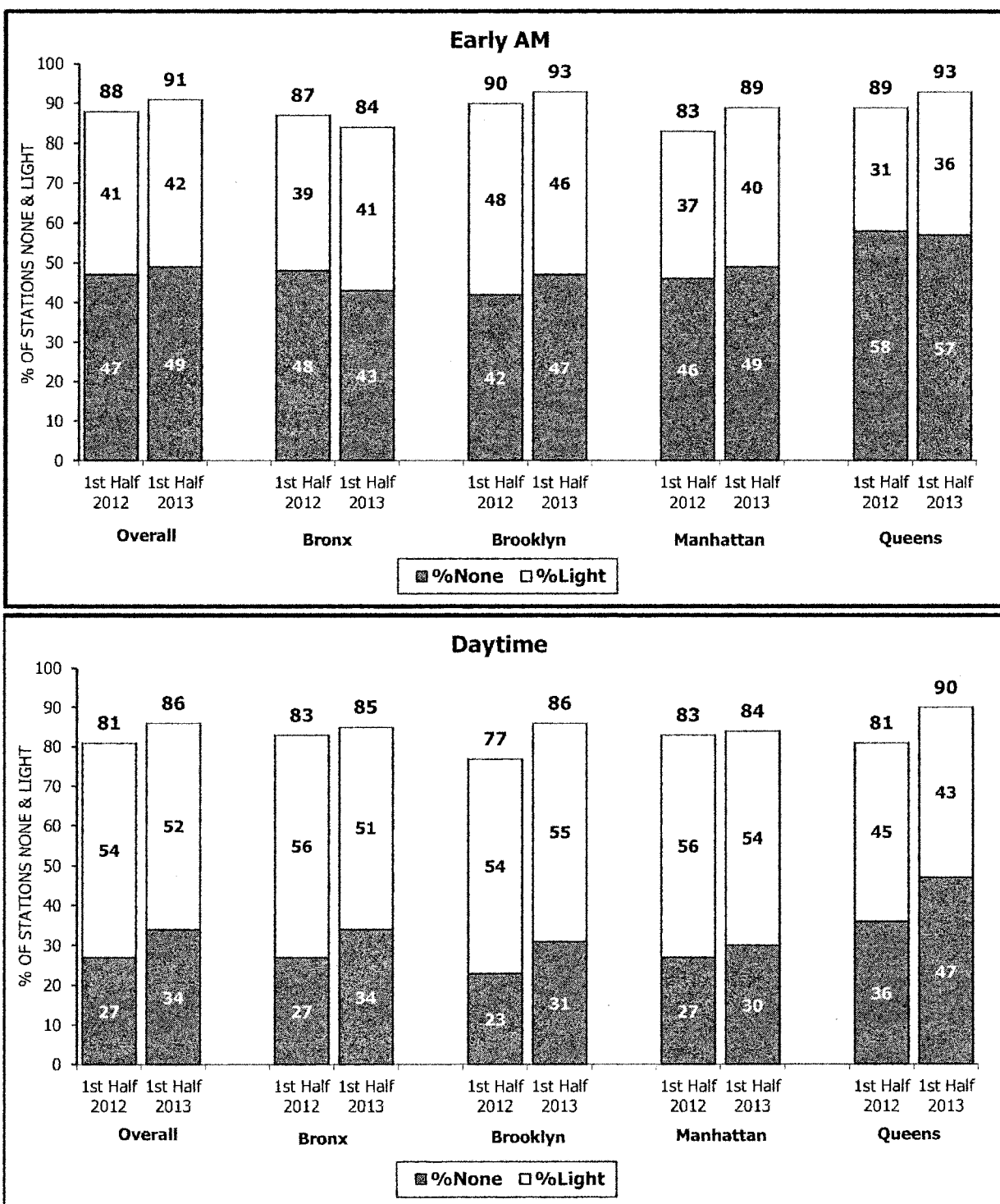
## Litter Conditions by Borough\* (includes Trackbed)



\* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

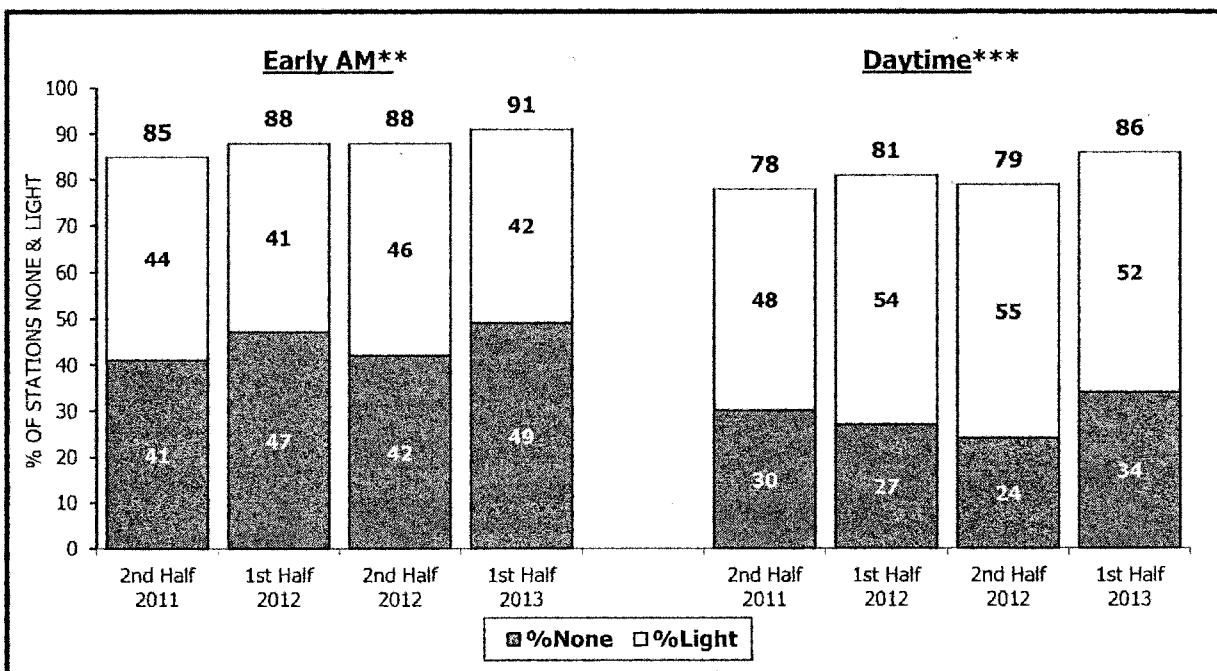
# Passenger Environment Survey

## Litter Conditions by Borough\* (without Trackbed)



\* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

**Passenger Environment Survey**  
**Litter Conditions in Stations\* (without Trackbed)**



\* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

\*\* Measured before heavy passenger utilization (pre-AM Peak).

\*\*\* Measured after heavy passenger utilization (post AM Peak).

### Definition

Litter Conditions in Stations (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

**2013 Annual Goals:** (% none & light)      Early AM: 89.0%      Daytime: 81.0%

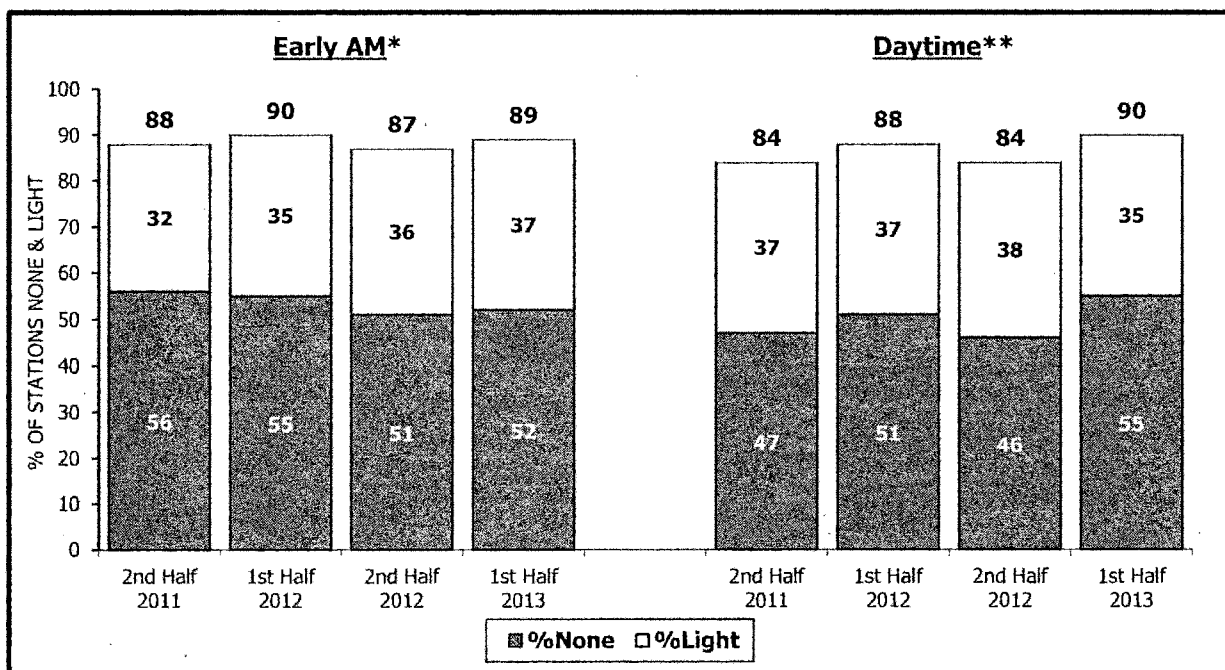
### Semi-Annual Results

	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	49%	42%	9%	0%	34%	52%	12%	2%
2nd Half 2012	42%	46%	11%	1%	24%	55%	19%	2%
1st Half 2012	47%	41%	11%	1%	27%	54%	17%	2%
2nd Half 2011	41%	44%	14%	1%	30%	48%	19%	3%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: both the "Early AM" results (+3%) and the "Daytime" results (+5%) showed a statistically significant increase.

**Passenger Environment Survey  
Cleanliness Conditions in Stations**



\* Measured before heavy passenger utilization (pre-AM Peak).

\*\* Measured after heavy passenger utilization (post AM Peak).

### Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- occasional "ground in" spots, but generally clean;

**Moderate**- dingy floor, one or two sticky dry spots;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**2013 Annual Goals:** (% none & light)      Early AM: 90.0%      Daytime: 87.0%

### Semi-Annual Results

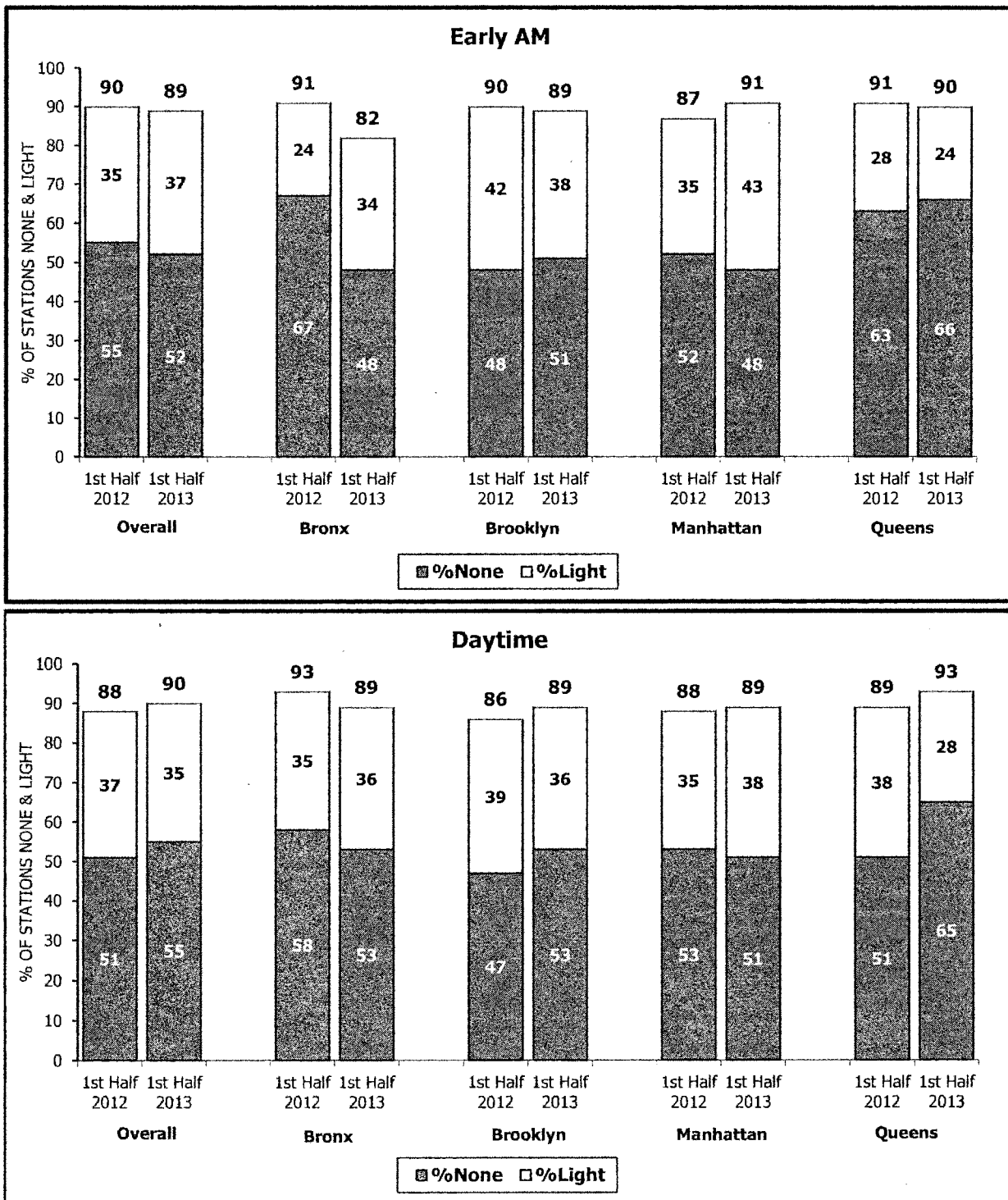
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	52%	37%	11%	0%	55%	35%	9%	1%
2nd Half 2012	51%	36%	12%	1%	46%	38%	14%	2%
1st Half 2012	55%	35%	9%	1%	51%	37%	10%	2%
2nd Half 2011	56%	32%	11%	1%	47%	37%	13%	3%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: both the "Early AM" and "Daytime" results remained statistically unchanged.

# Passenger Environment Survey

## Cleanliness Conditions by Borough



## Passenger Environment Survey

### Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 15 remained statistically unchanged while one (1) showed an increase when comparing the 1st half 2013 to the 1st half 2012. The table below depicts the results for the 1st half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2011		2012				2013	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Cars	% None	98	71	96	71	83	67	95	83
Presence of Litter	% Light	2	15	2	24	13	24	4	14
See Chart 6	% Moderate	0	0	0	0	1	1	0	0
	% Heavy	0	14	2	5	3	8	1	3
Cleanliness of Car Floors and Seats	% None	91	77	96	90	93	81	95	95
Degree of Dirtiness	% Light	8	9	2	4	4	10	4	2
See Chart 7	% Moderate	0	0	0	0	0	1	0	0
	% Heavy	1	14	2	6	3	8	1	3
% Cars with No Interior Graffiti		99		99		98		96	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffiti Windows		98		99		100		99	
% Cars with No Scratchtied Windows		74		87		90		95	
% Cars with No Clouded Windows		99		99		97		100	
% Cars with No Broken or Cracked Windows		98		100		100		100	

#### Customer Information

% Cars with All System Maps Correct/Legible	97	100	99	100
% Cars with Public Address Announcements	75	81	78	82

#### Functioning Equipment

% Cars with No Broken Door Panels	98	100	100	98
Lighting Conditions in Cars <sup>1</sup>	99	100	100	100
Climate Control Conditions in Cars <sup>2</sup>	90	97	84	97

#### Operations

% Conductors in Proper Uniform	100	98	100	97
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<sup>1</sup> % cars with at least 90% of lights on.

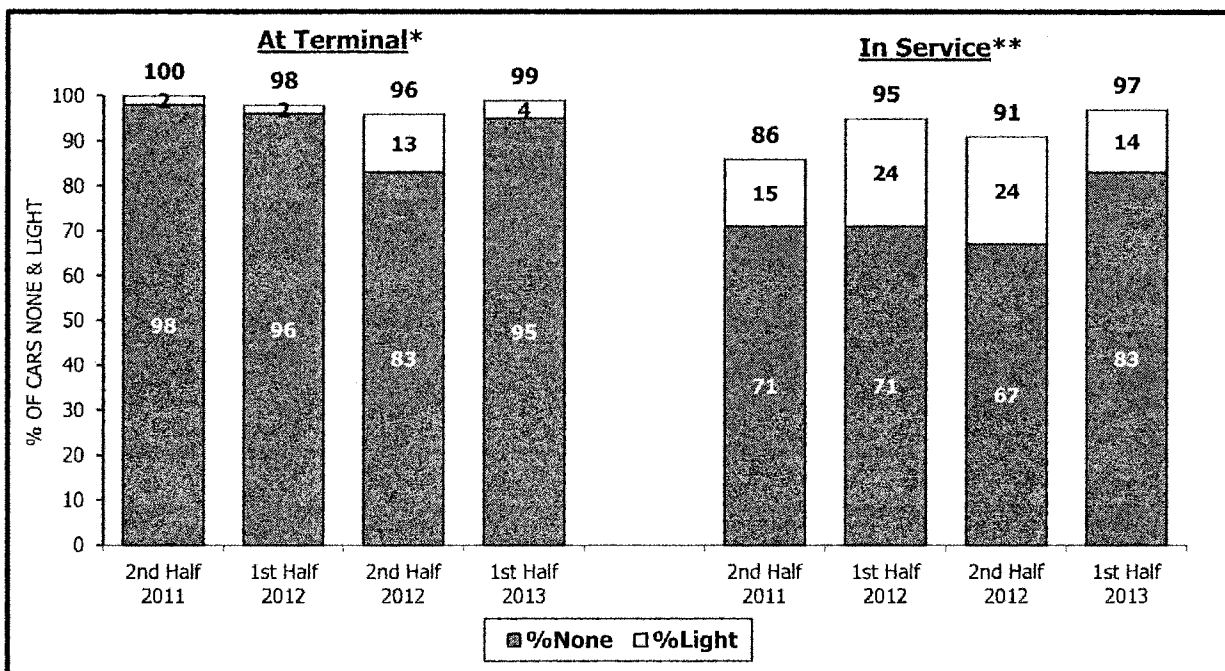
<sup>2</sup> % cars with average interior temperature between 58°F and 78°F

At Terminal - Surveyed at St. George terminal with cleaners present.

In Service - Surveyed while in service.



**Passenger Environment Survey**  
**Litter Conditions on Staten Island Railway (SIR) Cars**



\* Measured throughout the day at St. George Ferry Terminal

\*\* Measured throughout the day while in service.

### Definition

Litter Conditions in Cars (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

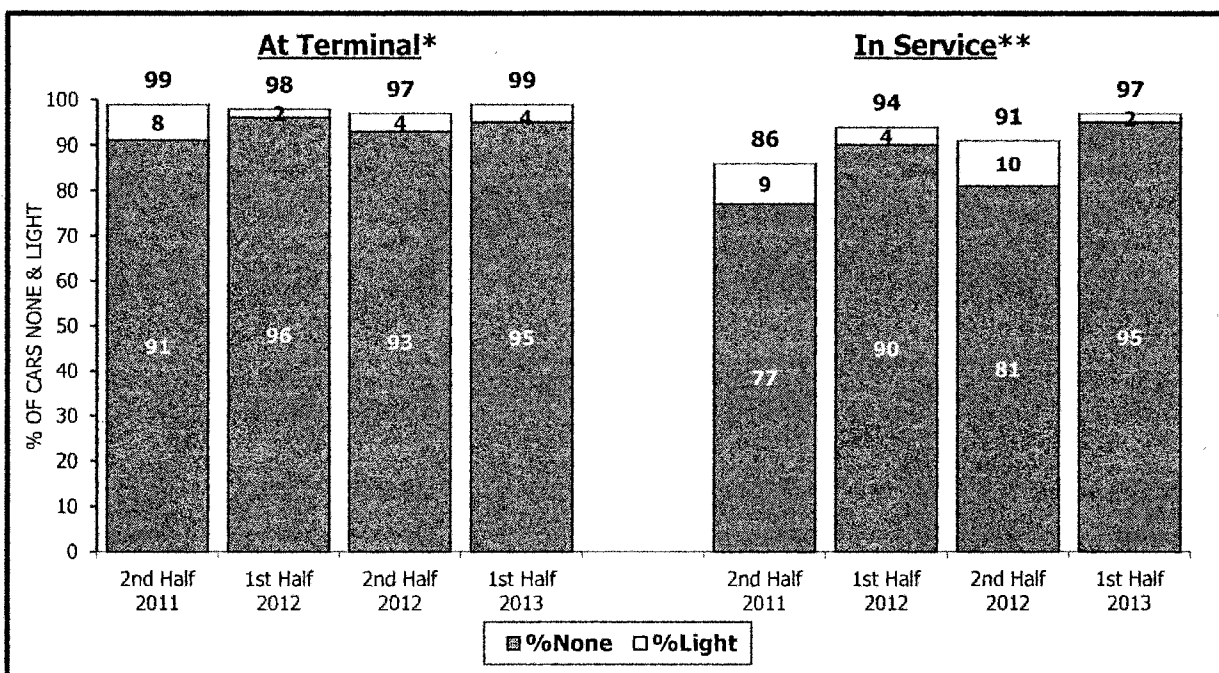
### Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	95%	4%	0%	1%	83%	14%	0%	3%
2nd Half 2012	83%	13%	1%	3%	67%	24%	1%	8%
1st Half 2012	96%	2%	0%	2%	71%	24%	0%	5%
2nd Half 2011	98%	2%	0%	0%	71%	15%	0%	14%

**Discussion of Results:** an increase/decrease of less than 6% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: Both the "At Terminal" and "In Service" results remained statistically unchanged.

**Passenger Environment Survey**  
**Cleanliness Conditions on Staten Island Railway (SIR) Cars**



\* Measured throughout the day at St. George Ferry Terminal

\*\* Measured throughout the day while in service.

### Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- occasional "ground in" spots, but generally clean;

**Moderate**- dingy floor, one or two sticky dry spots;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

### Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	95%	4%	0%	1%	95%	2%	0%	3%
2nd Half 2012	93%	4%	0%	3%	81%	10%	1%	8%
1st Half 2012	96%	2%	0%	2%	90%	4%	0%	6%
2nd Half 2011	91%	8%	0%	1%	77%	9%	0%	14%

**Discussion of Results:** an increase/decrease of less than 6% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: Both the "At Terminal" and "In Service" results remained statistically unchanged.

