



**New York City Transit  
Bus Company**

# **Transit & Bus Committee Meeting**

## **November 2013**

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### **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





# Metropolitan Transportation Authority

## MEETING AGENDA

### NEW YORK CITY TRANSIT & BUS COMMITTEE

November 12, 2013 - 10:30 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

#### AGENDA ITEMS

##### PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES – SEPTEMBER 16, 2013 1.1
2. COMMITTEE WORK PLAN 2.1
3. OPERATIONS PERFORMANCE SUMMARY
  - September Operations Report 3.1
  - August Operations Report 3.38
4. FINANCIAL REPORTS
  - Preliminary September NYCT Revenue & Ridership Flash Report 4.1
  - Preliminary September MTA Bus Revenue & Ridership Flash Report 4.5
  - August NYCT Financial & Ridership Report 4.7
  - August SIR Financial & Ridership Report 4.30
  - August MTA Bus Financial & Ridership Report 4.41
  - Capital Program Status Report 4.53
5. PROCUREMENTS 5.1
  - NYCT Non-Competitive 5.5
  - NYCT Competitive 5.6
  - NYCT Ratifications 5.12
6. SERVICE CHANGES
  - **2345AEEFL** Schedule Changes Effective June 2014 6.1
  - MTABus Q39 Travel Path Revision 6.5
7. SPECIAL REPORTS & PRESENTATIONS
  - MetroCard Report 7.1
  - Final 2013 Subway Customer Satisfaction Survey 7.5
  - Final 2013 Local Bus Customer Satisfaction Survey 7.30
  - Review of NYC Transit & MTA Bus Committee Charter 7.47
  - 2014 Preliminary NYC Transit Budget (Materials Previously Distributed)
  - 2014 Preliminary SIR Budget (Materials Previously Distributed)
  - 2014 Preliminary MTA Bus Budget (Materials Previously Distributed)
8. STANDARD FOLLOW-UP REPORTS
  - Elevator & Escalator Service Report 8.1
  - Transit Adjudication Bureau Report 8.24
  - NYC Transit & MTA Bus EEO & Diversity Report 8.26
9. MTACC REPORT 9.1

**Date of next meeting: December 16, 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**

**September 16, 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. Fernando Ferrer, Vice Chairman, MTA  
Hon. Allen P. Cappelli  
Hon. Andrew Albert  
Hon. Robert C. Bickford  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Mark Page

The following Members were absent:

Hon. John H. Banks III, Vice-Chair  
Hon. David A. Paterson  
Hon. James L. Sedore, Jr.  
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  
Peter Cafiero, Chief, Operations Planning  
Lois Tendler, VP, Government & Community Relations  
Thomas Charles, Vice-President, Paratransit (DOB)  
Fred Smith, Senior Vice President, CPM  
Thomas Del Sorbo, Executive Vice-President, MTA Bus  
Michael Horodniceanu, President, MTA Capital Construction



## **I. Chairman Lebow opened the meeting.**

Chairman Lebow welcomed MTA Chairman Thomas Prendergast to the meeting and introduced John Molloy as a new Committee member.

Chairman Prendergast and Acting President Bianco presented World War II veteran Thomas Merrick with an official commendation from the Governor upon his retirement from 65 years of exemplary service with NYCT.

## **II. Public Speakers**

There were no public speakers.

## **III. Minutes and Work Plan**

Upon motion duly made and seconded, the Committee approved the Minutes of the July 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. 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 July 2013 with those of July 2012, as well as providing year-to-date or twelve-month average performance figures as appropriate.

In response to a suggestion by Member Albert, Peter Cafiero, Chief, Operations Planning, agreed to look at the possibility of distinguishing the northbound and southbound <sup>R</sup> lines in weekday wait assessment statistics.

In response to a question from Member Moerdler regarding the worsening wait assessment statistics on the <sup>1</sup>, <sup>2</sup>, <sup>3</sup>, <sup>4</sup> and <sup>5</sup> lines in July 2013, as compared to those in July 2012, Chief Cafiero noted that favorable weather conditions in July 2012 were likely a contributing factor. Acting SVP Leader also informed the Committee that a team had been established to review the effect of planned maintenance work on subway service.

Acting President Bianco announced the retirement of Thomas Del Sorbo, MTA Bus Executive Vice-President, thanking him for his valuable service and wishing him well on his future endeavors.

EVP Del Sorbo reported to the Committee on bus operating performance for both NYCT and MTA Bus, comparing performance statistics in July 2013 with those of July 2012. EVP Del Sorbo also presented performance highlights from both fixed route and paratransit operations, noting that American General would be taking over production of the MV1 paratransit



vehicles from the prior vendor, VPG, and would be forming a new company called Mobility Ventures. He noted that Mobility Ventures, which will be acquiring the assets of VPG, will resume the production of the MVIs in November of this year.

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 one to three years experience had the highest such incident rate, and that additional training was being instituted this month to address the situation.

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

Member Cappelli expressed concern relative to a program sponsored by the Brooklyn District Attorney to vacate minor warrants, including those for fare evasion in the subway system. He suggested that NYCT be in contact with the new Brooklyn DA to ensure that this program not continue.

In response to a question from Member Albert, Chief Fox clarified that the prohibition on repeat transit offender parolees using the system only applies to the use of subways and not to buses or commuter rail.

## **B. Financial Reports**

Acting President Bianco reported to the Committee on NYCT's finances. EVP Del Sorbo 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

In response to a question from Member Moerdler, EVP Del Sorbo explained that the management structures of MTA Bus and NYCT Department of Buses have been combined since 2008, but noted that a merger of other elements was a legal matter.

In response to a question from Member Cappelli, SVP Smith informed the Committee that the project to install surveillance equipment on Staten Island Railway was underway, with installation scheduled to begin in late November.

## **C. Procurements**

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 38 procurement action items totaling \$610.6 Million in proposed expenditures. VP Plochochi made a presentation on the procurements that were necessitated



by Superstorm Sandy, outlining the four major categories of Sandy-related procurement actions. A copy of this presentation is on file with the records of this meeting.

In response to a question from Member Moerdler regarding the sole source use of Bombardier for the procurement of replacement traction motor and propulsion controller parts, VP Plochochi explained that Bombardier was the original equipment manufacturer and as such is preferred for the replacement of parts in safety sensitive systems.

Member Moerdler also expressed his concern with the limited competition for the procurement of Indefinite Quantity Temporary Staffing for Signal and Train Control System Projects. He questioned NYCT's decision to lower the specified MBE/WBE goals and re-solicit the work. VP Plochochi explained that inclusion of such goals in a staffing contract such as this one was unusual, and that the decision to re-solicit without the 10% MBE/WBE goals was reasonable based on the specialized nature of this contract. Both VP Plochochi and EVP Bergen also noted that this decision was made together with the MTA's Department of Diversity and Civil Rights. VP Plochochi agreed to provide additional information regarding the reduction in goals to the Committee.

In response to a question from Member Moerdler regarding a finding of Significant Adverse Information (SAI) against AECOM, an engineering services indefinite quantity contractor proposing on Sandy related projects, VP Plochochi informed the Committee that the SAI had been primarily associated with one of AECOM's subsidiaries, and that AECOM had been forthcoming in addressing NYCT's questions and concerns.

Motions were duly made and seconded to approve the NYCT, MTA Bus and MTACC procurement action items, except that approval of the procurement of Indefinite Quantity Temporary Staffing for Signal and Train Control System Projects was contingent upon the receipt by the Committee of additional information regarding the reduction in MBE/WBE goals.

NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda) and those requiring a majority vote (Schedules G and H in the Agenda) were approved and forwarded to the full Board for consideration, as were its competitive procurements requiring a two-thirds vote (Schedule B in the Agenda) and those requiring a majority vote (Schedules F, G and L 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 proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) was approved and forwarded to the full Board for consideration.

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



**V. Service Changes**

The following were presented to the Committee for its information: (1) schedule changes to four bus routes to be implemented in January 2014; (2) the permanent revision of the Q25, Q34 and Q65 southbound routes and (3) the change to Q76 bus service, making Sunday service permanent.

In response to a concern expressed by Member Moerdler, Lois Tendler, VP, Government & Community Relations, confirmed that notice regarding the service changes was provided to the affected Community Boards in a timely manner.

**VI. Special Reports and Presentations**

The July 2013 MetroCard Report was presented to the Committee for its information, as were the 2013 Mid-Year Forecast Monthly Allocations and Preliminary Budgets for NYCT, SIR and MTA Bus.

**VII. Standard Follow-Up Reports**

The NYCT & MTA Bus Service Quality Indicators Report, Escalator & Elevator Service Report, Transit Adjudication Bureau Report and NYCT & MTA Bus EEO Report were presented to the Committee for information.

**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 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<br>(including Financial/Ridership, Capital Program<br>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

#### 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 |

#### December 2013

|  |                     |
|--|---------------------|
| 2014 Final Proposed NYC Transit Budget | Management & Budget |
| 2014 Final Proposed SIR Budget         | Management & Budget |
| 2014 Final Proposed MTA Bus Budget     |                     |

#### January 2014

|   |                           |
|---|---------------------------|
| Approval of 2014 Transit & Bus Committee<br>Work Plan | Committee Chair & Members |
|---|---------------------------|

#### March 2014

|   |                     |
|---|---------------------|
| Preliminary Review of NYC Transit 2013 Operating<br>Results | Management & Budget |
| Preliminary Review of SIR 2013 Operating Results            | Management & Budget |
| Preliminary Review of MTA Bus 2013 Operating Results        | Management & Budget |
| NYC Transit Adopted Budget/Financial Plan 2014-2017         | Management & Budget |
| SIR Adopted Budget/Financial Plan 2014-2017                 | Management & Budget |



## II. SPECIFIC AGENDA ITEMS

## Responsibility

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  
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

### September 2014

Public comment/Committee review of budget  
2014 NYC Transit Mid-Year Forecast Monthly Allocation  
2014 SIR Mid-Year Forecast Monthly Allocation  
2014 MTA Bus Mid-Year Forecast Monthly Allocation  
2015 Preliminary NYC Transit Budget  
2015 Preliminary SIR Budget  
2015 Preliminary MTA Bus Budget  
NYC Transit Service Quality Indicators & PES  
(including MTA Bus PES)  
Elevator & Escalator Service Report  
Transit Adjudication Bureau Report  
EEO & Diversity Report

Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Operations Planning

Subways  
Law  
EEO & Human Resources



# **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**

### **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.

#### 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.



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

### MARCH 2014

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

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

#### 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.



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

### 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.

### 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**



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

### SEPTEMBER 2014

#### 2014 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2014 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2014 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2014 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2014 MTA Bus Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of MTA Bus' 2014 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2015 NYC Transit Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### 2015 SIR Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### 2015 MTA Bus Preliminary Budget

Public comments will be accepted on the 2015 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

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

#### **September Monthly Operations Report**



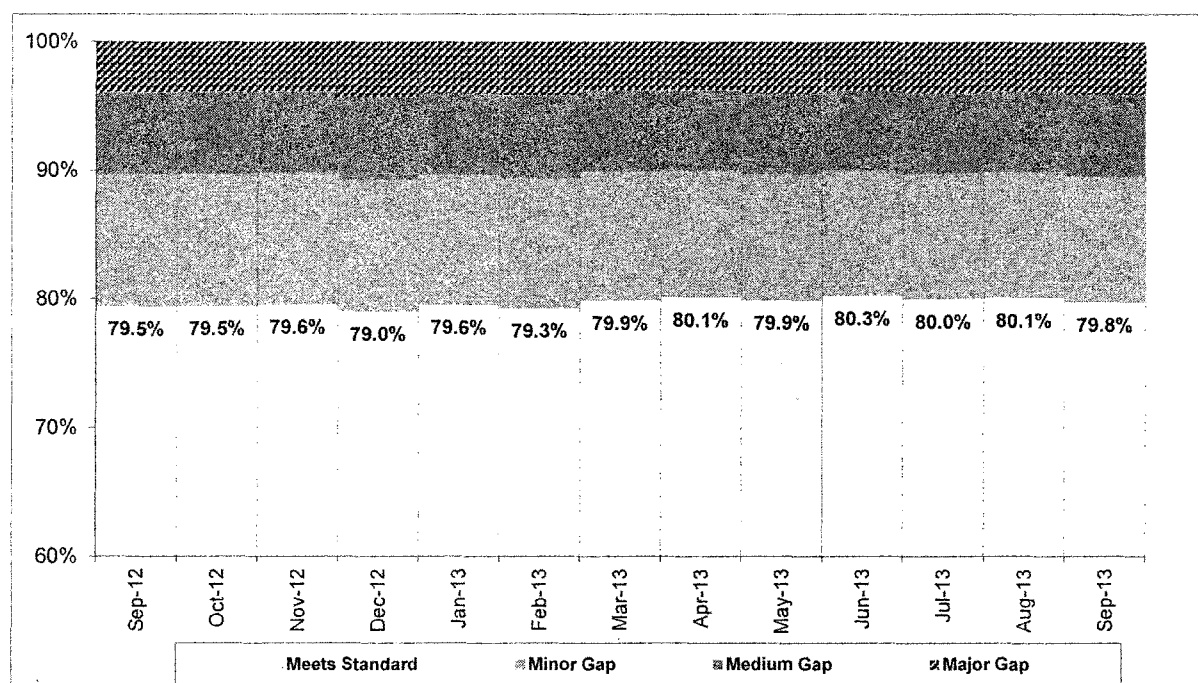
# Monthly Operations Report

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

| Subway Monthly Operations Report Service Indicators         |                               |           |              |                  |           |              |
|---|-------------------------------|-----------|--------------|------------------|-----------|--------------|
| Performance Indicator                                       | Current Month: September 2013 |           |              | 12-Month Average |           |              |
|   | This Year                     | Last Year | % Difference | This Year        | Last Year | % Difference |
| System Weekday Wait Assessment (Charts 1-2)                 |                               |           |              | 79.8%            | 79.5%     | +0.3%        |
| A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines) | 74.9%                         | 77.5%     | -2.6%        |                  |           |              |
| A Division Weekday Wait Assessment - (All Lines)            |                               |           |              | 75.5%            | 77.5%     | -2.0%        |
| B Division Weekday Wait Assessment                          | 79.5%                         | 82.9%     | -3.4%        | 81.7%            | 80.4%     | +1.3%        |
| System Weekend Wait Assessment (Charts 3)                   |                               |           |              | 84.9%            | 84.1%     | +0.8%        |
| A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines) | 83.9%                         | 83.9%     | 0.0%         |                  |           |              |
| A Division Weekend Wait Assessment - (All Lines)            |                               |           |              | 83.5%            | 83.4%     | +0.1%        |
| B Division Weekend Wait Assessment                          | 84.9%                         | 86.1%     | -1.2%        | 85.7%            | 84.5%     | +1.2%        |
| System Weekday Terminal On-Time Performance (Charts 4-5)    | 80.7%                         | 83.6%     | -2.9%        | 81.7%            | 84.1%     | -2.4%        |
| A Division Weekday Terminal On-Time Performance             | 75.7%                         | 76.6%     | -0.9%        | 73.5%            | 77.6%     | -4.1%        |
| B Division Weekday Terminal On-Time Performance             | 84.6%                         | 88.5%     | -3.9%        | 87.2%            | 88.7%     | -1.5%        |
| System Number of Terminal Delays (Charts 6)                 | 30,861                        | 22,056    | +39.9%       | 26,637           | 23,442    | +13.6%       |
| System Weekend Terminal On-Time Performance (Charts 7-8)    | 85.7%                         | 86.8%     | -1.1%        | 86.3%            | 87.9%     | -1.6%        |
| A Division Weekend Terminal On-Time Performance             | 79.5%                         | 79.0%     | +0.5%        | 79.7%            | 82.2%     | -2.5%        |
| B Division Weekend Terminal On-Time Performance             | 89.5%                         | 91.3%     | -1.8%        | 90.3%            | 91.5%     | -1.2%        |
| System Number of Weekend Terminal Delays (Charts 9)         | 8,142                         | 7,368     | +10.5%       | 6,208            | 5,636     | +10.1%       |
| Mean Distance Between Failures (Charts 10-11)               | 120,645                       | 153,417   | -21.4%       | 156,415          | 166,392   | -6.0%        |
| A Division Mean Distance Between Failures                   | 120,046                       | 140,304   | -14.4%       | 147,189          | 151,751   | -3.0%        |
| B Division Mean Distance Between Failures                   | 121,102                       | 164,543   | -26.4%       | 164,103          | 179,025   | -8.3%        |
| System Weekday Service-KPI (Charts 12-13)                   | 81.5%                         | 82.6%     | -1.1%        | N/A              |           |              |
| A Division Weekday Service-KPI                              | 76.9%                         | 78.5%     | -1.6%        |                  |           |              |
| B Division Weekday Service-KPI                              | 84.3%                         | 84.8%     | -0.5%        |                  |           |              |
| System Weekday PES-KPI (Charts 14-16)                       | 91.6%                         | 90.9%     | +0.7%        |                  |           |              |
| Staten Island Railway                                       |                               |           |              |                  |           |              |
| 24 Hour On-Time Performance                                 | 98.1%                         | 92.0%     | +6.1%        | 93.1%            | 95.0%     | -1.9%        |
| AM Rush On-Time Performance                                 | 100.0%                        | 99.4%     | +0.6%        | 97.7%            | 97.7%     | 0.0%         |
| PM Rush On-Time Performance                                 | 100.0%                        | 94.0%     | +6.0%        | 96.9%            | 98.0%     | -1.1%        |
| Percentage of Completed Trips                               | 99.9%                         | 98.9%     | +1.0%        | 99.6%            | 99.3%     | +0.3%        |
| Mean Distance Between Failures                              | 74,941                        | 64,961    | +15.4%       | 73,902           | 94,553    | -21.8%       |
| Staten Island Railway PES-KPI (Charts 17)                   | 92.8%                         | 91.7%     | +1.1%        |                  |           |              |



## 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<br>12-Month Average |          |       |        |       | Annual Results<br>(Meets Standard) |
|--------------------------------|----------|-------|--------|-------|------------------------------------|
|                                | Meets    | GAP   |        |       |                                    |
|                                | Standard | Minor | Medium | Major |                                    |
| Oct '12 - Sept '13             | 79.8%    | 9.8%  | 6.4%   | 4.1%  | 2013 GOAL: 79.4%                   |
| Oct '11 - Sept '12             | 79.5%    | 10.3% | 6.4%   | 3.9%  | 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)**

|                 | Oct '12 - Sept '13 |       |        |       | Oct '11 - Sept '12 |       |        |       |            |
|-----------------|--------------------|-------|--------|-------|--------------------|-------|--------|-------|------------|
|                 | Headways*          |       |        |       | Headways*          |       |        |       |            |
|                 | Meets              | GAP   |        |       | Meets              | GAP   |        |       | Standard   |
| Line            | Standard           | Minor | Medium | Major | Standard           | Minor | Medium | Major | Difference |
| 1               | 78.6%              | 8.4%  | 6.1%   | 6.9%  | 85.4%              | 6.9%  | 4.4%   | 3.3%  | -6.8%      |
| 2               | 73.1%              | 10.6% | 9.4%   | 6.9%  | 73.4%              | 10.5% | 8.9%   | 7.1%  | -0.3%      |
| 3               | 77.4%              | 10.0% | 6.9%   | 5.7%  | 76.8%              | 10.3% | 7.5%   | 5.4%  | +0.6%      |
| 4               | 73.1%              | 9.3%  | 8.6%   | 9.0%  | 74.6%              | 9.8%  | 7.4%   | 8.2%  | -1.5%      |
| 5               | 70.3%              | 10.2% | 8.9%   | 10.6% | 72.7%              | 10.7% | 7.5%   | 9.1%  | -2.4%      |
| 6               | 76.7%              | 7.7%  | 6.8%   | 8.7%  | 81.8%              | 8.0%  | 5.3%   | 5.0%  | -5.1%      |
| 7               | 79.5%              | 10.2% | 6.6%   | 3.7%  | 77.4%              | 12.5% | 7.4%   | 2.7%  | +2.1%      |
| S 42nd          | 92.3%              | 3.9%  | 1.3%   | 2.5%  | N/A**              | N/A** | N/A**  | N/A** |            |
| Subdivision A** | 75.5%              | 9.5%  | 7.6%   | 7.4%  | 77.5%              | 9.8%  | 6.9%   | 5.8%  | -2.0%      |
| A               | 74.1%              | 10.3% | 10.0%  | 5.6%  | 73.3%              | 10.5% | 8.6%   | 7.6%  | +0.8%      |
| B               | 79.2%              | 11.4% | 6.8%   | 2.6%  | 79.4%              | 11.7% | 6.5%   | 2.5%  | -0.2%      |
| C               | 83.9%              | 10.5% | 4.1%   | 1.5%  | 78.8%              | 12.0% | 6.0%   | 3.2%  | +5.1%      |
| D               | 80.4%              | 11.6% | 6.1%   | 1.9%  | 78.4%              | 12.2% | 6.4%   | 3.0%  | +2.0%      |
| E               | 76.4%              | 11.8% | 7.6%   | 4.1%  | 74.2%              | 11.8% | 8.8%   | 5.1%  | +2.2%      |
| F               | 76.5%              | 10.5% | 8.4%   | 4.6%  | 73.2%              | 11.1% | 9.4%   | 6.3%  | +3.3%      |
| S Fkln          | 97.1%              | 2.1%  | 0.6%   | 0.2%  | 96.1%              | 3.0%  | 0.9%   | 0.0%  | +1.0%      |
| G               | 83.6%              | 10.4% | 4.4%   | 1.6%  | 83.6%              | 11.4% | 3.6%   | 1.4%  | +0.0%      |
| S Rock          | 96.6%              | 2.4%  | 0.6%   | 0.4%  | 93.3%              | 5.1%  | 0.9%   | 0.7%  | +3.3%      |
| JZ              | 81.2%              | 10.9% | 5.4%   | 2.4%  | 82.0%              | 9.5%  | 6.4%   | 2.1%  | -0.8%      |
| L               | 82.1%              | 10.8% | 5.2%   | 1.9%  | 80.0%              | 11.9% | 6.2%   | 1.9%  | +2.1%      |
| M               | 78.2%              | 12.7% | 6.7%   | 2.4%  | 77.7%              | 12.5% | 7.4%   | 2.3%  | +0.5%      |
| N               | 78.8%              | 11.2% | 6.7%   | 3.3%  | 79.4%              | 11.8% | 6.2%   | 2.6%  | -0.6%      |
| Q               | 78.9%              | 12.3% | 6.3%   | 2.5%  | 79.3%              | 11.6% | 6.2%   | 2.9%  | -0.4%      |
| R               | 78.7%              | 10.2% | 7.9%   | 3.2%  | 77.0%              | 11.2% | 8.0%   | 3.8%  | +1.7%      |
| Subdivision B   | 81.7%              | 9.9%  | 5.8%   | 2.5%  | 80.4%              | 10.5% | 6.1%   | 3.0%  | +1.3%      |
| Systemwide**    | 79.8%              | 9.8%  | 6.4%   | 4.1%  | 79.5%              | 10.3% | 6.4%   | 3.9%  | +0.3%      |

**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)**

|                  | Oct '12 - Sept '13 |           |        |       | Oct '11 - Sept '12 |           |        |       |            |
|------------------|--------------------|-----------|--------|-------|--------------------|-----------|--------|-------|------------|
|                  |                    | Headways* |        |       |                    | Headways* |        |       |            |
|                  | Meets              | GAP       |        |       | Meets              | GAP       |        |       | Standard   |
| Line             | Standard           | Minor     | Medium | Major | Standard           | Minor     | Medium | Major | Difference |
| 1                | 90.0%              | 6.1%      | 2.7%   | 1.3%  | 87.8%              | 7.3%      | 2.3%   | 2.7%  | +2.2%      |
| 2                | 81.1%              | 10.5%     | 5.8%   | 2.6%  | 80.7%              | 9.3%      | 5.6%   | 4.3%  | +0.4%      |
| 3                | 86.9%              | 7.6%      | 3.4%   | 2.1%  | 80.7%              | 7.0%      | 3.1%   | 9.2%  | +6.2%      |
| 4                | 78.4%              | 9.8%      | 7.2%   | 4.7%  | 76.8%              | 9.1%      | 5.9%   | 8.1%  | +1.6%      |
| 5                | 86.1%              | 6.7%      | 3.2%   | 3.9%  | 91.7%              | 5.2%      | 1.5%   | 1.7%  | -5.6%      |
| 6                | 81.0%              | 8.5%      | 6.2%   | 4.3%  | 85.4%              | 7.5%      | 3.5%   | 3.6%  | -4.4%      |
| 7                | 81.0%              | 11.5%     | 5.6%   | 1.9%  | 80.3%              | 12.7%     | 5.7%   | 1.3%  | +0.7%      |
| S 42nd           | 96.5%              | 0.5%      | 1.4%   | 1.6%  | N/A**              | N/A**     | N/A**  | N/A** | N/A        |
| Sub Division A** | 83.5%              | 8.7%      | 4.9%   | 3.0%  | 83.4%              | 8.3%      | 3.9%   | 4.4%  | +0.1%      |
| A                | 79.0%              | 10.8%     | 8.0%   | 2.2%  | 76.2%              | 12.0%     | 8.5%   | 3.4%  | +2.8%      |
| C                | 83.4%              | 8.5%      | 5.7%   | 2.4%  | 83.4%              | 10.0%     | 5.9%   | 0.7%  | +0.0%      |
| D                | 83.4%              | 11.1%     | 4.5%   | 0.9%  | 81.8%              | 11.4%     | 5.6%   | 1.3%  | +1.6%      |
| E                | 88.2%              | 8.5%      | 2.5%   | 0.8%  | 86.1%              | 7.9%      | 3.0%   | 3.0%  | +2.1%      |
| F                | 79.3%              | 12.0%     | 6.6%   | 2.0%  | 81.9%              | 11.4%     | 5.4%   | 1.3%  | -2.6%      |
| S Fkln           | 96.3%              | 3.5%      | 0.2%   | 0.0%  | 95.4%              | 3.8%      | 0.6%   | 0.2%  | +0.9%      |
| G                | 88.3%              | 6.5%      | 3.6%   | 1.6%  | 88.4%              | 9.1%      | 1.7%   | 0.8%  | -0.1%      |
| JZ               | 89.2%              | 8.2%      | 1.8%   | 0.9%  | 86.9%              | 8.6%      | 3.3%   | 1.2%  | +2.3%      |
| L                | 86.5%              | 8.5%      | 3.3%   | 1.7%  | 85.2%              | 9.8%      | 3.5%   | 1.4%  | +1.3%      |
| N                | 84.7%              | 9.7%      | 4.5%   | 1.1%  | 84.7%              | 9.4%      | 4.5%   | 1.3%  | +0.0%      |
| Q                | 85.5%              | 8.2%      | 4.1%   | 2.1%  | 85.3%              | 10.8%     | 3.5%   | 0.5%  | +0.2%      |
| R                | 84.6%              | 11.5%     | 3.1%   | 0.9%  | 79.3%              | 14.8%     | 4.6%   | 1.3%  | +5.3%      |
| Sub Division B   | 85.7%              | 8.9%      | 4.0%   | 1.4%  | 84.5%              | 9.9%      | 4.2%   | 1.4%  | +1.2%      |
| Systemwide**     | 84.9%              | 8.8%      | 4.3%   | 2.0%  | 84.1%              | 9.3%      | 4.1%   | 2.5%  | +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. 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

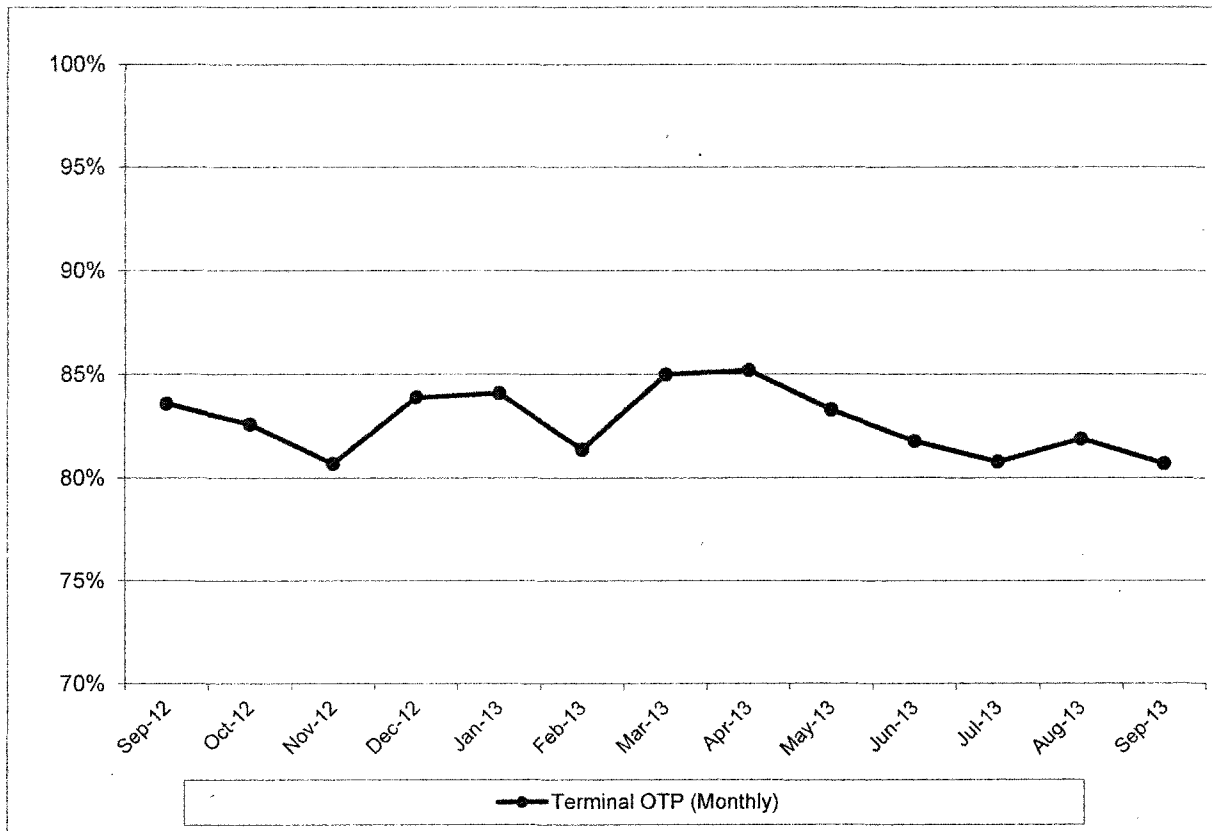
**Medium Gap:** from 50% to 100% over scheduled headway

**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**

Sep 2013: 80.7%  
 Sep 2012: 83.6%  
 12-Mon Avg: 81.7%  
 (Oct '12-Sep '13)

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

Sep 2013: 75.7%  
 Sep 2012: 76.6%  
 12-Mon Avg: 73.5%  
 (Oct '12-Sep '13)

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

Sep 2013: 84.6%  
 Sep 2012: 88.5%  
 12-Mon Avg: 87.2%  
 (Oct '12-Sep '13)

### Discussion of Results

In September 2013, Right Of Way (8,760 delays), Track Gangs (6,529 delays), and Over Crowding (5,607 delays) were the highest categories of delays, representing 67.7% of the total 30,861 delays.



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

| <u>Line</u>          | <u>Oct '12 - Sep '13</u> | <u>Oct '11 - Sep '12</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| 1                    | 84.3%                    | 89.4%                    | -5.1%               |
| 2                    | 57.3%                    | 62.3%                    | -5.0%               |
| 3                    | 71.8%                    | 73.5%                    | -1.7%               |
| 4                    | 57.7%                    | 65.5%                    | -7.8%               |
| 5                    | 59.1%                    | 67.2%                    | -8.1%               |
| 6                    | 75.9%                    | 79.1%                    | -3.2%               |
| 7                    | 90.0%                    | 91.0%                    | -1.0%               |
| S 42 St              | N/A*                     | N/A*                     |                     |
| <b>Subdivision A</b> | 73.5%                    | 77.6%                    | -4.1%               |
| A                    | 83.9%                    | 83.2%                    | +0.7%               |
| B                    | 85.9%                    | 88.0%                    | -2.1%               |
| C                    | 91.2%                    | 91.4%                    | -0.2%               |
| D                    | 84.9%                    | 89.4%                    | -4.5%               |
| E                    | 83.2%                    | 86.2%                    | -3.0%               |
| F                    | 77.4%                    | 79.6%                    | -2.2%               |
| S Fkln               | 99.3%                    | 99.5%                    | -0.2%               |
| G                    | 86.6%                    | 92.5%                    | -5.9%               |
| S Rock               | 97.4%                    | 96.5%                    | +0.9%               |
| J Z                  | 95.2%                    | 95.5%                    | -0.3%               |
| L                    | 94.9%                    | 95.4%                    | -0.5%               |
| M                    | 86.3%                    | 90.5%                    | -4.2%               |
| N                    | 82.0%                    | 81.0%                    | +1.0%               |
| Q                    | 85.8%                    | 87.2%                    | -1.4%               |
| R                    | 86.9%                    | 88.5%                    | -1.6%               |
| <b>Subdivision B</b> | 87.2%                    | 88.7%                    | -1.5%               |
| <b>Systemwide</b>    | <b>81.7%</b>             | <b>84.1%</b>             | <b>-2.4%</b>        |

\* Performance data unavailable pending ATS system software upgrade.



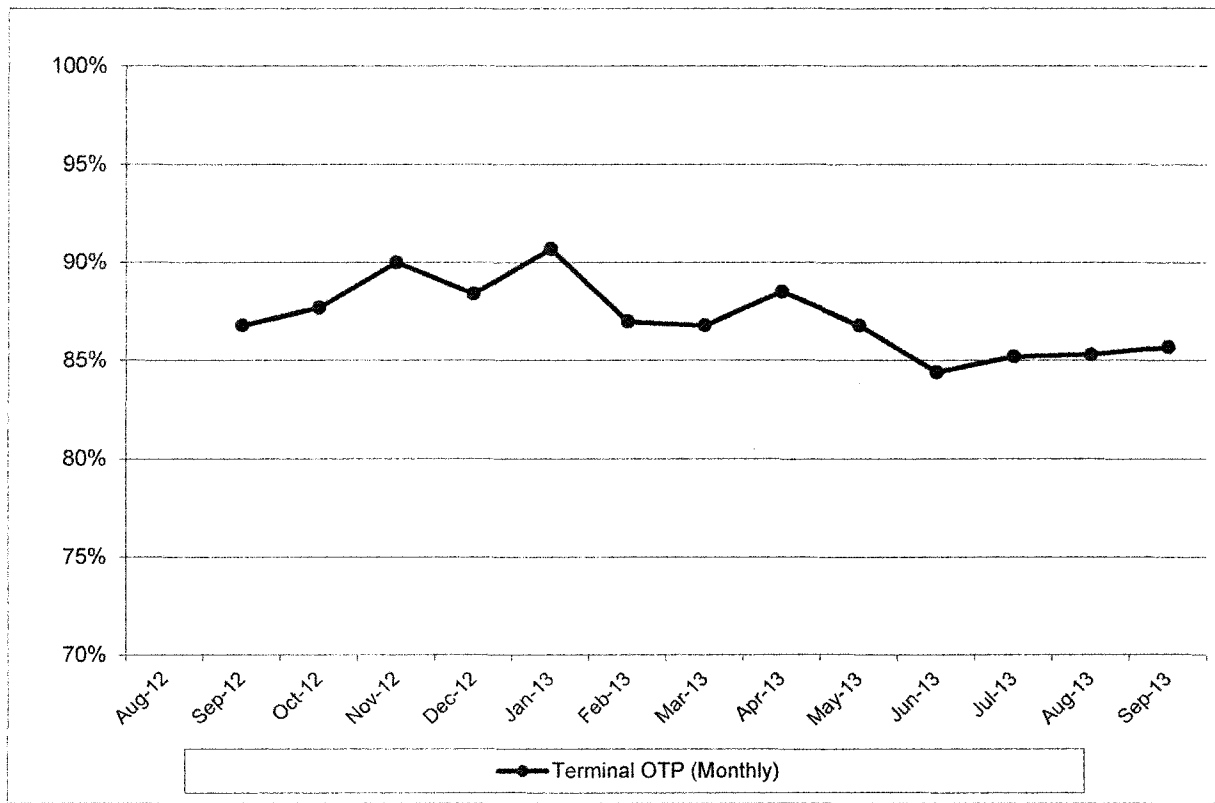
**September 2013 Weekday Terminal Delays  
Systemwide Summary**

| <u>Categories</u>      | <u>Delays</u>        |
|------------------------|----------------------|
| Row Delays             | 8,760                |
| Track Gangs            | 6,529                |
| Over Crowding          | 5,607                |
| Sick Customer          | 2,199                |
| Car Equipment          | 2,140                |
| Work Equipment/G. O.   | 1,408                |
| Police                 | 1,269                |
| Unruly Customer        | 852                  |
| Fire                   | 817                  |
| Employee               | 520                  |
| Operational Diversions | 292                  |
| External               | 241                  |
| Infrastructure         | 201                  |
| Inclement Weather      | 26                   |
| Total Delays           | <u><u>30,861</u></u> |

\* Total may differ slightly due to rounding.



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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Sep 2013: 85.7%  
 Sep 2012: 86.8%  
 12-Mon Avg: 86.3%  
 (Oct '12-Sep '13)

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

Sep 2013: 79.5%  
 Sep 2012: 79.0%  
 12-Mon Avg: 79.7%  
 (Oct '12-Sep '13)

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

Sep 2013: 89.5%  
 Sep 2012: 91.3%  
 12-Mon Avg: 90.3%  
 (Oct '12-Sep '13)

### Discussion of Results

In September 2013, Track Gangs (2,526 delays), Work Equipment/G.O. (1,675 delays), Right Of Way (1,006 delays) were the highest categories of delays, representing 64.0% of the total 8,142 delays.



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

| <u>Line</u>          | <u>Oct '12 - Sep '13</u> | <u>Oct '11 - Sep '12</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| 1                    | 83.3%                    | 85.6%                    | -2.3%               |
| 2                    | 65.8%                    | 65.6%                    | +0.2%               |
| 3                    | 82.7%                    | 86.5%                    | -3.8%               |
| 4                    | 70.0%                    | 74.3%                    | -4.3%               |
| 5                    | 85.2%                    | 84.7%                    | +0.5%               |
| 6                    | 74.5%                    | 80.0%                    | -5.5%               |
| 7                    | 92.6%                    | 92.2%                    | +0.4%               |
| S 42 St              | N/A*                     | N/A*                     |                     |
| <b>Subdivision A</b> | 79.7%                    | 82.2%                    | -2.5%               |
| A                    | 83.9%                    | 84.3%                    | -0.4%               |
| C                    | 84.4%                    | 86.8%                    | -2.4%               |
| D                    | 87.3%                    | 92.0%                    | -4.7%               |
| E                    | 90.6%                    | 90.4%                    | 0.2%                |
| F                    | 80.0%                    | 82.4%                    | -2.4%               |
| S Fkln               | 99.4%                    | 99.6%                    | -0.2%               |
| G                    | 95.5%                    | 97.3%                    | -1.8%               |
| S Rock               | 98.1%                    | 97.0%                    | +1.1%               |
| J Z                  | 96.7%                    | 95.3%                    | +1.4%               |
| L                    | 96.0%                    | 96.9%                    | -0.9%               |
| M                    | 98.1%                    | 95.3%                    | +2.8%               |
| N                    | 80.7%                    | 85.0%                    | -4.3%               |
| Q                    | 91.8%                    | 94.2%                    | -2.4%               |
| R                    | 88.7%                    | 92.5%                    | -3.8%               |
| <b>Subdivision B</b> | 90.3%                    | 91.5%                    | -1.2%               |
| <b>Systemwide</b>    | <b>86.3%</b>             | <b>87.9%</b>             | <b>-1.6%</b>        |

\* Performance data unavailable pending ATS system software upgrade.



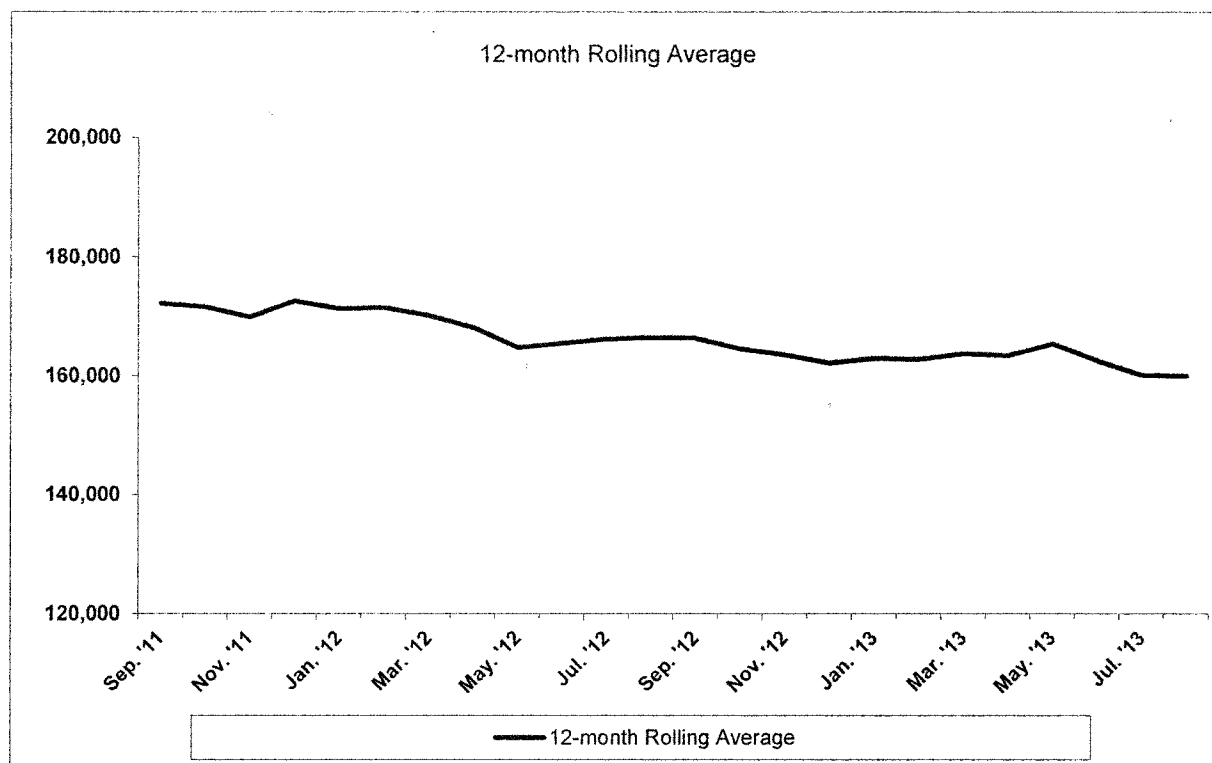
**September 2013 Weekend Terminal Delays  
Systemwide Summary**

| <b>Categories</b>      | <b>Delays</b> |
|------------------------|---------------|
| Track Gangs            | 2,526         |
| Work Equipment/G. O.   | 1,675         |
| ROW Delays             | 1,006         |
| Over Crowding          | 767           |
| Unruly Customer        | 647           |
| Police                 | 326           |
| Car Equipment          | 317           |
| Sick Customer          | 301           |
| Employee               | 265           |
| Fire                   | 110           |
| Operational Diversions | 71            |
| Infrastructure         | 62            |
| External               | 56            |
| Inclement Weather      | 10            |
| Collision/Derailment   | 3             |
| <b>Total Delays</b>    | <b>8,142</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

Sept 2013: 120,645

Sept 2012: 153,417

### 12-Month Average

Oct 12 - Sept 13: 156,415

Oct 11 - Sept 12: 166,392

### Annual Result

2013 Goal: 166,000

2012 Actual: 162,138

### Discussion of Results

MDBF in September 2013 decreased 21.4% from September 2012. Over the past year, the MDBF 12-month average decreased 6.0%.



## **Car Reliability**

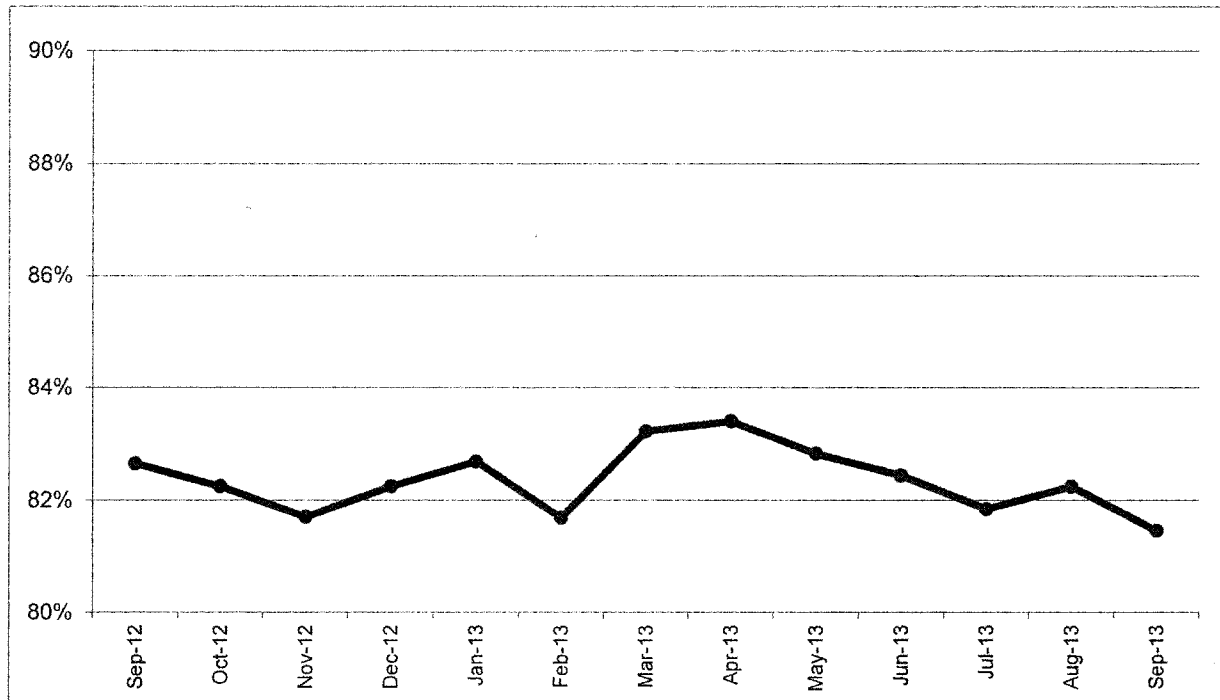
### **Mean Distance Between Failures (Miles)**

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

| <b>Car Class</b> | <b># of Cars</b> | <b>Sept '13</b> | <b>Sept '12</b> | <b>% Change</b> |
|------------------|------------------|-----------------|-----------------|-----------------|
| R32              | 222              | 52,539          | 66,041          | <b>-20.44%</b>  |
| R42              | 50               | 39,192          | 42,266          | <b>-7.27%</b>   |
| R46              | 752              | 95,487          | 84,828          | <b>12.57%</b>   |
| R62              | 315              | 197,847         | 194,253         | <b>1.85%</b>    |
| R62A             | 824              | 154,352         | 130,911         | <b>17.91%</b>   |
| R68              | 425              | 168,241         | 136,740         | <b>23.04%</b>   |
| R68A             | 200              | 103,209         | 150,592         | <b>-31.46%</b>  |
| R142             | 1,030            | 160,386         | 200,265         | <b>-19.91%</b>  |
| R142A            | 575              | 110,262         | 110,680         | <b>-0.38%</b>   |
| R143             | 212              | 77,883          | 168,319         | <b>-53.73%</b>  |
| R160             | 1,662            | 463,015         | 645,207         | <b>-28.24%</b>  |
| FLEET            | 6,267            | 156,415         | 166,392         | <b>-6.00%</b>   |



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



### S-KPI Definition

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

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

| <b>Systemwide<br/>Monthly Results</b> | <b>Goal</b>      |
|---------------------------------------|------------------|
| September 2013: 81.5%                 | 2013 GOAL: 85.2% |
| September 2012: 82.6%                 |                  |



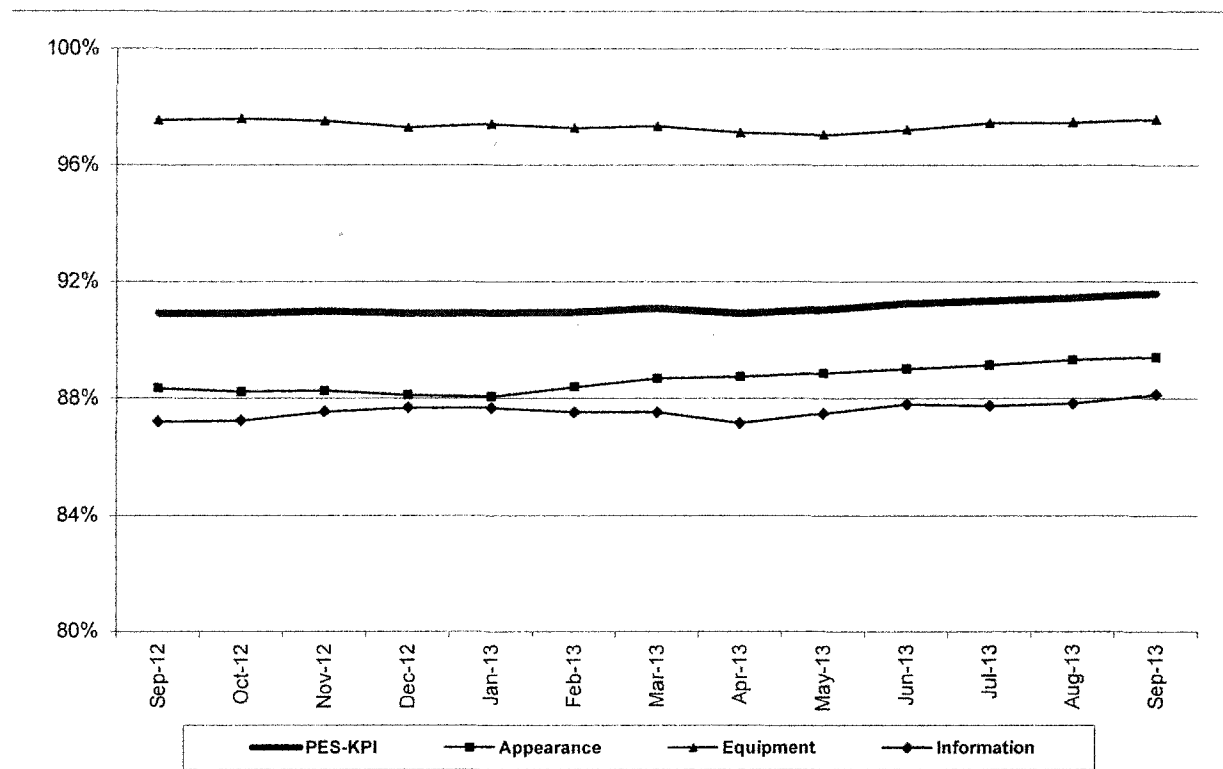
## Service - Key Performance Indicator (S-KPI)

| <u>Line</u>           | <u>September 2013</u> | <u>September 2012</u> | <u>% Difference</u> |
|-----------------------|-----------------------|-----------------------|---------------------|
| 1                     | 78.0%                 | 83.8%                 | -5.8%               |
| 2                     | 69.6%                 | 71.2%                 | -1.6%               |
| 3                     | 77.6%                 | 76.6%                 | +1.0%               |
| 4                     | 66.8%                 | 71.8%                 | -5.0%               |
| 5                     | 68.4%                 | 74.3%                 | -5.9%               |
| 6                     | 74.9%                 | 80.4%                 | -5.5%               |
| 7                     | 85.0%                 | 84.1%                 | +0.9%               |
| S 42nd                | 86.6%                 | N/A*                  | N/A*                |
| <b>SubDivision A*</b> | 76.9%                 | 78.5%                 | <b>-1.6%</b>        |
| A                     | 73.8%                 | 74.3%                 | -0.5%               |
| B                     | 77.1%                 | 82.4%                 | -5.3%               |
| C                     | 80.2%                 | 78.2%                 | +2.0%               |
| D                     | 81.0%                 | 83.3%                 | -2.3%               |
| E                     | 79.1%                 | 79.3%                 | -0.2%               |
| F                     | 74.3%                 | 79.4%                 | -5.1%               |
| S Fkln                | 91.3%                 | 92.2%                 | -0.9%               |
| G                     | 80.9%                 | 83.4%                 | -2.5%               |
| S Rock                | 96.8%                 | 88.3%                 | +8.5%               |
| JZ                    | 86.5%                 | 86.5%                 | +0.0%               |
| L                     | 83.0%                 | 86.8%                 | -3.8%               |
| M                     | 82.5%                 | 83.2%                 | -0.7%               |
| N                     | 82.7%                 | 82.9%                 | -0.2%               |
| Q                     | 83.3%                 | 83.4%                 | -0.1%               |
| R                     | 81.5%                 | 76.8%                 | +4.7%               |
| <b>SubDivision B</b>  | 84.3%                 | 84.8%                 | <b>-0.5%</b>        |
| <b>Systemwide*</b>    | <b>81.5%</b>          | <b>82.6%</b>          | <b>-1.1%</b>        |

\* 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.