## Passenger Environment Survey

### Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. All remained statistically unchanged when comparing the 1st half 2013 to the 1st half 2012. The table below depicts the results for the 1st half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2011	2012		2013
Cleanliness and Appearance			2nd Half	1st Half	2nd Half	1st Half
Litter Conditions in Stations		% None	9	15	15	30
Presence of Litter	<i>Includes Trackbed component</i>	% Light	51	59	57	45
<i>See Chart 8</i>		% Moderate	34	26	28	25
		% Heavy	6	0	0	0
	<i>Measured without Trackbed component</i>	% None	32	54	50	58
		% Light	44	36	44	33
		% Moderate	22	10	6	9
		% Heavy	2	0	0	0
Floor and Seat Cleanliness Conditions in Stations		% None	41	57	54	61
Degree of Dirtiness		% Light	35	33	39	30
<i>See Chart 9</i>		% Moderate	22	10	7	9
		% Heavy	2	0	0	0
Graffiti Conditions in Stations		% None	86	86	91	85
Presence of Graffiti		% Light	14	14	8	10
		% Moderate	0	0	1	5
		% Heavy	0	0	0	0

#### Customer Information

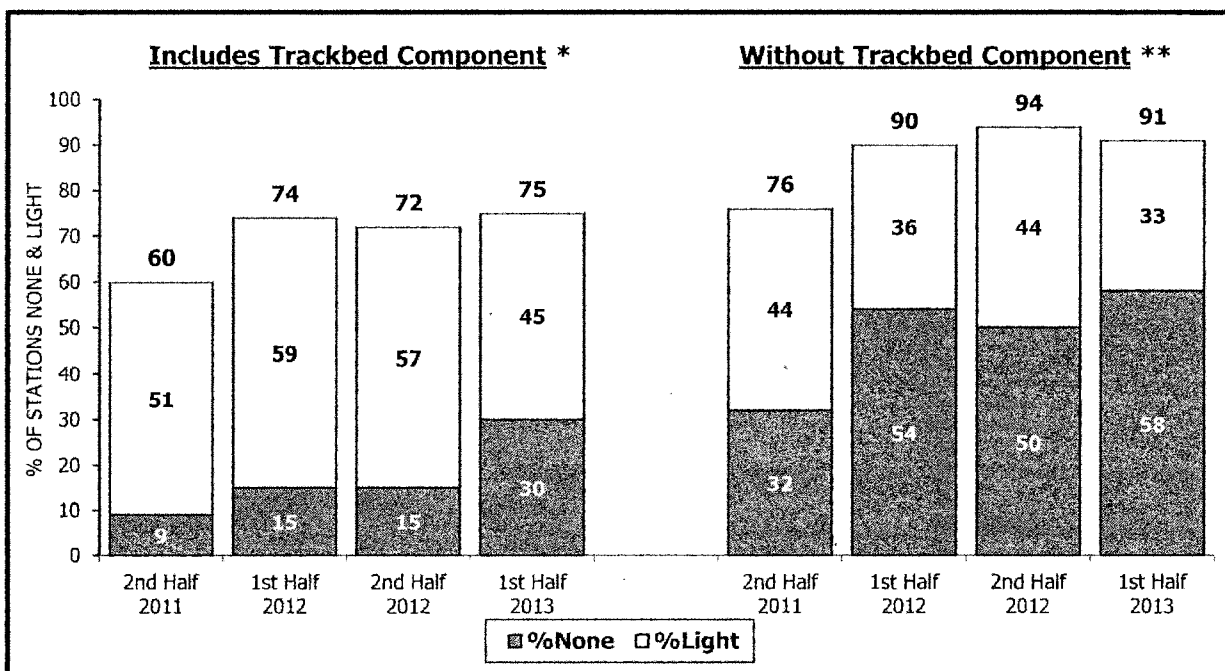
% Stations with Correct Customer Information Center (CIC)	89	93	100	98
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#### Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	100	100
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All surveys done after heavy passenger utilization (post AM Peak).

**Passenger Environment Survey**  
**Litter Conditions in Staten Island Railway (SIR) Stations**



\* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

\*\* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

### Definition

Litter Conditions in Stations (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

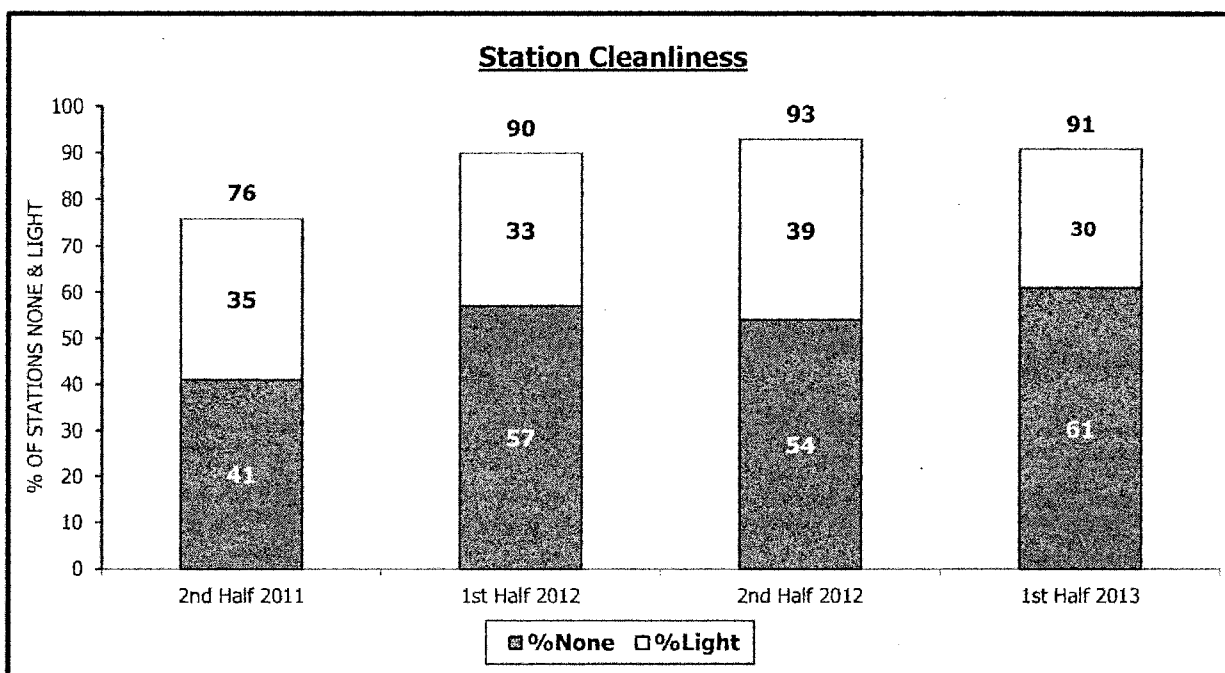
### Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	30%	45%	25%	0%	58%	33%	9%	0%
2nd Half 2012	15%	57%	28%	0%	50%	44%	6%	0%
1st Half 2012	15%	59%	26%	0%	54%	36%	10%	0%
2nd Half 2011	9%	51%	34%	6%	32%	44%	22%	2%

**Discussion of Results:** an increase/decrease of less than 10% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: Both Litter results, with Trackbed and without Trackbed remained statistically unchanged.

**Passenger Environment Survey**  
**Cleanliness Conditions in Staten Island Railway (SIR) Stations**



**Definition**

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- occasional "ground in" spots, but generally clean;

**Moderate**- dingy floor, one or two sticky dry spots;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**Semi-Annual Results**

	Cleanliness			
	None	Light	Mod.	Heavy
1st Half 2013	61%	30%	9%	0%
2nd Half 2012	54%	39%	7%	0%
1st Half 2012	57%	33%	10%	0%
2nd Half 2011	41%	35%	22%	2%

**Discussion of Results:** an increase/decrease of less than 10% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: the Cleanliness results remained statistically unchanged.

# Report



**New York City Transit**

## **STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS**

### **Introduction**

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, January - June 2013, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

### **Bus Service Performance**

Wait Assessment is measured weekdays between 7am and midnight. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (plus eight associated limited-stop service and three select bus service routes) are presented on the following pages.

### **Passenger Environment Survey**

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 32 indicators remained statistically unchanged while four (4) increased and two (2) declined when comparing First Half 2013 and First Half 2012. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for First Half 2013 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

### Significant Indicator Improvements/Declines

Bus Wait Assessment showed a statistically significant decline -1.4%, from 82.6% in the First Half 2012 to 81.2% in the First Half 2013. Out of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained unchanged while four (4) increased and two (2) declined when comparing the First Half 2012 to First Half 2013.

#### IMPROVEMENTS

	2012 1st Half	2013 1st Half	Net Change
<b>Local Buses</b>			
Litter Conditions on Local Buses (In Service)	85%	88%	+3%
Cleanliness Conditions on Local Buses (In Service)	85%	88%	+3%
Buses with No Scratchtied Windows	85%	88%	+3%

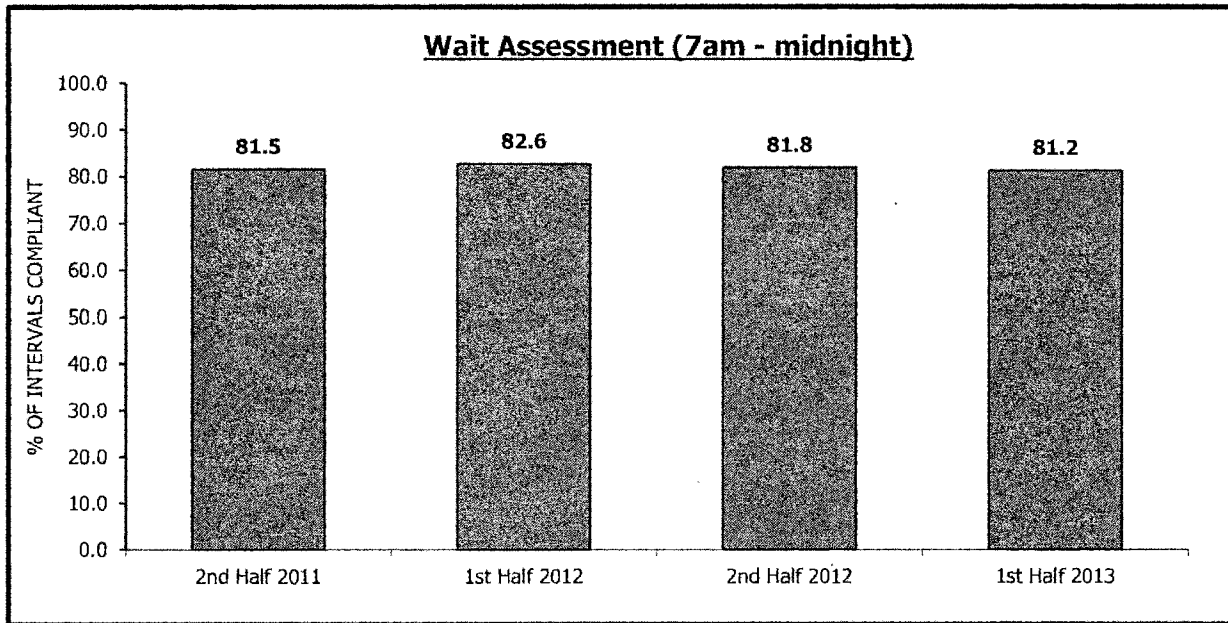
#### Express Buses

Express Buses with No Damaged Panels	97%	100%	+3%
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#### DECLINES

	2012 1st Half	2013 1st Half	Net Change
<b>Local Buses</b>			
Bus Announcements that are Understandable/Correct	64%	55%	-9%
Buses Displaying a Correct/Legible Bus Map	78%	55%	-23%

## Bus Performance Indicator



### Definition

Wait Assessment is measured weekdays between 7:00 a.m. and midnight. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (plus eight associated limited-stop service and three select bus service routes).

**2013 Annual Goals:** Wait Assessment: 84.1%

### Semi-Annual Results

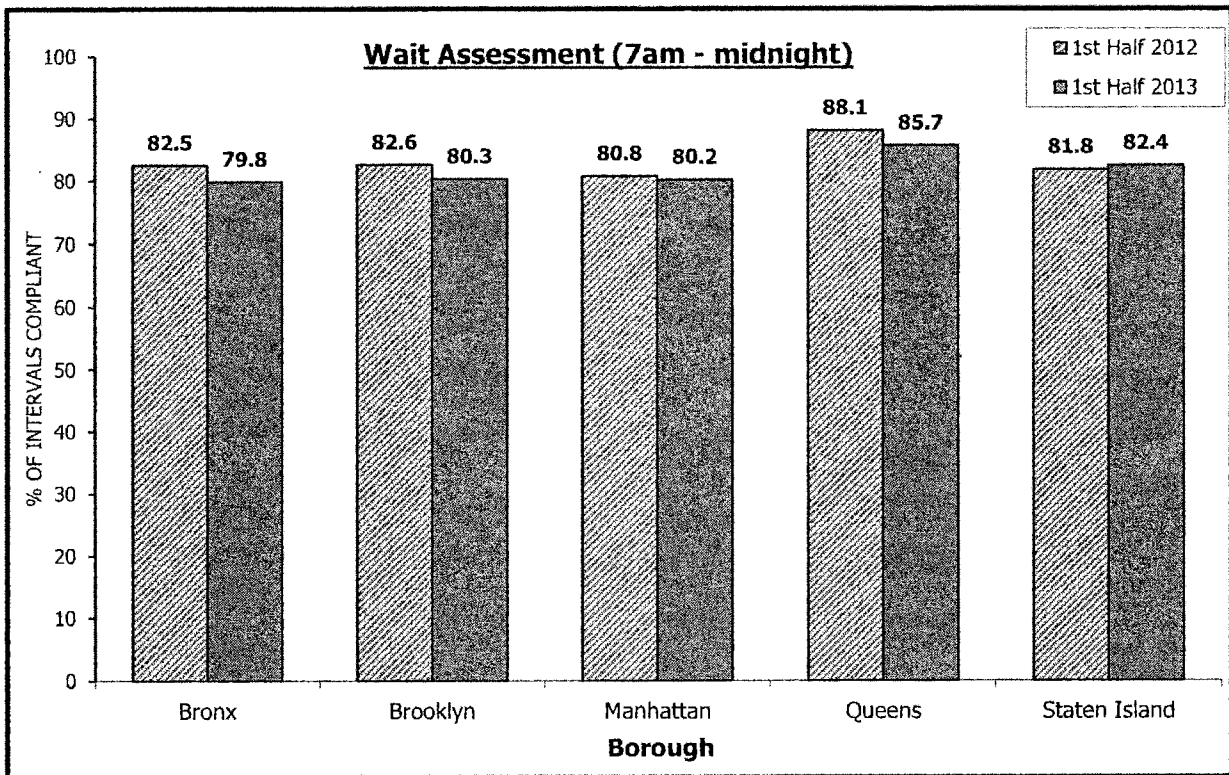
<u>Wait Assessment</u>	
1st Half 2013	81.2%
2nd Half 2012	81.8%
1st Half 2012	82.6%
2nd Half 2011	81.5%

**Discussion of Results:** an increase/decrease of less than 1% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: Bus Wait Assessment showed a statistically significant decline, -1.4% when comparing the 1st Half 2013 to the 1st Half 2012.



## Bus Performance Indicator



### Bus Performance Indicator

<u>Route</u>	<u>2011</u>	<u>2012</u>		<u>2013</u>
	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>
<b>Bronx<sup>1</sup></b>	<b>81.1%</b>	<b>82.5%</b>	<b>81.7%</b>	<b>79.8%</b>
Bx1/2	78.7%	80.1%	79.7%	78.5%
Bx1/2 Ltd.	81.6%	80.2%	81.4%	78.3%
Bx9	83.9%	88.6%	87.2%	82.2%
Bx12	84.4%	84.5%	83.6%	83.1%
SBS12	83.4%	84.1%	85.0%	86.0%
Bx19	82.2%	85.5%	82.2%	81.1%
Bx36 <sup>2</sup>	81.9%	80.6%	80.7%	78.6%
Bx40/42	82.5%	84.5%	85.3%	83.1%
Bx41 <sup>2</sup>	74.1%	78.2%	78.0%	75.8%
Bx55	78.1%	78.7%	72.1%	71.7%
 <b>Brooklyn</b>	 <b>80.2%</b>	 <b>82.6%</b>	 <b>81.9%</b>	 <b>80.3%</b>
B6	81.8%	86.4%	82.8%	84.2%
B6 Ltd.	83.6%	84.4%	87.8%	86.5%
B15	78.3%	79.9%	79.6%	82.0%
B35	81.0%	83.9%	80.4%	79.5%
B35 Ltd.	81.4%	84.4%	85.2%	80.0%
B41	77.1%	82.4%	78.7%	76.3%
B41 Ltd.	78.3%	80.1%	81.4%	76.6%
B44	77.4%	80.4%	78.6%	74.9%
B44 Ltd.	81.9%	85.0%	82.6%	77.9%
B46	84.5%	82.5%	79.9%	80.1%
B46 Ltd.	84.4%	84.2%	83.4%	82.2%
B63	77.3%	80.8%	82.1%	83.7%

<sup>1</sup> Includes BusTime sample data, effective January 1, 2013

<sup>2</sup> Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

### Bus Performance Indicator (continued)

<u>Route</u>	<u>2011</u>	<u>2012</u>		<u>2013</u>
	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>
<b>Manhattan</b>	<b>79.9%</b>	<b>80.8%</b>	<b>80.8%</b>	<b>80.2%</b>
M1 <sup>1</sup>	79.9%	77.7%	82.4%	77.0%
M2 <sup>2</sup>	78.0%	77.2%	76.6%	76.4%
M3	75.0%	76.7%	79.0%	76.5%
M4 <sup>1</sup>	74.5%	71.7%	74.4%	71.3%
M7	75.5%	80.6%	77.3%	80.9%
M10/20	84.1%	85.5%	85.6%	86.5%
M14	83.9%	86.1%	85.1%	86.8%
M15	77.5%	78.2%	75.2%	77.0%
SBS15	82.5%	84.0%	83.0%	81.2%
M31	81.6%	81.0%	81.5%	83.7%
M50	83.4%	85.3%	82.8%	87.6%
M66	82.3%	84.5%	86.1%	84.5%
M86	84.9%	87.1%	85.7%	84.5%
M101/2/3	71.2%	72.9%	70.0%	68.4%
M101 Ltd	73.9%	74.0%	76.0%	77.2%
M104	83.8%	80.9%	80.0%	82.9%
<b>Queens</b>	<b>86.8%</b>	<b>88.1%</b>	<b>87.3%</b>	<b>85.7%</b>
Q43 <sup>1</sup>	89.2%	91.8%	89.0%	89.4%
Q44/20	90.3%	90.4%	89.7%	87.4%
Q44 Ltd.	89.4%	89.4%	84.1%	85.1%
Q46 <sup>1</sup>	84.2%	86.2%	88.2%	88.4%
Q58	86.1%	83.8%	85.4%	83.5%
Q83 <sup>1</sup>	84.8%	88.6%	90.1%	86.6%
Q85 <sup>1</sup>	82.4%	83.4%	82.9%	79.0%
<b>Staten Island</b>	<b>81.3%</b>	<b>81.8%</b>	<b>79.5%</b>	<b>82.4%</b>
S44 <sup>1</sup>	77.1%	82.9%	81.1%	81.4%
S48 <sup>1</sup>	82.2%	83.4%	79.4%	84.1%
S53 <sup>1</sup>	87.6%	89.8%	89.3%	92.8%
S74 <sup>1</sup>	78.1%	76.5%	72.6%	74.2%
S76 <sup>1</sup>	84.3%	81.3%	77.3%	80.8%
S78	77.8%	74.2%	71.6%	77.7%
SBS79	N/A	N/A	82.8%	86.0%

<sup>1</sup>Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

<sup>2</sup>This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

## Passenger Environment Survey

### Local Bus Results

The Local Bus PES consists of 26 indicators. 21 remained statistically unchanged while three (3) showed an increase and two (2) showed a decline when comparing the 1st Half 2013 to the 1st Half 2012. The table below depicts the results for the 1st Half 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2011		2012				2013	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Buses	% None	92	43	91	43	92	43	89	50
Presence of Litter	% Light	6	39	8	42	8	41	10	38
See Chart 1	% Moderate	0	2	0	2	0	3	0	2
	% Heavy	2	16	1	13	0	13	1	10
Exterior Dirt Condition of Buses	% None	100	96	100	93	100	98	100	99
Degree of Dirtiness	% Light	0	3	0	6	0	2	0	1
	% Moderate	0	0	0	1	0	0	0	0
	% Heavy	0	1	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	96	73	96	81	98	80	94	84
Degree of Dirtiness	% Light	2	8	3	4	2	5	5	4
See Chart 2	% Moderate	0	4	0	2	0	2	0	2
	% Heavy	2	15	1	13	0	13	1	10
% Buses with No Damaged Panels		97		97		98		96	
% Buses with No Cracked Windows		97		98		99		100	
% Buses with No Scratchtied Windows		79		85		86		88	
% Buses with No Clouded Windows		99		97		96		95	
% Buses with No Interior Graffiti		93		92		95		92	
% Buses with No Exterior Graffiti		96		95		96		95	

### Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	99	100	100	100
% Bus Announcements that are Understandable/Correct	60	64	62	55
% Buses with Priority Seating Stickers	97	95	97	97
% Buses Displaying a Correct/Legible Bus Map <sup>1</sup>	71	78	79	55

### Functioning Equipment

Climate Control Conditions in Buses <sup>2</sup>	92	95	90	95
% Buses with Operative Kneeling Feature	99	100	100	100
% Buses with Operative Wheelchair Lift	97	98	98	99
% Buses with Operating Windows	98	97	96	96
% Buses with Operative Rear Door	100	100	100	100

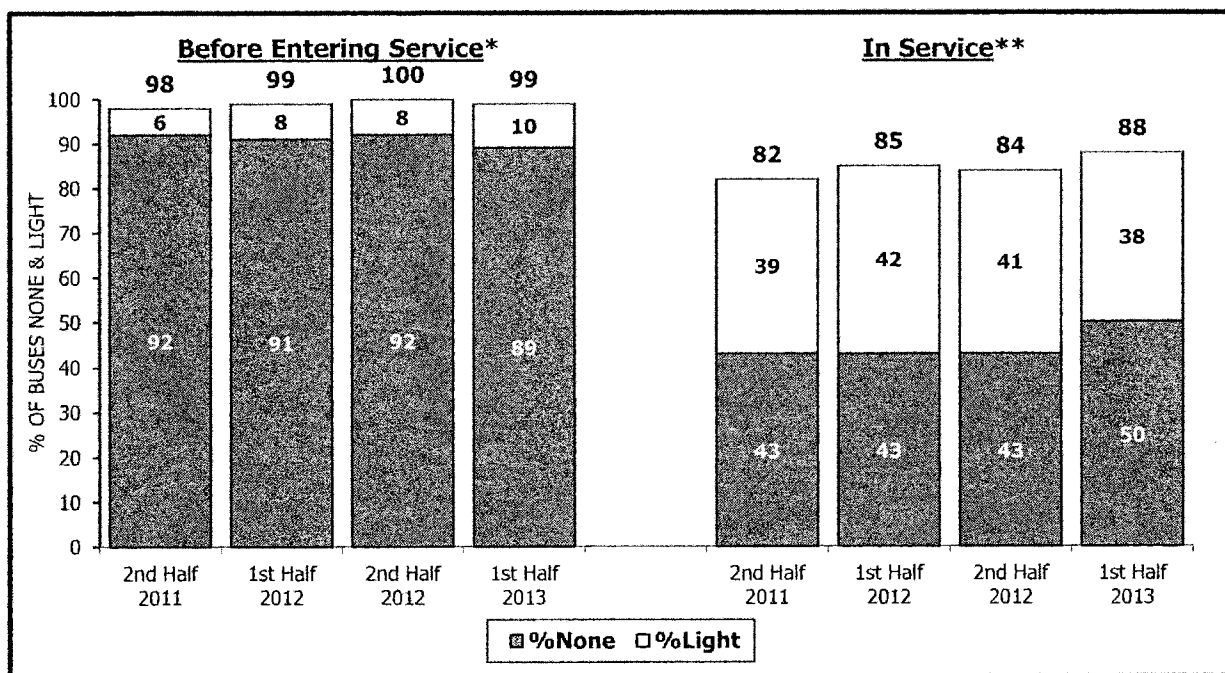
### Operations

% Bus Stops where Buses Board/Discharge Passengers Appropriately	98	99	98	97
% Bus Operators in Proper Uniform	100	100	100	100
% Bus Operators Properly Displaying Badges	98	99	99	99

<sup>1</sup> The decrease in the Bus Map indicator is a result of the aluminum map frame removal due to safety concerns. They are being replaced by self-adhesive vinyl maps.

<sup>2</sup> % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

### Passenger Environment Survey Litter Conditions on Buses



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

#### Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

**2013 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

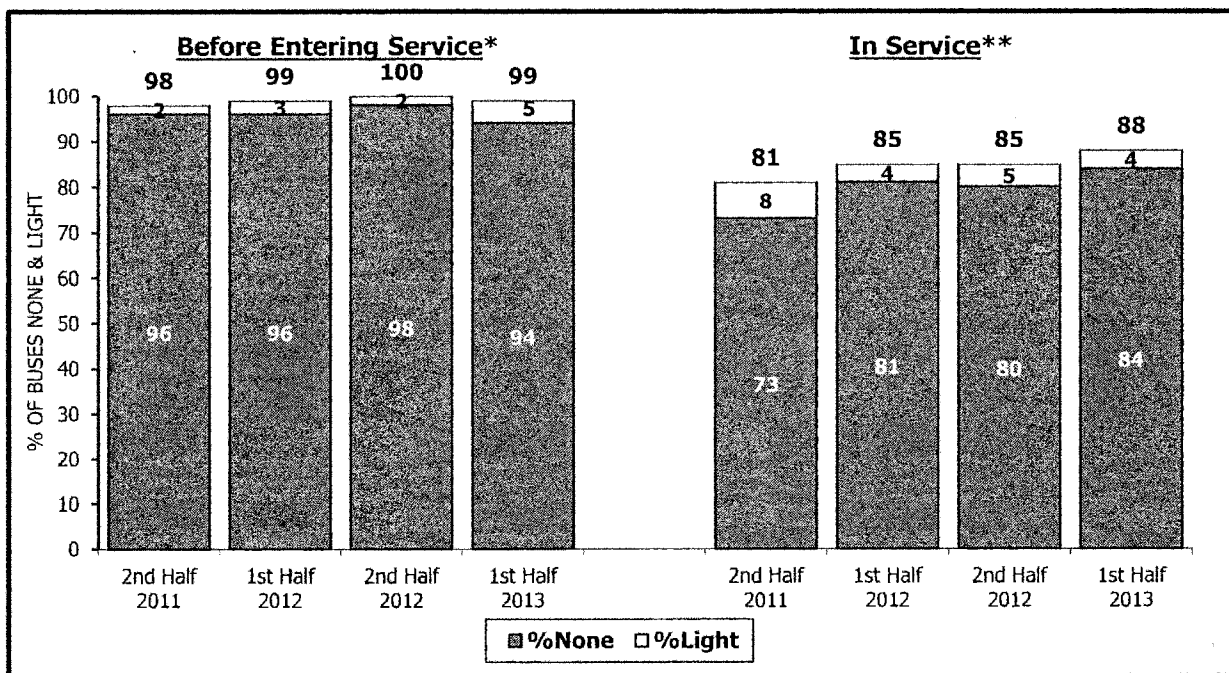
#### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	89%	10%	0%	1%	50%	38%	2%	10%
2nd Half 2012	92%	8%	0%	0%	43%	41%	3%	13%
1st Half 2012	91%	8%	0%	1%	43%	42%	2%	13%
2nd Half 2011	92%	6%	0%	2%	43%	39%	2%	16%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a statistically significant increase (+3%) when comparing the 1st Half 2013 to the 1st Half 2012.

### Passenger Environment Survey Cleanliness Conditions on Buses



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

#### Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- occasional "ground in" spots, but generally clean;

**Moderate**- dingy floor, one or two sticky dry spots;

**Heavy** heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**2013 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

#### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	94%	5%	0%	1%	84%	4%	2%	10%
2nd Half 2012	98%	2%	0%	0%	80%	5%	2%	13%
1st Half 2012	96%	3%	0%	1%	81%	4%	2%	13%
2nd Half 2011	96%	2%	0%	2%	73%	8%	4%	15%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a statistically significant increase (+3%) when comparing the 1st Half 2013 to the 1st Half 2012.

## Passenger Environment Survey

### Express Bus Results

The Express Bus PES consists of 12 indicators, of which 11 remained statistically unchanged while one (1) showed an increase when comparing the 1st Half 2013 to the 1st Half 2012. The table below depicts the results for the 1st Half 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2011		2012				2013	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Buses	% None	93	59	90	58	91	56	84	67
Presence of Litter	% Light	6	29	9	34	8	36	14	26
See Chart 3	% Moderate	0	2	0	1	0	2	0	2
	% Heavy	1	10	1	7	1	6	2	5
Exterior Dirt Condition of Buses	% None	100	98	100	98	100	99	99	97
Degree of Dirtiness	% Light	0	2	0	1	0	1	1	2
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	1	0	0	0	1
Cleanliness of Bus Interior	% None	99	86	98	87	98	90	96	91
Degree of Dirtiness	% Light	0	4	1	5	1	4	2	3
See Chart 4	% Moderate	0	0	0	1	0	0	0	0
	% Heavy	1	10	1	7	1	6	2	6
% Buses with No Damaged Panels		97		97		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		97		96		97		98	
% Buses with No Exterior Graffiti		100		100		100		100	

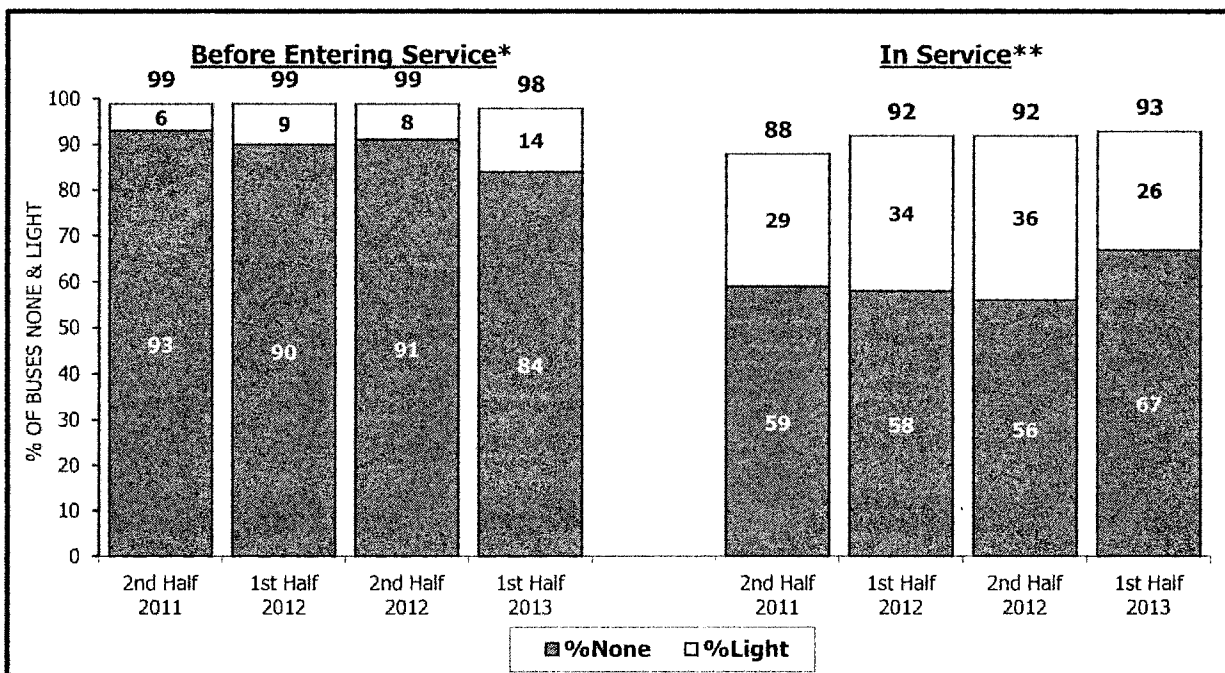
### Functioning Equipment

% of Operative Reading Lights on Buses	94	91	94	93
% of Operative Reclining Seats on Buses	96	95	97	96

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

### Passenger Environment Survey Litter Conditions on Express Buses



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

#### Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

**2013 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

#### Semi-Annual Results

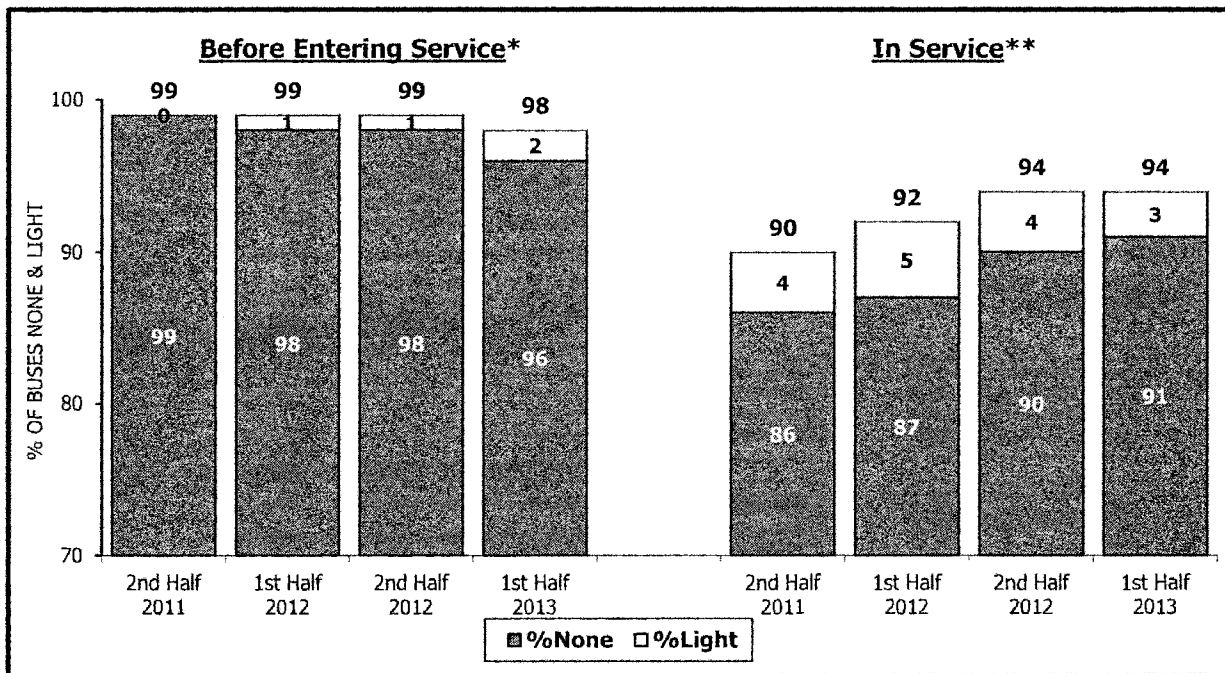
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	84%	14%	0%	2%	67%	26%	2%	5%
2nd Half 2012	91%	8%	0%	1%	56%	36%	2%	6%
1st Half 2012	90%	9%	0%	1%	58%	34%	1%	7%
2nd Half 2011	93%	6%	0%	1%	59%	29%	2%	10%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 1st Half 2013 to the 1st Half 2012.



**Passenger Environment Survey**  
**Cleanliness Conditions on Express Buses**



\* Measured at the depot before going into service.

\*\* Measured at terminals while in service.

### Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

**None**- basically dirt free;

**Light**- Occasional "ground in" spots, but generally clean;

**Moderate**- Dingy floor, one or two sticky dry spots;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**2013 Annual Goals:** (% none & light) Before Entering Service: 99.0% In Service: N/A

### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	96%	2%	0%	2%	91%	3%	0%	6%
2nd Half 2012	98%	1%	0%	1%	90%	4%	0%	6%
1st Half 2012	98%	1%	0%	1%	87%	5%	1%	7%
2nd Half 2011	99%	0%	0%	1%	86%	4%	0%	10%

**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

1st Half 2013 vs. 1st Half 2012: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 1st Half 2013 to the 1st Half 2012.

# Report



**Bus Company**

## **STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS**

### **Introduction**

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis that compares the First Half 2013 to the Second Half 2012 and the First Half 2012. As the initial MTA Bus PES commenced in May 2012, the MTA Bus First Half 2012 results are based on only a two month sample (May and June).

### **Passenger Environment Survey**

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Out of the 26 local bus indicators, six (6) improved, three (3) indicators declined and seventeen (17) remained unchanged when comparing First Half 2013 and First Half 2012. The 12 express bus indicators, showed no statistically significant change. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for First Half 2013 and the previous two half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

### Significant Indicator Improvements/Declines

Out of the 38 indicators, 29 indicators remained statistically the same, 6 indicators improved and 3 indicators declined when comparing the First Half 2013 to the First Half 2012\*.

#### Improved

Local Buses	1st Half 2012*	1st Half 2013	Net Change
Litter Conditions (In Service) - (% None and Light)	87%	93%	+6%
Cleanliness of Bus Interior (In Service) - (% None and Light)	88%	93%	+5%
Buses with No Damaged Panels	86%	100%	+14%
Buses with No Scratchtied Windows	76%	87%	+11%
Climate Control Conditions	91%	97%	+6%
Bus Operators Properly Displaying Badges	97%	100%	+3%

#### Declined

Local Buses	1st Half 2012*	1st Half 2013	Net Change
Bus Announcements that are Understandable/Correct	47%	34%	-13%
Buses Displaying a Correct/Legible Bus Map	61%	45%	-16%
Buses with Operative Wheelchair Lift	99%	95%	-4%

\* 1st Half 2012 data is based on a 2 month sample of May and June.

## MTA Bus Passenger Environment Survey (PES)

### Local Bus Results

The Local Bus PES consists of 26 indicators. Six (6) improved, three (3) declined and seventeen (17) remained statistically the same when comparing the 1st Half 2013 with the 1st Half 2012\*. The table below shows the results for the 1st Half of 2013 and previous two half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		1st Half 2013		2nd Half 2012		1st Half 2012*	
		Before Entering Service	In Service	Before Entering Service	In Service	Before Entering Service	In Service
<b>Cleanliness and Appearance</b>							
Litter Conditions in Buses	% None	86	67	86	68	87	58
Presence of Litter	% Light	11	26	10	25	8	29
(See Chart 1)	% Moderate	1	1	1	2	1	2
	% Heavy	2	6	3	5	4	11
Exterior Dirt Condition of Buses	% None	93	96	95	97	83	77
Degree of Dirtiness	% Light	7	3	4	3	15	22
	% Moderate	0	1	1	0	2	1
	% Heavy	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	85	88	89	92	91	74
Degree of Dirtiness	% Light	11	5	5	3	4	14
(See Chart 2)	% Moderate	2	2	2	0	1	0
	% Heavy	2	5	4	5	4	12
% Buses with No Damaged Panels		100		99		86	
% Buses with No Cracked Windows		100		100		99	
% Buses with No Scratchtied Windows		87		83		76	
% Buses with No Clouded Windows		100		99		99	
% Buses with No Interior Graffiti		94		93		92	
% Buses with No Exterior Graffiti		100		100		100	
<b>Customer Information</b>							
% Buses with Readable/Correct Front Sign		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100	
% Buses with Correct Rear Sign		100		100		100	
% Bus Announcements that are Understandable/Correct		34		34		47	
% Buses with Priority Seating Stickers		99		100		100	
% Buses Displaying a Correct/Legible Bus Map <sup>1</sup>		45		75		61	
<b>Functioning Equipment</b>							
% Climate Control Conditions in Buses <sup>2</sup>		97		89		91	
% Buses with Operative Kneeling Feature		98		100		100	
% Buses with Operative Wheelchair Lift		95		98		99	
% Buses with Operating Windows		100		100		100	
% Buses with Operative Rear Door		100		99		100	
<b>Operations</b>							
% Bus Stops where Buses Board/Discharge Passengers Appropriately		99		100		98	
% Bus Operators in Proper Uniform		100		100		99	
% Bus Operators Properly Displaying Badges		100		99		97	

<sup>1</sup> The decrease in the Bus Map indicator is a result of the aluminum map frame removal due to safety concerns. They are being replaced by self-adhesive vinyl maps.

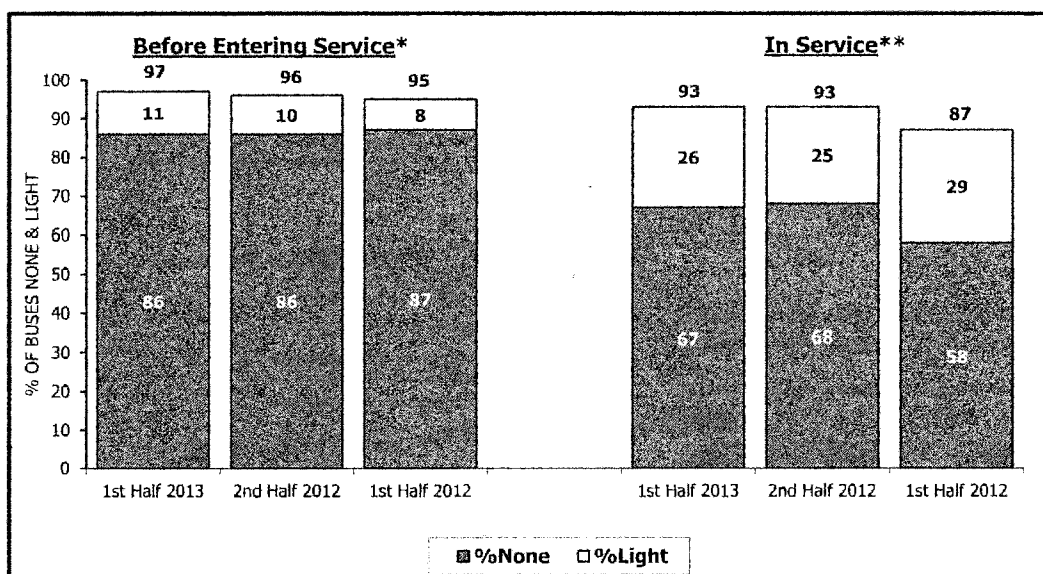
<sup>2</sup> % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Entering Service - Surveyed at the depot before entering service.

In Service - Surveyed at terminals while in service.

\* 1st Half 2012 data is based on a 2 month sample.

### MTA Bus Passenger Environment Survey (PES) Litter Conditions on Buses



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

#### Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free

**Light**- scattered dry litter

**Moderate**- noticeable assortment of dry litter

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans)

#### Semi-Annual Results

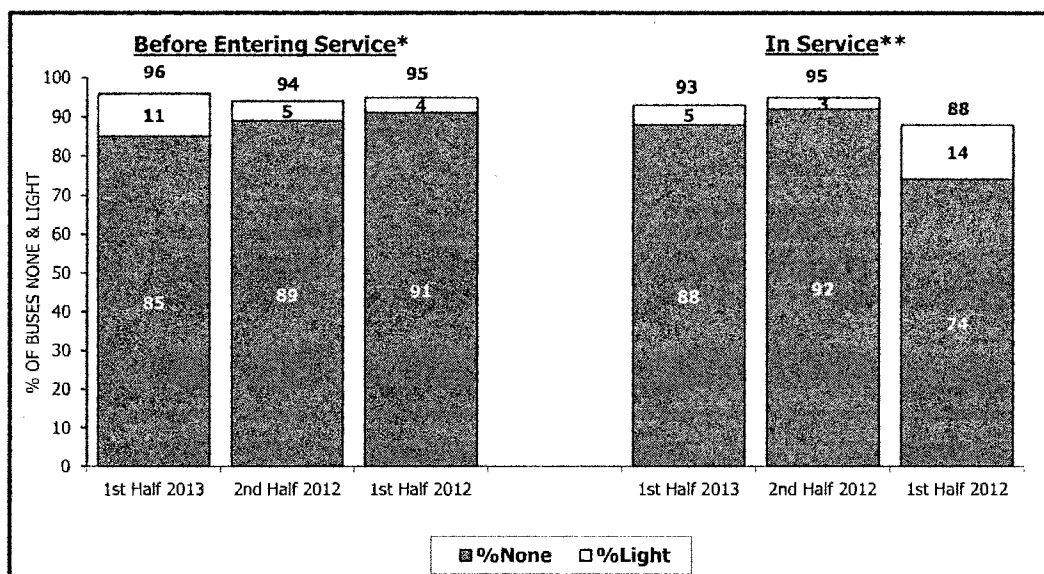
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	86%	11%	1%	2%	67%	26%	1%	6%
2nd Half 2012	86%	10%	1%	3%	68%	25%	2%	5%
1st Half 2012	87%	8%	1%	4%	58%	29%	2%	11%

**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

1st Half 2013 & 2nd Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.

1st Half 2013 & 1st Half 2012: Both the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+6%).

**MTA Bus Passenger Environment Survey (PES)  
Cleanliness Conditions on Buses**



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

### Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free

**Light**- scattered dry litter

**Moderate**- noticeable assortment of dry litter

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions

### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	85%	11%	2%	2%	88%	5%	2%	5%
2nd Half 2012	89%	5%	2%	4%	92%	3%	0%	5%
1st Half 2012	91%	4%	1%	4%	74%	14%	0%	12%

**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

1st Half 2013 & 2nd Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.

1st Half 2013 & 1st Half 2012: Both the "Before Entering Service" results are statistically the same, while the "In Service" results are statistically higher (+5%).