## 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>September 2013:</b> | <b>91.6%</b>   | 89.4%             | 97.6%            | 88.1%              |
| <b>September 2012:</b> | <b>90.9%</b>   | 88.3%             | 97.6%            | 87.2%              |
| <b>% Difference:</b>   | <b>+0.7%</b>   | +1.1%             | +0.0%            | +0.9%              |



## PES-KPI - Subway Car

| Line          | September 2013 |                   |                  |                    | September 2012 |                   |                  |                    | % Difference |
|---------------|----------------|-------------------|------------------|--------------------|----------------|-------------------|------------------|--------------------|--------------|
|               | <u>KPI</u>     | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u>     | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u>   |
| 1             | 94.4%          | 95.8%             | 97.5%            | 90.0%              | 92.2%          | 97.7%             | 95.4%            | 83.3%              | +2.2%        |
| 2             | 95.8%          | 94.8%             | 96.2%            | 96.3%              | 96.6%          | 95.3%             | 95.9%            | 98.7%              | -0.8%        |
| 3             | 94.7%          | 92.8%             | 97.7%            | 93.8%              | 92.7%          | 94.5%             | 98.8%            | 84.8%              | +2.0%        |
| 4             | 96.6%          | 94.7%             | 96.8%            | 98.3%              | 97.4%          | 94.5%             | 98.9%            | 98.8%              | -0.8%        |
| 5             | 96.6%          | 96.7%             | 95.6%            | 97.6%              | 96.4%          | 94.2%             | 97.2%            | 97.9%              | +0.2%        |
| 6             | 96.1%          | 90.3%             | 98.7%            | 99.4%              | 96.9%          | 96.1%             | 95.5%            | 99.1%              | -0.8%        |
| 7             | 93.7%          | 95.2%             | 92.3%            | 93.5%              | 94.8%          | 96.1%             | 96.7%            | 91.5%              | -1.1%        |
| S 42nd        | 95.7%          | 96.4%             | 96.5%            | 94.2%              | 92.3%          | 99.3%             | 96.8%            | 80.6%              | +3.4%        |
| SubDivision A | 95.4%          | 94.5%             | 96.4%            | 95.3%              | 95.2%          | 95.6%             | 96.8%            | 93.0%              | +0.2%        |
| A             | 94.4%          | 95.8%             | 94.9%            | 92.4%              | 94.5%          | 94.0%             | 98.1%            | 91.6%              | -0.1%        |
| B             | 92.5%          | 89.9%             | 96.5%            | 91.3%              | 92.3%          | 87.5%             | 98.2%            | 91.2%              | +0.2%        |
| C             | 94.7%          | 94.6%             | 96.2%            | 93.2%              | 92.1%          | 89.3%             | 97.2%            | 89.9%              | +2.6%        |
| D             | 92.8%          | 90.9%             | 95.2%            | 92.4%              | 93.9%          | 91.2%             | 98.0%            | 92.6%              | -1.1%        |
| E             | 98.2%          | 95.8%             | 99.1%            | 99.8%              | 96.9%          | 95.6%             | 96.9%            | 98.2%              | +1.3%        |
| F             | 97.2%          | 95.4%             | 97.7%            | 98.5%              | 95.9%          | 92.7%             | 97.1%            | 98.1%              | +1.3%        |
| S Fkln        | 93.7%          | 93.8%             | 95.2%            | 92.0%              | 90.9%          | 89.4%             | 94.6%            | 88.8%              | +2.8%        |
| G             | 95.6%          | 96.1%             | 98.7%            | 92.1%              | 96.4%          | 97.2%             | 98.8%            | 93.1%              | -0.8%        |
| J/Z           | 96.6%          | 97.1%             | 94.0%            | 98.8%              | 95.1%          | 90.2%             | 96.7%            | 98.4%              | +1.5%        |
| L             | 96.8%          | 94.2%             | 98.4%            | 97.8%              | 97.0%          | 94.9%             | 96.9%            | 99.3%              | -0.2%        |
| M             | 96.2%          | 92.4%             | 97.3%            | 99.1%              | 96.2%          | 93.1%             | 97.7%            | 97.9%              | +0.0%        |
| N             | 96.4%          | 91.1%             | 99.5%            | 98.7%              | 95.6%          | 91.9%             | 96.1%            | 98.8%              | +0.8%        |
| Q             | 96.9%          | 94.3%             | 98.0%            | 98.7%              | 96.9%          | 91.9%             | 99.5%            | 99.3%              | +0.0%        |
| R             | 94.4%          | 93.7%             | 97.4%            | 92.0%              | 93.5%          | 91.7%             | 99.2%            | 89.6%              | +0.9%        |
| SubDivision B | 95.6%          | 93.9%             | 97.2%            | 95.8%              | 95.1%          | 92.3%             | 97.6%            | 95.3%              | +0.5%        |
| Systemwide    | 95.5%          | 94.1%             | 96.9%            | 95.6%              | 95.1%          | 93.6%             | 97.3%            | 94.4%              | +0.4%        |

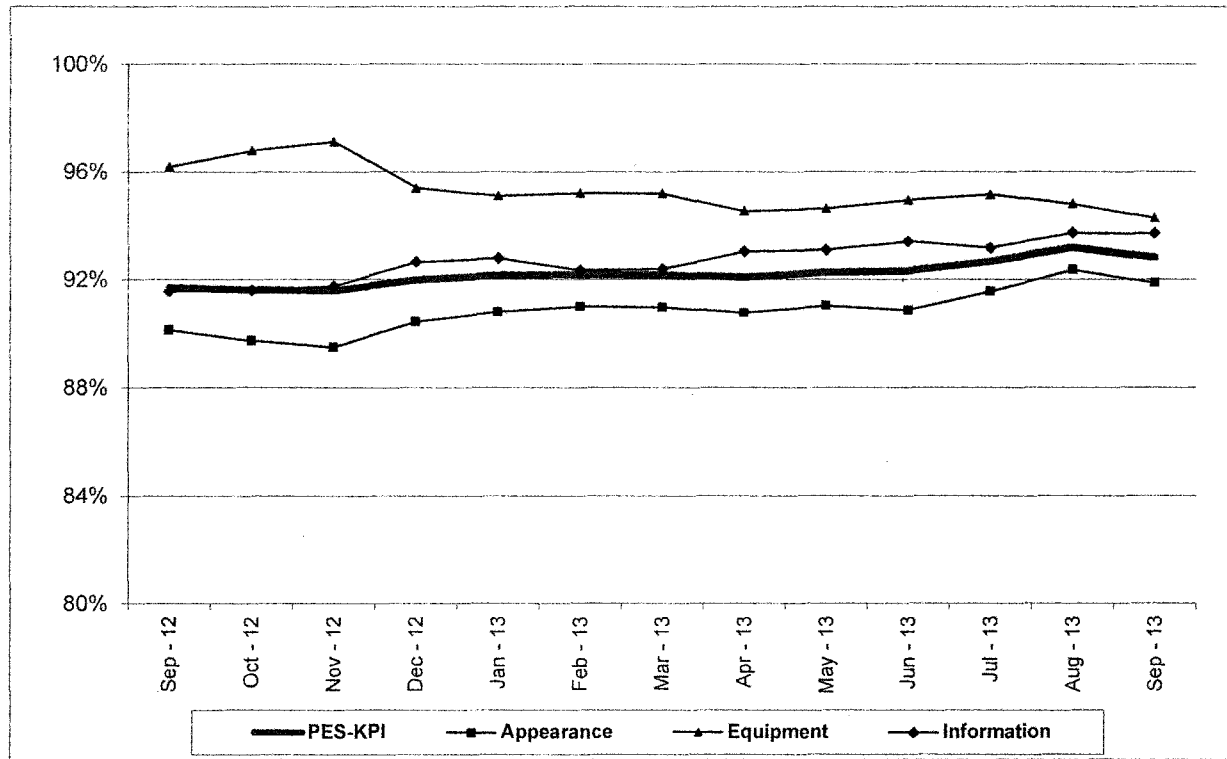


## PES-KPI - Station

| <u>Borough</u> | <u>September 2013</u> |                   |                  |                    | <u>September 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>          |
| Bronx          | 85.6%                 | 81.7%             | 97.8%            | 78.3%              | 85.9%                 | 81.8%             | 97.5%            | 79.4%              | -0.3%               |
| Manhattan      | 87.7%                 | 83.5%             | 98.3%            | 82.4%              | 87.0%                 | 81.7%             | 97.5%            | 82.9%              | +0.7%               |
| Brooklyn       | 87.7%                 | 86.3%             | 98.3%            | 78.9%              | 85.8%                 | 84.1%             | 97.9%            | 76.2%              | +1.9%               |
| Queens         | 89.3%                 | 88.4%             | 98.5%            | 81.6%              | 88.6%                 | 87.0%             | 98.5%            | 80.9%              | +0.7%               |
| Systemwide     | 87.7%                 | 85.1%             | 98.3%            | 80.4%              | 86.7%                 | 83.5%             | 97.8%            | 79.7%              | +1.0%               |



## 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>September 2013:</b> | <b>92.8%</b>   | 91.9%             | 94.3%            | 93.7%              |
| <b>September 2012:</b> | <b>91.7%</b>   | 90.1%             | 96.2%            | 91.5%              |
| <b>% Difference:</b>   | <b>+1.1%</b>   | +1.8%             | -1.9%            | +2.2%              |



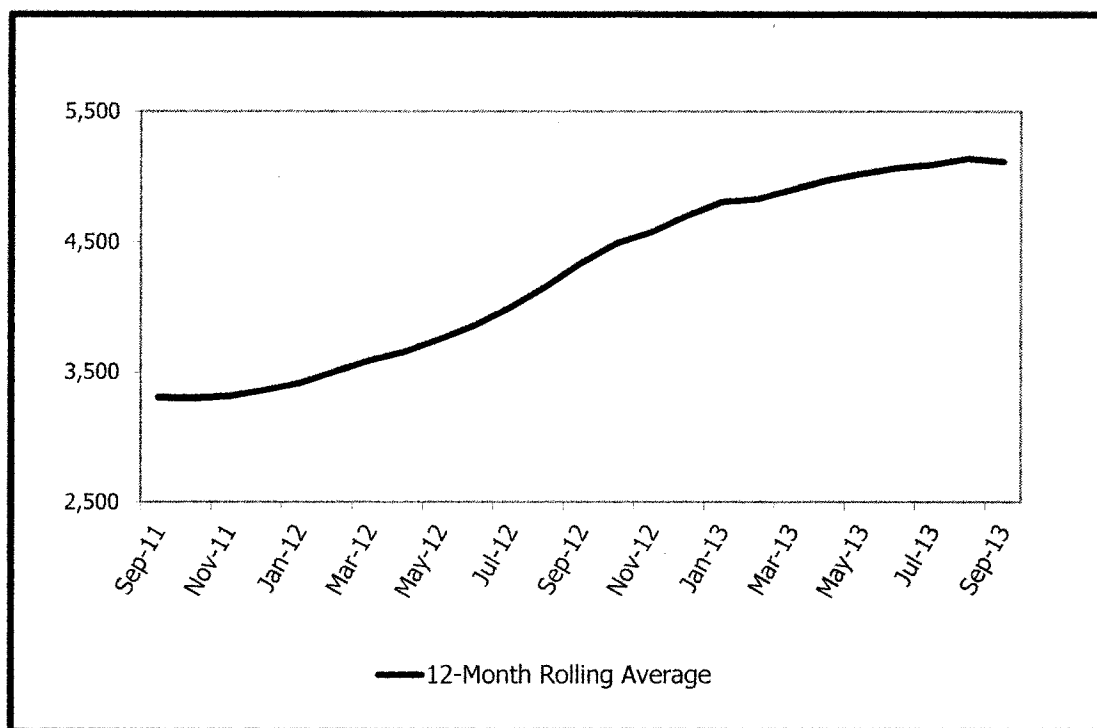
# Monthly Operations Report

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

| MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators |                               |           |          |                  |           |          |
|---|-------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator   | Current Month: September 2013 |           |          | 12-Month Average |           |          |
|   | This Year                     | Last Year | % Change | This Year        | Last Year | % Change |
| <b>System MDBF (chart 1)</b>  | 4,859                         | 5,146     | -5.6%    | 5,117            | 4,341     | +17.9%   |
| NYCT Bus  | 4,774                         | 4,949     | -3.5%    | 4,979            | 4,203     | +18.4%   |
| MTA Bus   | 5,157                         | 5,917     | -12.8%   | 5,616            | 4,849     | +15.8%   |
| <b>System MDBSI (chart 2)</b>   | 2,690                         | 2,868     | -6.2%    | 2,781            | 2,498     | +11.4%   |
| NYCT Bus  | 2,685                         | 2,809     | -4.4%    | 2,751            | 2,447     | +12.4%   |
| MTA Bus   | 2,705                         | 3,078     | -12.1%   | 2,884            | 2,675     | +7.8%    |
| <b>System Trips Completed (chart 3)</b>                                       | 99.22%                        | 99.24%    | -0.0%    | 99.22%           | 98.67%    | +0.6%    |
| NYCT Bus  | 99.31%                        | 99.25%    | +0.1%    | 99.23%           | 98.71%    | +0.5%    |
| MTA Bus   | 98.85%                        | 99.17%    | -0.3%    | 99.18%           | 98.48%    | +0.7%    |
| <b>System AM Pull Out (chart 4)</b>   | 99.70%                        | 99.69%    | +0.0%    | 99.66%           | 99.14%    | +0.5%    |
| NYCT Bus  | 99.90%                        | 99.74%    | +0.2%    | 99.68%           | 99.23%    | +0.5%    |
| MTA Bus   | 99.02%                        | 99.48%    | -0.5%    | 99.56%           | 98.84%    | +0.7%    |
| <b>System PM Pull Out (chart 5)</b>   | 99.85%                        | 99.89%    | -0.0%    | 99.85%           | 99.51%    | +0.3%    |
| NYCT Bus  | 99.92%                        | 99.90%    | +0.0%    | 99.84%           | 99.57%    | +0.3%    |
| MTA Bus   | 99.59%                        | 99.85%    | -0.3%    | 99.85%           | 99.29%    | +0.6%    |
| <b>System Buses &gt;= 12 years</b>  | 25%                           | 27%       |          |                  |           |          |
| NYCT Bus  | 29%                           | 29%       |          |                  |           |          |
| MTA Bus   | 13%                           | 19%       |          |                  |           |          |
| <b>System Fleet Age</b>   | 7.62                          | 7.47      |          |                  |           |          |
| NYCT Bus  | 7.77                          | 7.58      |          |                  |           |          |
| MTA Bus   | 7.08                          | 7.07      |          |                  |           |          |
| <b>Paratransit</b>  |                               |           |          |                  |           |          |
| <b>% of Trips Completed</b>   | 94.42%                        | 94.16%    | +0.3%    | 93.90%           | 94.40%    | -0.5%    |
| Trips Requested   | 654,286                       | 646,544   | +1.2%    | 650,096          | 670,995   | -3.1%    |
| Trips Scheduled   | 590,112                       | 583,052   | +1.2%    | 584,697          | 607,835   | -3.8%    |
| Trips Completed   | 557,164                       | 548,982   | +1.5%    | 549,029          | 573,796   | -4.3%    |
| Early Cancellations as a Percentage of Trips Requested                        | 8.98%                         | 9.14%     | -0.2%    | 9.33%            | 8.71%     | +0.6%    |
| Late Cancellations as a Percentage of Trips Scheduled                         | 3.75%                         | 3.85%     | -0.1%    | 3.89%            | 3.63%     | +0.3%    |
| No-Shows (Passenger) as a Percentage of Trips Scheduled                       | 1.39%                         | 1.60%     | -0.2%    | 1.74%            | 1.66%     | +0.1%    |
| No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled            | 0.44%                         | 0.39%     | +0.1%    | 0.47%            | 0.31%     | +0.2%    |
| Denials (Capacity) as a Percentage of Trips Requested                         | 0.00%                         | 0.00%     | 0.0%     | 0.00%            | 0.00%     | 0.0%     |
| Customer Refusals as a Percentage of Trips Requested                          | 0.83%                         | 0.68%     | +0.1%    | 0.73%            | 0.71%     | +0.0%    |
| New Applications Received   | 3,016                         | 2,920     | +3.3%    | 2,757            | 2,787     | -1.1%    |



## Bus Mean Distance Between Failures - System\*



### Definition

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

### Monthly Results

September 2013: 4,859

September 2012: 5,146

### 12-Month Average

Oct 12 - Sep 13 5,117

Oct 11 - Sep 12 4,341

### Annual Results

2013 Goal: 4,754

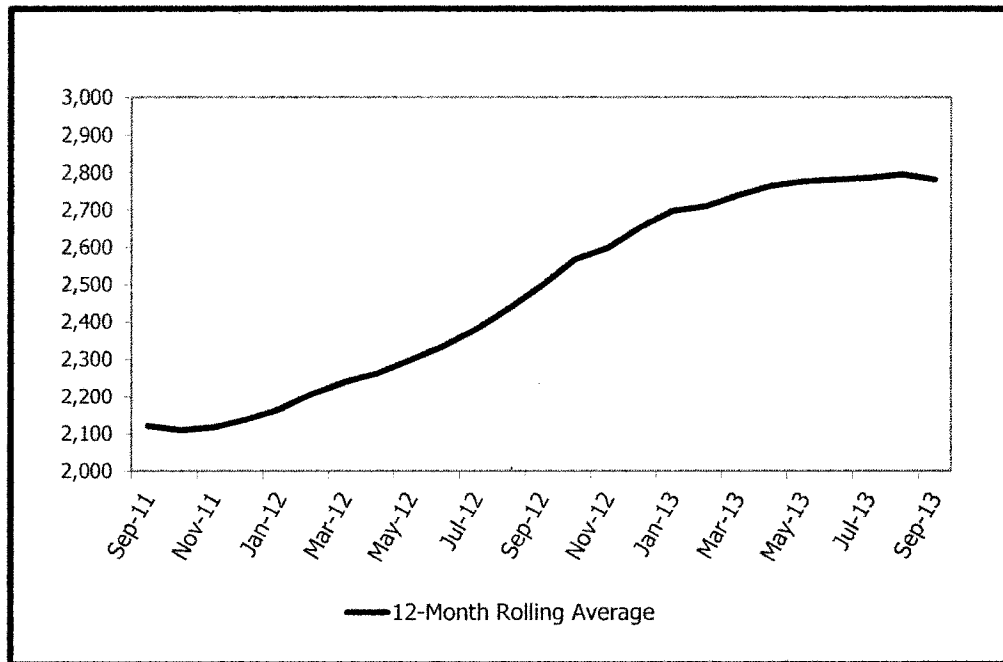
2012 Actual: 4,704

\* "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

September 2013: 2,690  
September 2012: 2,868

### 12-Month Average

Oct 12 - Sep 13 2,781  
Oct 11 - Sep 12 2,498

### Annual Results

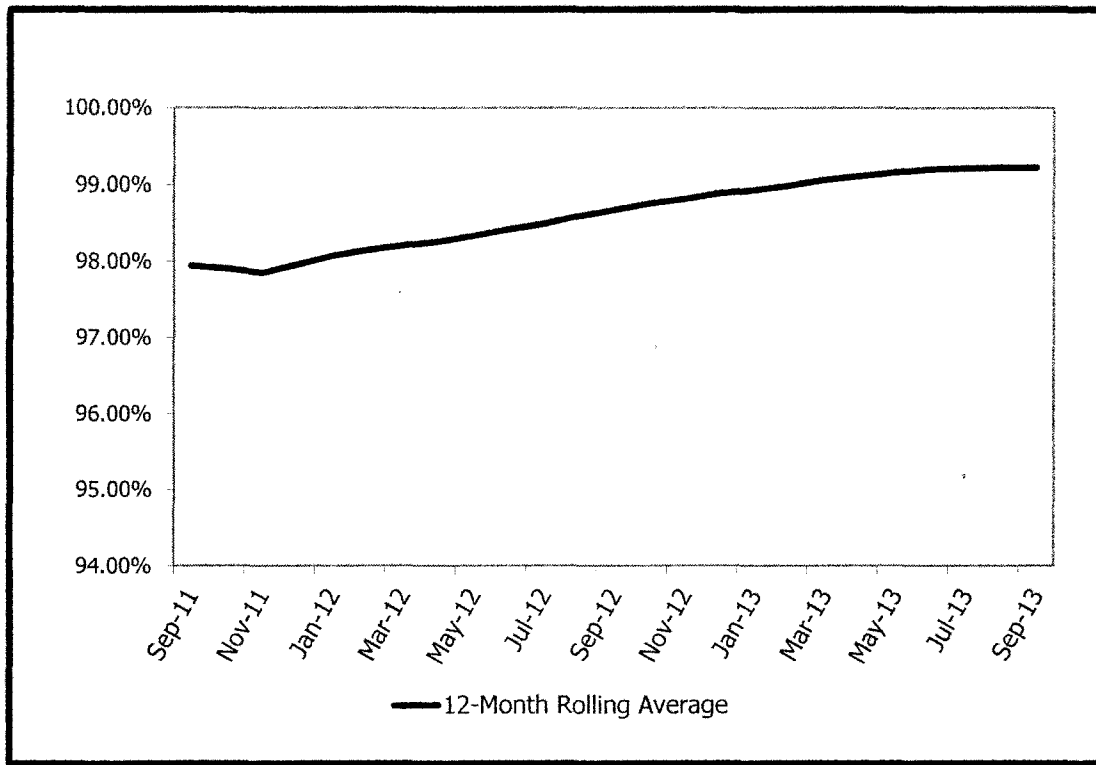
2013 YTD: 2,733  
2012 Actual: 2,654

\* "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

September 2013: 99.22%

September 2012: 99.24%

### 12-Month Average

Oct 12 - Sep 13 99.22%

Oct 11 - Sep 12 98.67%

### Annual Results

2013 YTD: 99.25%

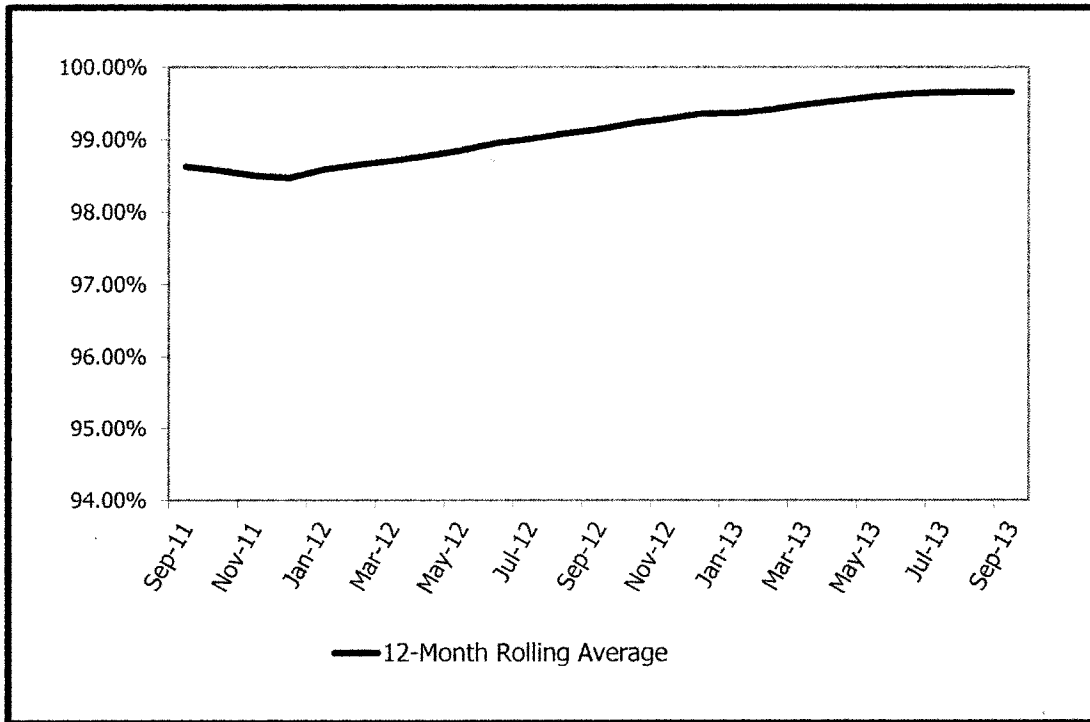
2012 Actual: 98.89%

\* "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

September 2013: 99.70%

September 2012: 99.69%

### 12-Month Average

Oct 12 - Sep 13 99.66%

Oct 11 - Sep 12 99.14%

### Annual Results

2013 YTD: 99.68%

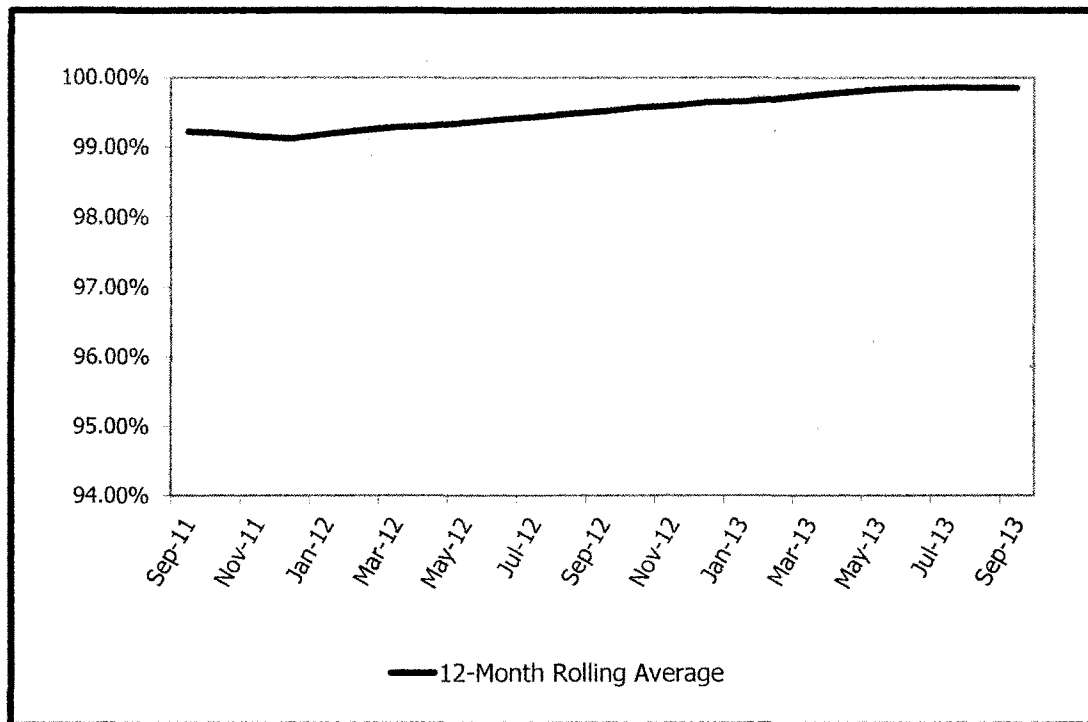
2012 Actual: 99.36%

\* "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

September 2013: 99.85%

September 2012: 99.89%

### 12-Month Average

Oct 12 - Sep 13 99.85%

Oct 11 - Sep 12 99.51%

### Annual Results

2013 YTD: 99.88%

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 October 2013 are shown below.

| Safety Report  |                               |           |          |                  |           |          |
|--|-------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator  | Current Month: September 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)   | 2.51                          | 2.88      | -12.7%   | 2.90             | 2.78      | +4.3%    |
| Subway Customer Injuries per Million Customers <sup>1</sup> (chart 2)    | 2.51                          | 2.92      | -13.8%   | 2.97             | 2.79      | +6.5%    |
| 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                             | 1         | -100.0%  | 2                | 1         | +100.0%  |
| Subway Fires <sup>2</sup> (charts 5-6)                                   | 76                            | 61        | +24.6%   | 862              | 830       | +3.9%    |
| Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12) | 2.43                          | 2.03      | +20.1%   | 2.69             | 2.44      | +10.2%   |

|  |       |       |         |       |       |        |
|--|-------|-------|---------|-------|-------|--------|
| Bus Collisions Per Million Miles (chart 7)                           |       |       |         |       |       |        |
| Regional   | 48.90 | 45.07 | +8.5%   | 48.85 | 44.86 | +8.9%  |
| NYCT Bus   | 50.39 | 46.10 | +9.3%   | 50.19 | 45.93 | +9.3%  |
| MTA Bus  | 44.04 | 41.72 | +5.6%   | 44.55 | 41.42 | +7.5%  |
| *Bus Collision Injuries per Million Miles (chart 8)                  |       |       |         |       |       |        |
| Regional   | 12.22 | 8.13  | +50.3%  | 6.61  | 6.30  | +4.9%  |
| NYCT Bus   | 14.52 | 6.40  | +126.9% | 7.16  | 6.71  | +6.7%  |
| MTA Bus  | 4.78  | 13.79 | -65.3%  | 4.84  | 4.99  | -3.0%  |
| Bus Customer Accidents Per Million Customers (chart 9)               |       |       |         |       |       |        |
| Regional   | 0.96  | 1.13  | -14.7%  | 1.03  | 1.17  | -11.7% |
| NYCT Bus   | 0.98  | 1.06  | -7.6%   | 1.04  | 1.12  | -6.8%  |
| MTA Bus  | 0.86  | 1.49  | -42.5%  | 0.97  | 1.44  | -32.6% |
| Bus Customer Accident Injuries Per Million Customers (chart 10)      |       |       |         |       |       |        |
| Regional   | 1.06  | 1.14  | -6.8%   | 1.11  | 1.21  | -8.1%  |
| NYCT Bus   | 1.03  | 1.08  | -4.3%   | 1.11  | 1.16  | -4.2%  |
| MTA Bus  | 1.24  | 1.49  | -17.0%  | 1.08  | 1.45  | -25.5% |
| Bus Employee Lost Time Accidents per 100 Employees (chart 11)        |       |       |         |       |       |        |
| NYCT Bus   | 4.39  | 4.90  | -10.5%  | 5.10  | 5.77  | -11.5% |
| MTA Bus  | 4.02  | 7.29  | -44.9%  | 6.77  | 9.02  | -25.0% |
| Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12) |       |       |         |       |       |        |
|  | 2.78  | 2.76  | +0.7%   | 3.21  | 3.26  | -1.5%  |

| Subways Crime Report                            |                             |           |          |                  |           |          |
|---|-----------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator                           | Current Month: October 2013 |           |          | 12-Month Average |           |          |
|   | This Year                   | Last Year | % Change | This Year        | Last Year | % Change |
| Major Felonies <sup>3,4</sup> (Attachments 1-3) | 225                         | 221       | +1.8%    | 2,104            | 2,271     | -7.4%    |
| Robberies <sup>3,4</sup>                        | 45                          | 49        | -8.2%    | 509              | 676       | -24.7%   |

| SIR Crime Report                             |                             |           |          |                  |           |          |
|--|-----------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator                        | Current Month: October 2013 |           |          | 12-Month Average |           |          |
|  | This Year                   | Last Year | % Change | This Year        | Last Year | % Change |
| Major Felonies <sup>3,4</sup> (Attachment 4) | 1                           | 4         | -75.0%   | 19               | 27        | -29.6%   |
| Robberies <sup>3,4</sup>                     | 0                           | 1         | -100.0%  | 7                | 12        | -41.7%   |

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

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

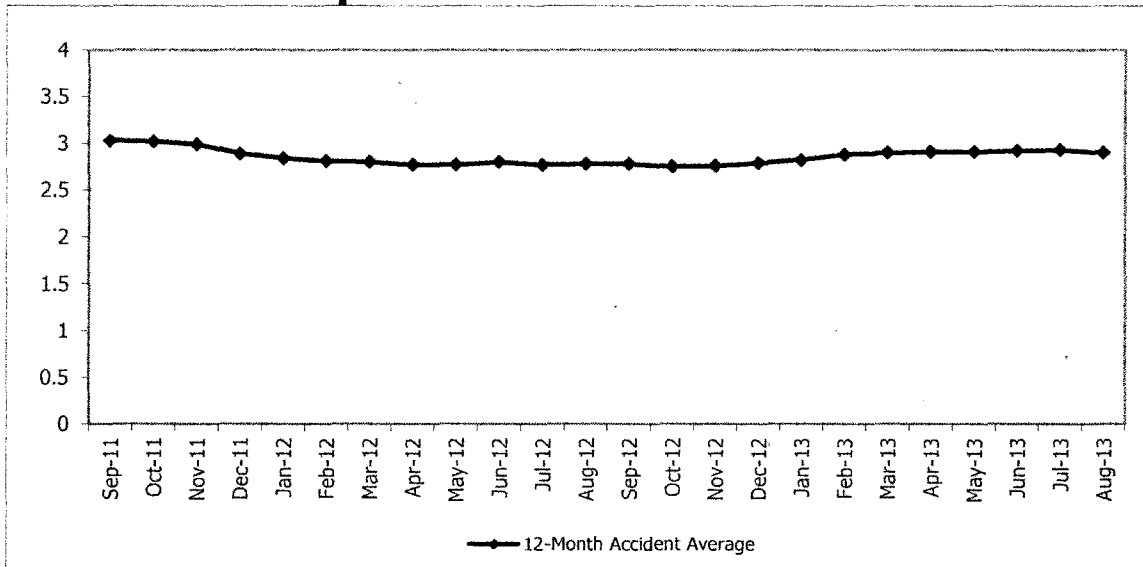
\*

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

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



## Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

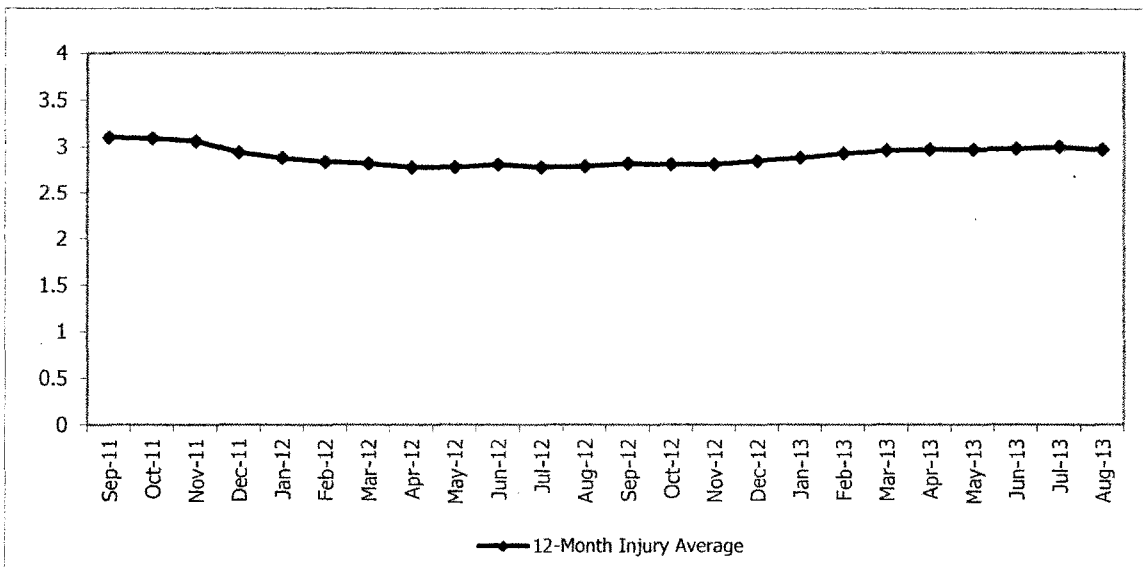
Aug 2013: 2.51  
Aug 2012: 2.88

### 12-Month Average

Sep 12 – Aug 13: 2.90  
Sep 11 – Aug 12: 2.78

### Annual Results

2013 YTD: 2.92  
2012 Actual: 2.79



### Monthly Results

Aug 2013: 2.51  
Aug 2012: 2.92

### 12-Month Average

Sep 12 – Aug 13: 2.97  
Sep 11 – Aug 12: 2.79

### Annual Results

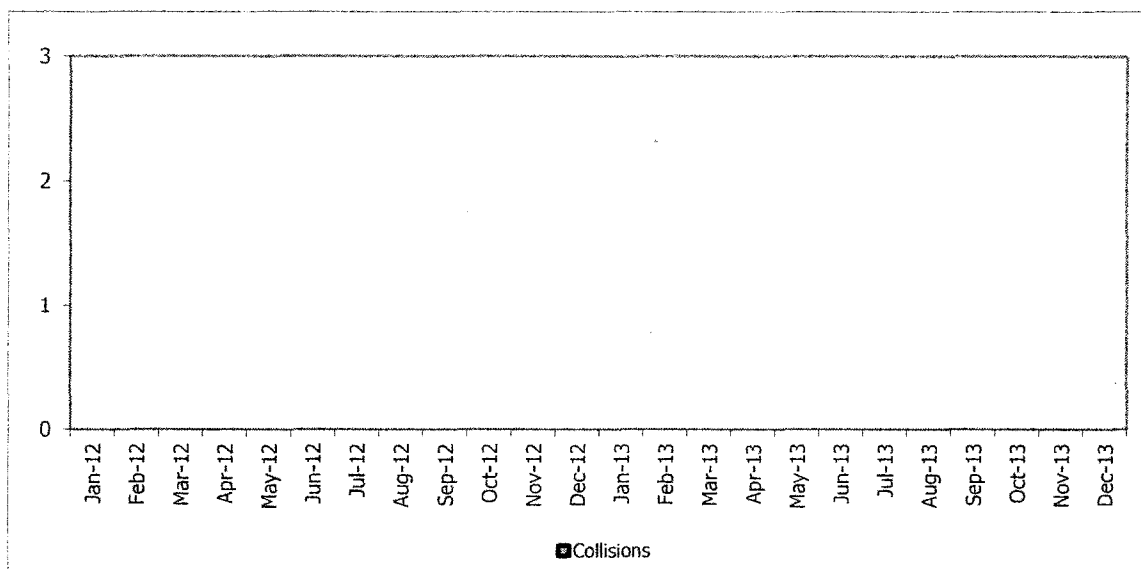
2013 YTD: 2.93  
2012 Actual: 2.85

### 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

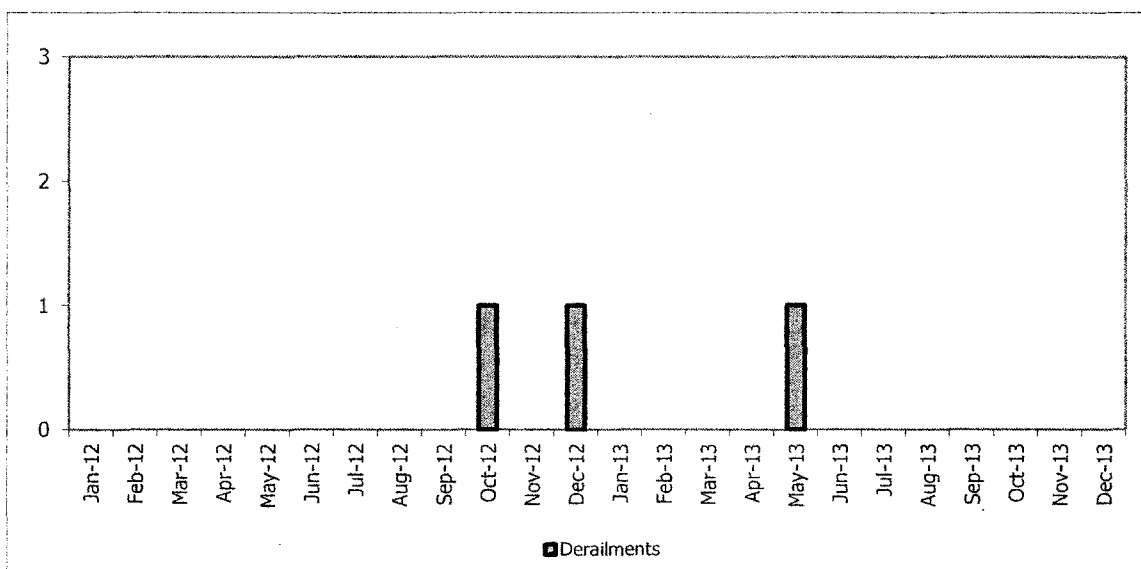
Oct 2013: 0  
Oct 2012: 0

### 12-Month Average

Nov 12 - Oct 13: 0  
Nov 11 - Oct 12: 1

### Annual Results

2013 YTD: 0  
2012 Actual: 0



### Monthly Results

Oct 2013: 0  
Oct 2012: 1

### 12-Month Average

Nov 12 - Oct 13: 2  
Nov 11 - Oct 12: 1

### Annual Results

2013 YTD: 1  
2012 Actual: 2

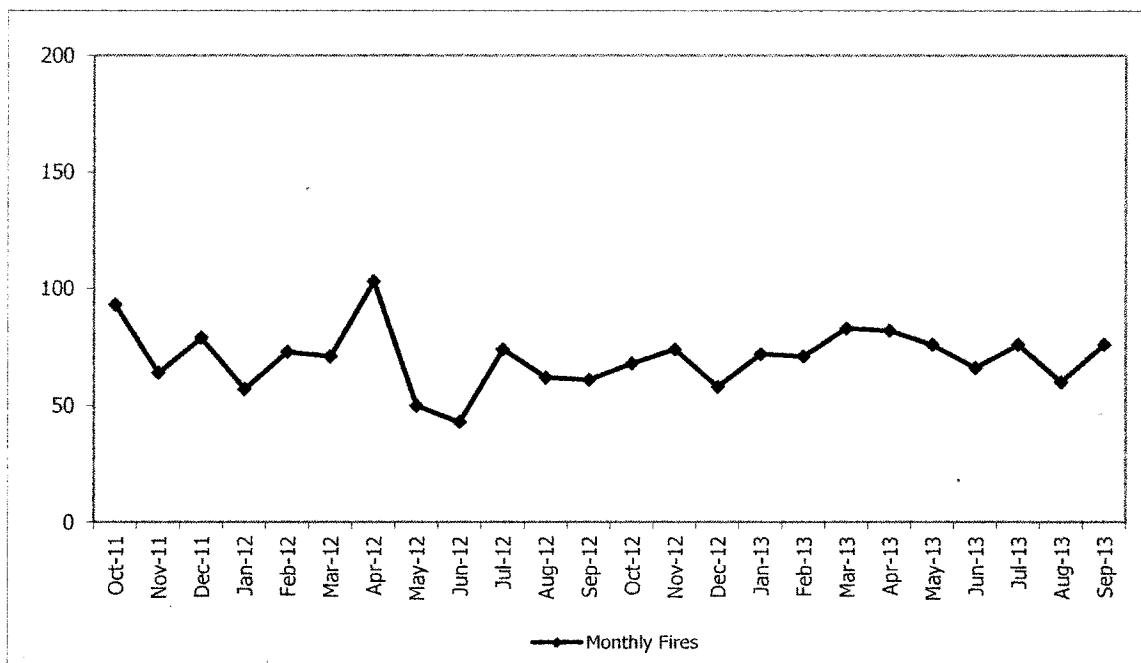
### Definitions

**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

Sep 2013: 76  
Sep 2012: 61

## 12-Month Average

Oct 12 - Sep 13: 862  
Oct 11 - Sep 12: 830

## Annual Results

2013 YTD: 662  
2012 Actual: 794



## Subway Fires

Fire severity is classified as follows:

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

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

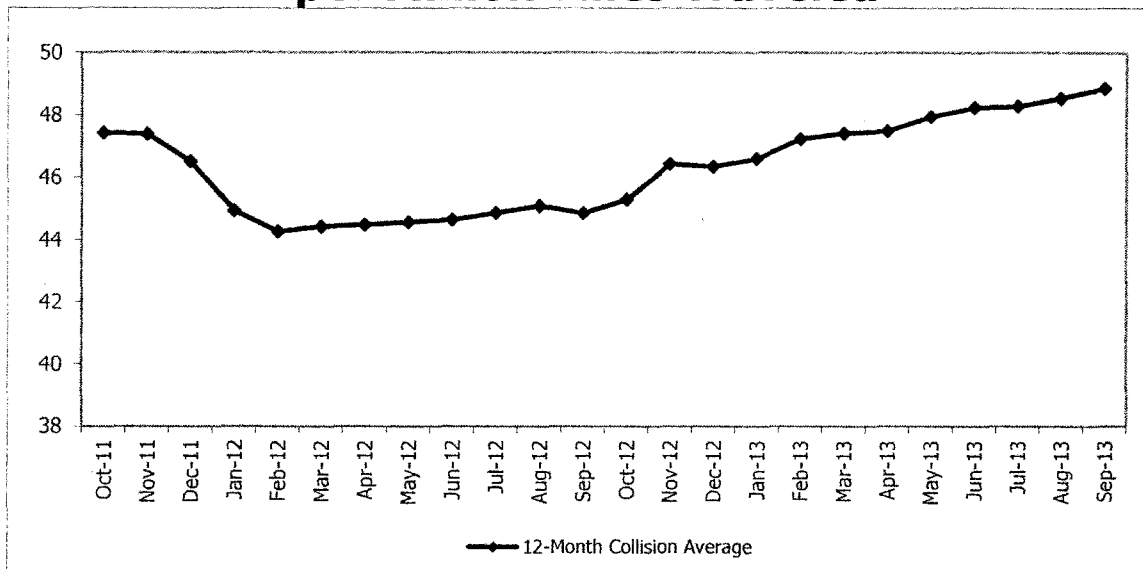
|                |       |               |    |
|----------------|-------|---------------|----|
| Low:           | 76.3% | Train:        | 15 |
| Average:       | 23.7% | Right-of-way: | 51 |
| Above Average: | 0.0%  | Station:      | 10 |
| High:          | 0.0%  | Other:        | 0  |
|                |       | 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   | 6 | Debris:              | 39 | Debris:         | 9 |
| Armature      | 2 | Tie:                 | 6  | Electrical:     | 1 |
| Hot Wheels    | 2 |                      |    |                 |   |



## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

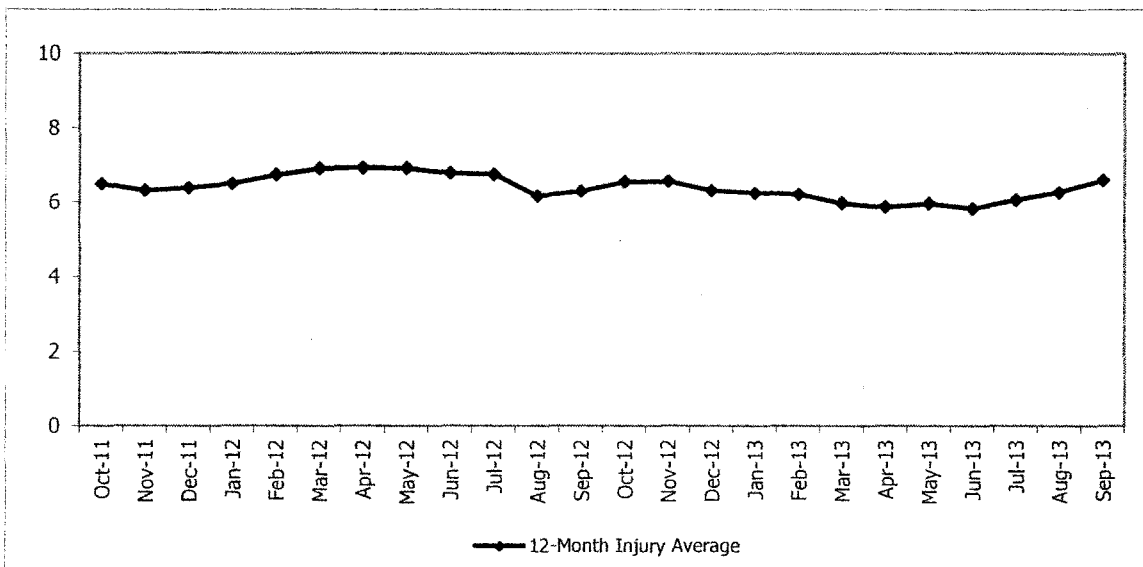
Sep 2013: 48.90  
Sep 2012: 45.07

### 12-Month Average

Oct 12 – Sep 13: 48.85  
Oct 11 – Sep 12: 44.86

### Annual Results

2013 YTD: 48.37  
2012 Actual: 46.35



### Monthly Results

Sep 2013: 12.22  
Sep 2012: 8.13

### 12-Month Average

Oct 12 – Sep 13: 6.61  
Oct 11 – Sep 12: 6.30

### Annual Results

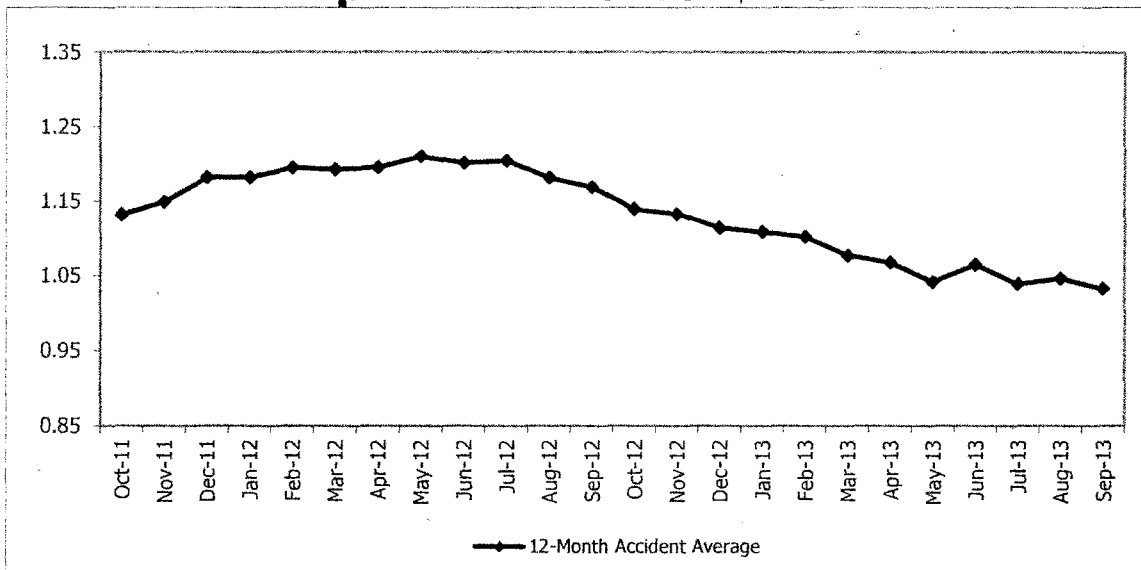
2013 YTD: 6.71  
2012 Actual: 6.32

### 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

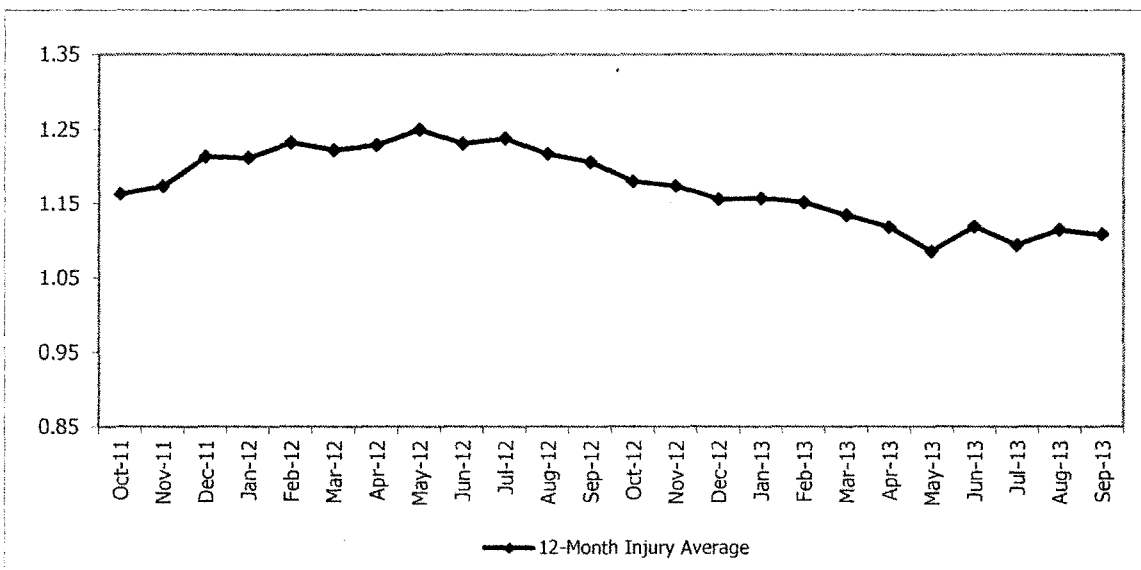
Sep 2013: 0.96  
Sep 2012: 1.13

### 12-Month Average

Oct 12 - Sep 13: 1.03  
Oct 11 - Sep 12: 1.17

### Annual Results

2013 YTD: 1.03  
2012 Actual: 1.11



### Monthly Results

Sep 2013: 1.06  
Sep 2012: 1.14

### 12-Month Average

Oct 12 - Sep 13: 1.11  
Oct 11 - Sep 12: 1.21

### Annual Results

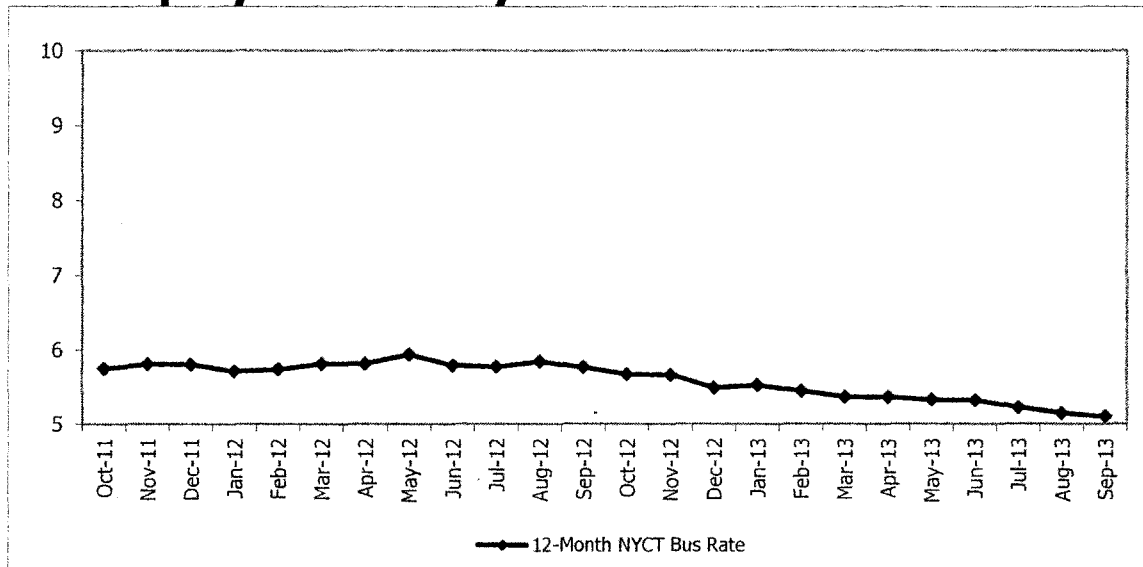
2013 YTD: 1.12  
2012 Actual: 1.16

### 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

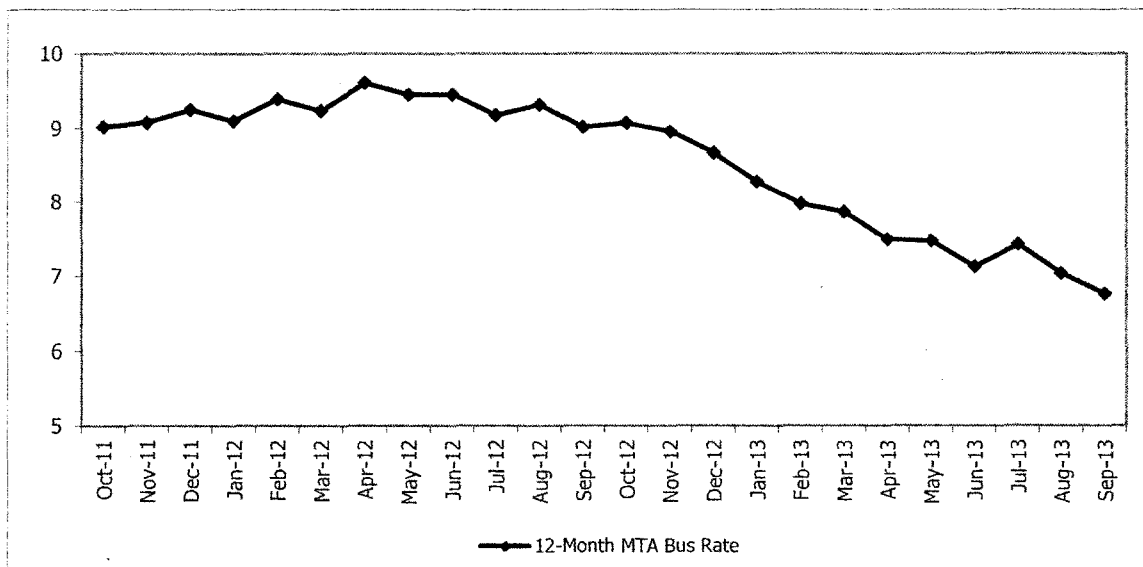
Sep 2013: 4.39  
Sep 2012: 4.90

### 12-Month Average

Oct 12 – Sep 13: 5.10  
Oct 11 – Sep 12: 5.77

### Annual Results

2013 Goal: 5.13  
2012 Actual: 5.49



### Monthly Results

Sep 2013: 4.02  
Sep 2012: 7.29

### 12-Month Average

Oct 12 – Sep 13: 6.77  
Oct 11 – Sep 12: 9.02

### Annual Results

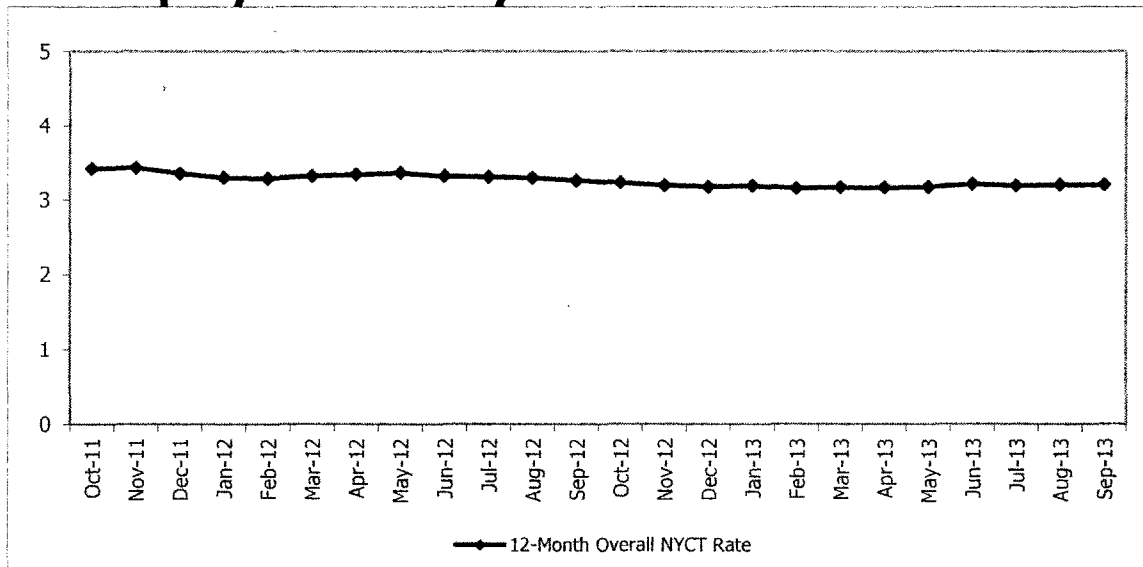
2013 Goal: 7.52  
2012 Actual: 8.67

### 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

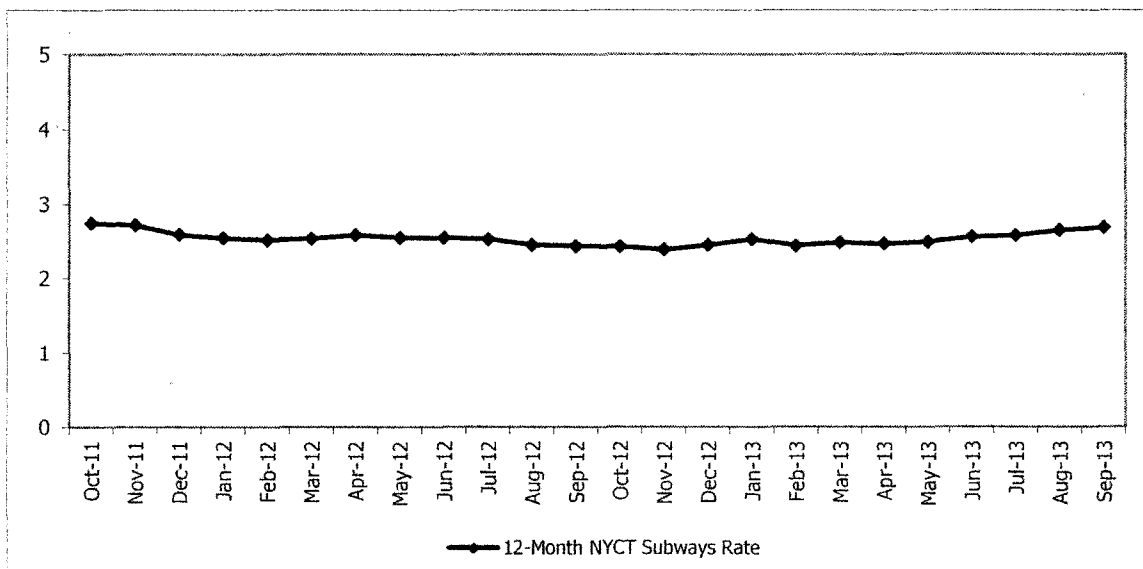
Sep 2013: 2.78  
Sep 2012: 2.76

### 12-Month Average

Oct 12 – Sep 13: 3.21  
Oct 11 – Sep 12: 3.26

### Annual Results

2013 Goal: 2.97  
2012 Actual: 3.18



### Monthly Results

Sep 2013: 2.43  
Sep 2012: 2.03

### 12-Month Average

Oct 12 – Sep 13: 2.69  
Oct 11 – Sep 12: 2.44

### 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  
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**CRIME STATISTICS OCTOBER**