## MTA Bus Passenger Environment Survey (PES)

### Express Bus Results

The Express Bus PES consists of 12 indicators. The 12 express bus indicators remained statistically the same when comparing 1st Half 2013 with the 1st Half 2012 results. The table below shows the results for the 1st Half of 2013 and previous two half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

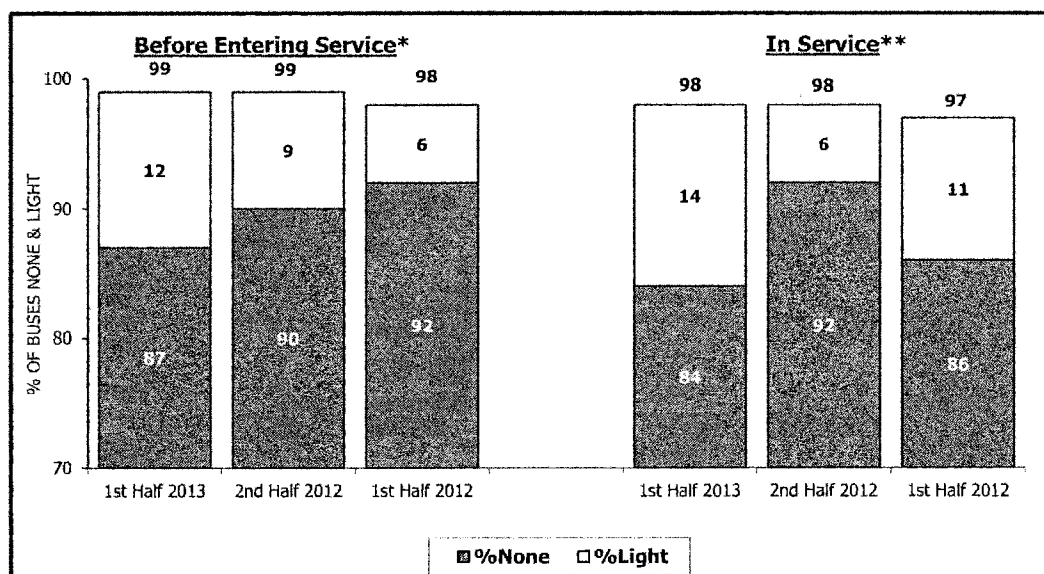
		1st Half 2013		2nd Half 2012		1st Half 2012*	
		Before Entering Service	In Service	Before Entering Service	In Service	Before Entering Service	In Service
<b>Cleanliness and Appearance</b>							
Litter Conditions in Buses	% None	87	84	90	92	92	86
Presence of Litter	% Light	12	14	9	6	6	11
(See Chart 3)	% Moderate	0	0	0	1	1	0
	% Heavy	1	2	1	1	1	3
Exterior Dirt Condition of Buses	% None	88	100	91	98	91	91
Degree of Dirtiness	% Light	10	0	8	2	9	9
	% Moderate	2	0	1	0	0	0
	% Heavy	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	90	98	91	98	92	87
Degree of Dirtiness	% Light	8	0	7	1	6	10
(See Chart 4)	% Moderate	1	0	1	0	0	1
	% Heavy	1	2	1	1	2	2
% Buses with No Damaged Panels		100		99		98	
% Buses with No Cracked Windows		100		100		100	
% Buses with No Interior Graffiti		100		100		99	
% Buses with No Exterior Graffiti		100		100		100	
<b>Functioning Equipment</b>							
% of Operative Reading Lights on Buses		93		95		91	
% of Operative Reclining Seats on Buses		95		89		97	

Before Entering Service - Surveyed at the depot before entering service.

In Service - Surveyed at terminals while in service.

\* 1st Half 2012 data is based on a 2 month sample.

**MTA Bus Passenger Environment Survey (PES)**  
**Litter Conditions on Buses**



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

### Definition

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free

**Light**- scattered dry litter

**Moderate**- noticeable assortment of dry litter

**Heavy**- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans)

### Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	87%	12%	0%	1%	84%	14%	0%	2%
2nd Half 2012	90%	9%	0%	1%	92%	6%	1%	1%
1st Half 2012	92%	6%	1%	1%	86%	11%	0%	3%

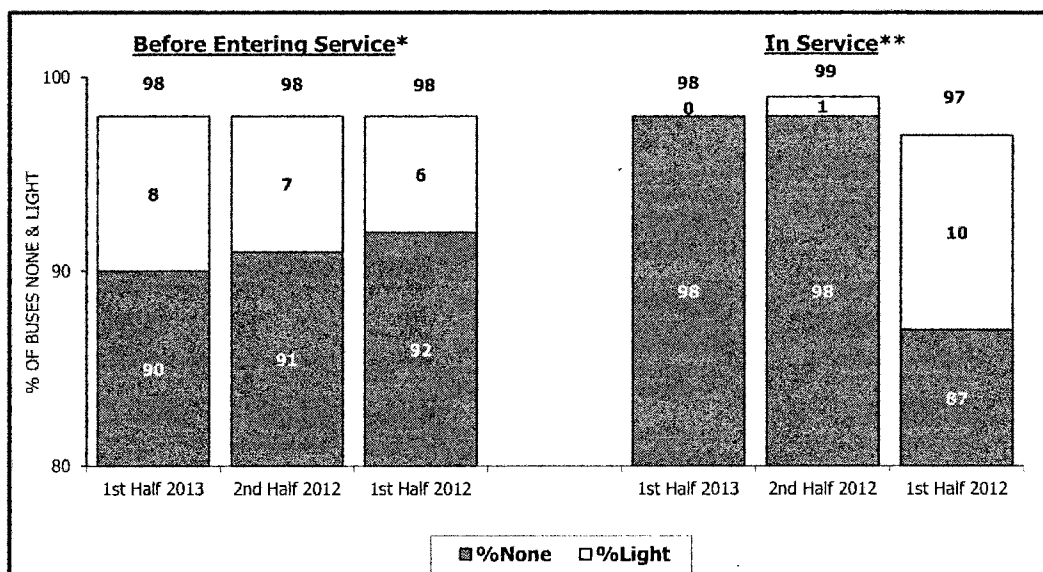
**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

1st Half 2013 & 2nd Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.

1st Half 2013 & 1st Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.



**MTA Bus Passenger Environment Survey (PES)  
Cleanliness Conditions on Buses**



\* Measured at the depot before entering service.

\*\* Measured at terminals while in service.

**Definition**

Litter Conditions on Buses (Presence of Litter)

**None**- basically litter free;

**Light**- scattered dry litter;

**Moderate**- noticeable assortment of dry litter;

**Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

**Semi-Annual Results**

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2013	90%	8%	1%	1%	98%	0%	0%	2%
2nd Half 2012	91%	7%	1%	1%	98%	1%	0%	1%
1st Half 2012	92%	6%	0%	2%	87%	10%	1%	2%

**Discussion of Results:** a difference of less than 3% is deemed statistically the same.

1st Half 2013 & 2nd Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.

1st Half 2013 & 1st Half 2012: Both the "Before Entering Service" results and the "In Service" results are statistically the same.

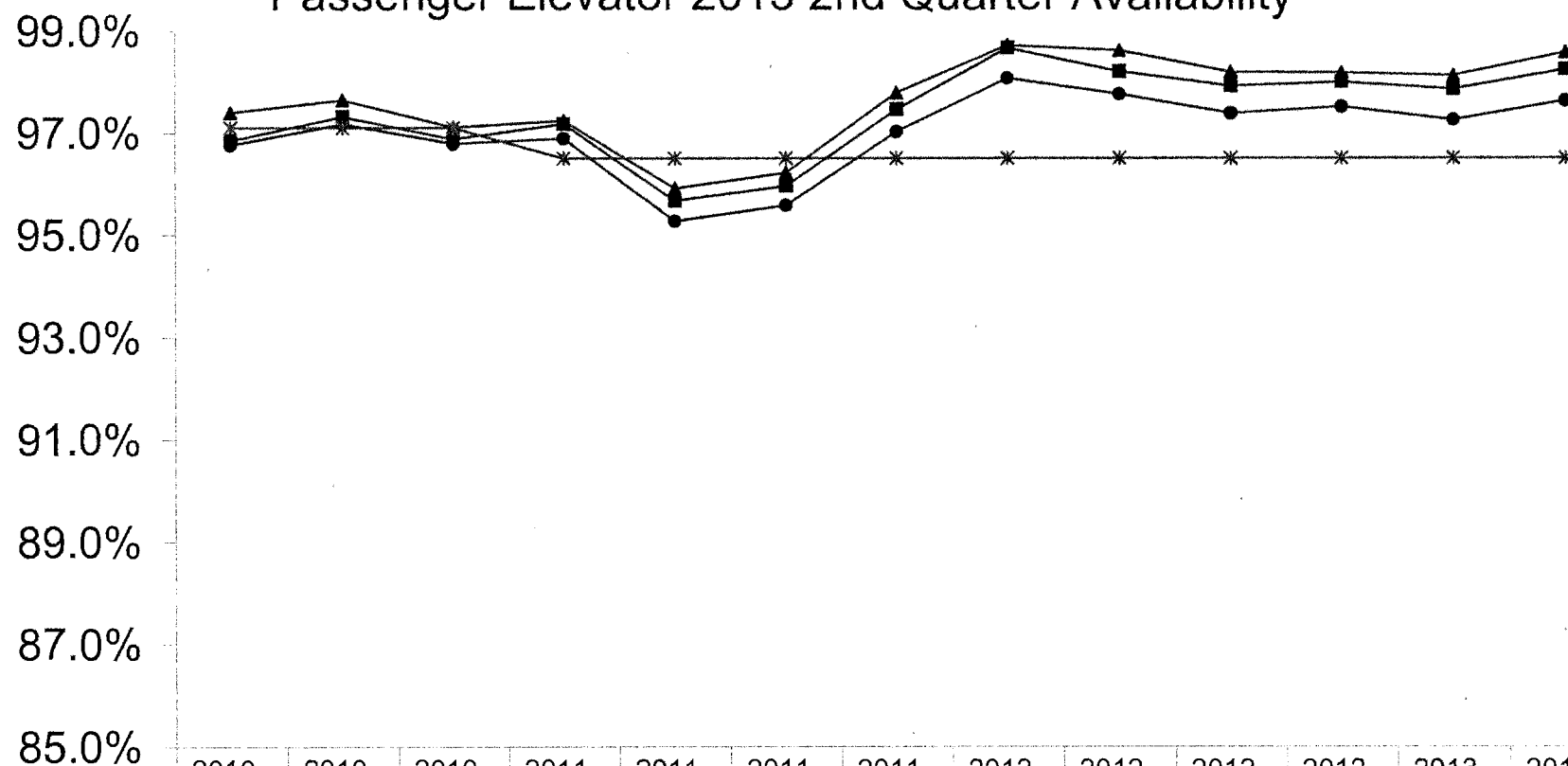
# **ELEVATOR AND ESCALATOR QUARTERLY REPORT**

8.43

MTA / New York City Transit

Second Quarter - 2013

## Passenger Elevator 2013 2nd Quarter Availability



	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter	2012 - 3rd Quarter	2012 - 4th Quarter	2013 - 1st Quarter	2013 - 2nd Quarter
● 24 Hour	96.8%	97.2%	96.8%	96.9%	95.3%	95.6%	97.0%	98.1%	97.8%	97.4%	97.5%	97.3%	97.6%
▲ AM Peak	97.4%	97.7%	97.1%	97.2%	95.9%	96.2%	97.8%	98.7%	98.6%	98.2%	98.2%	98.1%	98.6%
■ PM Peak	96.9%	97.3%	96.9%	97.2%	95.7%	96.0%	97.5%	98.7%	98.2%	97.9%	98.0%	97.9%	98.2%
— MTBF(Hrs)	315	317	381	372	404	358	378	458	421	385	404	342	375
* Goal	97.1%	97.1%	97.1%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%

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

## Escalator 2013 2nd Quarter Availability

8.45

97.0%

95.0%

93.0%

91.0%

89.0%

87.0%

85.0%

	2010 - 2nd Quarter	2010 - 3rd Quarter	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter	2012 - 3rd Quarter	2012 - 4th Quarter	2013 - 1st Quarter	2013 - 2nd Quarter
● 24 Hour	92.8%	91.6%	91.7%	92.4%	92.8%	93.1%	96.1%	96.2%	96.1%	96.5%	96.0%	95.3%	96.1%
▲ AM Peak	92.5%	91.1%	91.4%	92.1%	92.9%	93.0%	96.5%	96.7%	97.5%	97.8%	97.2%	96.2%	97.2%
■ PM Peak	92.9%	91.6%	91.7%	92.6%	93.5%	93.8%	96.7%	96.9%	96.4%	97.0%	96.4%	95.6%	96.3%
— MTBF(Hrs)	140	118	128	134	148	140	147	128	97	104	105	115	118
* Goal	96.0%	96.0%	96.0%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%

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

# Elevator and Escalator Quarterly Performance Summary Second Quarter - 2013

## Elevator Performance

Borough	No. Units	Avg Age	2013 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	26	7.8	98.3%	98.8%	99.2%	320	244	76	12
Brooklyn	51	7.2	98.2%	99.1%	98.8%	546	331	215	10
Manhattan	98	9.8	97.4%	98.3%	98.0%	1192	807	385	36
Queens	31	10.6	96.9%	98.3%	97.3%	397	264	133	21
<b>System</b>	<b>206</b>	<b>9.0</b>	<b>97.6%</b>	<b>98.6%</b>	<b>98.2%</b>	<b>2455</b>	<b>1646</b>	<b>809</b>	<b>79</b>

## Escalator Performance

Borough	No. Units	Avg Age	2013 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled	
Bronx	12	13.1	91.6%	93.6%	91.7%	436	332	104	0
Brooklyn	33	11.1	95.6%	96.8%	95.1%	951	790	161	0
Manhattan	82	11.8	96.5%	97.5%	96.8%	3100	2615	485	0
Queens	44	10.7	97.1%	97.9%	97.5%	825	616	209	0
<b>System</b>	<b>171</b>	<b>11.5</b>	<b>96.1%</b>	<b>97.2%</b>	<b>96.3%</b>	<b>5312</b>	<b>4353</b>	<b>959</b>	<b>0</b>

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

**AM Peak:** 6 AM - 10 AM

**PM Peak:** 3 PM - 7 PM

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

Borough: Bronx										
Unit ID	Age (Yrs)	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrap ments
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Sche- duled	
1 EL192	5	233rd St 25	93.7%	93.5%	95.6%	98.9%	17	13	4	0
2 EL183	5	Gun Hill Rd 25	94.1%	94.1%	98.6%	98.8%	41	38	3	1
3 EL182	5	Gun Hill Rd 25	96.1%	97.6%	94.8%	97.9%	31	29	2	3
4 EL127	7	Simpson St 25	97.0%	97.5%	98.9%	99.5%	17	15	2	0
5 EL128	6	Simpson St 25	97.8%	99.5%	99.1%	98.2%	15	12	3	0
6 EL134	10	161 St-Yankee Stadium B D	97.8%	98.9%	97.8%	98.7%	8	4	4	1
7 EL188	6	Fordham Rd 4	98.2%	99.3%	100.0%	98.3%	14	9	5	0
8 EL122	22	Pelham Bay Park 6	98.2%	97.4%	99.2%	95.6%	14	10	4	1
9 EL132	10	161 St-Yankee Stadium 4	98.2%	98.5%	99.7%	96.0%	17	13	4	1
10 EL187	6	Fordham Rd 4	98.4%	99.0%	100.0%	95.2%	10	7	3	0
11 EL138	4	Pelham Pkwy 25	98.5%	98.1%	99.7%	99.2%	10	7	3	0
12 EL186	6	Fordham Rd 4	98.5%	99.8%	99.1%	99.5%	12	10	2	2
13 EL121	22	Pelham Bay Park 6	98.6%	99.0%	99.9%	97.4%	12	7	5	0
14 EL131	10	161 St-Yankee Stadium 4 B D	98.9%	100.0%	99.2%	95.1%	17	13	4	1
15 EL194	5	233rd St 25	99.0%	100.0%	100.0%	99.7%	7	5	2	0
16 EL193	5	233rd St 25	99.1%	99.2%	99.6%	99.5%	8	5	3	0
17 EL135	10	161 St-Yankee Stadium B D	99.1%	100.0%	99.7%	98.4%	8	4	4	1
18 EL133	10	161 St-Yankee Stadium 4	99.1%	99.2%	99.9%	94.7%	9	5	4	1
19 EL159	0	180th Street 25	99.1%	100.0%	99.9%	89.1%	6	2	4	0
20 EL130	15	3rd Ave-149 St 25	99.2%	99.8%	99.5%	99.2%	10	9	1	0
21 EL185	5	231st St 1	99.3%	99.9%	99.8%	99.4%	7	5	2	0
22 EL160	0	180th Street 25	99.4%	99.3%	100.0%	99.9%	5	3	2	0
23 EL129	15	3rd Ave-149 St 25	99.4%	99.8%	100.0%	95.7%	7	5	2	0
24 EL184	5	231st St 1	99.4%	99.8%	100.0%	99.5%	8	7	1	0
25 EL136	4	Pelham Pkwy 25	99.7%	99.7%	100.0%	97.2%	5	4	1	0
26 EL137	4	Pelham Pkwy 25	99.7%	99.9%	100.0%	99.9%	5	3	2	0
<b>26</b>	<b>7.8</b>	<b>Elevator Subtotal:</b>	<b>98.3%</b>	<b>98.8%</b>	<b>99.2%</b>	<b>97.8%</b>	<b>320</b>	<b>244</b>	<b>76</b>	<b>12</b>
1 ES120	22	Pelham Bay Park 6	67.5%	68.9%	65.6%	98.1%	14	11	3	0
2 ES108	19	Intervale Av 25	81.0%	82.8%	79.7%	94.7%	45	39	6	0
3 ES113	10	161 St-Yankee Stadium 4	90.3%	94.7%	92.9%	81.8%	71	62	9	0
4 ES122	16	Pelham Pkwy 25	92.2%	92.6%	92.6%	95.6%	26	18	8	0
5 ES112	10	Norwood-205 St D	93.7%	93.8%	96.8%	95.3%	34	20	14	0
6 ES106	7	West Farms Sq-E Tremont Av 25	94.2%	98.9%	95.4%	94.5%	56	33	23	0
7 ES104	6	Gun Hill Rd 25	96.2%	99.5%	96.0%	95.8%	38	34	4	0
8 ES123	15	Pelham Pkwy 25	96.2%	98.0%	94.3%	99.1%	32	23	9	0
9 ES105	6	Gun Hill Rd 25	96.5%	98.3%	93.5%	96.0%	43	39	4	0
10 ES121	22	Pelham Bay Park 6	97.0%	98.2%	97.1%	97.5%	16	11	5	0
11 ES114	13	161 St-Yankee Stadium 4	97.4%	98.9%	99.8%	87.6%	34	19	15	0
12 ES111	11	Parkchester 6	97.5%	98.6%	97.2%	98.2%	27	23	4	0
<b>12</b>	<b>13.1</b>	<b>Escalator Subtotal:</b>	<b>91.6%</b>	<b>93.6%</b>	<b>91.7%</b>	<b>94.5%</b>	<b>436</b>	<b>332</b>	<b>104</b>	<b>0</b>

\*Note the number of entrapments are included in the non scheduled outages count.

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

Borough:		Manhattan													
	Unit ID	Age	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrap ments				
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched					
1	EL210	18	34 St-Herald Sq <b>B D F M</b>	83.7%	85.5%	85.0%	99.7%	11	6	5	0				
2	EL107	12	181 St <b>I</b>	85.0%	85.3%	85.1%	99.5%	20	16	4	2				
3	EL324	11	Canal St <b>G</b>	90.9%	93.3%	90.7%	99.3%	13	8	5	0				
4	EL244	10	Grand Central-42 St <b>7</b>	93.1%	95.3%	92.7%	97.7%	18	12	6	0				
5	EL402	22	Lexington Av-63 St <b>F</b>	93.2%	94.4%	93.0%	97.4%	22	18	4	0				
6	EL232	6	Times Sq-42 St <b>1 2 3 7</b>	93.2%	96.6%	93.1%	96.9%	21	13	8	2				
7	EL279	2	59th St-Columbus Circle <b>A B C D I</b>	93.2%	93.9%	93.2%	98.3%	19	14	5	2				
8	EL233	6	Times Sq-42 St <b>1 2 3</b>	93.4%	96.8%	93.6%	96.2%	31	24	7	1				
9	EL141	5	168 St <b>A C</b>	93.6%	95.1%	94.8%	98.8%	10	5	5	0				
10	EL220	12	14 St-Union Sq <b>N O R</b>	94.0%	94.1%	94.5%	97.4%	17	12	5	0				
11	EL108	12	181 St <b>I</b>	94.2%	95.4%	95.1%	97.5%	32	28	4	3				
12	EL119	26	181 St <b>A</b>	94.4%	92.9%	97.0%	97.1%	16	12	4	1				
13	EL106	9	191 St <b>I</b>	94.6%	94.2%	96.0%	98.8%	9	6	3	2				
14	EL114	14	168 St <b>I</b>	94.6%	95.1%	95.6%	94.8%	14	11	3	0				
15	EL105	9	191 St <b>I</b>	94.8%	93.7%	97.2%	98.3%	24	19	5	1				
16	EL331	0	Bleecker St <b>D F B M G</b>	94.9%	95.1%	95.3%	0.0%	9	5	4	0				
17	EL111	14	168 St <b>I</b>	95.8%	96.5%	96.9%	98.2%	17	13	4	0				
18	EL206	21	Grand Central-42 St <b>4 5 6</b>	96.0%	97.4%	95.2%	96.8%	17	14	3	0				
19	EL277	2	59th St-Columbus Circle <b>A B C D I</b>	96.3%	97.4%	96.7%	98.4%	24	20	4	0				
20	EL202	11	51 St <b>G</b>	96.4%	99.9%	96.1%	94.7%	16	12	4	0				
21	EL316	19	Brooklyn Bridge <b>4 5 6</b>	96.5%	97.1%	97.3%	80.1%	16	12	4	0				
22	EL218	12	14 St-Union Sq <b>L</b>	96.5%	98.5%	97.3%	97.8%	15	9	6	0				
23	EL139	5	168 St <b>1 A C</b>	96.6%	98.7%	98.0%	95.2%	17	13	4	1				
24	EL117	9	181 St <b>A</b>	96.8%	96.5%	97.2%	98.5%	16	11	5	0				
25	EL109	12	181 St <b>I</b>	96.9%	98.3%	97.8%	98.4%	14	10	4	0				
26	EL116	7	190 St <b>A</b>	97.0%	97.0%	96.6%	93.7%	18	15	3	3				
27	EL336	3	Chambers St <b>1 2 3</b>	97.1%	98.3%	96.5%	99.3%	20	16	4	0				
28	EL126	21	125 St <b>4 5 6</b>	97.2%	97.0%	98.3%	98.3%	18	13	5	2				
29	EL333	7	West 4 St <b>A B C D E F M</b>	97.2%	98.3%	98.3%	96.2%	14	6	8	0				
30	EL328	0	Bleecker St <b>D F B M G</b>	97.2%	97.6%	98.9%	0.0%	14	11	3	0				
31	EL213	18	34 St-Herald Sq <b>B D F M N O R</b>	97.3%	97.6%	98.3%	98.8%	8	4	4	1				
32	EL330	0	Bleecker St <b>D F B M G</b>	97.5%	99.1%	98.2%	0.0%	19	16	3	1				
33	EL227	10	34 St-Penn Station <b>A</b>	97.5%	97.9%	98.3%	98.8%	14	10	4	0				
34	EL335	7	West 4 St <b>A B C D E F M</b>	97.5%	99.9%	99.2%	98.6%	24	17	7	0				
35	EL245	7	Lexington Av-53 St <b>E M</b>	97.6%	99.8%	99.0%	92.8%	19	13	6	2				
36	EL143	6	125 St <b>A B C D</b>	97.7%	98.8%	98.7%	98.7%	14	11	3	1				
37	EL140	5	168 St <b>A C</b>	97.7%	99.0%	98.9%	99.1%	10	3	7	0				
38	EL124	22	175 St <b>A</b>	97.9%	98.7%	98.9%	99.2%	9	6	3	2				
39	EL120	26	190 St <b>A</b>	97.9%	99.0%	98.7%	97.9%	25	21	4	1				
40	EL325	11	Canal St <b>G</b>	98.0%	100.0%	97.8%	99.7%	12	7	5	0				
41	EL148	12	Inwood-207 St <b>A</b>	98.0%	99.5%	98.0%	98.9%	13	10	3	0				
42	EL125	8	125 St <b>4 5 6</b>	98.0%	99.8%	98.8%	98.1%	15	11	4	0				
43	EL280	2	59th St-Columbus Circle <b>A B C D I</b>	98.1%	98.2%	99.3%	99.1%	11	7	4	0				
44	EL118	7	181 St <b>A</b>	98.1%	100.0%	97.2%	84.4%	18	14	4	0				

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

Borough:		Manhattan										
	Unit ID	Age	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrap ments	
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched		
45	EL110	12	181 St 1	98.1%	99.3%	98.4%	98.1%	11	7	4	1	
46	EL315	19	Brooklyn Bridge 456	98.2%	99.3%	98.2%	99.2%	10	5	5	0	
47	EL334	7	West 4 St ABCDEEFM	98.2%	98.9%	100.0%	98.7%	12	4	8	0	
48	EL115	11	190 St A	98.2%	98.7%	98.6%	93.5%	17	13	4	1	
49	EL149	12	Inwood-207 St A	98.3%	98.4%	98.5%	99.2%	7	5	2	0	
50	EL221	9	14 St/8 Av ACEL	98.3%	99.8%	98.5%	92.7%	8	4	4	0	
51	EL205	21	Grand Central-42 St 456	98.3%	99.5%	99.9%	98.4%	16	11	5	0	
52	EL329	0	Bleecker St DFBM6	98.4%	99.2%	99.6%	0.0%	12	5	7	0	
53	EL204	21	Grand Central-42 St 4567S	98.4%	100.0%	100.0%	97.6%	8	2	6	0	
54	EL113	14	168 St 1	98.4%	99.3%	99.9%	99.1%	13	8	5	0	
55	EL219	12	14 St-Union Sq NOR	98.4%	99.5%	99.7%	98.7%	15	12	3	0	
56	EL224	9	8 Av L	98.6%	99.8%	99.7%	99.3%	11	5	6	0	
57	EL225	10	34 St-Penn Station CE	98.6%	99.3%	100.0%	99.1%	11	7	4	0	
58	EL103	8	191 St 1	98.6%	100.0%	99.5%	98.8%	10	5	5	0	
59	EL181	4	135 St 23	98.7%	98.9%	98.7%	99.8%	8	7	1	0	
60	EL710	5	Bowling Green 45	98.7%	98.8%	97.6%	98.3%	19	17	2	2	
61	EL104	8	191 St 1	98.7%	99.8%	99.6%	72.3%	8	4	4	2	
62	EL314	19	Brooklyn Bridge 456	98.7%	100.0%	100.0%	99.0%	10	4	6	1	
63	EL217	12	14 St-Union Sq LNOR	98.8%	99.8%	100.0%	98.6%	9	5	4	0	
64	EL226	10	34 St-Penn Station CE	98.8%	100.0%	100.0%	98.8%	6	3	3	0	
65	EL237	12	66 St-Lincoln Center 1	98.8%	100.0%	99.5%	98.9%	8	4	4	0	
66	EL215	12	34 St-Penn Station 23	98.8%	99.4%	99.5%	99.0%	9	6	3	0	
67	EL112	14	168 St 1	98.9%	100.0%	98.9%	97.0%	7	4	3	0	
68	EL222	9	14 St ACE	98.9%	100.0%	98.9%	95.2%	5	1	4	0	
69	EL278	2	59th St-Columbus Circle ABCD1	98.9%	100.0%	99.7%	99.2%	8	4	4	0	
70	EL238	12	66 St-Lincoln Center 1	98.9%	99.6%	98.9%	98.9%	7	6	1	0	
71	EL332	0	Bleecker St DFBM6	98.9%	100.0%	100.0%	0.0%	5	0	5	0	
72	EL281	3	57 St-7 Av NOR	99.0%	99.9%	98.8%	98.9%	29	27	2	0	
73	EL146	1	96th St 231	99.0%	99.6%	99.2%	98.8%	11	9	2	0	
74	EL235	3	47-50 Sts-Rockefeller Center BDFM	99.0%	99.5%	99.5%	98.9%	6	3	3	0	
75	EL240	8	72 St 123	99.0%	99.7%	99.7%	98.6%	7	3	4	1	
76	EL401	22	Lexington Av-63 St F	99.0%	99.9%	100.0%	99.2%	9	6	3	0	
77	EL234	3	47-50 Sts-Rockefeller Center BDFM	99.0%	100.0%	99.6%	99.0%	6	2	4	0	
78	EL228	10	34 St-Penn Station CE	99.1%	100.0%	98.9%	98.6%	7	4	3	0	
79	EL123	22	175 St A	99.1%	99.7%	100.0%	98.1%	11	8	3	0	
80	EL142	6	125 St ABCD	99.1%	100.0%	98.7%	99.2%	8	5	3	0	
81	EL230	9	Times Sq-42 St NOR	99.2%	99.4%	100.0%	99.3%	10	6	4	0	
82	EL223	9	14 St ACE	99.2%	100.0%	100.0%	98.7%	5	1	4	0	
83	EL216	8	34 St-Penn Station 1	99.3%	100.0%	100.0%	99.2%	4	0	4	0	
84	EL145	1	96th St 231	99.3%	100.0%	99.3%	98.6%	7	5	2	0	
85	EL229	9	Times Sq-42 St NOR	99.3%	99.6%	100.0%	99.3%	9	5	4	0	
86	EL711	5	Bowling Green 45	99.3%	99.7%	99.7%	99.0%	7	4	3	0	
87	EL236	3	47-50 Sts-Rockefeller Center BDFM	99.4%	100.0%	100.0%	99.0%	4	1	3	0	
88	EL214	8	34 St-Penn Station 1	99.4%	100.0%	100.0%	99.3%	5	1	4	0	
89	EL144	6	125 St ABCD	99.4%	100.0%	100.0%	99.1%	5	2	3	0	
90	EL201	11	51 St 6	99.4%	100.0%	99.3%	98.7%	6	4	2	0	
91	EL212	18	34 St-Herald Sq NOR	99.5%	100.0%	100.0%	99.2%	8	6	2	0	
92	EL732	4	Fulton St 23	99.6%	100.0%	99.8%	99.2%	4	2	2	0	
93	EL180	4	135 St 23	99.6%	100.0%	100.0%	99.4%	4	2	2	0	
94	EL337	3	Chambers St 123	99.6%	99.5%	99.9%	99.9%	2	1	1	0	
95	EL239	8	72 St 123	99.6%	100.0%	100.0%	99.1%	2	0	2	0	
96	EL209	18	34 St-Herald Sq BDFM	99.7%	100.0%	100.0%	99.0%	2	0	2	0	
97	EL211	18	34 St-Herald Sq NOR	99.7%	100.0%	100.0%	99.2%	9	7	2	0	
98	EL338	3	Chambers St 123	99.8%	100.0%	100.0%	99.5%	2	1	1	0	
	98	9.8	Elevator Subtotal:	97.4%	98.3%	98.0%	97.7%	1192	807	385	36	



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

Borough:		Manhattan								
Unit ID	Age (Yrs)	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched	
1 ES403	22	Lexington Av-63 St <b>F</b>	66.0%	67.2%	65.3%	96.9%	27	23	4	0
2 ES369	3	South Ferry <b>1</b>	90.5%	91.3%	88.1%	98.9%	26	21	5	0
3 ES117	15	181 St <b>A</b>	90.9%	92.9%	90.8%	93.3%	53	48	5	0
4 ES248	9	Lexington Av-59 St <b>NQR</b>	93.1%	91.9%	92.7%	98.6%	30	26	4	0
5 ES206	11	Grand Central-42 St <b>7</b>	93.6%	95.6%	94.7%	97.8%	106	97	9	0
6 ES351	12	Whitehall St <b>R</b>	93.7%	96.6%	91.1%	91.5%	50	44	6	0
7 ES328	13	Delancey St <b>F</b>	93.8%	95.0%	91.4%	96.2%	34	31	3	0
8 ES408	22	Lexington Av-63 St <b>F</b>	93.9%	97.3%	95.7%	97.8%	28	23	5	0
9 ES102	10	125 St <b>1</b>	93.9%	94.8%	93.4%	94.8%	51	34	17	0
10 ES245	15	Lexington Av-53 St <b>EM</b>	94.1%	95.4%	91.8%	97.3%	123	120	3	0
11 ES229	5	34 St-Herald Sq <b>BDFM</b>	94.1%	95.0%	95.4%	97.1%	34	30	4	0
12 ES311	10	Whitehall St <b>R</b>	94.2%	96.0%	96.6%	98.2%	44	40	4	0
13 ES406	22	Lexington Av-63 St <b>F</b>	94.6%	95.4%	94.3%	98.4%	31	26	5	0
14 ES238	13	7 Av <b>BDE</b>	94.6%	96.0%	93.4%	93.7%	98	93	5	0
15 ES231	5	34 St-Herald Sq <b>BDFM</b>	94.9%	97.2%	95.8%	98.4%	26	22	4	0
16 ES401	22	Lexington Av-63 St <b>F</b>	95.2%	96.1%	95.6%	97.0%	12	9	3	0
17 ES300	0	Bleecker St <b>BDFBMG</b>	95.3%	95.6%	95.0%	0.0%	25	22	3	0
18 ES232	5	34 St-Herald Sq <b>BDFM</b>	95.4%	95.0%	95.7%	97.4%	70	66	4	0
19 ES269	8	Lexington Av-53 St <b>EM</b>	95.4%	96.0%	96.8%	95.9%	47	36	11	0
20 ES249	9	Lexington Av-59 St <b>NQR</b>	95.5%	95.7%	95.3%	97.5%	53	50	3	0
21 ES101	10	125 St <b>1</b>	95.5%	99.8%	95.5%	94.4%	55	40	15	0
22 ES345	16	Bowling Green <b>45</b>	95.7%	95.8%	96.1%	99.6%	14	10	4	0
23 ES242	14	5 Av-53 St <b>EM</b>	95.7%	97.7%	95.4%	97.9%	90	85	5	0
24 ES325	13	West 4 St <b>ABCDDEFM</b>	96.0%	97.0%	94.9%	96.6%	36	33	3	0
25 ES343	9	Bowling Green <b>45</b>	96.0%	98.3%	93.1%	98.1%	53	48	5	0
26 ES326	13	West 4 St <b>ABCDDEFM</b>	96.0%	96.5%	97.3%	96.0%	24	20	4	0
27 ES244	15	Lexington Av-53 St <b>EM</b>	96.3%	96.4%	96.5%	98.2%	90	85	5	0
28 ES235	4	34 St-Herald Sq <b>BDFM</b>	96.4%	95.7%	98.2%	98.4%	24	20	4	0
29 ES241	14	5 Av-53 St <b>EM</b>	96.5%	98.0%	96.7%	96.1%	76	71	5	0
30 ES205	11	Grand Central-42 St <b>7</b>	96.5%	97.8%	96.8%	96.3%	43	31	12	0
31 ES204	12	Grand Central-42 St <b>7</b>	96.6%	98.8%	97.9%	94.7%	133	126	7	0
32 ES252	23	51 St <b>G</b>	96.8%	97.6%	97.7%	98.2%	15	10	5	0
33 ES255	23	Grand Central-42 St <b>4567S</b>	96.8%	99.6%	97.7%	96.7%	132	116	16	0
34 ES218	6	Times Sq-42 St <b>7</b>	96.9%	97.4%	99.0%	97.6%	22	12	10	0
35 ES233	4	34 St-Herald Sq <b>BDFM</b>	97.0%	98.3%	98.2%	97.3%	26	21	5	0
36 ES217	5	Times Sq-42 St <b>7</b>	97.0%	99.3%	98.2%	93.5%	29	21	8	0
37 ES236	4	34 St-Herald Sq <b>BDFM</b>	97.0%	95.6%	99.0%	98.6%	41	36	5	0
38 ES119	15	181 St <b>A</b>	97.0%	98.4%	98.6%	85.2%	27	13	14	0
39 ES211	14	59 St <b>456</b>	97.1%	97.8%	98.9%	98.1%	28	16	12	0
40 ES341	8	Bowling Green <b>45</b>	97.3%	98.5%	95.6%	97.0%	36	31	5	0
41 ES243	15	Lexington Av-53 St <b>EM</b>	97.4%	97.5%	98.6%	98.8%	23	17	6	0
42 ES370	3	South Ferry <b>1</b>	97.5%	98.8%	97.3%	98.7%	25	21	4	0
43 ES301	12	Park Pl <b>23</b>	97.5%	100.0%	97.1%	98.3%	22	19	3	0
44 ES115	11	145 St <b>BD</b>	97.5%	99.4%	96.8%	94.8%	36	32	4	0
45 ES327	13	Delancey St <b>F</b>	97.6%	98.9%	97.6%	96.5%	37	33	4	0
46 ES207	11	Grand Central-42 St <b>7</b>	97.7%	99.7%	99.6%	98.3%	119	110	9	0

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

	Borough:		Manhattan									
	Unit ID	Age	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrap ments	
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched		
47	ES230	5	34 St-Herald Sq <b>B D F M</b>	97.9%	98.3%	98.7%	97.2%	30	25	5	0	
48	ES404	22	Lexington Av-63 St <b>F</b>	97.9%	98.8%	97.9%	98.0%	12	9	3	0	
49	ES103	16	125 St <b>I</b>	98.0%	99.6%	99.3%	97.1%	22	8	14	0	
50	ES215	15	Lexington Av-59 St <b>N O R</b>	98.0%	98.4%	98.6%	96.9%	41	35	6	0	
51	ES216	5	Times Sq-42 St <b>7</b>	98.0%	98.9%	99.9%	98.3%	15	9	6	0	
52	ES338	8	Bowling Green <b>4 5</b>	98.0%	98.5%	97.0%	98.8%	20	16	4	0	
53	ES118	15	181 St <b>A</b>	98.0%	99.0%	99.4%	98.0%	19	13	6	0	
54	ES302	12	Park Pl <b>2 3</b>	98.1%	98.9%	97.9%	97.8%	8	5	3	0	
55	ES240	13	5 Av-53 St <b>E M</b>	98.2%	100.0%	99.9%	96.7%	26	19	7	0	
56	ES208	11	Grand Central-42 St <b>7</b>	98.2%	99.8%	98.8%	97.1%	117	112	5	0	
57	ES342	7	Bowling Green <b>4 5</b>	98.2%	99.7%	95.5%	97.3%	24	21	3	0	
58	ES239	13	5 Av-53 St <b>E M</b>	98.2%	99.6%	98.4%	94.9%	66	61	5	0	
59	ES339	8	Bowling Green <b>4 5</b>	98.2%	98.9%	97.8%	95.8%	17	11	6	0	
60	ES409	22	Lexington Av-63 St <b>F</b>	98.3%	99.6%	99.7%	67.8%	13	7	6	0	
61	ES237	13	7 Av <b>B D E</b>	98.3%	100.0%	99.4%	98.4%	17	12	5	0	
62	ES340	7	Bowling Green <b>4 5</b>	98.3%	99.1%	99.3%	98.2%	17	12	5	0	
63	ES212	13	59 St <b>4 5 6</b>	98.3%	99.2%	99.2%	96.7%	31	22	9	0	
64	ES410	22	Lexington Av-63 St <b>F</b>	98.3%	99.9%	98.9%	98.0%	14	8	6	0	
65	ES234	4	34 St-Herald Sq <b>B D F M</b>	98.3%	96.2%	99.7%	97.4%	45	42	3	0	
66	ES405	22	Lexington Av-63 St <b>F</b>	98.3%	99.9%	98.9%	98.6%	15	10	5	0	
67	ES213	13	59 St <b>4 5 6</b>	98.4%	99.9%	99.2%	92.8%	27	15	12	0	
68	ES336	9	Bowling Green <b>4 5</b>	98.5%	99.1%	98.1%	95.4%	19	16	3	0	
69	ES209	10	Grand Central-42 St <b>7</b>	98.5%	99.8%	99.7%	98.1%	17	10	7	0	
70	ES203	12	Grand Central-42 St <b>7</b>	98.6%	100.0%	100.0%	90.7%	9	3	6	0	
71	ES210	10	Grand Central-42 St <b>7</b>	98.6%	100.0%	100.0%	98.6%	9	1	8	0	
72	ES214	14	59 St <b>4 5 6</b>	98.6%	99.8%	100.0%	97.4%	19	6	13	0	
73	ES402	22	Lexington Av-63 St <b>F</b>	98.6%	99.8%	97.8%	98.6%	13	10	3	0	
74	ES221	5	34 St-Herald Sq <b>B D F M N O R</b>	98.7%	99.3%	99.2%	97.9%	27	23	4	0	
75	ES116	10	145 St <b>B D</b>	98.7%	99.4%	99.8%	97.0%	10	6	4	0	
76	ES222	5	34 St-Herald Sq <b>B D F M N O R</b>	98.7%	97.3%	99.6%	98.6%	38	35	3	0	
77	ES224	5	34 St-Herald Sq <b>B D F M N O R</b>	98.9%	99.0%	99.8%	97.2%	17	13	4	0	
78	ES246	15	Lexington Av-53 St <b>E M</b>	98.9%	99.8%	99.8%	97.6%	47	43	4	0	
79	ES337	9	Bowling Green <b>4 5</b>	99.0%	98.9%	99.3%	97.6%	12	10	2	0	
80	ES407	22	Lexington Av-63 St <b>F</b>	99.0%	99.9%	98.3%	98.2%	16	12	4	0	
81	ES256	23	Grand Central-42 St <b>4 5 6 7 S</b>	99.0%	100.0%	99.2%	97.9%	14	6	8	0	
82	ES223	5	34 St-Herald Sq <b>B D F M N O R</b>	99.5%	99.6%	99.6%	98.8%	13	11	2	0	
	82	11.8	Escalator Subtotal:	96.5%	97.5%	96.8%	96.6%	3100	2615	485	0	
*Note the number of entrapments are included in the non scheduled outage count.												

\*Note the number of entrapments are included in the non scheduled outage count.

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

	Borough:		Brooklyn								
				2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Sche- duled	Non- Sched	
1	EL393	9	Flushing Av <b>J M</b>	92.6%	93.4%	94.3%	95.4%	16	12	4	0
2	EL319	14	Brooklyn College-Flatbush Av <b>2 5</b>	95.3%	98.9%	94.3%	97.4%	25	20	5	0
3	EL701	6	Coney Island-Stillwell Av <b>D F N Q</b>	95.6%	95.0%	97.2%	93.3%	11	6	5	0
4	EL311	11	Clark St <b>2 3</b>	96.1%	96.2%	98.9%	98.8%	26	21	5	1
5	EL342	6	Euclid Av <b>A C</b>	96.1%	98.3%	94.0%	98.6%	23	17	6	1
6	EL309	11	Court St <b>R</b>	96.4%	97.1%	97.6%	99.2%	18	13	5	0
7	EL320	14	Church Av <b>2 5</b>	96.4%	98.5%	96.0%	97.0%	13	7	6	0
8	EL341	6	Euclid Av <b>A C</b>	96.4%	98.3%	99.6%	98.8%	15	8	7	0
9	EL312	11	Clark St <b>2 3</b>	96.7%	98.3%	96.6%	98.6%	13	10	3	0
10	EL308	11	Court St <b>R</b>	97.3%	98.2%	98.4%	98.5%	14	9	5	1
11	EL383	9	Prospect Park <b>B O S</b>	97.5%	98.3%	97.6%	98.3%	15	10	5	0
12	EL708	2	Jay St <b>A C F R</b>	97.5%	96.4%	98.2%	99.2%	12	9	3	1
13	EL339	12	Frankin Av <b>C S</b>	97.6%	98.0%	98.3%	98.9%	15	10	5	0
14	EL343	6	Euclid Av <b>A C</b>	97.7%	99.9%	97.9%	97.9%	17	9	8	0
15	EL321	14	Church Av <b>2 5</b>	97.8%	99.6%	98.9%	85.0%	15	9	6	1
16	EL392	7	Marcy Av <b>J M Z</b>	97.9%	99.5%	98.2%	97.8%	9	3	6	0
17	EL391	7	Marcy Av <b>J M Z</b>	97.9%	100.0%	97.2%	98.0%	22	17	5	0
18	EL394	9	Flushing Av <b>J M</b>	97.9%	99.3%	98.5%	99.8%	15	11	4	1
19	EL310	11	Clark St <b>2 3</b>	97.9%	97.4%	98.4%	98.8%	19	15	4	1
20	EL306	8	Atlantic Av <b>2 3</b>	97.9%	98.9%	97.6%	98.4%	7	3	4	1
21	EL318	17	Borough Hall <b>2 3 4 5</b>	98.3%	98.8%	99.6%	98.7%	13	8	5	0
22	EL397	4	Myrtle-Wyckoff Avs <b>L</b>	98.4%	100.0%	99.3%	99.5%	9	5	4	0
23	EL376	0	Bay Parkway <b>D</b>	98.6%	99.3%	99.6%	0.0%	8	4	4	0
24	EL303	8	Pacific St-Atlantic Av <b>D N R</b>	98.6%	100.0%	97.5%	99.5%	8	5	3	1
25	EL340	12	Frankin Av <b>C S</b>	98.7%	100.0%	98.5%	97.4%	8	4	4	1
26	EL323	7	Crown Hts-Utica Av <b>3 4</b>	98.7%	99.3%	100.0%	97.9%	9	3	6	0
27	EL317	17	Borough Hall <b>2 3 4 5</b>	98.8%	99.9%	98.8%	98.1%	9	5	4	0
28	EL375	4	Church Av <b>F G</b>	98.8%	99.9%	99.7%	98.8%	9	5	4	0
29	EL371	7	DeKalb Av <b>B O R</b>	98.9%	99.3%	100.0%	99.1%	6	0	6	0
30	EL322	7	Crown Hts-Utica Av <b>3 4</b>	98.9%	99.9%	100.0%	99.6%	7	2	5	0
31	EL304	8	Atlantic Av <b>2 3</b>	98.9%	100.0%	99.4%	98.7%	11	7	4	0
32	EL398	4	Myrtle-Wyckoff Avs <b>M</b>	98.9%	100.0%	100.0%	98.7%	9	5	4	0
33	EL382	9	Prospect Park <b>B O S</b>	99.0%	100.0%	99.6%	98.8%	8	3	5	0
34	EL396	4	Myrtle-Wyckoff Avs <b>L M</b>	99.0%	100.0%	98.4%	98.5%	10	6	4	0
35	EL301	8	Pacific St-Atlantic Av <b>D N R</b>	99.0%	100.0%	99.5%	99.1%	7	3	4	0
36	EL305	8	Atlantic Av <b>4 5</b>	99.0%	100.0%	100.0%	96.9%	10	7	3	0
37	EL706	2	Jay St <b>A C F R</b>	99.0%	99.6%	100.0%	95.1%	11	8	3	0
38	EL307	8	Atlantic Av <b>B O</b>	99.1%	99.9%	100.0%	97.8%	8	3	5	0
39	EL760	0	Kings Highway <b>B O</b>	99.1%	100.0%	100.0%	97.8%	6	2	4	0
40	EL302	8	Pacific St-Atlantic Av <b>D N R</b>	99.1%	100.0%	100.0%	99.3%	8	3	5	0
41	EL395	9	Flushing Av <b>J M</b>	99.2%	100.0%	99.7%	97.5%	6	3	3	0
42	EL702	6	Coney Island-Stillwell Av <b>D F N Q</b>	99.2%	100.0%	100.0%	95.1%	6	3	3	0
43	EL378	0	Bay Parkway <b>D</b>	99.2%	99.1%	100.0%	0.0%	5	2	3	0
44	EL709	1	Jay St <b>A C F R</b>	99.3%	100.0%	99.3%	99.6%	7	4	3	0
45	EL374	4	Church Av <b>F G</b>	99.3%	100.0%	100.0%	98.6%	5	0	5	0
46	EL707	2	Jay St <b>A C F R</b>	99.5%	99.6%	99.6%	99.2%	6	4	2	0
47	EL377	0	Bay Parkway <b>D</b>	99.5%	100.0%	100.0%	0.0%	3	0	3	0
48	EL761	0	Kings Highway <b>B O</b>	99.6%	100.0%	100.0%	99.2%	3	1	2	0
49	EL373	4	Church Av <b>F G</b>	99.7%	100.0%	100.0%	98.6%	5	4	1	0
50	EL370	7	DeKalb Av <b>B O R</b>	99.7%	100.0%	100.0%	97.1%	4	2	2	0
51	EL372	7	DeKalb Av <b>B O R</b>	99.8%	100.0%	100.0%	98.8%	2	1	1	0
	51	7.2	Elevator Subtotal:	98.2%	99.1%	98.8%	97.9%	546	331	215	10