|                                    | 2013              | 2012              | Diff            | % Change           |
|------------------------------------|-------------------|-------------------|-----------------|--------------------|
| MURDER                             | 0                 | 0                 | 0               | 0.0%               |
| RAPE                               | 0                 | 0                 | 0               | 0.0%               |
| ROBBERY                            | 45                | 49                | -4              | -8.2%              |
| FELASSAULT                         | 23                | 17                | 6               | 35.3%              |
| BURGLARY                           | 1                 | 4                 | -3              | -75.0%             |
| GRLARCENY                          | 156               | 151               | 5               | 3.3%               |
| <b><u>TOTAL MAJOR FELONIES</u></b> | <b><u>225</u></b> | <b><u>221</u></b> | <b><u>4</u></b> | <b><u>1.8%</u></b> |

*During October the daily Robbery average decreased from 1.6 to 1.5*

*During October the daily Major Felony average increased from 7.1 to 7.3*

**CRIME STATISTICS JANUARY THRU OCTOBER**

|                                    | 2013               | 2012               | Diff               | % Change            |
|------------------------------------|--------------------|--------------------|--------------------|---------------------|
| MURDER                             | 1                  | 0                  | 1                  | ***. *%             |
| RAPE                               | 5                  | 8                  | -3                 | -37.5%              |
| ROBBERY                            | 509                | 676                | -167               | -24.7%              |
| FELASSAULT                         | 163                | 164                | -1                 | -0.6%               |
| BURGLARY                           | 30                 | 23                 | 7                  | 30.4%               |
| GRLARCENY                          | 1396               | 1400               | -4                 | -0.3%               |
| <b><u>TOTAL MAJOR FELONIES</u></b> | <b><u>2104</u></b> | <b><u>2271</u></b> | <b><u>-167</u></b> | <b><u>-7.4%</u></b> |

*Year to date, the daily Robbery average decreased from 2.2 to 1.7*

*Year to date, the daily Major Felony average decreased from 7.5 to 6.9*

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





Police Department  
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OCTOBER ACTIVITY

|             | 2013 | 2012 | Diff | % Change |
|-------------|------|------|------|----------|
| TotalArrest | 4136 | 3775 | 361  | 9.6%     |
| TosArrest   | 2228 | 2050 | 178  | 8.7%     |
| Summ        | 6754 | 6957 | -203 | -2.9%    |

JANUARY - OCTOBER ACTIVITY

|             | 2013  | 2012  | Diff  | % Change |
|-------------|-------|-------|-------|----------|
| TotalArrest | 43715 | 42037 | 1678  | 4.0%     |
| TosArrest   | 24026 | 22361 | 1665  | 7.4%     |
| Summ        | 73072 | 79179 | -6107 | -7.7%    |

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





Police Department  
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|                             | JANUARY-OCTOBER |       |       |       |       |       |      |      |      |      |      |      |      |      |      |      |      |
|-----------------------------|-----------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|
|                             | 1997            | 1998  | 1999  | 2000  | 2001  | 2002  | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| <i>Murder</i>               | 4               | 1     | 5     | 1     | 2     | 1     | 3    | 3    | 4    | 2    | 4    | 2    | 1    | 1    | 1    | 0    | 1    |
| <i>Rape</i>                 | 1               | 13    | 1     | 5     | 1     | 0     | 3    | 2    | 3    | 3    | 1    | 2    | 1    | 1    | 3    | 8    | 5    |
| <i>Robbery</i>              | 1898            | 1555  | 1376  | 1161  | 1002  | 1049  | 955  | 897  | 960  | 831  | 657  | 636  | 572  | 604  | 643  | 676  | 509  |
| <i>Assault</i>              | 397             | 363   | 345   | 305   | 227   | 238   | 208  | 228  | 181  | 155  | 174  | 150  | 134  | 162  | 166  | 164  | 163  |
| <i>Burglary</i>             | 26              | 14    | 8     | 10    | 38    | 13    | 7    | 5    | 1    | 5    | 2    | 5    | 1    | 2    | 8    | 23   | 30   |
| <i>GL</i>                   | 2964            | 2143  | 1996  | 2105  | 1885  | 1803  | 1455 | 1547 | 1514 | 1233 | 1065 | 1090 | 940  | 1002 | 1255 | 1400 | 1396 |
| <i>TOTAL MAJOR FELONIES</i> | 5290            | 4089  | 3731  | 3587  | 3155  | 3104  | 2631 | 2682 | 2663 | 2229 | 1903 | 1885 | 1649 | 1772 | 2076 | 2271 | 2104 |
| <i>Major Fel Per Day</i>    | 17.40           | 13.45 | 12.27 | 11.80 | 10.38 | 10.21 | 8.65 | 8.82 | 8.76 | 7.33 | 6.26 | 6.20 | 5.42 | 5.83 | 6.83 | 7.47 | 6.92 |





## METROPOLITAN TRANSPORTATION AUTHORITY

### Police Department Staten Island Rapid Transit

#### October 2013 vs. 2012

|                      | 2013 | 2012 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 1    | -1   | -100%    |
| Robbery              | 0    | 1    | -1   | -100%    |
| Felony Assault       | 0    | 0    | 0    | 0%       |
| Burglary             | 0    | 0    | 0    | 0%       |
| Grand Larceny        | 1    | 2    | -1   | -50%     |
| Grand Larceny Auto   | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 1    | 4    | -3   | -75%     |

#### Year to Date 2013 vs. 2012

|                      | 2013 | 2012 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 1    | -1   | -100%    |
| Robbery              | 7    | 12   | -5   | -42%     |
| Felony Assault       | 1    | 2    | -1   | -50%     |
| Burglary             | 0    | 0    | 0    | 0%       |
| Grand Larceny        | 11   | 12   | -1   | -8%      |
| Grand Larceny Auto   | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 19   | 27   | -8   | -30%     |



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

#### **August Monthly Operations Report**



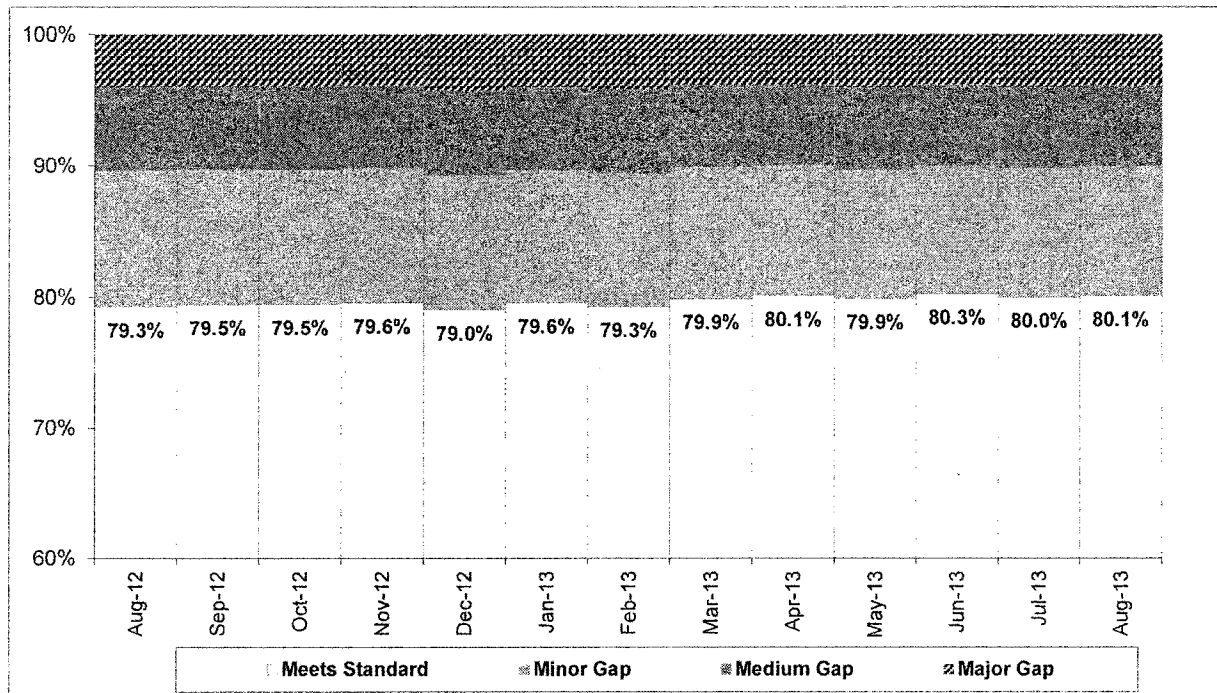
# Monthly Operations Report

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

| Subway Monthly Operations Report Service Indicators         |                            |           |              |                  |           |              |
|---|----------------------------|-----------|--------------|------------------|-----------|--------------|
| Performance Indicator                                       | Current Month: August 2013 |           |              | 12-Month Average |           |              |
|   | This Year                  | Last Year | % Difference | This Year        | Last Year | % Difference |
| System Weekday Wait Assessment (Charts 1-2)                 |                            |           |              | 80.1%            | 79.3%     | +0.8%        |
| A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines) | 75.7%                      | 77.7%     | -2.0%        |                  |           |              |
| A Division Weekday Wait Assessment - (All Lines)            |                            |           |              | 76.3%            | 77.5%     | -1.2%        |
| B Division Weekday Wait Assessment                          | 82.3%                      | 81.7%     | +0.6%        | 81.9%            | 80.1%     | +1.8%        |
| System Weekend Wait Assessment (Charts 3)                   |                            |           |              | 85.3%            | 85.2%     | +0.1%        |
| A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines) | 85.1%                      | 88.0%     | -2.9%        |                  |           |              |
| A Division Weekend Wait Assessment - (All Lines)            |                            |           |              | 84.4%            | 86.7%     | -2.3%        |
| B Division Weekend Wait Assessment                          | 83.8%                      | 89.1%     | -5.3%        | 85.8%            | 84.3%     | +1.5%        |
| System Weekday Terminal On-Time Performance (Charts 4-5)    | 81.9%                      | 82.1%     | -0.2%        | 82.0%            | 84.1%     | -2.1%        |
| A Division Weekday Terminal On-Time Performance             | 76.0%                      | 75.6%     | +0.4%        | 73.9%            | 77.9%     | -4.0%        |
| B Division Weekday Terminal On-Time Performance             | 86.6%                      | 86.6%     | 0.0%         | 87.5%            | 88.6%     | -1.1%        |
| System Number of Terminal Delays (Charts 6)                 | 31,617                     | 28,922    | +9.3%        | 25,919           | 23,572    | +10.0%       |
| System Weekend Terminal On-Time Performance (Charts 7-8)    | 85.3%                      | 90.2%     | -4.9%        | 86.5%            | 88.2%     | -1.7%        |
| A Division Weekend Terminal On-Time Performance             | 80.5%                      | 85.0%     | -4.5%        | 80.0%            | 82.7%     | -2.7%        |
| B Division Weekend Terminal On-Time Performance             | 88.9%                      | 93.3%     | -4.4%        | 90.5%            | 91.6%     | -1.1%        |
| System Number of Weekend Terminal Delays (Charts 9)         | 7,445                      | 3,870     | +92.4%       | 6,148            | 5,408     | +13.7%       |
| Mean Distance Between Failures (Charts 10-11)               | 129,081                    | 130,217   | -0.9%        | 160,059          | 166,493   | -3.9%        |
| A Division Mean Distance Between Failures                   | 120,203                    | 121,588   | -1.1%        | 149,395          | 153,872   | -2.9%        |
| B Division Mean Distance Between Failures                   | 136,671                    | 137,297   | -0.5%        | 169,044          | 177,144   | -4.6%        |
| System Weekday Service-KPI (Charts 12-13)                   | 82.2%                      | 82.1%     | +0.1%        | N/A              |           |              |
| A Division Weekday Service-KPI                              | 77.5%                      | 78.3%     | -0.8%        |                  |           |              |
| B Division Weekday Service-KPI                              | 85.1%                      | 84.1%     | +1.0%        |                  |           |              |
| System Weekday PES-KPI (Charts 14-16)                       | 91.4%                      | 90.9%     | +0.5%        |                  |           |              |
| Staten Island Railway                                       |                            |           |              |                  |           |              |
| 24 Hour On-Time Performance                                 | 96.2%                      | 96.3%     | -0.1%        | 92.6%            | 95.1%     | -2.5%        |
| AM Rush On-Time Performance                                 | 100.0%                     | 100.0%    | 0.0%         | 97.6%            | 97.7%     | -0.1%        |
| PM Rush On-Time Performance                                 | 99.5%                      | 100.0%    | -0.5%        | 96.4%            | 97.8%     | -1.4%        |
| Percentage of Completed Trips                               | 99.8%                      | 99.6%     | +0.2%        | 99.5%            | 99.3%     | +0.2%        |
| Mean Distance Between Failures                              | 107,707                    | 105,665   | +1.9%        | 72,995           | 98,903    | -26.2%       |
| Staten Island Railway PES-KPI (Charts 17)                   | 93.2%                      | 91.3%     | +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<br><u>12-Month Average</u> |                                 |              |               |              | Annual Results<br><u>(Meets Standard)</u> |
|---------------------------------------|---------------------------------|--------------|---------------|--------------|---|
|                                       | <u>Meets</u><br><u>Standard</u> | <u>GAP</u>   |               |              |   |
|                                       |                                 | <u>Minor</u> | <u>Medium</u> | <u>Major</u> |   |
| Sept '12 - Aug '13                    | 80.1%                           | 9.8%         | 6.2%          | 3.8%         | 2013 GOAL: 79.4%                          |
| Sept '11 - Aug '12                    | 79.3%                           | 10.3%        | 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)**

| Sept '12 - Aug '13 |                   |           |        |       | Sept '11 - Aug '12 |           |        |       |                        |
|--------------------|-------------------|-----------|--------|-------|--------------------|-----------|--------|-------|------------------------|
| Line               | Meets<br>Standard | Headways* |        |       | Meets<br>Standard  | Headways* |        |       | Standard<br>Difference |
|                    |                   | Minor     | Medium | Major |                    | Minor     | Medium | Major |                        |
| 1                  | 81.6%             | 7.9%      | 5.2%   | 5.3%  | 86.1%              | 7.0%      | 4.2%   | 2.7%  | -4.5%                  |
| 2                  | 72.5%             | 10.9%     | 9.2%   | 7.4%  | 72.9%              | 10.5%     | 8.8%   | 7.7%  | -0.4%                  |
| 3                  | 77.9%             | 10.5%     | 7.0%   | 4.6%  | 76.9%              | 10.6%     | 7.0%   | 5.5%  | +1.0%                  |
| 4                  | 73.2%             | 9.9%      | 8.0%   | 8.8%  | 76.2%              | 9.5%      | 7.3%   | 7.0%  | -3.0%                  |
| 5                  | 71.4%             | 10.3%     | 8.9%   | 9.4%  | 72.4%              | 9.8%      | 8.5%   | 9.4%  | -1.0%                  |
| 6                  | 77.7%             | 8.1%      | 6.6%   | 7.7%  | 81.5%              | 8.3%      | 5.2%   | 5.0%  | -3.8%                  |
| 7                  | 79.8%             | 10.1%     | 6.5%   | 3.6%  | 76.6%              | 12.8%     | 7.6%   | 3.1%  | +3.2%                  |
| S 42nd             | 92.6%             | 5.0%      | 1.6%   | 0.8%  | N/A**              | N/A**     | N/A**  | N/A** |                        |
| Subdivision A**    | 76.3%             | 9.7%      | 7.4%   | 6.7%  | 77.5%              | 9.8%      | 6.9%   | 5.8%  | -1.2%                  |
| A                  | 74.1%             | 10.2%     | 10.0%  | 5.7%  | 73.1%              | 10.3%     | 8.9%   | 7.7%  | +1.0%                  |
| B                  | 80.0%             | 11.3%     | 6.7%   | 2.0%  | 79.1%              | 11.7%     | 6.3%   | 2.8%  | +0.9%                  |
| C                  | 84.1%             | 10.5%     | 4.0%   | 1.4%  | 78.6%              | 12.2%     | 6.1%   | 3.1%  | +5.5%                  |
| D                  | 80.2%             | 12.0%     | 6.0%   | 1.7%  | 78.2%              | 12.0%     | 6.7%   | 3.1%  | +2.0%                  |
| E                  | 76.8%             | 11.2%     | 8.0%   | 4.0%  | 73.3%              | 11.9%     | 9.0%   | 5.8%  | +3.5%                  |
| F                  | 76.5%             | 10.3%     | 8.4%   | 4.8%  | 73.2%              | 11.4%     | 9.2%   | 6.2%  | +3.3%                  |
| S Fkln             | 96.9%             | 2.3%      | 0.6%   | 0.2%  | 96.3%              | 2.8%      | 0.8%   | 0.0%  | +0.6%                  |
| G                  | 84.5%             | 10.0%     | 4.0%   | 1.5%  | 83.4%              | 11.5%     | 3.8%   | 1.3%  | +1.1%                  |
| S Rock             | 97.3%             | 2.0%      | 0.5%   | 0.2%  | 92.8%              | 5.6%      | 1.0%   | 0.6%  | +4.5%                  |
| JZ                 | 81.4%             | 10.6%     | 5.4%   | 2.5%  | 81.7%              | 9.6%      | 6.4%   | 2.2%  | -0.3%                  |
| L                  | 82.2%             | 10.9%     | 5.1%   | 1.9%  | 79.3%              | 12.0%     | 6.5%   | 2.2%  | +2.9%                  |
| M                  | 78.8%             | 12.4%     | 6.6%   | 2.3%  | 77.8%              | 12.3%     | 7.5%   | 2.3%  | +1.0%                  |
| N                  | 78.8%             | 11.5%     | 6.4%   | 3.3%  | 79.0%              | 11.7%     | 6.4%   | 2.9%  | -0.2%                  |
| Q                  | 79.0%             | 12.3%     | 6.2%   | 2.5%  | 79.1%              | 11.5%     | 6.2%   | 3.2%  | -0.1%                  |
| R                  | 77.8%             | 10.4%     | 8.2%   | 3.6%  | 77.2%              | 11.2%     | 7.8%   | 3.8%  | +0.6%                  |
| Subdivision B      | 81.9%             | 9.9%      | 5.7%   | 2.5%  | 80.1%              | 10.5%     | 6.2%   | 3.2%  | +1.8%                  |
| Systemwide**       | 80.1%             | 9.8%      | 6.2%   | 3.8%  | 79.3%              | 10.3%     | 6.4%   | 4.0%  | +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)**

| Sept '12 - Aug '13 |          |           |        |       | Sept '11 - Aug '12 |           |       |        |                     |
|--------------------|----------|-----------|--------|-------|--------------------|-----------|-------|--------|---------------------|
| Line               | Meets    | Headways* |        |       | Meets              | Headways* |       |        | Standard Difference |
|                    | Standard | Minor     | Medium | Major |                    | Standard  | Minor | Medium |                     |
| 1                  | 90.3%    | 5.3%      | 2.2%   | 2.1%  | 90.1%              | 6.8%      | 2.2%  | 0.8%   | +0.2%               |
| 2                  | 82.8%    | 9.9%      | 5.2%   | 2.1%  | 85.7%              | 9.3%      | 3.4%  | 1.6%   | -2.9%               |
| 3                  | 90.4%    | 6.1%      | 2.2%   | 1.2%  | 87.8%              | 6.2%      | 2.6%  | 3.5%   | +2.6%               |
| 4                  | 77.3%    | 10.5%     | 7.6%   | 4.7%  | 82.2%              | 8.6%      | 5.2%  | 4.0%   | -4.9%               |
| 5                  | 86.6%    | 5.1%      | 2.2%   | 6.1%  | 93.1%              | 4.3%      | 2.0%  | 0.7%   | -6.5%               |
| 6                  | 83.0%    | 8.8%      | 5.2%   | 3.0%  | 88.8%              | 8.4%      | 2.2%  | 0.6%   | -5.8%               |
| 7                  | 80.5%    | 11.4%     | 6.0%   | 2.2%  | 79.4%              | 14.3%     | 5.9%  | 0.4%   | +1.1%               |
| S 42nd             | 97.3%    | 1.8%      | 0.4%   | 0.4%  | N/A**              | N/A**     | N/A** | N/A**  | N/A                 |
| Sub Division A**   | 84.4%    | 8.2%      | 4.4%   | 3.0%  | 86.7%              | 8.3%      | 3.3%  | 1.7%   | -2.3%               |
| A                  | 79.9%    | 10.9%     | 6.8%   | 2.4%  | 75.9%              | 12.0%     | 8.8%  | 3.2%   | +4.0%               |
| C                  | 84.5%    | 8.6%      | 5.7%   | 1.2%  | 83.4%              | 10.1%     | 5.8%  | 0.7%   | +1.1%               |
| D                  | 82.7%    | 11.6%     | 4.7%   | 1.1%  | 80.3%              | 12.7%     | 5.8%  | 1.2%   | +2.4%               |
| E                  | 88.4%    | 8.5%      | 2.3%   | 0.8%  | 85.9%              | 7.4%      | 3.3%  | 3.3%   | +2.5%               |
| F                  | 79.3%    | 12.0%     | 6.6%   | 2.0%  | 81.5%              | 11.6%     | 5.6%  | 1.3%   | -2.2%               |
| S Fkln             | 96.9%    | 2.9%      | 0.2%   | 0.0%  | 94.8%              | 4.3%      | 0.7%  | 0.2%   | +2.1%               |
| G                  | 88.0%    | 6.6%      | 3.8%   | 1.6%  | 88.5%              | 9.3%      | 1.4%  | 0.8%   | -0.5%               |
| JZ                 | 89.4%    | 7.8%      | 1.9%   | 0.9%  | 86.2%              | 9.1%      | 3.4%  | 1.3%   | +3.2%               |
| L                  | 86.4%    | 8.7%      | 3.2%   | 1.6%  | 85.3%              | 9.5%      | 3.7%  | 1.5%   | +1.1%               |
| N                  | 84.7%    | 9.7%      | 4.4%   | 1.3%  | 84.3%              | 9.5%      | 4.4%  | 1.8%   | +0.4%               |
| Q                  | 84.8%    | 8.0%      | 4.7%   | 2.5%  | 86.0%              | 10.7%     | 3.0%  | 0.3%   | -1.2%               |
| R                  | 85.1%    | 11.3%     | 2.7%   | 0.9%  | 79.4%              | 14.6%     | 4.7%  | 1.3%   | +5.7%               |
| Sub Division B     | 85.8%    | 8.9%      | 3.9%   | 1.4%  | 84.3%              | 10.1%     | 4.2%  | 1.4%   | +1.5%               |
| Systemwide**       | 85.3%    | 8.6%      | 4.1%   | 2.0%  | 85.2%              | 9.4%      | 3.9%  | 1.5%   | +0.1%               |

**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. 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

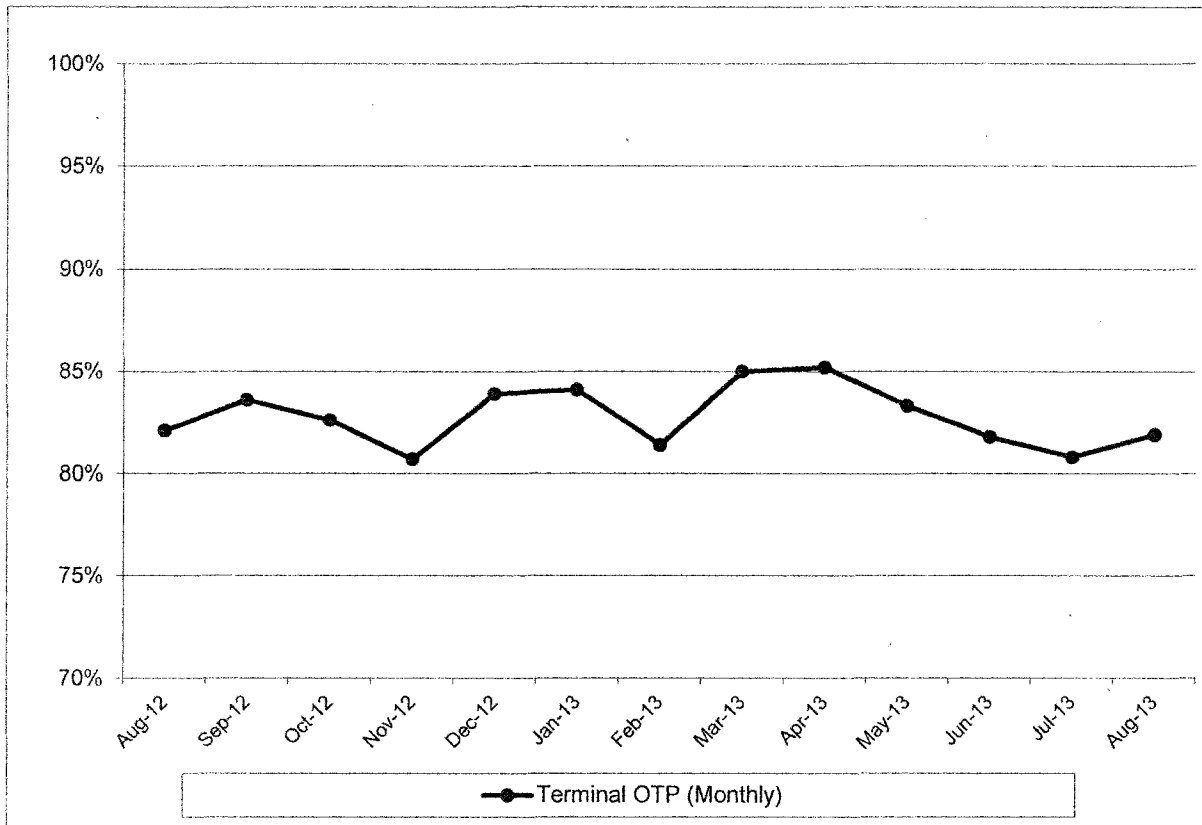
**Medium Gap:** from 50% to 100% over scheduled headway

**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**

Aug 2013: 81.9%  
 Aug 2012: 82.1%  
 12-Mon Avg: 82.0%  
 (Sep '12-Aug '13)

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

Aug 2013: 76.0%  
 Aug 2012: 75.6%  
 12-Mon Avg: 73.9%  
 (Sep '12-Aug '13)

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

Aug 2013: 86.6%  
 Aug 2012: 86.6%  
 12-Mon Avg: 87.5%  
 (Sep '12-Aug '13)

### Discussion of Results

In Aug 2013, Right Of Way (8,558 delays), Track Gangs (7,223 delays), and Over Crowding (5,015 delays) were the highest categories of delays, representing 65.8% of the total 31,617 delays.