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

Borough: Brooklyn										
Unit ID	Age (Yrs)	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrapments
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Scheduled	
1 ES348	12	Smith 9th St <b>F</b> <b>G</b>	83.5%	85.9%	84.2%	0.0%	45	39	6	0
2 ES346	9	Brighton Beach <b>B</b> <b>G</b>	87.5%	86.7%	81.3%	84.1%	105	97	8	0
3 ES330	15	Broadway Junction <b>A</b> <b>C</b> <b>J</b> <b>L</b> <b>Z</b>	88.3%	90.0%	89.0%	93.3%	40	31	9	0
4 ES303	8	Borough Hall <b>2</b> <b>3</b> <b>4</b> <b>5</b>	91.8%	91.7%	93.1%	96.5%	30	26	4	0
5 ES307	12	Lawrence St <b>R</b>	92.3%	94.8%	88.1%	85.9%	98	93	5	0
6 ES322	14	High St <b>A</b> <b>C</b>	92.5%	93.5%	93.2%	90.9%	32	27	5	0
7 ES357	1	Jay St <b>A</b> <b>C</b> <b>F</b> <b>R</b>	92.8%	94.4%	94.4%	81.6%	28	23	5	0
8 ES335	8	West 8 St-NY Aquarium <b>F</b> <b>G</b>	92.8%	93.2%	89.8%	96.8%	50	44	6	0
9 ES304	10	President St <b>2</b> <b>5</b>	93.3%	96.0%	91.0%	98.3%	32	28	4	0
10 ES352	12	Franklin Av <b>S</b>	94.1%	95.1%	96.1%	98.8%	15	10	5	0
11 ES333	9	Myrtle-Wyckoff Aves <b>L</b> <b>M</b>	94.6%	99.8%	90.2%	83.9%	45	36	9	0
12 ES332	9	Myrtle-Wyckoff Aves <b>L</b> <b>M</b>	94.7%	99.4%	92.2%	95.8%	50	40	10	0
13 ES305	9	Court St <b>R</b>	96.0%	95.5%	96.1%	95.3%	21	17	4	0
14 ES347	15	Broadway Junction <b>A</b> <b>C</b> <b>J</b> <b>L</b> <b>Z</b>	96.5%	99.0%	95.9%	92.0%	39	34	5	0
15 ES316	11	Smith 9th St <b>F</b> <b>G</b>	97.3%	98.3%	97.8%	0.0%	13	9	4	0
16 ES331	16	Broadway Junction <b>A</b> <b>C</b> <b>J</b> <b>L</b> <b>Z</b>	97.3%	98.8%	96.6%	94.0%	27	21	6	0
17 ES349	12	Smith 9th St <b>F</b> <b>G</b>	97.3%	99.6%	94.5%	0.0%	27	25	2	0
18 ES310	10	Atlantic Av <b>B</b> <b>A</b>	97.4%	98.1%	97.4%	90.3%	21	12	9	0
19 ES308	12	DeKalb Av <b>B</b> <b>A</b> <b>R</b>	97.6%	100.0%	96.8%	98.3%	18	15	3	0
20 ES306	9	Court St <b>R</b>	97.6%	98.0%	97.4%	85.8%	23	19	4	0
21 ES324	12	High St <b>A</b> <b>C</b>	97.9%	97.0%	98.9%	98.0%	26	19	7	0
22 ES314	11	Smith 9th St <b>F</b> <b>G</b>	98.2%	98.4%	98.7%	0.0%	13	11	2	0
23 ES309	12	DeKalb Av <b>B</b> <b>A</b> <b>R</b>	98.3%	100.0%	97.7%	96.8%	15	10	5	0
24 ES320	14	Jay St <b>A</b> <b>C</b> <b>F</b>	98.4%	98.5%	99.1%	99.0%	16	12	4	0
25 ES323	13	High St <b>A</b> <b>C</b>	98.4%	98.4%	98.6%	97.6%	16	12	4	0
26 ES319	14	Jay St <b>A</b> <b>C</b> <b>F</b>	98.5%	98.9%	99.4%	98.8%	9	6	3	0
27 ES321	14	High St <b>A</b> <b>C</b>	98.5%	99.7%	97.4%	98.9%	16	12	4	0
28 ES318	12	Jay St <b>A</b> <b>C</b> <b>F</b>	98.5%	99.2%	97.8%	98.7%	18	14	4	0
29 ES317	12	Jay St <b>A</b> <b>C</b> <b>F</b>	98.7%	99.9%	99.5%	98.2%	13	8	5	0
30 ES356	1	Jay St <b>A</b> <b>C</b> <b>F</b> <b>R</b>	98.7%	98.1%	99.4%	98.6%	26	23	3	0
31 ES350	15	High St <b>A</b> <b>C</b>	98.9%	99.5%	99.3%	97.7%	6	3	3	0
32 ES313	11	Smith 9th St <b>F</b> <b>G</b>	99.2%	100.0%	100.0%	0.0%	4	2	2	0
33 ES315	11	Smith 9th St <b>F</b> <b>G</b>	99.3%	100.0%	99.7%	0.0%	14	12	2	0
<b>33</b>	<b>11.1</b>	<b>Escalator Subtotal:</b>	<b>95.6%</b>	<b>96.8%</b>	<b>95.1%</b>	<b>94.2%</b>	<b>951</b>	<b>790</b>	<b>161</b>	<b>0</b>

\*Note the number of entrapments are included in the non scheduled outage count.

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

Borough:		Queens								
Unit ID	Age (Yrs)	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrapments
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched	
1 EL409	23	Jamaica-Van Wyck <b>E</b>	86.1%	89.1%	85.2%	98.8%	21	18	3	3
2 EL421	6	Jackson Hts-Roosevelt Av <b>E F M R</b>	88.5%	92.2%	88.9%	93.1%	26	21	5	0
3 EL404	22	Roosevelt Island <b>F</b>	93.5%	96.4%	92.9%	94.3%	15	11	4	2
4 EL427	5	Junction Blvd <b>7</b>	94.1%	95.6%	94.4%	98.6%	12	10	2	2
5 EL413	23	Jamaica Center <b>E J Z</b>	94.7%	95.8%	95.0%	96.8%	29	23	6	4
6 EL420	6	74 St-Broadway <b>7</b>	95.3%	95.6%	95.5%	97.2%	10	7	3	0
7 EL403	22	Roosevelt Island <b>F</b>	96.2%	98.1%	94.0%	98.8%	21	17	4	0
8 EL412	23	Jamaica Center <b>E J Z</b>	96.2%	96.5%	97.5%	98.4%	17	10	7	0
9 EL436	4	Kew Gardens-Union Tpke <b>E F</b>	96.3%	97.6%	98.6%	98.2%	11	3	8	0
10 EL414	12	Flushing-Main St <b>7</b>	96.7%	98.4%	97.0%	97.0%	11	5	6	0
11 EL435	4	Kew Gardens-Union Tpke <b>E F</b>	97.4%	97.9%	99.6%	98.5%	10	4	6	2
12 EL428	6	Queens Plaza <b>E M R</b>	97.7%	99.5%	97.2%	97.3%	17	14	3	0
13 EL411	23	Sutphin Blvd-Archer Av-JFK <b>E J Z</b>	97.8%	100.0%	98.9%	97.5%	9	2	7	1
14 EL446	1	CitiCorp/Court Square <b>7 E G</b>	97.8%	98.3%	99.8%	99.0%	7	4	3	1
15 EL433	7	Jamaica-179 St <b>F</b>	98.0%	100.0%	99.3%	96.6%	12	5	7	0
16 EL406	22	21 St-Queensbridge <b>F</b>	98.1%	99.9%	97.2%	99.4%	11	9	2	1
17 EL423	6	74 St-Broadway <b>7</b>	98.2%	99.6%	97.0%	98.3%	18	15	3	0
18 EL405	22	21 St-Queensbridge <b>F</b>	98.3%	99.9%	99.0%	97.5%	14	11	3	0
19 EL408	23	Jamaica-Van Wyck <b>E</b>	98.3%	100.0%	100.0%	97.7%	11	6	5	0
20 EL434	4	Kew Gardens-Union Tpke <b>E F</b>	98.3%	99.8%	98.9%	99.6%	14	8	6	2
21 EL426	5	Junction Blvd <b>7</b>	98.4%	99.4%	100.0%	98.6%	13	4	9	1
22 EL497	0	Mott Avenue <b>A</b>	98.5%	100.0%	97.4%	99.0%	7	6	1	0
23 EL425	5	Junction Blvd <b>7</b>	98.5%	100.0%	99.7%	97.9%	10	4	6	0
24 EL431	7	Jamaica-179 St <b>F</b>	98.7%	99.7%	98.9%	96.6%	12	8	4	1
25 EL432	7	Jamaica-179 St <b>F</b>	98.7%	100.0%	100.0%	98.0%	7	1	6	0
26 EL422	6	Jackson Hts-Roosevelt Av <b>E F M R</b>	98.8%	100.0%	98.2%	99.1%	11	8	3	0
27 EL407	22	21 St-Queensbridge <b>F</b>	98.8%	99.2%	99.4%	98.6%	19	17	2	1
28 EL447	1	CitiCorp/Court Square <b>7 E G</b>	99.0%	100.0%	98.5%	99.2%	7	4	3	0
29 EL498	0	Mott Avenue <b>A</b>	99.1%	100.0%	98.9%	99.4%	5	4	1	0
30 EL430	6	Queens Plaza <b>E M R</b>	99.2%	99.4%	100.0%	97.0%	7	4	3	0
31 EL429	6	Queens Plaza <b>E M R</b>	99.5%	100.0%	100.0%	98.2%	3	1	2	0
<b>31</b>	<b>10.6</b>	<b>Elevator Subtotal:</b>	<b>96.9%</b>	<b>98.3%</b>	<b>97.3%</b>	<b>97.8%</b>	<b>397</b>	<b>264</b>	<b>133</b>	<b>21</b>

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Second Quarter - 2013**

Borough:		Queens								
Unit ID	Age (Yrs)	Station	2013 2nd Quarter Availability			2012 2nd Qtr. Availability	Outages			Entrapments
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched	
1 ES455	13	Flushing-Main St 7	84.6%	86.7%	83.2%	97.6%	31	24	7	0
2 ES411	4	Roosevelt Island F	88.9%	90.2%	88.6%	96.7%	33	31	2	0
3 ES449	13	74 St-Broadway 7	92.3%	93.1%	91.1%	98.5%	31	28	3	0
4 ES450	13	74 St-Broadway 7	92.8%	94.5%	92.2%	98.1%	33	29	4	0
5 ES421	22	21 St-Queensbridge F	94.2%	95.5%	94.8%	99.1%	15	11	4	0
6 ES448	12	Woodside-61 St 7	94.3%	97.4%	91.7%	94.7%	58	40	18	0
7 ES456	13	Flushing-Main St 7	95.0%	96.7%	94.6%	89.6%	40	32	8	0
8 ES416	16	Roosevelt Island F	96.2%	96.4%	97.8%	96.1%	8	3	5	0
9 ES457	13	Flushing-Main St 7	96.6%	97.7%	94.8%	90.1%	34	25	9	0
10 ES417	4	Roosevelt Island F	96.6%	97.6%	96.8%	98.1%	12	9	3	0
11 ES428	3	Jamaica-Van Wyck E	96.6%	97.0%	97.1%	97.8%	33	28	5	0
12 ES446	3	Jamaica Center E J Z	96.8%	97.9%	96.7%	97.3%	22	18	4	0
13 ES436	23	Sutphin Blvd-Archer Av-JFK E J Z	97.2%	98.9%	97.8%	96.7%	31	26	5	0
14 ES438	3	Jamaica Center E J Z	97.3%	97.3%	98.4%	96.2%	24	19	5	0
15 ES430	4	Jamaica-Van Wyck E	97.4%	98.1%	97.6%	97.3%	19	14	5	0
16 ES445	3	Jamaica Center E J Z	97.5%	99.1%	98.0%	98.5%	26	20	6	0
17 ES443	4	Jamaica Center E J Z	97.7%	97.1%	98.9%	97.7%	9	5	4	0
18 ES431	4	Jamaica-Van Wyck E	97.9%	97.4%	99.6%	98.1%	15	9	6	0
19 ES452	20	74 St-Broadway 7	97.9%	100.0%	97.9%	92.9%	20	15	5	0
20 ES418	4	Roosevelt Island F	98.1%	99.2%	97.4%	94.5%	18	16	2	0
21 ES422	22	21 St-Queensbridge F	98.1%	98.9%	99.7%	99.4%	22	19	3	0
22 ES447	4	Jamaica Center E J Z	98.1%	99.2%	99.9%	97.8%	17	11	6	0
23 ES424	22	21 St-Queensbridge F	98.1%	97.6%	98.4%	99.1%	17	11	6	0
24 ES429	3	Jamaica-Van Wyck E	98.2%	98.6%	99.9%	97.9%	17	10	7	0
25 ES441	4	Jamaica Center E J Z	98.2%	98.6%	99.2%	97.1%	19	14	5	0
26 ES444	4	Jamaica Center E J Z	98.3%	98.8%	99.2%	98.0%	15	12	3	0
27 ES423	22	21 St-Queensbridge F	98.4%	99.5%	99.2%	99.2%	13	7	6	0
28 ES437	23	Sutphin Blvd-Archer Av-JFK E J Z	98.4%	99.8%	99.9%	98.4%	16	11	5	0
29 ES415	3	Roosevelt Island F	98.4%	99.1%	98.9%	93.0%	12	7	5	0
30 ES440	3	Jamaica Center E J Z	98.5%	98.2%	99.7%	96.6%	13	9	4	0
31 ES434	23	Sutphin Blvd-Archer Av-JFK E J Z	98.5%	98.9%	99.6%	97.1%	12	7	5	0
32 ES414	4	Roosevelt Island F	98.5%	98.9%	99.5%	93.5%	9	5	4	0
33 ES427	3	Jamaica-Van Wyck E	98.5%	98.8%	98.9%	97.2%	13	11	2	0
34 ES425	22	21 St-Queensbridge F	98.6%	98.8%	99.2%	97.7%	14	9	5	0
35 ES412	3	Roosevelt Island F	98.7%	100.0%	100.0%	96.3%	9	4	5	0
36 ES442	4	Jamaica Center E J Z	98.7%	99.4%	100.0%	97.6%	9	5	4	0
37 ES453	20	74 St-Broadway 7	98.7%	100.0%	99.1%	97.3%	16	14	2	0
38 ES426	22	21 St-Queensbridge F	98.8%	99.7%	98.4%	99.1%	22	18	4	0
39 ES435	23	Sutphin Blvd-Archer Av-JFK E J Z	99.0%	99.6%	100.0%	98.0%	11	7	4	0
40 ES451	14	74 St-Broadway 7	99.0%	98.8%	99.7%	96.1%	7	5	2	0
41 ES419	4	Roosevelt Island F	99.0%	99.8%	98.9%	98.9%	10	7	3	0
42 ES413	16	Roosevelt Island F	99.0%	100.0%	100.0%	96.4%	4	0	4	0
43 ES439	4	Jamaica Center E J Z	99.2%	99.9%	99.3%	97.4%	12	10	2	0
44 ES420	4	Roosevelt Island F	99.4%	100.0%	99.9%	98.9%	4	1	3	0
<b>44</b>	<b>10.7</b>	<b>Escalator Subtotal:</b>	<b>97.1%</b>	<b>97.9%</b>	<b>97.5%</b>	<b>96.9%</b>	<b>825</b>	<b>616</b>	<b>209</b>	<b>0</b>

\*Note the number of entrapments are included in the non scheduled outage count.

2013 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>BRONX</b>			
EL122	Pelham Bay Park ⑥	1	The entrapment on 6/28/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock contacts were cleaned and adjusted. The car was tested and returned to service.
EL131	161 St-Yankee Stadium ④ B D	1	MOW Control operator # 16 reported passengers were entrapped on 5/21/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered
EL132	161 St-Yankee Stadium ④	1	The entrapment on 6/27/13 was a result of the middle landing hatch door interlock contacts not making a proper connection. The interlock contacts were adjusted; the car was tested and returned to service.
EL133	161 St-Yankee Stadium ④	1	The entrapment on 5/22/13 was a result of a worn door operator (motor) drive belt. The drive belt was replaced; the machine was tested and returned to service.
EL134	161 St-Yankee Stadium B D	1	The entrapment on 4/23/13 was a result of stripped bolts securing the lower landing hatch door release roller assembly. New mounting holes were drilled the bolts and release roller assembly was replaced. The machine was tested and returned to service.
EL135	161 St-Yankee Stadium B D	1	MOW Control operator # 42 reported passengers were entrapped on 6/24/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered
EL182	Gun Hill Rd ② ⑤	3	The entrapment on 4/8/13 was a result of the car not leveling properly due to the hydraulic control valve being out of adjustment. The up direction of the valve was adjusted; the machine was tested and returned to service. MOW Control operator # 88 reported passengers were entrapped on 4/10/13 and MOW control operator # 12 reported passengers were entrapped on 4/13/13 following both reports the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered
EL183	Gun Hill Rd ② ⑤	1	The entrapment on 4/18/13 was a result of debris in the lower landing hatch door saddle preventing the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service.
EL186	Fordham Rd ④	2	MOW Control operator # 53 reported passengers were entrapped on 6/3/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment on 6/14/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The stripped bolts securing the interlock were replaced; the machine was tested and returned to service.
<b>MANHATTAN</b>			
EL104	191 St ①	2	The entrapment on 4/30/13 was a result of the upper level slow down limit switch contacts not making a proper connection. The limit switch contacts were cleaned and a defective control relay was replaced; the machine was tested and returned to service. The entrapment on 5/6/13 was a result of several defective control relays (bad contacts). The defective relays were replaced; the machine was tested and returned to service.



2013 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL105	191 St ①	1	The entrapment on 6/2/13 was a result of a malfunction in the speed sensing circuit. The tachometer magnet was replaced and the speed sensor was adjusted; the machine was tested and returned to service.
EL106	191 St ①	2	The entrapment on 4/13/13 was a result of missing hardware securing the door operator drive arm linkage. The hardware was replaced the machine was tested and returned to service. MOW Control operator # 5 reported passengers were entrapped on 4/26/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL107	181 St ①	2	The entrapment on 4/7/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock contacts were cleaned and adjusted. The car was tested and returned to service. The entrapment on 5/20/13 was a result of worn selector tape guide shoes. The guide shoes were replaced; the machine was tested and returned to service.
EL108	181 St ①	3	The entrapment on 4/1/13 was a result of worn selector tape guide shoes. The guide shoes were replaced; the machine was tested and returned to service. The entrapment on 5/22/13 was a result of the upper landing right side hatch door interlock contacts not making a proper connection. The interlock contacts were cleaned and adjusted. The car was tested and returned to service. The entrapment on 6/14/13 was a result of the upper landing release roller assembly being out of adjustment. The release rollers were adjusted; the machine was tested and returned to service.
EL110	181 St ①	1	The entrapment on 4/14/13 was a result of the upper landing left side release roller assembly being out of adjustment. The release rollers were adjusted; the machine was tested and returned to service.
EL115	190 St ①	1	The entrapment on 6/13/13 was a result of a defective brake control relay. The relay was replaced; the machine was tested and returned to service.
EL116	190 St ①	3	The entrapment on 5/2/13 was a result of defective control relays (bad contacts). The relays were replaced; the machine was tested and returned to service. The two entrapments on 5/30/13 were caused by worn selector tape guide shoes. The guide shoes were replaced; the machine was tested and returned to service.
EL119	181 St ①	1	The entrapment on 6/10/13 was a result of a blown fuse in the door operator circuit. The door operator limit switches were adjusted and the contacts were cleaned. The machine was tested and returned to service.
EL120	190 St ①	1	The entrapment on 4/17/13 was caused by control relay contacts that were not making a proper connection. The contacts were cleaned; the machine was tested and returned to service.
EL124	175 St ①	2	MOW Control operator # 6 reported passengers were entrapped on 4/26/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment on 4/29/13 was a result of the hydraulic fluid overheating which caused the machine to not level properly. The machine room exhaust fan was activated and new oil was added to the tank; the machine was tested and returned to service.