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

| <u>Line</u>          | <u>Sep '12 - Aug '13</u> | <u>Sep '11 - Aug '12</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| 1                    | 84.9%                    | 89.3%                    | -4.4%               |
| 2                    | 57.2%                    | 63.1%                    | -5.9%               |
| 3                    | 71.6%                    | 74.0%                    | -2.4%               |
| 4                    | 59.0%                    | 66.0%                    | -7.0%               |
| 5                    | 60.3%                    | 67.2%                    | -6.9%               |
| 6                    | 76.4%                    | 79.4%                    | -3.0%               |
| 7                    | 90.1%                    | 90.8%                    | -0.7%               |
| S 42 St              | N/A*                     | N/A*                     |                     |
| <b>Subdivision A</b> | 73.9%                    | 77.9%                    | -4.0%               |
| A                    | 84.6%                    | 82.8%                    | +1.8%               |
| B                    | 87.1%                    | 87.4%                    | -0.3%               |
| C                    | 91.2%                    | 91.1%                    | +0.1%               |
| D                    | 86.0%                    | 89.2%                    | -3.2%               |
| E                    | 83.6%                    | 86.4%                    | -2.8%               |
| F                    | 79.3%                    | 78.8%                    | +0.5%               |
| S FkIn               | 99.4%                    | 99.4%                    | 0.0%                |
| G                    | 87.0%                    | 93.0%                    | -6.0%               |
| S Rock               | 97.5%                    | 96.4%                    | +1.1%               |
| J Z                  | 95.0%                    | 96.0%                    | -1.0%               |
| L                    | 94.9%                    | 95.4%                    | -0.5%               |
| M                    | 86.6%                    | 90.3%                    | -3.7%               |
| N                    | 82.0%                    | 80.8%                    | +1.2%               |
| Q                    | 85.7%                    | 87.3%                    | -1.6%               |
| R                    | 85.6%                    | 88.5%                    | -2.9%               |
| <b>Subdivision B</b> | 87.5%                    | 88.6%                    | -1.1%               |
| <b>Systemwide</b>    | <b>82.0%</b>             | <b>84.1%</b>             | <b>-2.1%</b>        |

\* Performance data unavailable pending ATS system software upgrade.



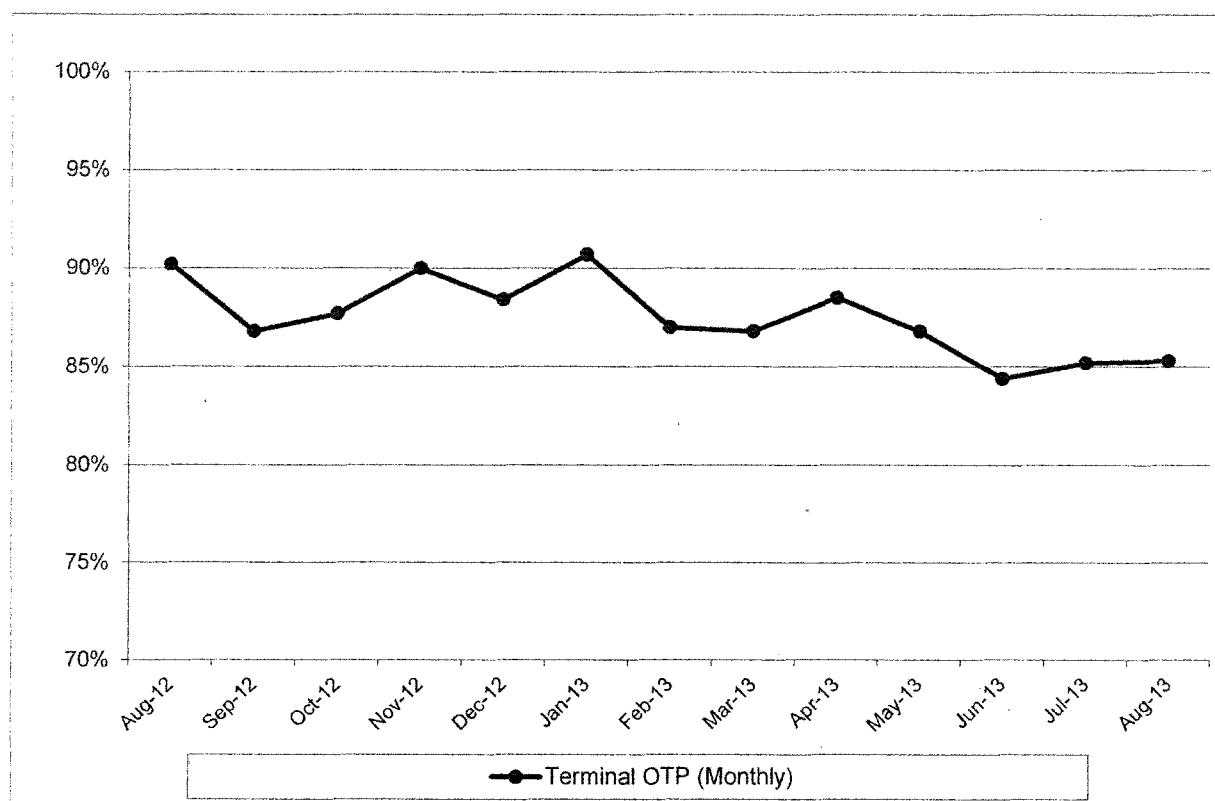
# **August 2013 Weekday Terminal Delays Systemwide Summary**

| Categories             | Delays               |
|------------------------|----------------------|
| Row Delays             | 8,558                |
| Track Gangs            | 7,223                |
| Over Crowding          | 5,015                |
| Car Equipment          | 2,410                |
| Sick Customer          | 1,834                |
| Work Equipment/G. O.   | 1,810                |
| Police                 | 1,182                |
| Infrastructure         | 1,045                |
| Unruly Customer        | 871                  |
| Employee               | 836                  |
| Fire                   | 276                  |
| External               | 270                  |
| Operational Diversions | 219                  |
| Inclement Weather      | 63                   |
| Collision/Derailment   | 5                    |
| Total Delays           | <u><u>31,617</u></u> |

\* 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**

Aug 2013: 85.3%  
Aug 2012: 90.2%  
12-Mon Avg: 86.5%  
(Sep '12-Aug '13)

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

Aug 2013: 80.5%  
Aug 2012: 85.0%  
12-Mon Avg: 80.0%  
(Sep '12-Aug '13)

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

Aug 2013: 88.9%  
Aug 2012: 93.3%  
12-Mon Avg: 90.5%  
(Sep '12-Aug '13)

### Discussion of Results

In August 2013, Work Equipment/G.O. (1,920 delays), Track Gangs (1,903 delays), Right Of Way (1,022 delays) were the highest categories of delays, representing 65.1% of the total 7,445 delays.



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

| <u>Line</u>          | <u>Sep '12 - Aug '13</u> | <u>Sep '11 - Aug '12</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| 1                    | 82.4%                    | 86.1%                    | -3.7%               |
| 2                    | 66.0%                    | 67.1%                    | -1.1%               |
| 3                    | 82.1%                    | 87.3%                    | -5.2%               |
| 4                    | 69.9%                    | 75.6%                    | -5.7%               |
| 5                    | 86.8%                    | 83.2%                    | +3.6%               |
| 6                    | 75.9%                    | 80.6%                    | -4.7%               |
| 7                    | 92.7%                    | 92.6%                    | +0.1%               |
| S 42 St              | N/A*                     | N/A*                     |                     |
| <b>Subdivision A</b> | 80.0%                    | 82.7%                    | -2.7%               |
| A                    | 84.0%                    | 85.5%                    | -1.5%               |
| C                    | 86.5%                    | 87.2%                    | -0.7%               |
| D                    | 88.3%                    | 91.7%                    | -3.4%               |
| E                    | 90.7%                    | 90.7%                    | 0.0%                |
| F                    | 80.8%                    | 83.1%                    | -2.3%               |
| S Fkln               | 99.3%                    | 99.6%                    | -0.3%               |
| G                    | 95.5%                    | 97.1%                    | -1.6%               |
| S Rock               | 98.0%                    | 97.2%                    | +0.8%               |
| J Z                  | 96.8%                    | 95.2%                    | +1.6%               |
| L                    | 96.1%                    | 96.8%                    | -0.7%               |
| M                    | 98.2%                    | 95.2%                    | +3.0%               |
| N                    | 81.0%                    | 83.9%                    | -2.9%               |
| Q                    | 91.7%                    | 94.3%                    | -2.6%               |
| R                    | 88.2%                    | 92.9%                    | -4.7%               |
| <b>Subdivision B</b> | 90.5%                    | 91.6%                    | -1.1%               |
| <b>Systemwide</b>    | <b>86.5%</b>             | <b>88.2%</b>             | <b>-1.7%</b>        |

\* Performance data unavailable pending ATS system software upgrade.



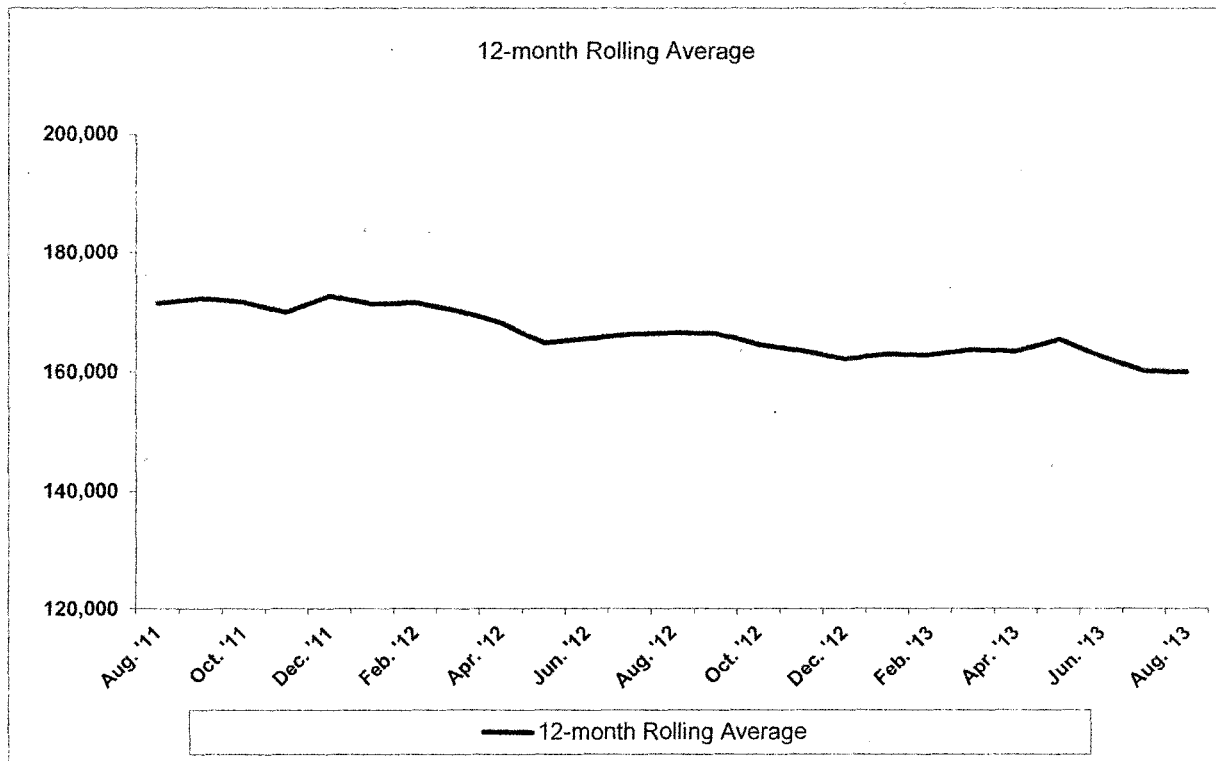
**August 2013 Weekend Terminal Delays  
Systemwide Summary**

| <b>Categories</b>      | <b>Delays</b>       |
|------------------------|---------------------|
| Work Equipment/G. O.   | 1,920               |
| Track Gangs            | 1,903               |
| ROW Delays             | 1,022               |
| Over Crowding          | 808                 |
| Employee               | 412                 |
| Police                 | 332                 |
| Car Equipment          | 325                 |
| Unruly Customer        | 313                 |
| Sick Customer          | 207                 |
| Infrastructure         | 70                  |
| External               | 68                  |
| Operational Diversions | 43                  |
| Fire                   | 23                  |
| Total Delays           | <u><u>7,445</u></u> |

\* 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

Aug 2013: 129,081

Aug 2012: 130,217

### 12-Month Average

Sept 12 - Aug 13: 160,059

Sept 11 - Aug 12: 166,493

### Annual Result

2013 Goal: 166,000

2012 Actual: 162,138

### Discussion of Results

MDBF in August 2013 decreased 0.9% from August 2012. Over the past year, the MDBF 12-month average decreased 3.9%.



## Car Reliability

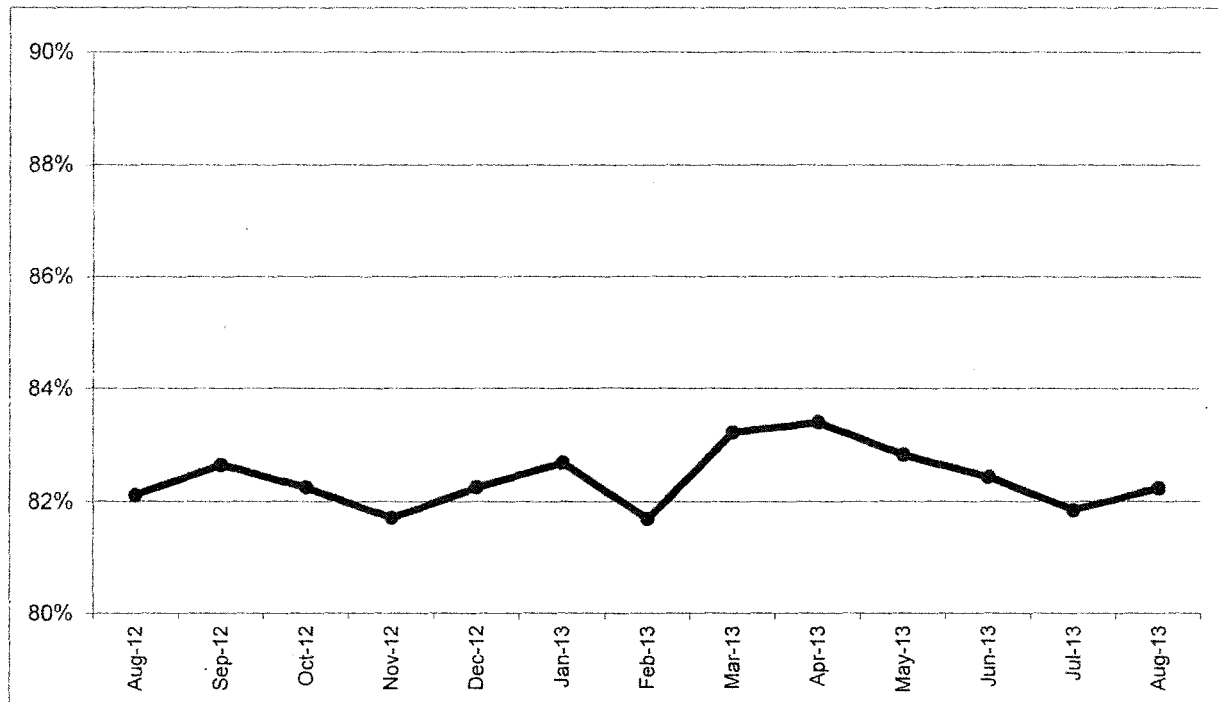
### Mean Distance Between Failures (Miles)

#### 12-Month Average MDBF

| Car Class | # of Cars | Aug '13 | Aug '12 | % Change |
|-----------|-----------|---------|---------|----------|
| R32       | 222       | 52,917  | 64,568  | -18.04%  |
| R42       | 50        | 39,338  | 39,926  | -1.47%   |
| R46       | 752       | 95,993  | 83,370  | 15.14%   |
| R62       | 315       | 181,538 | 201,174 | -9.76%   |
| R62A      | 824       | 154,670 | 130,138 | 18.85%   |
| R68       | 425       | 173,436 | 136,610 | 26.96%   |
| R68A      | 200       | 112,100 | 139,578 | -19.69%  |
| R142      | 1,030     | 163,367 | 204,824 | -20.24%  |
| R142A     | 580       | 116,119 | 112,917 | 2.84%    |
| R143      | 212       | 81,130  | 194,270 | -58.24%  |
| R160      | 1,662     | 499,712 | 639,965 | -21.92%  |
| FLEET     | 6,272     | 160,059 | 166,493 | -3.86%   |



## 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<br>Monthly Results | Goal             |
|-------------------------------|------------------|
| August 2013: 82.2%            | 2013 GOAL: 85.2% |
| August 2012: 82.1%            |                  |



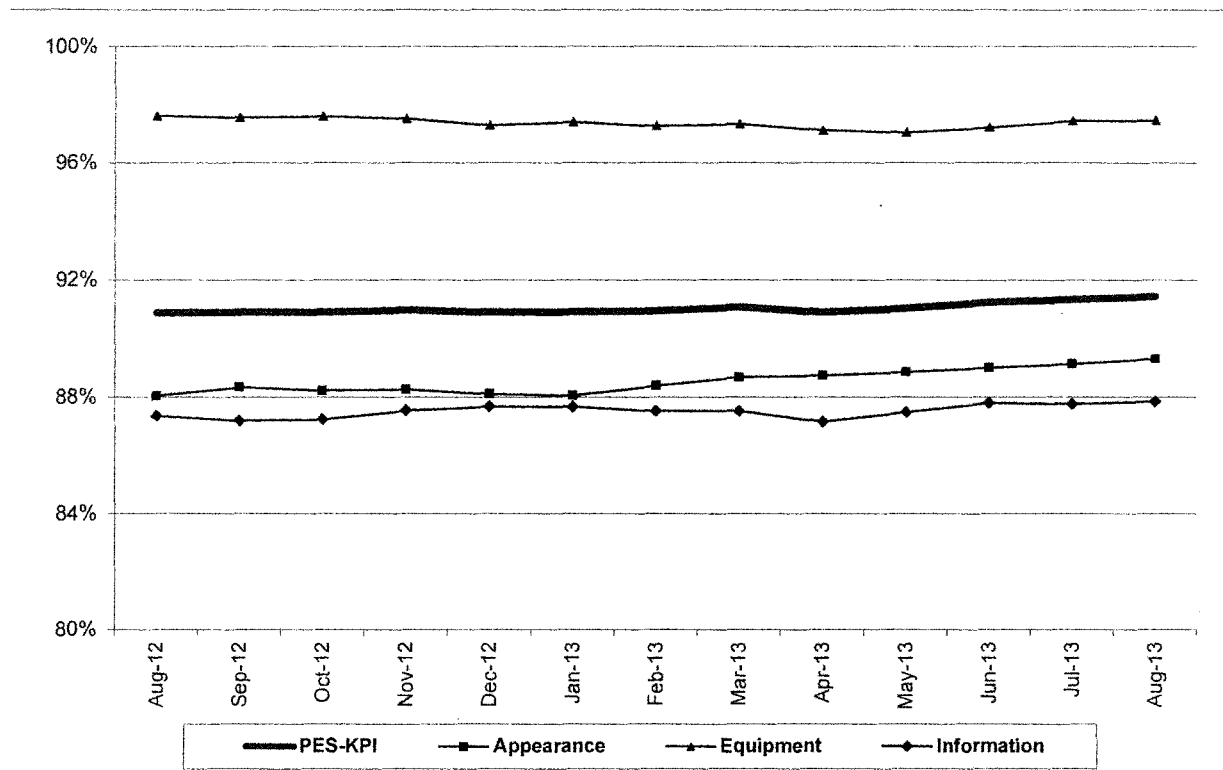
## Service - Key Performance Indicator (S-KPI)

| <u>Line</u>           | <u>August 2013</u> | <u>August 2012</u> | <u>% Difference</u> |
|-----------------------|--------------------|--------------------|---------------------|
| 1                     | 80.4%              | 85.0%              | -4.6%               |
| 2                     | 68.0%              | 69.8%              | -1.8%               |
| 3                     | 78.8%              | 77.2%              | +1.6%               |
| 4                     | 68.2%              | 72.6%              | -4.4%               |
| 5                     | 69.3%              | 73.4%              | -4.1%               |
| 6                     | 75.4%              | 79.8%              | -4.4%               |
| 7                     | 85.2%              | 82.9%              | +2.3%               |
| S 42nd                | 86.9%              | N/A*               | N/A*                |
| <b>SubDivision A*</b> | <b>77.5%</b>       | <b>78.3%</b>       | <b>-0.8%</b>        |
| A                     | 75.7%              | 73.2%              | +2.5%               |
| B                     | 81.1%              | 81.2%              | -0.1%               |
| C                     | 82.2%              | 78.2%              | +4.0%               |
| D                     | 83.2%              | 82.7%              | +0.5%               |
| E                     | 79.3%              | 78.7%              | +0.6%               |
| F                     | 76.0%              | 74.4%              | +1.6%               |
| S Fkln                | 91.3%              | 91.2%              | +0.1%               |
| G                     | 83.4%              | 83.3%              | +0.1%               |
| S Rock                | 96.9%              | 87.9%              | +9.0%               |
| JZ                    | 87.4%              | 87.9%              | -0.5%               |
| L                     | 82.4%              | 85.7%              | -3.3%               |
| M                     | 83.3%              | 83.9%              | -0.6%               |
| N                     | 82.7%              | 82.0%              | +0.7%               |
| Q                     | 83.7%              | 82.7%              | +1.0%               |
| R                     | 79.7%              | 77.6%              | +2.1%               |
| <b>SubDivision B</b>  | <b>85.1%</b>       | <b>84.1%</b>       | <b>+1.0%</b>        |
| <b>Systemwide*</b>    | <b>82.2%</b>       | <b>82.1%</b>       | <b>+0.1%</b>        |

\* 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.