2013 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL126	125 St <b>456</b>	2	The entrapment on 6/12/13 was a result of the release rollers being out of adjustment. The release rollers and the hatch doors were adjusted; the machine was tested and returned to service. The entrapment on 6/14/13 was caused by a broken middle landing release roller assembly. The release roller assembly was replaced, a blown fuse in the hall call circuit was also replaced; the machine was tested and returned to service.
EL139	168 St <b>1AC</b>	1	The entrapment on 6/22/13 was caused by a defective programmable logic controller output module; that was causing a power fault. The output module was replaced; the machine was tested and returned to service.
EL143	125 St <b>ABGD</b>	1	The entrapment on 5/31/13 was a result of defective control relays (bad contacts). The relays were replaced; the machine was tested and returned to service.
EL213	34 St-Herald Sq <b>BDFMNOR</b>	1	The entrapment on 5/13/13 was a result of the car not leveling properly. The hydraulic control valve up direction leveling speed was adjusted; the machine was tested and returned to service.
EL232	Times Sq-42 St <b>1237</b>	2	The entrapment on 4/27/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock assembly and the door operator stop roller were replaced; the car was tested and returned to service. The entrapment on 5/20/13 was caused by the door operator drive chain being out of adjustment. The drive chain was adjusted; the machine was tested and returned to service.
EL233	Times Sq-42 St <b>123</b>	1	The entrapment on 6/2/13 was a result of the car not leveling properly. The hydraulic control valve down leveling was adjusted; the machine was tested and returned to service.
EL240	72 St <b>123</b>	1	The entrapment on 5/1/13 was a result of a blown fuse in the door operator circuit. The fuse was replaced and loose door operator wiring connections were tightened; the machine was tested and returned to service.
EL245	Lexington Av-53 St <b>EM</b>	2	The entrapment on 4/4/13 was a result of the car not leveling properly due to the hydraulic oil overheating. The oil cooler was activated the oil temperature was reduced; the machine was tested and returned to service. MOW Control operator # 9 reported passengers were entrapped on 5/9/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL279	59th St-Columbus Circle <b>ABCD1</b>	2	The entrapments that occurred on 6/23/13 & 6/28/13 were a result of a defective hydraulic control valve. The control valve was replaced; the machine was tested and returned to service.
EL314	Brooklyn Bridge <b>456</b>	1	The entrapment on 6/11/13 was a result of the upper landing release roller assembly being out of adjustment. The release rollers were adjusted; the machine was tested and returned to service.
EL330	Bleecker St <b>DFBM6</b>	1	The entrapment on 5/31/13 was a result of the rear door gate switch not making proper contact. The gate switch was adjusted; the machine was tested and returned to service.
EL710	Bowling Green <b>45</b>	2	The entrapment on 4/1/13 was a result of debris in the lower landing hatch door saddle preventing the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service. The entrapment on 4/4/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock assembly was adjusted; the car was tested and returned to service.

2013 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>BROOKLYN</b>			
EL303	Pacific St-Atlantic Av <b>DNR</b>	1	The entrapment on 6/3/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock assembly was adjusted; the car was tested and returned to service.
EL306	Atlantic Av <b>23</b>	1	The entrapment on 5/27/13 was a result of a blown fuse in the door operator circuit. The door operator fuse and the lower landing spirator (spring loaded retractable door closer) was replaced; the upper landing release roller assembly was re-secured; the machine was tested and returned to service.
EL308	Court St <b>R</b>	1	MOW Control operator # 33 reported passengers were entrapped on 4/13/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL310	Clark St <b>23</b>	1	The entrapment on 6/21/13 was a result of a broken oil applicator blocking the door hanger rollers and preventing the upper landing doors from closing completely. The upper landing door track was cleared and a stuck hall call button was repaired; the machine was tested and returned to service.
EL311	Clark St <b>23</b>	1	The entrapment on 5/30/13 was a result of a defective motor control relay coil. The coil was replaced; the machine was tested and returned to service.
EL321	Church Av <b>25</b>	1	The entrapment on 6/25/13 was a result of a blown fuse in the phase monitoring circuit. The fuse was replaced and the emergency escape hatch door was repaired; the machine was tested and returned to service.
EL340	Franklin Av <b>CS</b>	1	The entrapment on 5/12/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock assembly was adjusted; the car was tested and returned to service.
EL342	Euclid Av <b>AC</b>	1	The entrapment on 4/4/13 was caused by a defective leveling unit circuit board. The board was repaired; the machine was tested and returned to service.
EL394	Flushing Av <b>JM</b>	1	The entrapment on 4/3/13 was a result of the car not leveling properly at the lower landing. The lower slow down limit switch was adjusted; the machine was tested and returned to service.
EL708	Jay St <b>ACFR</b>	1	The entrapment on 5/24/13 was a result of the hatch doors not opening properly due to the release roller assembly linkage being out of adjustment. The linkage assembly was adjusted; the machine was tested and returned to service.
<b>QUEENS</b>			

## 2013 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (4/1/13 TO 6/30/13)	# of Inspections Found Out of Service
EL200X	34 St - Herald Square	6th Avenue	273	1
EL203X	Lexington Av - 53 St	Queens Blvd	273	1
EL207X	50 Street	8th Avenue	273	0
EL208X	50 Street	8th Avenue	273	0
EL231X	Times Square - 42 St	Broadway / 7th Avenue	273	4
EL268X	49th Street (Uptown)	Broadway	273	0
EL276X	59 St - Columbus Circle	8th Avenue	273	31
EL287X	42nd St - Bryant Park	6th Avenue	273	0
EL288X	42nd St - Port Authority Bus Terminal	8th Avenue	273	1
EL289X	42nd St - Port Authority Bus Terminal	8th Avenue	273	0
EL290X	42nd St - Port Authority Bus Terminal	8th Avenue	273	20
EL291X	42nd St - Port Authority Bus Terminal	8th Avenue	273	7
EL300X	Atlantic Avenue	LIRR	273	7
EL415X	61 St - Woodside	Flushing	273	7
EL416X	61 St - Woodside	Flushing	273	5
EL417X	61 St - Woodside	Flushing	273	16
EL418X	61 St - Woodside	Flushing	273	0
EL419X	61 St - Woodside	Flushing	273	0
EL445X	Court Square	Flushing	273	4
EL448X	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL449X	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL450X	Sutphin Blvd - Archer Av JFK	ARC	273	1
EL490X	Howard Beach - JFK Airport	Rockaway	273	12
EL491X	Howard Beach - JFK Airport	Rockaway	273	27
EL492X	Howard Beach - JFK Airport	Rockaway	273	44
EL493X	Howard Beach - JFK Airport	Rockaway	273	47
EL494X	Howard Beach - JFK Airport	Rockaway	273	1
EL495X	Howard Beach - JFK Airport	Rockaway	273	2
EL700X	Atlantic Avenue	Eastern Parkway	273	5
EL728X	Fulton Street	Lexington Avenue	273	4
ES250X	59 St - Columbus Circle	8th Avenue	273	1
ES251X	59 St - Columbus Circle	8th Avenue	273	2
ES253X	Lexington Av - 53 St	Queens Blvd	273	6
ES254X	Lexington Av - 53 St	Queens Blvd	273	8
ES257X	14 St - Union Square	Lexington Avenue	273	29

**2013 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES**

<b>Equip #</b>	<b>Station Name:</b>	<b>Station / Line</b>	<b># of Inspections (4/1/13 TO 6/30/13)</b>	<b># of Inspections Found Out of Service</b>
ES258X	14 St - Union Square	Lexington Avenue	273	12
ES261X	Times Square - 42 St	Broadway / 7th Avenue	273	43
ES262X	Times Square - 42 St	Broadway / 7th Avenue	273	28
ES263X	50 Street	8th Avenue	273	7
ES264X	50 Street	8th Avenue	273	6
ES265X	Court Square	Crosstown	273	26
ES266X	Court Square	Crosstown	273	21
ES267X	Times Square - 42 St	Broadway / 7th Avenue	273	273
ES268X	Times Square - 42 St	Broadway / 7th Avenue	273	273
ES358X	Atlantic Avenue	Eastern Parkway	273	5
ES359X	Atlantic Avenue	Eastern Parkway	273	1
ES376X	Fulton St	Nassau Loop BMT	273	0
ES377X	Fulton St	Nassau Loop BMT	273	0
ES378X	Wall St	Clark Street	273	1
ES379X	Wall St	Clark Street	273	0
ES380X	Cortlandt St	Broadway	273	2
ES432X	Sutphin Blvd - Archer Av JFK	ARC	273	1
ES433X	Sutphin Blvd - Archer Av JFK	ARC	273	1
ES461X	Court Square	Flushing	273	52
ES462X	Court Square	Flushing	273	40
ES496X	Howard Beach - JFK Airport	Rockaway	273	6
ES497X	Howard Beach - JFK Airport	Rockaway	273	4
ES498X	Howard Beach - JFK Airport	Rockaway	273	73
ES499X	Howard Beach - JFK Airport	Rockaway	273	1
ES600X	Lexington Av - 53 St	Queens Blvd	273	0
ES606X	42nd St - Port Authority Bus Terminal	8th Avenue	273	12
ES607X	42nd St - Port Authority Bus Terminal	8th Avenue	273	24
ES608X	Grand Central - 42nd St	Lexington Avenue	273	6
ES609X	Grand Central - 42nd St	Lexington Avenue	273	20
ES610X	Grand Central - 42nd St	Lexington Avenue	273	5
<b>65</b>			<b>17,745</b>	<b>1,236</b>

2013 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			

# 2013 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
<b>BRONX</b>			
ES120	Pelham Bay Park ⑥	67.5%	This escalator was out of service from 4/22/13 thru 5/19/13 to facilitate the replacement of the main drive shaft bearings, step-chain and carriage switches. The step load tracks and up thrust tracks were also repaired and adjusted. The machine was tested and returned to service.
ES108	Intervale Av ② ⑤	81.0%	This escalator was out of service from 5/28/13 thru 6/11/13 to facilitate the replacement of the step-chain and steps. The left side handrail was also replaced; the machine was tested and returned to service.
<b>MANHATTAN</b>			
ES403	Lexington Av-63 St ⑤	66.0%	This escalator was out of service from 4/4/13 thru 4/29/13 to allow for the replacement of the step-chain, steps and carriage shaft bearings. The main drive chain and handrail drive chains were also replaced. The machine was tested and returned to service.
<b>BROOKLYN</b>			
ES348	Smith 9th St ⑤ ⑥	83.5%	This escalator was out of service from 5/8/13 thru 5/11/13 to allow for the replacement of a defective brake circuit rectifier and control relay. The machine was tested and returned to service. The escalator was also out of service on 5/26/13 thru 5/28/13 to replace a defective emergency brake coil. The machine was tested and returned to service.
<b>QUEENS</b>			



New York City Transit

Department of Law – Transit Adjudication Bureau  
177 Livingston Street – 4th Floor  
Brooklyn, NY 11201

## **STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU (TAB) SECOND QUARTER 2013**

Key indicators for the second quarter ending June 30, 2013 are compared with the same period in 2012. Statistical highlights from the report are as follows:

- Summons issuance increased by 7.9 percent from 30,500 in the second quarter of 2012 to 32,900 for the same period in 2013.
- TAB received 25,100 payments in 2013, a 5.6 percent decrease from 2012. Direct payments were static from the second quarter of 2012 at 20,300 while payments received from state tax refunds declined 23.8 percent from 6,300 to 4,800. While receipts from state tax refunds decreased by 22.3 percent in 2013 compared to the same period in 2012, receipts from direct payments increased by 2.4 percent to \$1,854,900 from \$1,811,600.
- Overall total revenue for the quarter totaled \$2,428,700, a decrease of 4.1 percent from 2012.
- Expenses decreased by 1.3 percent from \$1,319,400 in 2012 to \$1,301,900 in 2013.
- TAB revenue exceeded expenses in the second quarter of 2013 by \$1,126,800 compared to \$1, 213,900 in the second quarter of 2012.

MTA NEW YORK CITY TRANSIT  
TRANSIT ADJUDICATION BUREAU  
KEY INDICATORS  
SECOND QUARTER 2013

INDICATOR	2nd QTR 2013	2nd QTR 2012	Y-T-D 2013	Y-T-D 2012
<b>ISSUANCE DATA</b>				
Violations Issued	32,900	30,500	60,500	61,500
% With Telephone Data	62%	64%	62%	65%
% With Employer Data	24%	25%	25%	25%
<b>PAYMENT DATA</b>				
Number of Payments	25,100	26,600	47,300	53,100
Regular	20,300	20,300	39,100	41,200
State Tax Refund	4,800	6,300	8,200	11,900
Amount Paid	\$2,428,700	\$2,550,300	\$4,629,200	\$5,214,300
Regular	\$1,854,900	\$1,811,600	\$3,556,400	\$3,708,100
State Tax Refund	\$573,800	\$738,700	\$1,072,700	\$1,506,200
Average Payment	\$97.00	\$95.75	\$78.00	\$98.10
Yield per NOV	\$74.00	\$83.63	\$77.00	\$84.83
<b>REVENUE/EXPENSE DATA</b>				
Revenue	\$2,428,700	\$2,533,300	\$4,648,700	\$5,205,000
Expenses	\$1,301,900	\$1,319,400	\$2,896,600	\$2,606,100
<b>ADJUDICATIONS</b>				
Total Cases Adjudicated	7,233	7,094	13,074	14,311
Admin Dismissals	454	650	928	1,307
Hearings	6,783	6,444	12,150	13,004



# **NYCT/MTA Bus EEO & Diversity Report**

**Data as of June 30, 2013**

**2013 3rd QUARTER EEO & DIVERSITY REPORT**  
**MTA New York City Transit and MTA Bus Company**

**EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS**

**MTA New York City Transit/MTA Bus Company**

NYC Transit and MTA Bus Company continue to focus their strategies on improving underrepresentation of protected groups where it exists in their respective workforces. At NYC Transit, underrepresentation of women, especially in the skilled craft and officials and administrators jobs, and Hispanics in the administrative support, skilled craft, and service maintenance jobs remain a major focus of our attention. Between January 1 and June 30, 2013, there were a total of 1,695 new hires at NYC Transit. Approximately 22 percent (or 365) were women and 17 percent (or 293) were Hispanic. At MTA Bus Company, underrepresentation exists for women, Hispanics, Blacks and Asians in various job categories. Between January 1 and June 30, 2013, there were a total of 163 new hires at MTA Bus Company. Approximately 14 percent (or 22) were women, 27 percent (or 43) were Hispanic, 53 percent (or 86) were Black and 5 percent (or 8) were Asian.

**Ongoing Targeted Recruitment and Outreach Efforts**

NYC Transit and MTA Bus Company strategically plan our recruitment and sourcing efforts to ensure that information about employment opportunities and upcoming civil service examinations are broadly advertised throughout the five boroughs of New York City. Our multi-faceted marketing approach includes, but is not limited to, the following:

- Attending job fairs and community outreach events,
- NYC Transit's Division of Human Resources maintains a consistent presence at the United States Army Garrison at Fort Hamilton located in Brooklyn, where information is shared about upcoming examinations and employment opportunities. Human Resources staff also conduct job readiness workshops, including but not limited to interview techniques and resume development. Over 50% of veterans benefitting from our services at Fort Hamilton are people of color and women,
- As part of our continued partnership with the local technical schools across the City, NYC Transit's Division of Human Resources assisted interested high school seniors with their applications for the Electrical and Mechanical Helpers examinations. This partnership has the potential of assisting us with addressing underrepresentation of women in the skilled craft jobs,
- Utilizing social media channels such as Facebook, Twitter, etc.,
- Placing advertisement of examinations and employment information in subway stations and on buses,
- Distributing examination schedules via MetroCard sales van; and
- Transmitting email blasts about employment opportunities to veteran organizations, not-for-profit entities and community-based groups.

**Ongoing Program Monitoring**

The Office of EEO, in partnership with the Division of Human Resources, ensures that utilization targets for women and minorities in particular job categories based on estimated availability and internal workforce numbers are known before vacancies for discretionary hires and promotions are posted. The Office of EEO provides utilization targets to departments on a quarterly basis. As part of the Office of EEO and Division of Human Resources' monitoring of the selection process, we ensure that women and minority group members are included as interviewers. The Office of EEO must approve all discretionary hires and

promotions. For the MTA Bus Company, the MTA Department of Diversity and Civil Rights approves discretionary hires, promotions, and provides utilization targets.

# 2013 2ND QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

## WORKFORCE UTILIZATION ANALYSIS\*

As of June 30, 2013

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	25%	15%	No	12%	35%	Yes	6%	11%	Yes	5%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	36%	36%	Yes	11%	33%	Yes	7%	9%	Yes	8%	26%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Technicians	36%	45%	Yes	11%	50%	Yes	10%	10%	Yes	12%	15%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Protective Services	14%	21%	Yes	35%	59%	Yes	17%	17%	Yes	4%	7%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Paraprofessionals	52%	51%	No	13%	53%	Yes	10%	26%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Administrative Support	57%	42%	No	22%	58%	Yes	20%	14%	No	7%	14%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Skilled Craft	13%	5%	No	25%	40%	Yes	14%	11%	No	10%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	19%	18%	No	28%	57%	Yes	30%	21%	No	3%	5%	Yes	0%	0%	Yes	0%	0%	Yes	3%	4%	Yes

Note: Pursuant to a request made by the FTA, the Estimated Availability percentages have been rounded to represent a whole person.

\* NYC Transit has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing NYC Transit's June 30, 2013 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

## DEFINITIONS OF EEO JOB CATEGORIES:

### Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

### Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

### Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

### Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

### Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

### Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

### Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

### Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

# 2013 2ND QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

## NEW HIRES

January 1, 2013 to June 30, 2013

8.71

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	78	14	18%	24	31%	10	13%	5	6%	0	0%	0	0%	1	1%
Professionals	124	53	43%	47	38%	15	12%	24	19%	0	0%	0	0%	0	0%
Technicians	1	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	24	6	25%	17	71%	6	25%	1	4%	0	0%	0	0%	0	0%
Paraprofessionals	3	2	67%	0	0%	3	100%	0	0%	0	0%	0	0%	0	0%
Administrative Support	257	109	42%	126	49%	31	12%	57	22%	0	0%	0	0%	3	1%
Skilled Craft	545	34	6%	187	34%	88	16%	69	13%	2	0.4%	0	0%	7	1%
Service Maintenance	663	146	22%	383	58%	140	21%	60	9%	0	0%	0	0%	15	2%
Total	1,695	365	22%	785	46%	293	17%	216	13%	2	0%	0	0%	26	2%

<sup>1</sup> Total includes males and females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

# 2013 2ND QUARTER EEO REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

## EEO AND TITLE VI COMPLAINTS

As of June 30, 2013

Category	Race/Color <sup>1</sup>	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases <sup>4</sup>	Status (# Open) <sup>5</sup>
EEO	65	37	42	53	25	28	10	93	353	208	190
External Complaints	31	3	24	47	14	20	5	48	192	109	100
Internal Complaints	34	34	18	6	11	8	5	45	161	99	90

Category	Race	National Origin	Color	Total Issues <sup>6</sup>	Total Cases	Status (# Open)
Title VI	18	6	1	25	25	21

<sup>1</sup> On previous quarterly committee reports, the number of complaints based on race and color were reported separately, specifically the number of complaints based on color noted under the "Other" total. In order to maintain consistency with the Diversity Committee Reports, the number of complaints alleging discrimination based on race and color will be reported together going forward.

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction, retaliation, etc.)

<sup>3</sup> In some instances, a single complaint may involve two or more EEO categories.

<sup>4</sup> "Total Cases" include the number of complaints pending and closed by the Office of Equal Employment Opportunity.

<sup>5</sup> "Status (# Open)" include the number of complaints pending investigation by the Office of Equal Employment Opportunity.

<sup>6</sup> In some instances, a single complaint may involve two or more EEO categories based on race, national origin, or color.

# 2013, 2ND QUARTER EEO REPORT

AGENCY NAME: MTA BUS

## WORKFORCE UTILIZATION ANALYSIS\*

AS OF 6/30/13

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	18%	9%	No	14%	29%	Yes	11%	14%	Yes	3%	4%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Professionals	34%	51%	Yes	10%	27%	Yes	5%	12%	Yes	5%	17%	Yes	0%	0%	Yes	0%	0%	Yes	2%	4%	Yes
Technicians	24%	58%	Yes	7%	5%	No	6%	21%	Yes	14%	16%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Protective Services	15%	0%	No	33%	50%	Yes	15%	0%	No	3%	0%	No	0%	0%	Yes	0%	0%	Yes	3%	17%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	60%	51%	No	21%	32%	Yes	19%	14%	No	7%	6%	No	0%	0%	Yes	0%	0%	Yes	3%	7%	Yes
Skilled Craft	2%	1%	No	21%	28%	Yes	25%	13%	No	6%	9%	Yes	0%	0%	Yes	0%	2%	Yes	6%	4%	No
Service Maintenance	10%	12%	Yes	26%	43%	Yes	26%	18%	No	7%	6%	No	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes

Note: Pursuant to a request made by the FTA, the Estimated Availability percentages have been rounded to represent a whole person.

\*MTA BUS has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA BUS June 30, 2013 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.



## DEFINITIONS OF EEO JOB CATEGORIES:

### Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

### Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

### Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

### Protective Services

8.74 Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

### Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

### Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

### Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

### Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

# 2013, 2ND QUARTER EEO REPORT

AGENCY NAME: MTA BUS

## NEW HIRES AS OF 6/30/13

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	17	0	0.0%	7	41.2%	4	23.5%	1	5.9%	0	0.0%	0	0.0%	1	5.9%
Professionals	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	2	1	50.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	2	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	19	0	0.0%	8	42.1%	5	26.3%	2	10.5%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	122	21	17.2%	70	57.4%	32	26.2%	5	4.1%	0	0.0%	1	0.8%	2	1.6%
Total	163	22	13.5%	86	52.8%	43	26.4%	8	4.9%	0	0.0%	1	0.6%	3	1.8%

<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

# 2013, 2ND QUARTER EEO REPORT

AGENCY NAME: MTA BUS

## EEO AND TITLE VI COMPLAINTS

as of 6/30/13

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>1</sup>	Total Issues <sup>2</sup>	Total Cases	Status (# Open)
EEO	5	2	0	2	1	0	0	3	13	8	8
External Complaints	3	2	0	2	1	0	0	3	11	6	6
Internal Complaints	2	0	0	0	0	0	0	0	2	2	2

Category	Race	National Origin	Color	Total Issues <sup>2</sup>	Total Cases	Status (# Open)
Title VI	0	1	0	1	1	1

<sup>1</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

<sup>2</sup> In some instances a single complaint may involve two or more EEO categories.

<sup>3</sup> In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

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

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

## Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - September 2013

(data thru July 2013; \$s in million)

	Budget	Expenditures
Construction	\$ 943.6	\$ 786.8
Design	105.3	104.2
Construction Management	130.2	94.5
Real Estate	220.9	205.9
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,191.3</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i> <sup>†</sup>	\$ 136.2	\$ 136.1	\$ 0.1	\$ 131.6	Aug-2009	Jul-2009	Mar-2013	Oct-2013	Jun-2014
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	210.3	195.8	14.5	140.0	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

\* Customer Benefit Milestone represents the latest projected dates.

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

† Elevators and escalators will be in use by Oct 2013. Contract substantial completion has been extended to June 2014 due to additional security work added to the scope of this contract.