## 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>August 2013:</b>  | <b>91.4%</b>   | 89.3%             | 97.5%            | 87.9%              |
| <b>August 2012:</b>  | <b>90.9%</b>   | 88.0%             | 97.6%            | 87.4%              |
| <b>% Difference:</b> | <b>+0.5%</b>   | +1.3%             | -0.1%            | +0.5%              |



## PES-KPI - Subway Car

| Line                 | August 2013  |                   |                  |                    | August 2012  |                   |                  |                    | % Difference |
|----------------------|--------------|-------------------|------------------|--------------------|--------------|-------------------|------------------|--------------------|--------------|
|                      | <u>KPI</u>   | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u>   | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u>   |
| 1                    | 93.9%        | 95.7%             | 96.2%            | 89.7%              | 92.7%        | 97.6%             | 97.0%            | 83.4%              | +1.2%        |
| 2                    | 95.3%        | 94.8%             | 94.7%            | 96.4%              | 97.0%        | 94.8%             | 97.9%            | 98.6%              | -1.7%        |
| 3                    | 94.6%        | 92.6%             | 97.7%            | 93.7%              | 92.0%        | 93.6%             | 97.7%            | 84.7%              | +2.6%        |
| 4                    | 96.9%        | 95.5%             | 97.0%            | 98.2%              | 97.3%        | 94.2%             | 98.9%            | 98.8%              | -0.4%        |
| 5                    | 96.6%        | 96.7%             | 95.5%            | 97.6%              | 96.2%        | 93.8%             | 97.0%            | 97.8%              | +0.4%        |
| 6                    | 96.2%        | 90.7%             | 98.7%            | 99.4%              | 96.9%        | 96.1%             | 95.6%            | 99.0%              | -0.7%        |
| 7                    | 94.0%        | 95.3%             | 92.5%            | 94.2%              | 94.7%        | 96.1%             | 96.7%            | 91.4%              | -0.7%        |
| S 42nd               | 95.0%        | 96.4%             | 96.1%            | 92.4%              | 93.1%        | 99.1%             | 97.4%            | 82.8%              | +1.9%        |
| <b>SubDivision A</b> | <b>95.3%</b> | <b>94.6%</b>      | <b>95.9%</b>     | <b>95.3%</b>       | <b>95.2%</b> | <b>95.4%</b>      | <b>97.1%</b>     | <b>93.1%</b>       | <b>+0.1%</b> |
| A                    | 94.1%        | 95.3%             | 95.0%            | 92.0%              | 94.5%        | 93.3%             | 98.0%            | 92.1%              | -0.4%        |
| B                    | 91.9%        | 88.8%             | 96.4%            | 90.7%              | 92.7%        | 88.1%             | 98.3%            | 92.0%              | -0.8%        |
| C                    | 94.3%        | 94.3%             | 96.0%            | 92.6%              | 91.3%        | 86.5%             | 97.5%            | 90.3%              | +3.0%        |
| D                    | 92.7%        | 90.9%             | 95.4%            | 92.0%              | 93.6%        | 90.3%             | 98.0%            | 92.7%              | -0.9%        |
| E                    | 98.1%        | 95.9%             | 98.9%            | 99.7%              | 97.0%        | 95.4%             | 97.2%            | 98.3%              | +1.1%        |
| F                    | 97.3%        | 95.4%             | 97.8%            | 98.9%              | 95.9%        | 92.6%             | 97.0%            | 98.1%              | +1.4%        |
| S Fkln               | 93.6%        | 94.3%             | 95.1%            | 91.4%              | 91.2%        | 89.5%             | 94.7%            | 89.6%              | +2.4%        |
| G                    | 95.9%        | 96.7%             | 98.5%            | 92.6%              | 96.4%        | 96.9%             | 98.7%            | 93.4%              | -0.5%        |
| J/Z                  | 96.8%        | 97.5%             | 94.0%            | 99.0%              | 95.1%        | 90.1%             | 97.0%            | 98.4%              | +1.7%        |
| L                    | 97.0%        | 94.7%             | 98.6%            | 97.8%              | 96.3%        | 92.9%             | 96.8%            | 99.2%              | +0.7%        |
| M                    | 96.0%        | 92.3%             | 96.9%            | 99.1%              | 96.5%        | 93.5%             | 98.3%            | 98.0%              | -0.5%        |
| N                    | 96.4%        | 90.9%             | 99.5%            | 98.8%              | 95.6%        | 91.3%             | 96.7%            | 99.0%              | +0.8%        |
| Q                    | 96.9%        | 94.2%             | 97.9%            | 98.6%              | 96.9%        | 92.0%             | 99.4%            | 99.4%              | +0.0%        |
| R                    | 93.7%        | 93.6%             | 97.1%            | 90.3%              | 93.9%        | 91.9%             | 99.2%            | 90.6%              | -0.2%        |
| <b>SubDivision B</b> | <b>95.5%</b> | <b>93.8%</b>      | <b>97.1%</b>     | <b>95.6%</b>       | <b>95.0%</b> | <b>91.8%</b>      | <b>97.8%</b>     | <b>95.5%</b>       | <b>+0.5%</b> |
| <b>Systemwide</b>    | <b>95.4%</b> | <b>94.1%</b>      | <b>96.7%</b>     | <b>95.5%</b>       | <b>95.1%</b> | <b>93.2%</b>      | <b>97.5%</b>     | <b>94.6%</b>       | <b>+0.3%</b> |

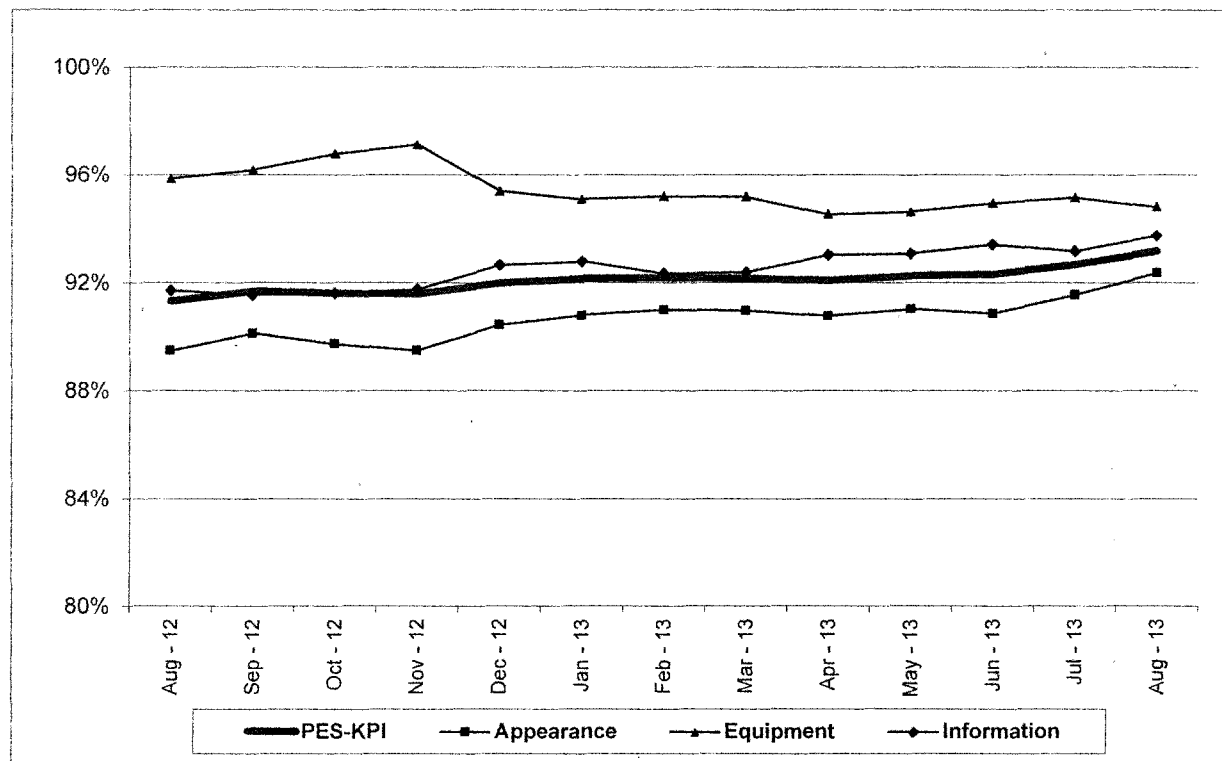


## PES-KPI - Station

| <u>Borough</u>    | <b>August 2013</b> |                   |                  |                    | <b>August 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>Bronx</b>      | <b>85.5%</b>       | 81.9%             | 97.8%            | 77.7%              | <b>85.9%</b>       | 81.4%             | 97.6%            | 79.8%              | <b>-0.4%</b>        |
| <b>Manhattan</b>  | <b>87.8%</b>       | 83.5%             | 98.4%            | 82.7%              | <b>86.8%</b>       | 81.9%             | 97.3%            | 82.1%              | <b>+1.0%</b>        |
| <b>Brooklyn</b>   | <b>87.5%</b>       | 86.1%             | 98.4%            | 78.6%              | <b>85.7%</b>       | 83.7%             | 97.6%            | 76.3%              | <b>+1.8%</b>        |
| <b>Queens</b>     | <b>88.6%</b>       | 88.0%             | 98.4%            | 79.9%              | <b>89.1%</b>       | 86.9%             | 98.7%            | 82.4%              | <b>-0.5%</b>        |
| <b>Systemwide</b> | <b>87.5%</b>       | <b>84.9%</b>      | <b>98.3%</b>     | <b>80.0%</b>       | <b>86.7%</b>       | <b>83.3%</b>      | <b>97.7%</b>     | <b>79.9%</b>       | <b>+0.8%</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>August 2013:</b>  | <b>93.2%</b>   | 92.4%             | 94.8%            | 93.7%              |
| <b>August 2012:</b>  | <b>91.3%</b>   | 89.5%             | 95.9%            | 91.7%              |
| <b>% Difference:</b> | <b>+1.9%</b>   | +2.9%             | -1.1%            | +2.0%              |



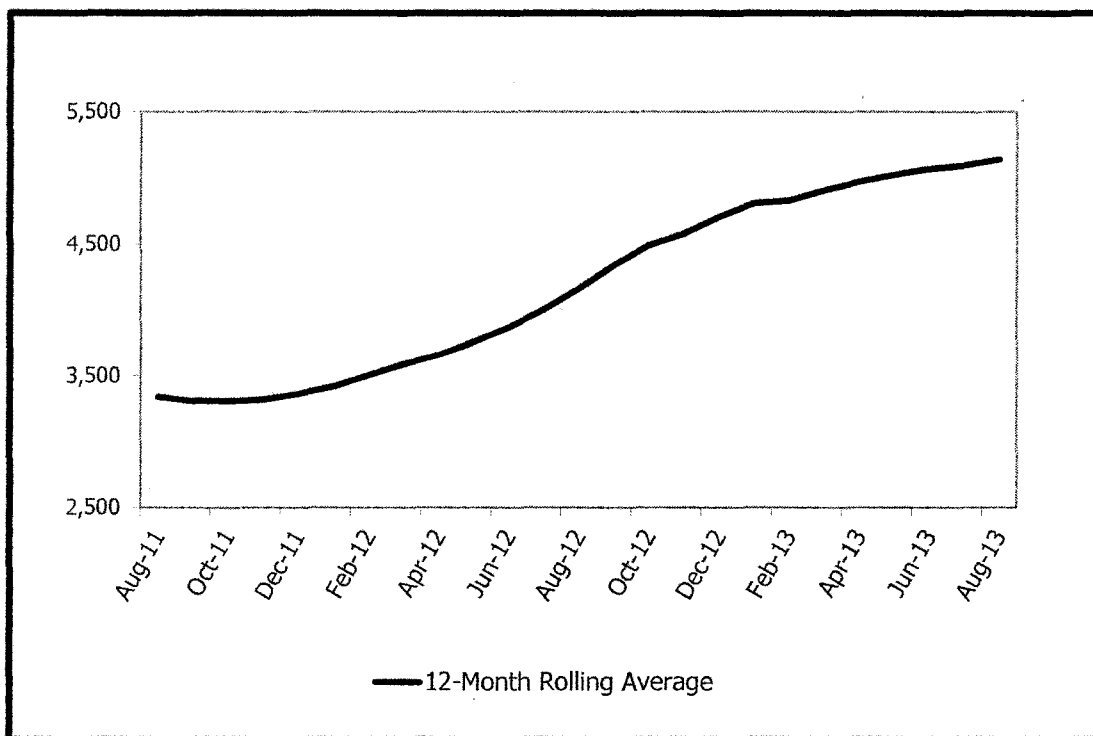
# Monthly Operations Report

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

| MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators |                            |           |          |                  |           |          |
|---|----------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator   | Current Month: August 2013 |           |          | 12-Month Average |           |          |
|   | This Year                  | Last Year | % Change | This Year        | Last Year | % Change |
| <b>System MDBF (chart 1)</b>  | 5,108                      | 4,606     | +10.9%   | 5,141            | 4,157     | +23.7%   |
| NYCT Bus  | 5,000                      | 4,437     | +12.7%   | 4,994            | 4,043     | +23.5%   |
| MTA Bus   | 5,477                      | 5,224     | +4.8%    | 5,679            | 4,572     | +24.2%   |
| <b>System MDBSI (chart 2)</b>   | 2,773                      | 2,672     | +3.8%    | 2,796            | 2,436     | +14.8%   |
| NYCT Bus  | 2,717                      | 2,588     | +5.0%    | 2,761            | 2,383     | +15.9%   |
| MTA Bus   | 2,965                      | 2,970     | -0.2%    | 2,914            | 2,623     | +11.1%   |
| <b>System Trips Completed (chart 3)</b>                                       | 99.29%                     | 99.15%    | +0.1%    | 99.22%           | 98.59%    | +0.6%    |
| NYCT Bus  | 99.27%                     | 99.20%    | +0.1%    | 99.22%           | 98.63%    | +0.6%    |
| MTA Bus   | 99.37%                     | 98.99%    | +0.4%    | 99.21%           | 98.40%    | +0.8%    |
| <b>System AM Pull Out (chart 4)</b>   | 99.69%                     | 99.63%    | +0.1%    | 99.65%           | 99.08%    | +0.6%    |
| NYCT Bus  | 99.66%                     | 99.72%    | -0.1%    | 99.67%           | 99.16%    | +0.5%    |
| MTA Bus   | 99.79%                     | 99.32%    | +0.5%    | 99.60%           | 98.80%    | +0.8%    |
| <b>System PM Pull Out (chart 5)</b>   | 99.83%                     | 99.86%    | -0.0%    | 99.85%           | 99.47%    | +0.4%    |
| NYCT Bus  | 99.80%                     | 99.88%    | -0.1%    | 99.84%           | 99.54%    | +0.3%    |
| MTA Bus   | 99.92%                     | 99.79%    | +0.1%    | 99.87%           | 99.24%    | +0.6%    |
| <b>System Buses &gt;= 12 years</b>  | 25%                        | 29%       |          |                  |           |          |
| NYCT Bus  | 28%                        | 32%       |          |                  |           |          |
| MTA Bus   | 15%                        | 21%       |          |                  |           |          |
| <b>System Fleet Age</b>   | 7.57                       | 7.75      |          |                  |           |          |
| NYCT Bus  | 7.68                       | 7.89      |          |                  |           |          |
| MTA Bus   | 7.21                       | 7.27      |          |                  |           |          |
| <b>Paratransit</b>  |                            |           |          |                  |           |          |
| <b>% of Trips Completed</b>   | 94.49%                     | 94.43%    | +0.1%    | 93.88%           | 94.40%    | -0.5%    |
| Trips Requested   | 663,821                    | 677,312   | -2.0%    | 649,451          | 670,645   | -3.2%    |
| Trips Scheduled   | 597,568                    | 613,179   | -2.5%    | 584,108          | 607,596   | -3.9%    |
| Trips Completed   | 564,646                    | 579,020   | -2.5%    | 548,347          | 573,582   | -4.4%    |
| Early Cancellations as a Percentage of Trips Requested                        | 9.16%                      | 8.78%     | +0.4%    | 9.35%            | 8.68%     | +0.7%    |
| Late Cancellations as a Percentage of Trips Scheduled                         | 3.89%                      | 3.74%     | +0.2%    | 3.90%            | 3.60%     | +0.3%    |
| No-Shows (Passenger) as a Percentage of Trips Scheduled                       | 1.31%                      | 1.54%     | -0.2%    | 1.76%            | 1.68%     | +0.1%    |
| No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled            | 0.31%                      | 0.30%     | +0.0%    | 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                          | 0.82%                      | 0.69%     | +0.1%    | 0.72%            | 0.72%     | -0.0%    |
| New Applications Received   | 3,316                      | 3,341     | -0.7%    | 2,749            | 2,740     | +0.3%    |



## 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

August 2013: 5,108  
August 2012: 4,606

### 12-Month Average

Sep 12 - Aug 13 5,141  
Sep 11 - Aug 12 4,157

### Annual Results

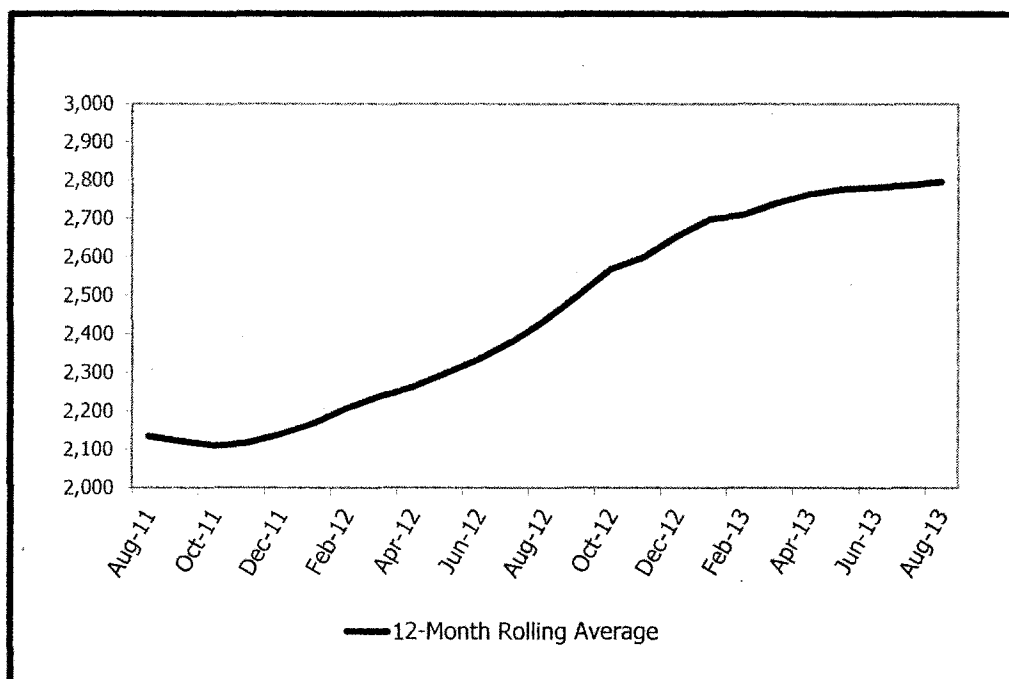
2013 Goal: 4,754  
2012 Actual: 4,704

\* "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.

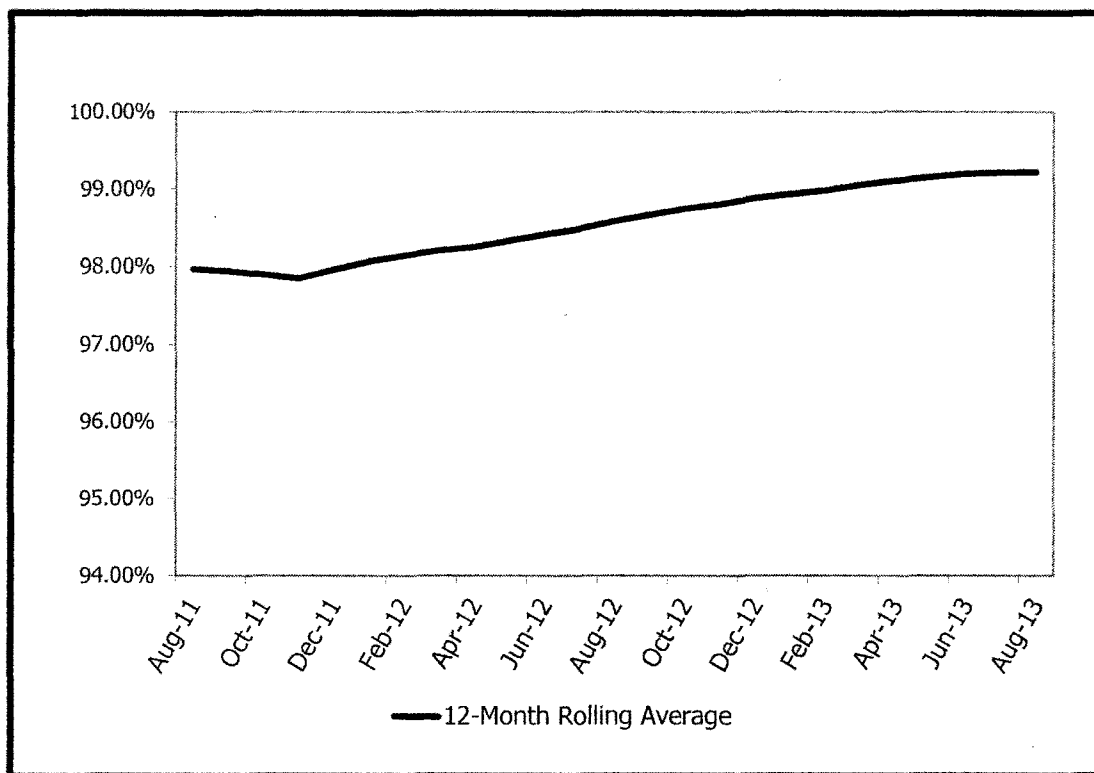
| Monthly Results |       | 12-Month Average | Annual Results |                    |
|-----------------|-------|------------------|----------------|--------------------|
| August 2013:    | 2,773 | Sep 12 - Aug 13  | 2,796          | 2013 YTD: 2,739    |
| August 2012:    | 2,672 | Sep 11 - Aug 12  | 2,436          | 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

August 2013: 99.29%

August 2012: 99.15%

### 12-Month Average

Sep 12 - Aug 13 99.22%

Sep 11 - Aug 12 98.59%

### Annual Results

2013 YTD: 99.26%

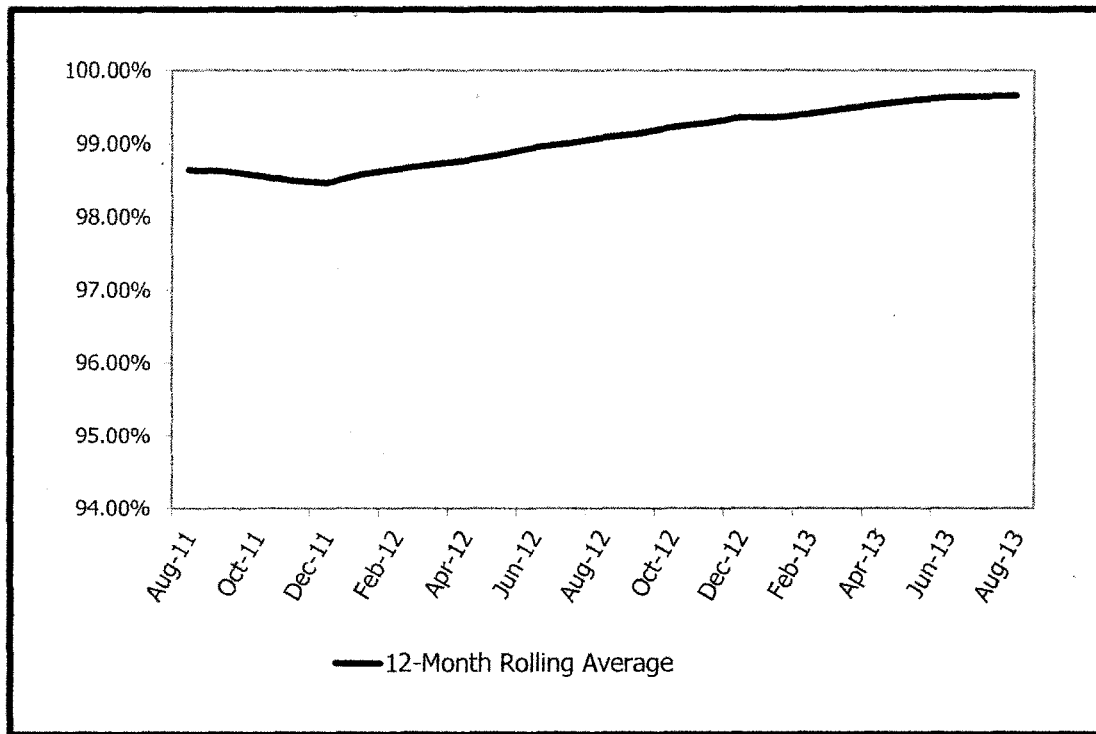
2012 Actual: 98.89%

\* "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.

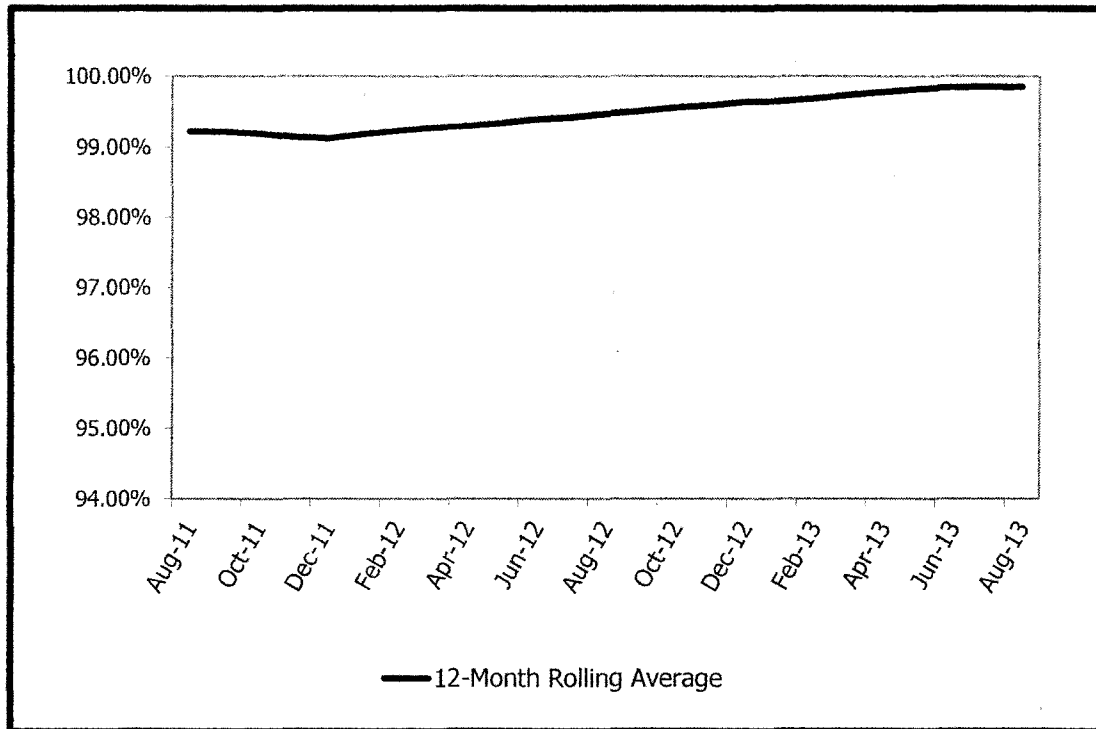
| Monthly Results |        | 12-Month Average | Annual Results |        |
|-----------------|--------|------------------|----------------|--------|
| August 2013:    | 99.69% | Sep 12 - Aug 13  | 2013 YTD:      | 99.68% |
| August 2012:    | 99.63% | Sep 11 - Aug 12  | 2012 Actual:   | 99.36% |

\* "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

August 2013: 99.83%  
August 2012: 99.86%

### 12-Month Average

Sep 12 - Aug 13 99.85%  
Sep 11 - Aug 12 99.47%

### Annual Results

2013 YTD: 99.89%  
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 August 2013 are shown below.

| Safety Report   |                            |           |          |                  |           |          |
|---|----------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator   | Current Month: August 2013 |           |          | 12-Month Average |           |          |
|   | This Year                  | Last Year | % Change | This Year        | Last Year | % Change |
| Subway Customer Accidents per Million Customers <sup>1</sup>  | 2.63                       | 2.49      | +5.7%    | 2.93             | 2.77      | +5.8%    |
| Subway Customer Injuries per Million Customers <sup>1</sup>   | 2.70                       | 2.55      | +5.7%    | 3.00             | 2.78      | +7.9%    |
| Subway Collisions <sup>2,4</sup>                              | 0                          | 0         | N/A      | 0                | 1         | -100.0%  |
| Subway Derailments <sup>2,4</sup>                             | 0                          | 0         | N/A      | 3                | 1         | +200.0%  |
| Subway Fires <sup>2</sup>                                     | 60                         | 62        | -3.2%    | 847              | 841       | +0.7%    |
| Subway Employee On-Duty Lost-Time Accidents per 100 Employees | 3.06                       | 2.16      | +41.7%   | 2.70             | 2.46      | +9.9%    |

|   |       |       |         |       |       |        |
|---|-------|-------|---------|-------|-------|--------|
| Bus Collisions Per Million Miles                          |       |       |         |       |       |        |
| <b>Regional</b>   | 49.88 | 46.81 | +6.6%   | 48.55 | 45.10 | +7.7%  |
| NYCT Bus  | 52.84 | 48.04 | +10.0%  | 49.85 | 45.91 | +8.6%  |
| MTA Bus   | 40.68 | 42.97 | -5.3%   | 44.37 | 42.48 | +4.4%  |
| Bus Collision Injuries per Million Miles                  |       |       |         |       |       |        |
| <b>Regional</b>   | 5.70  | 3.19  | +78.4%  | 6.27  | 6.17  | +1.7%  |
| NYCT Bus  | 6.19  | 4.01  | +54.3%  | 6.50  | 6.76  | -3.9%  |
| MTA Bus   | 4.16  | 0.64  | +549.3% | 5.55  | 4.27  | +30.0% |
| Bus Customer Accidents Per Million Customers              |       |       |         |       |       |        |
| <b>Regional</b>   | 1.13  | 1.04  | +8.9%   | 1.05  | 1.18  | -11.4% |
| NYCT Bus  | 1.15  | 0.97  | +18.6%  | 1.05  | 1.13  | -6.6%  |
| MTA Bus   | 1.01  | 1.40  | -27.8%  | 1.02  | 1.49  | -31.6% |
| Bus Customer Accident Injuries Per Million Customers      |       |       |         |       |       |        |
| <b>Regional</b>   | 1.34  | 1.09  | +23.1%  | 1.11  | 1.22  | -8.4%  |
| NYCT Bus  | 1.30  | 1.01  | +29.1%  | 1.12  | 1.16  | -3.8%  |
| MTA Bus   | 1.51  | 1.50  | +1.1%   | 1.10  | 1.53  | -28.0% |
| Bus Employee Lost Time Accidents per 100 Employees        |       |       |         |       |       |        |
| NYCT Bus  | 5.38  | 6.32  | -14.9%  | 5.16  | 5.83  | -11.5% |
| MTA Bus   | 5.73  | 10.40 | -44.9%  | 7.04  | 9.32  | -24.4% |
| Total NYCT Employee Lost Time Accidents per 100 Employees | 3.45  | 3.30  | +4.5%   | 3.23  | 3.29  | -1.8%  |

| Subways Crime Report          |                               |           |          |                  |           |          |
|-------------------------------|-------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator         | Current Month: September 2013 |           |          | 12-Month Average |           |          |
|                               | This Year                     | Last Year | % Change | This Year        | Last Year | % Change |
| Major Felonies <sup>3,4</sup> | 234                           | 214       | +9.3%    | 1,877            | 2,050     | -8.4%    |
| Robberies <sup>3,4</sup>      | 49                            | 58        | -15.5%   | 465              | 627       | -25.8%   |

| SIR Crime Report              |                               |           |          |                  |           |          |
|-------------------------------|-------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator         | Current Month: September 2013 |           |          | 12-Month Average |           |          |
|                               | This Year                     | Last Year | % Change | This Year        | Last Year | % Change |
| Major Felonies <sup>3,4</sup> | 1                             | 2         | -50.0%   | 18               | 23        | -21.7%   |
| Robberies <sup>3,4</sup>      | 0                             | 2         | -100.0%  | 7                | 11        | -36.4%   |

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

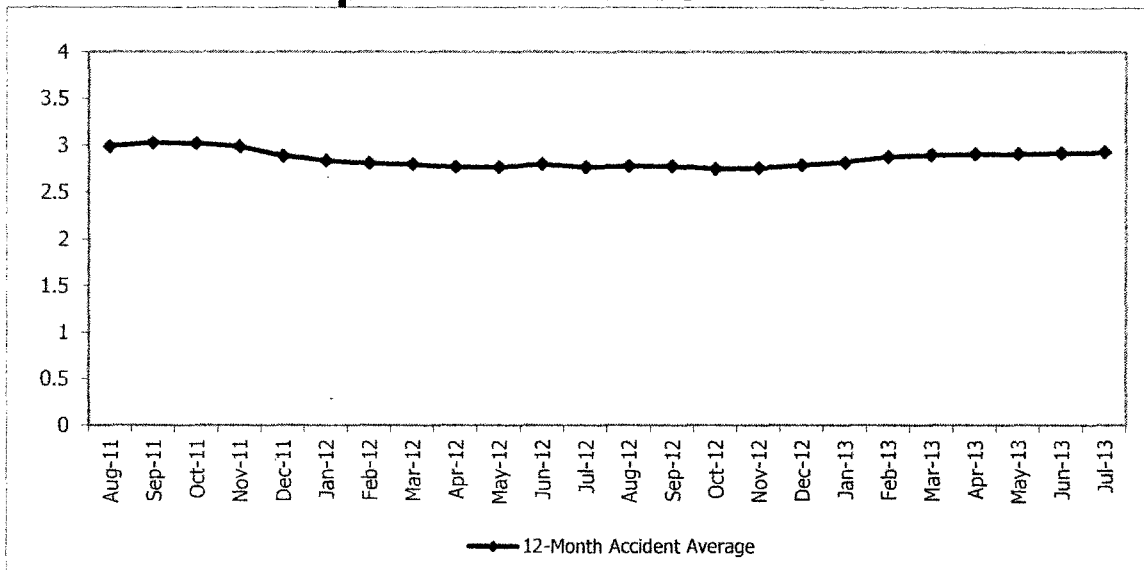
<sup>2</sup> 12-month figures shown are totals rather than averages.