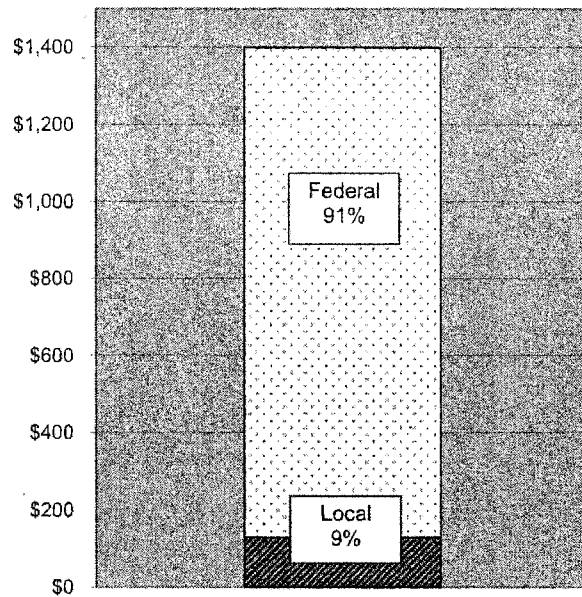
## Fulton Center Status

Report to the Transit Committee - September 2013

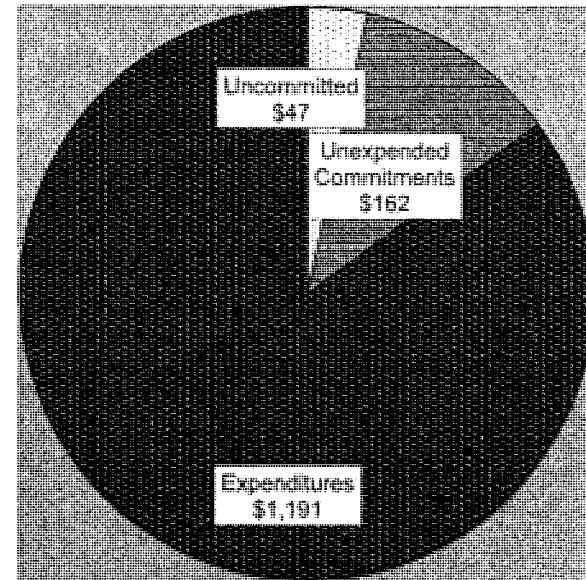
(data thru July 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 956	\$ 130	\$ 826	\$ 826	\$ 930	\$ 26	\$ 779
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	412
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,249</b>	<b>\$ 1,353</b>	<b>\$ 47</b>	<b>\$ 1,191</b>

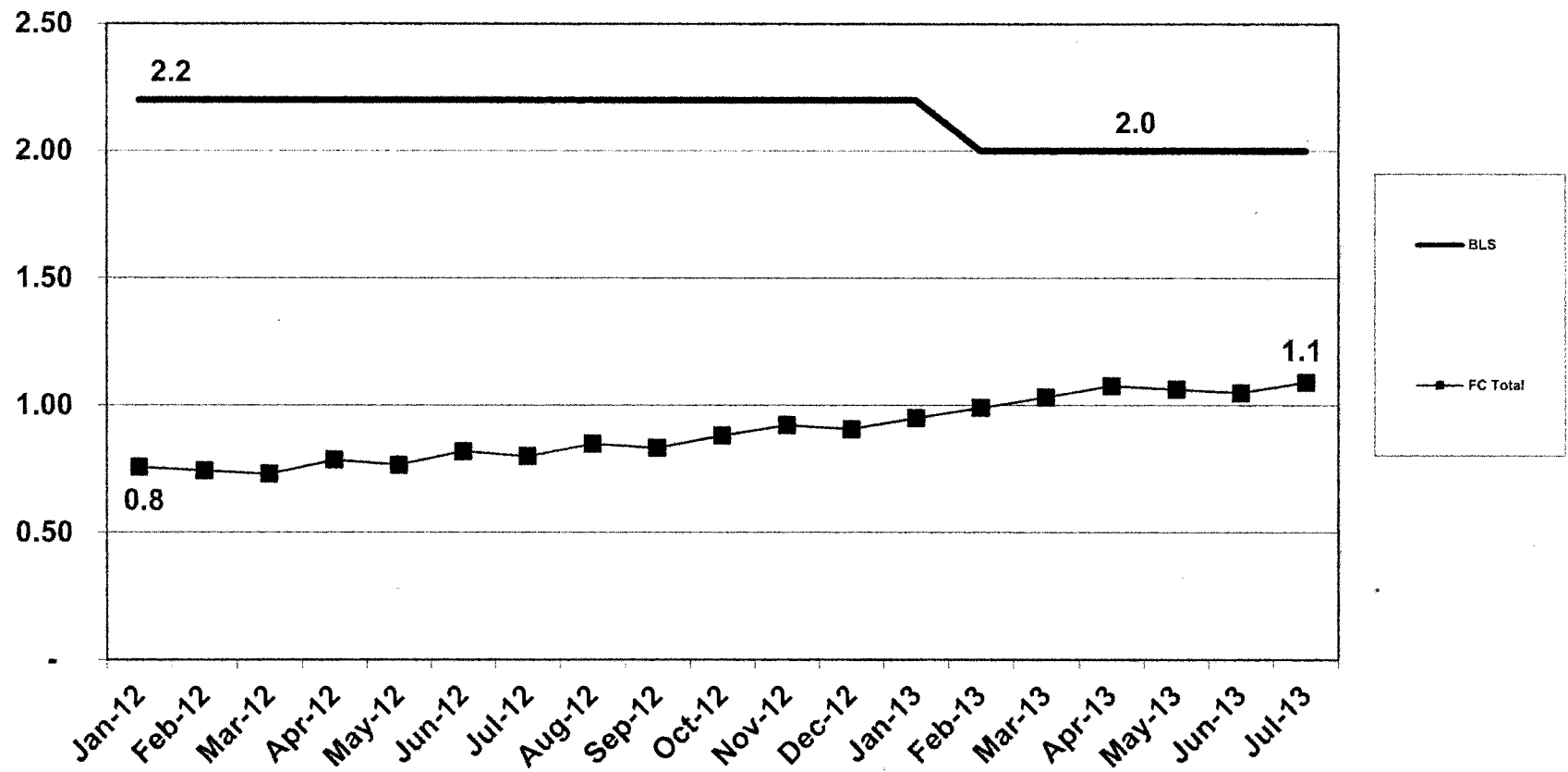
Project Budget: \$1,400 Million



Commitments and Expenditures (\$ in Millions)



# Lost Time Injury Rate Fulton Center Project, 2012-2013 vs. US BLS National Standard for Heavy & Civil Construction



## Note:

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

## 7 Line Extension Active and Future Construction Contracts

### Report to the Transit Committee - September 2013

(data thru July 2013; \$s in million)

	Budget	Expenditures
Final Design	\$ 114.0	\$ 109.7
Construction	1,870.9	1,602.2
Construction Management	40.0	27.2
Subway Project Reserve	75.9	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,739.1</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	201.9
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 1,941.0</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 1,994.0</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	June-2014

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	124.8	120.0	4.8	118.3	Oct-2010	Dec-2012	Oct-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	524.4	18.0	334.6	Aug-2011	Jun-2014	Jun-2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes <sup>††</sup> <i>John P. Picone Inc.</i>	92.3	84.1	8.1	8.2	Sep-2012	Apr-2016	Apr-2016

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

<sup>†</sup> Non-subway work includes design, construction management, and construction tasks.

<sup>††</sup> 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.



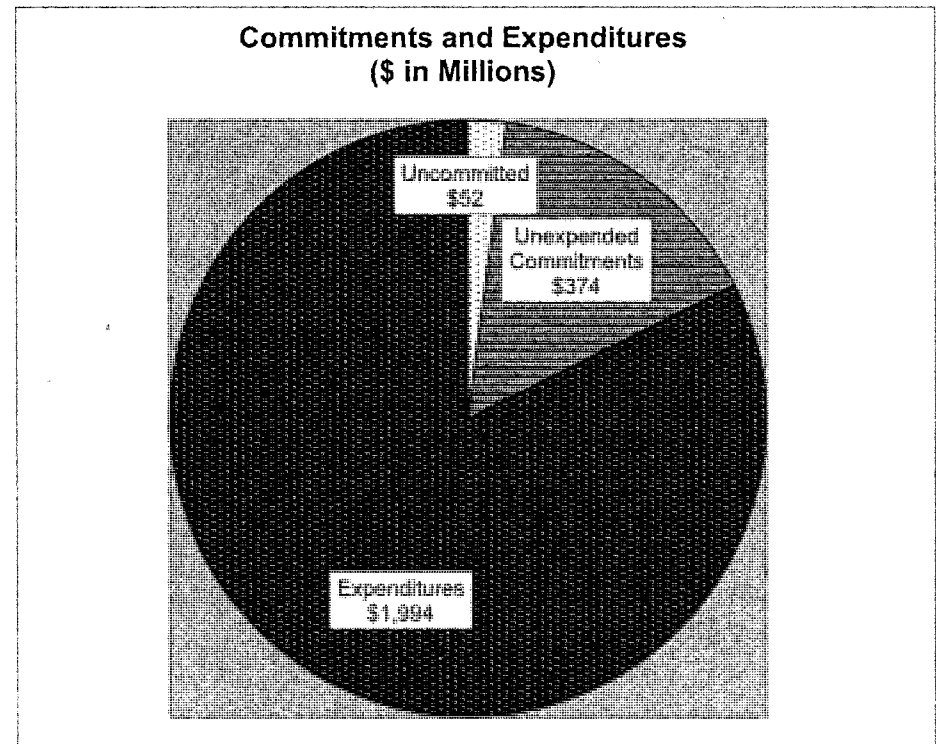
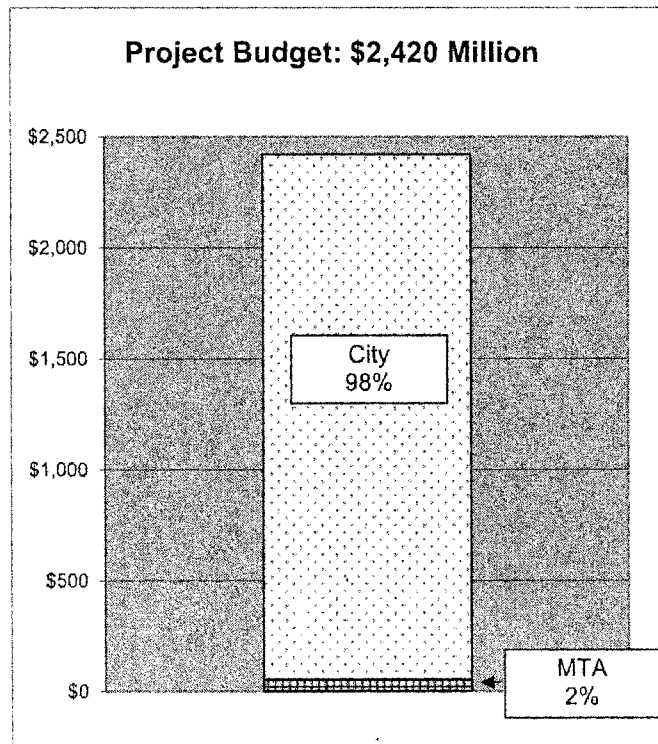
## 7 Line Extension Status

Report to the Transit Committee - September 2013

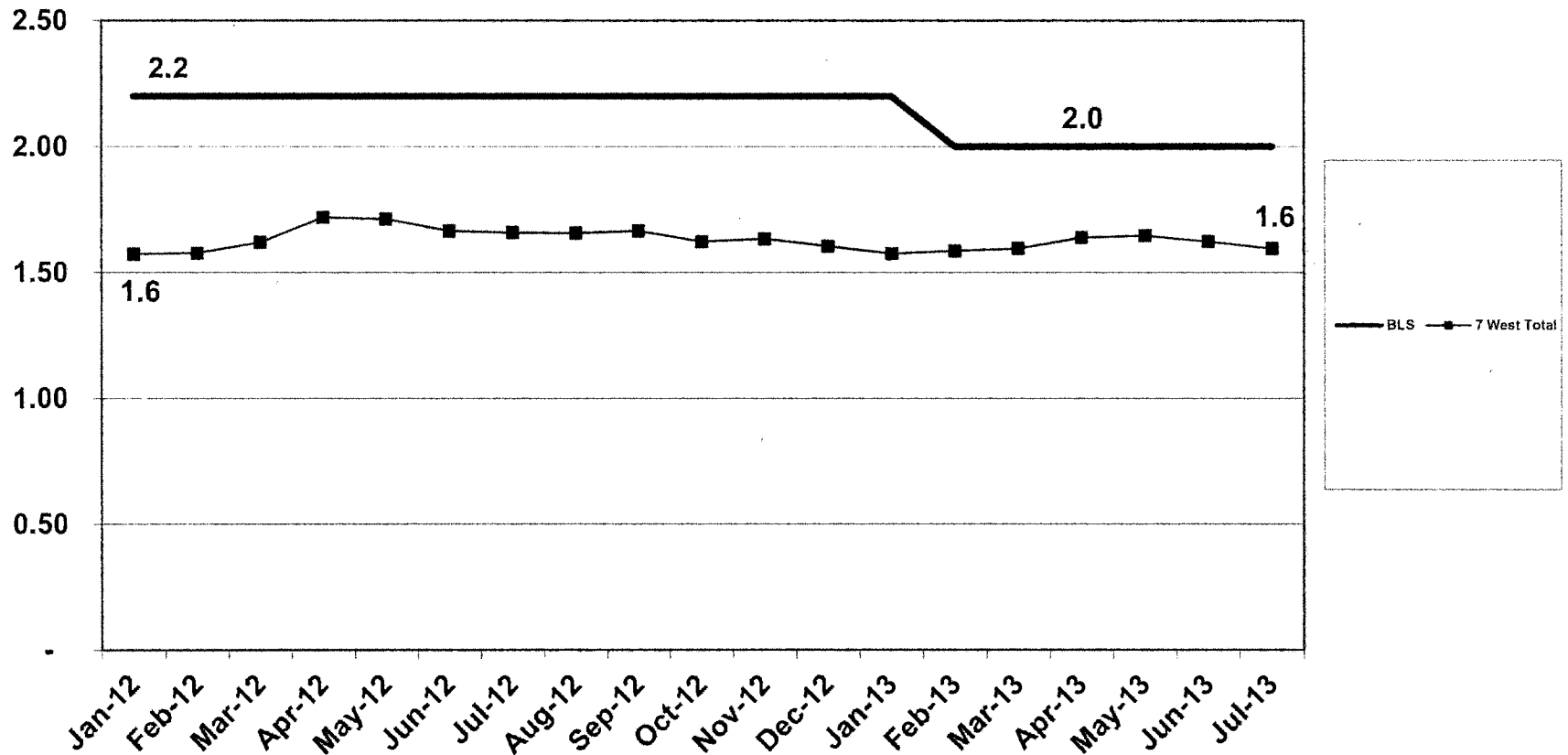
(data thru July 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,315	2,315	52	1,941
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,315	\$ 2,368	\$ 52	\$ 1,994

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



# **Lost Time Injury Rate** **7 Line Extension Project, 2012-2013** **vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

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

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

### Report to the Transit Committee - September 2013

(data thru July 2013; \$s in million)

	Budget	Expenditures
Construction	\$ 3,503.0	\$ 1,645.9
Design	475.5	443.5
Construction Management	191.0	97.7
Real Estate	281.5	204.3
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 2,391.4</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 Completion
96th St Station Structure <i>EE Cruz &amp; Tully, JV</i>	369.1	365.9	3.2	346.2	Feb-2009	May-2009	Jan-2013	Sep-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	452.0	17.5	361.6	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	181.8	3.5	85.7	Jul-2010	Jan-2011	May-2014	Jan-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	310.1	22.0	172.7	Jan-2011	Aug-2011	Sep-2014	Feb-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	263.9	19.0	22.6	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	340.8	327.3	13.5	50.8	Mar-2011	Jun-2012	Dec-2015	Dec-2015
72nd St Station Finishes <i>Judlau Contracting</i>	271.3	258.4	12.9	3.4	Nov-2012	Feb-2013	Nov-2015	Nov-2015
86th St Station Finishes <i>Schiavone - Picone, JV</i>	223.0	208.4	14.6	0.0	Oct-2013	Jun-2013	May-2016	May-2016

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

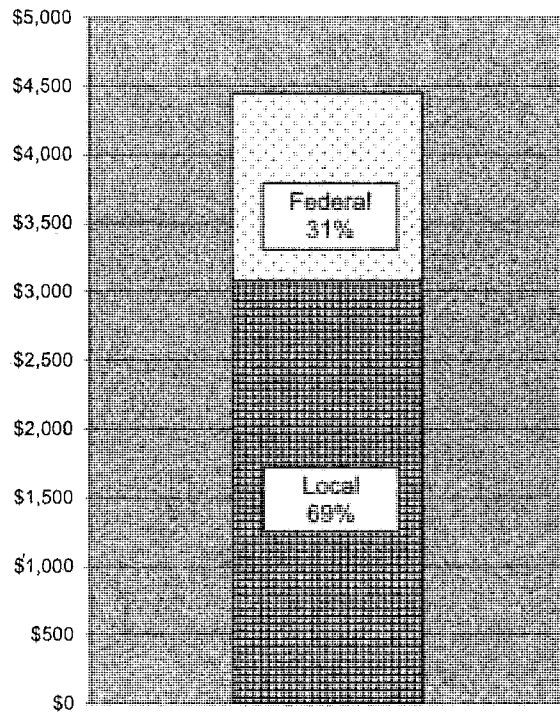
## Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - September 2013

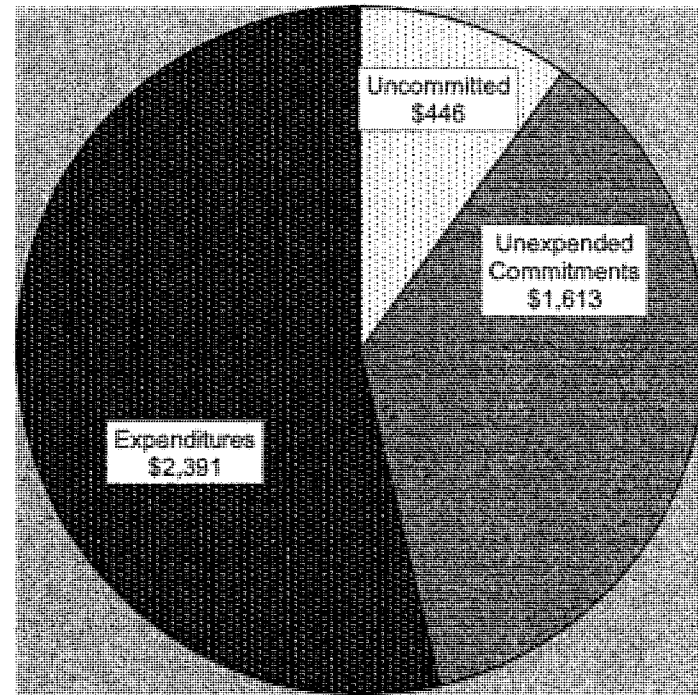
(data thru July 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,050	\$ 0	\$ 1,008
2005-2009	1,914	846	1,068	758	1,817	97	1,222
2010-2014	1,487	1,487	-	-	1,137	350	161
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,005	\$ 446	\$ 2,391

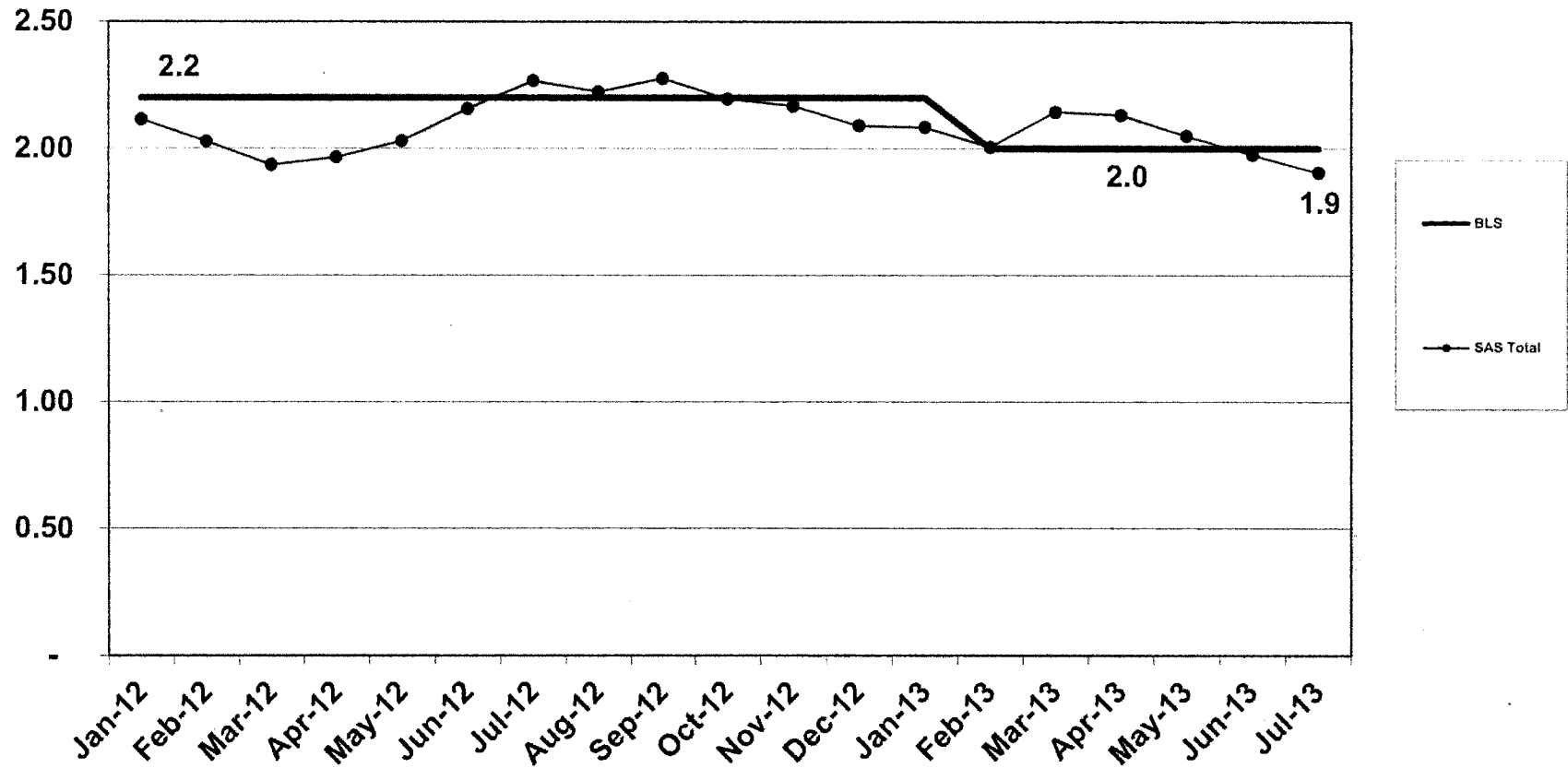
Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



**Lost Time Injury Rate  
Second Avenue Subway Project, 2012-2013  
vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

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