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

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



## Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

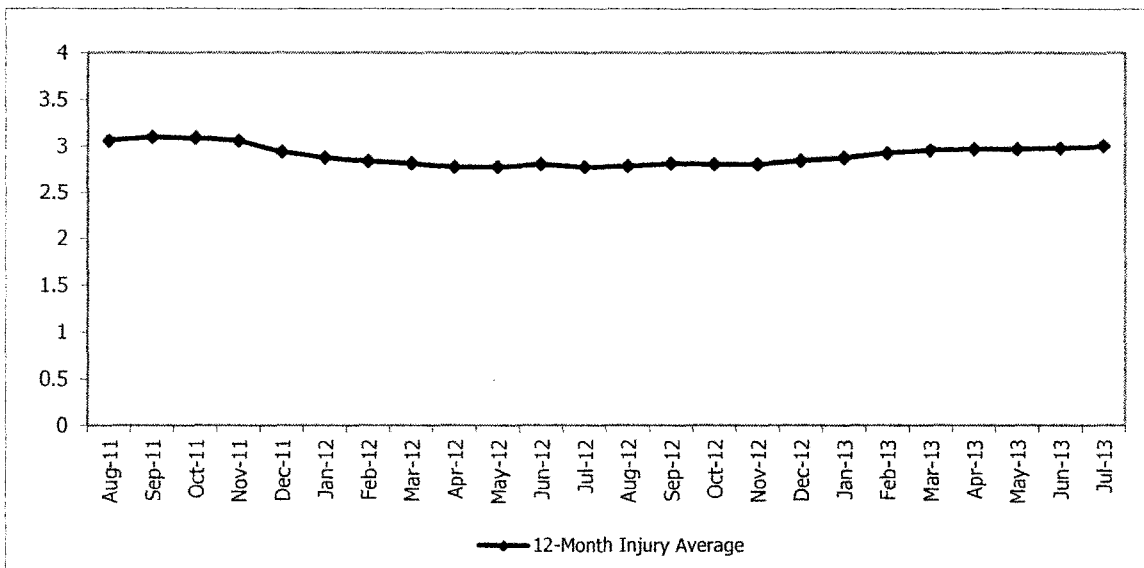
Jul 2013: 2.63  
Jul 2012: 2.49

### 12-Month Average

Aug 12 - Jul 13: 2.93  
Aug 11 - Jul 12: 2.77

### Annual Results

2013 YTD: 2.97  
2012 Actual: 2.79



### Monthly Results

Jul 2013: 2.70  
Jul 2012: 2.55

### 12-Month Average

Aug 12 - Jul 13: 3.00  
Aug 11 - Jul 12: 2.78

### Annual Results

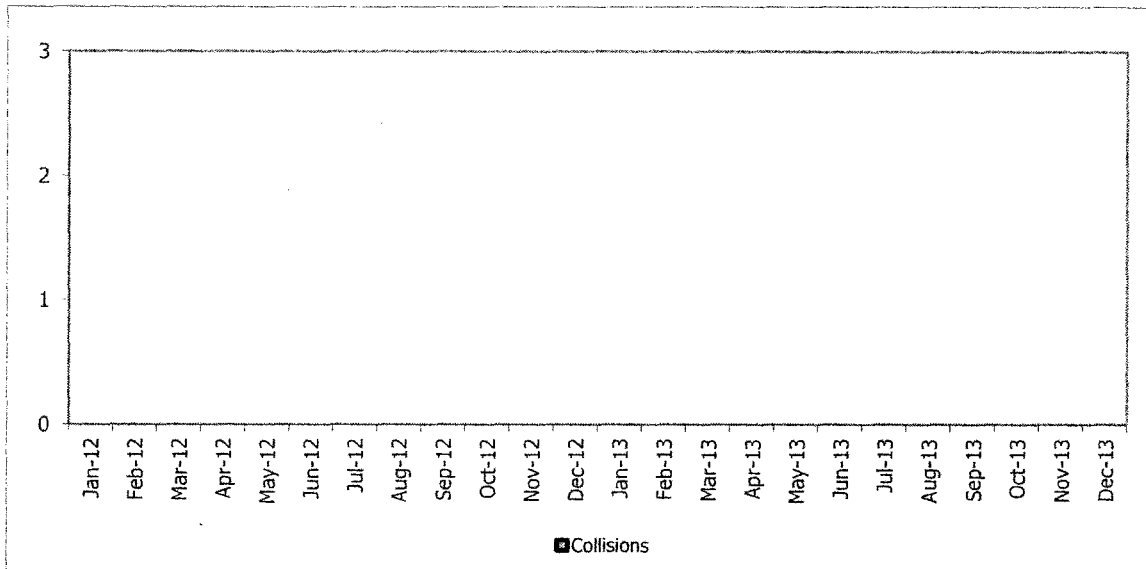
2013 YTD: 2.99  
2012 Actual: 2.85

### 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

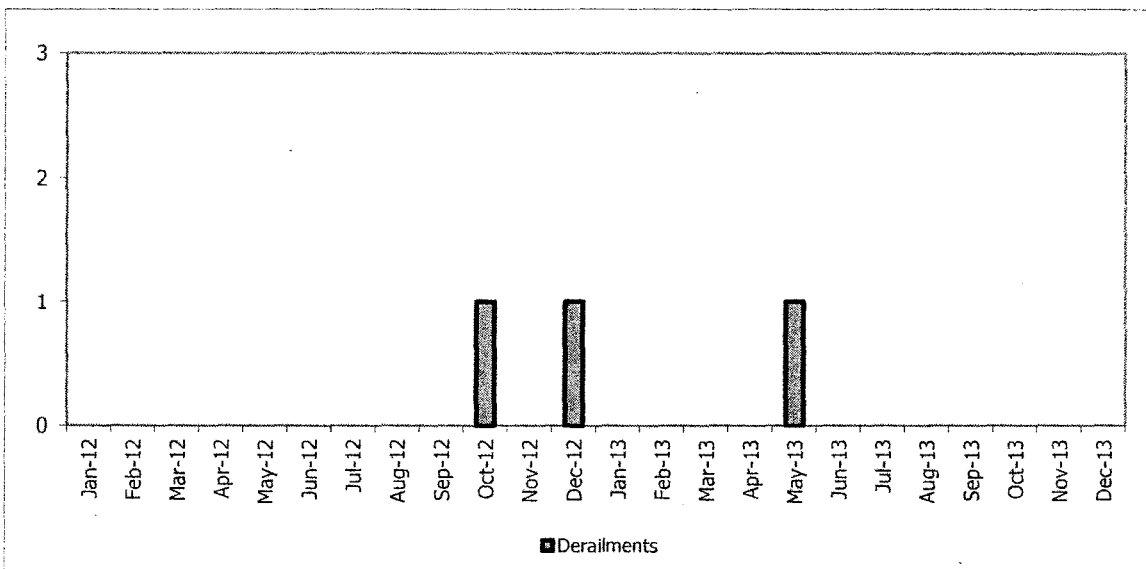
Sep 2013: 0  
Sep 2012: 0

### 12-Month Average

Oct 12 - Sep 13: 0  
Oct 11 - Sep 12: 1

### Annual Results

2013 YTD: 0  
2012 Actual: 0



### Monthly Results

Sep 2013: 0  
Sep 2012: 0

### 12-Month Average

Oct 12 - Sep 13: 3  
Oct 11 - Sep 12: 1

### Annual Results

2013 YTD: 1  
2012 Actual: 2

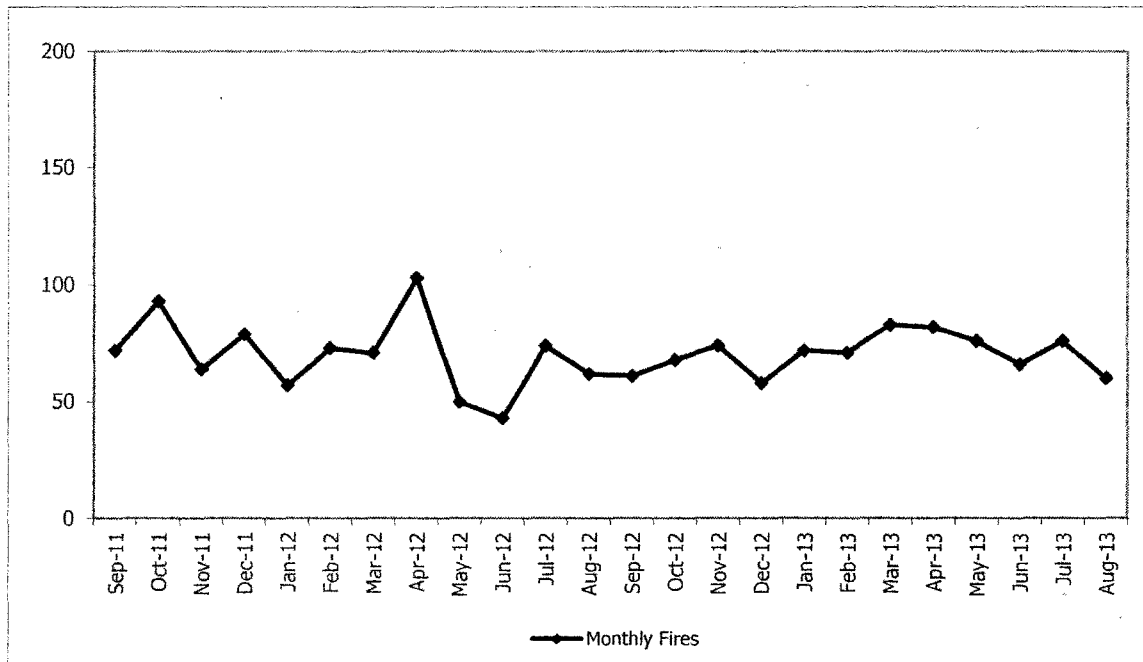
### Definitions

**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

Aug 2013: 60  
Aug 2012: 62

## 12-Month Average

Sep 12 – Aug 13: 847  
Sep 11 – Aug 12: 841

## Annual Results

2013 YTD: 586  
2012 Actual: 794



## Subway Fires

Fire severity is classified as follows:

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

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

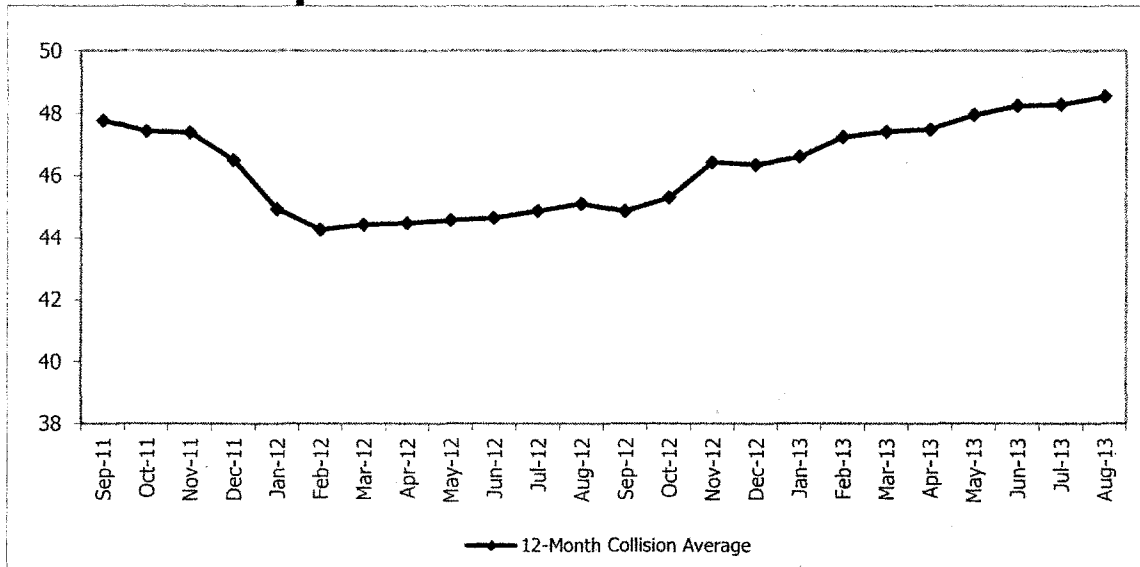
|                |       |               |    |
|----------------|-------|---------------|----|
| Low:           | 70.0% | Train:        | 15 |
| Average:       | 30.0% | Right-of-way: | 34 |
| Above Average: | 0.0%  | Station:      | 11 |
| High:          | 0.0%  | Other:        | 0  |
|                |       | Total:        | 60 |

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

| <b>Train:</b>    |   | <b>Right-of-Way:</b> |    | <b>Station:</b> |   |
|------------------|---|----------------------|----|-----------------|---|
| Hot Wheels       | 4 | Debris:              | 19 | Debris:         | 8 |
| High Volt Wiring | 4 | Tie:                 | 6  | Light Fixture:  | 2 |
|                  |   |                      |    | Electrical:     | 1 |



## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

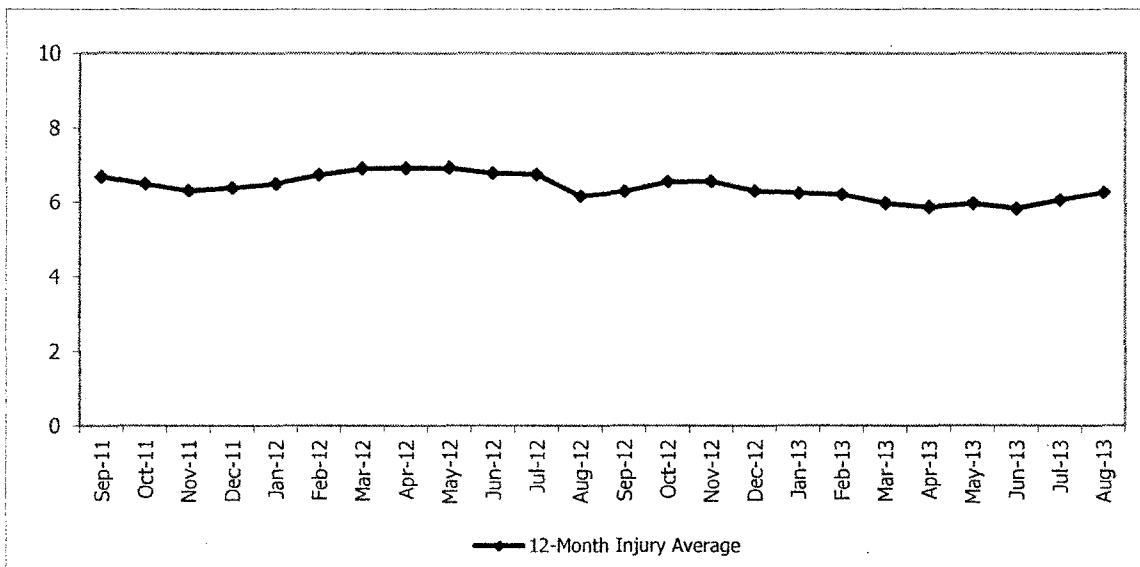
Aug 2013: 49.88  
Aug 2012: 46.81

### 12-Month Average

Sep 12 – Aug 13: 48.55  
Sep 11 – Aug 12: 45.10

### Annual Results

2013 YTD: 48.31  
2012 Actual: 46.35



### Monthly Results

Aug 2013: 5.70  
Aug 2012: 3.19

### 12-Month Average

Sep 12 – Aug 13: 6.27  
Sep 11 – Aug 12: 6.17

### Annual Results

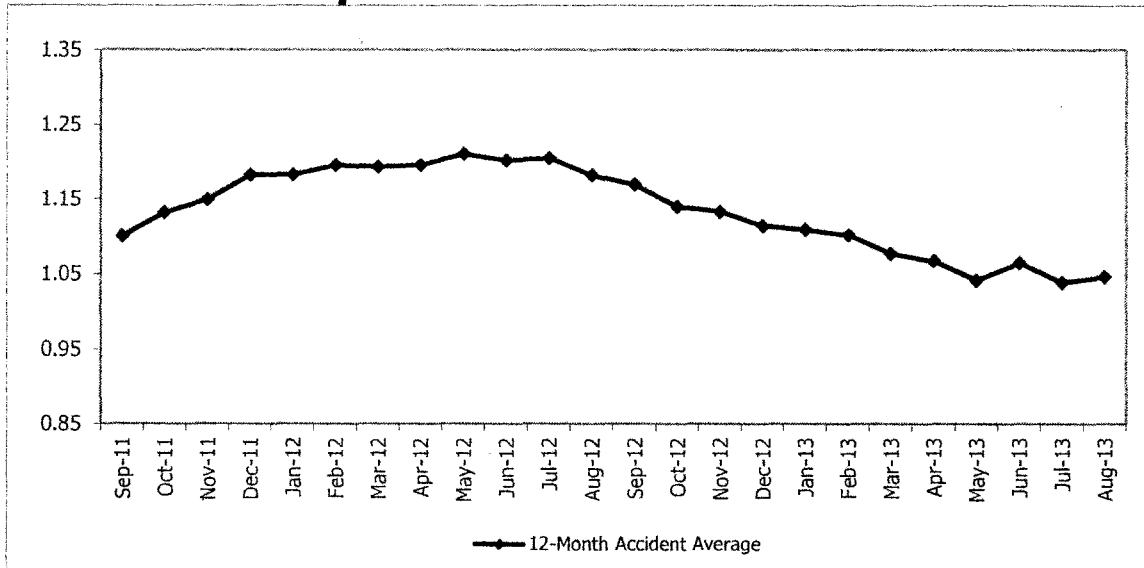
2013 YTD: 6.04  
2012 Actual: 6.32

### 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

Aug 2013: 1.13

Aug 2012: 1.04

### 12-Month Average

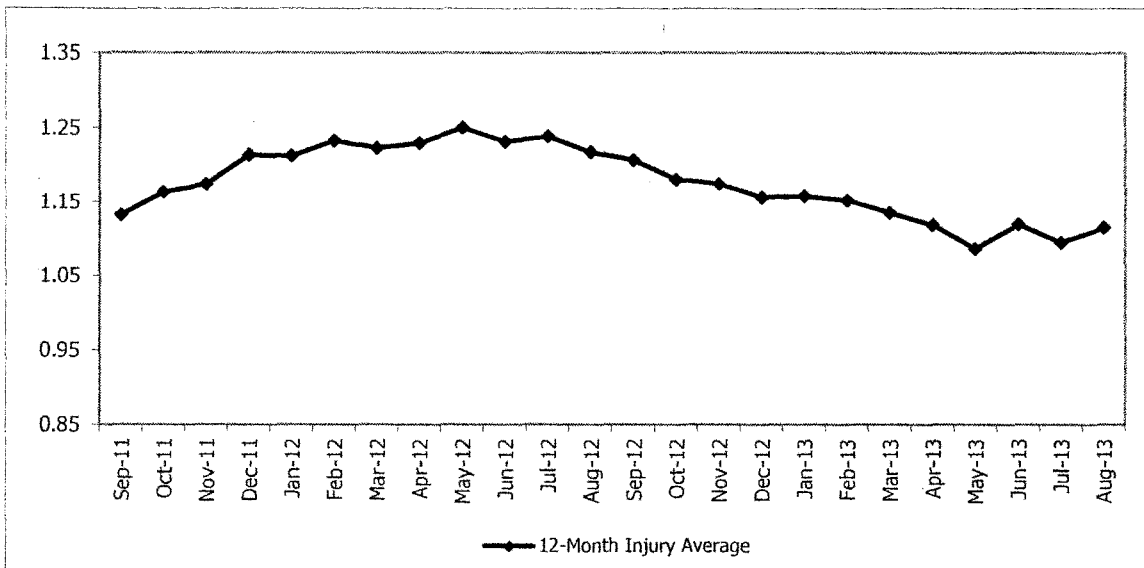
Sep 12 - Aug 13: 1.05

Sep 11 - Aug 12: 1.18

### Annual Results

2013 YTD: 1.04

2012 Actual: 1.11



### Monthly Results

Aug 2013: 1.34

Aug 2012: 1.09

### 12-Month Average

Sep 12 - Aug 13: 1.11

Sep 11 - Aug 12: 1.22

### Annual Results

2013 YTD: 1.12

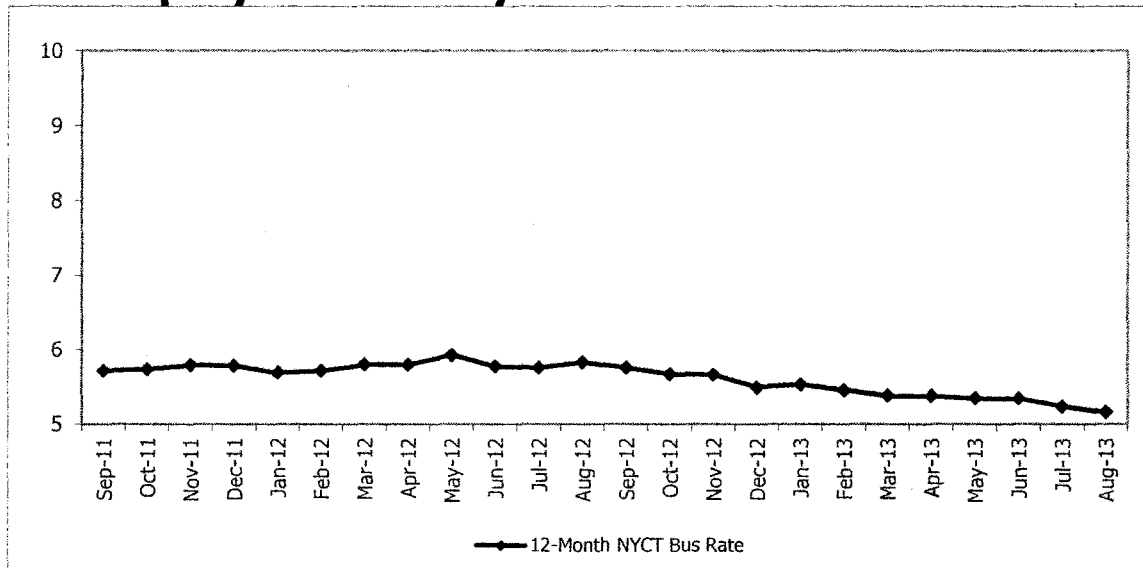
2012 Actual: 1.16

### 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

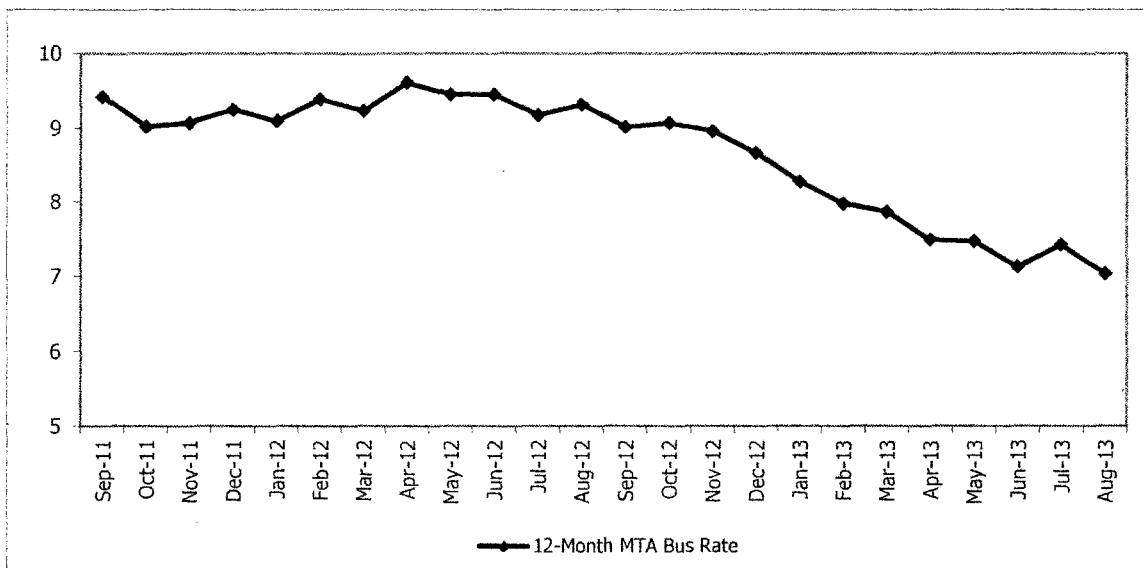
Aug 2013: 5.38  
Aug 2012: 6.32

### 12-Month Average

Sep 12 – Aug 13: 5.16  
Sep 11 – Aug 12: 5.83

### Annual Results

2013 Goal: 5.13  
2012 Actual: 5.50



### Monthly Results

Aug 2013: 5.73  
Aug 2012: 10.40

### 12-Month Average

Sep 12 – Aug 13: 7.04  
Sep 11 – Aug 12: 9.32

### Annual Results

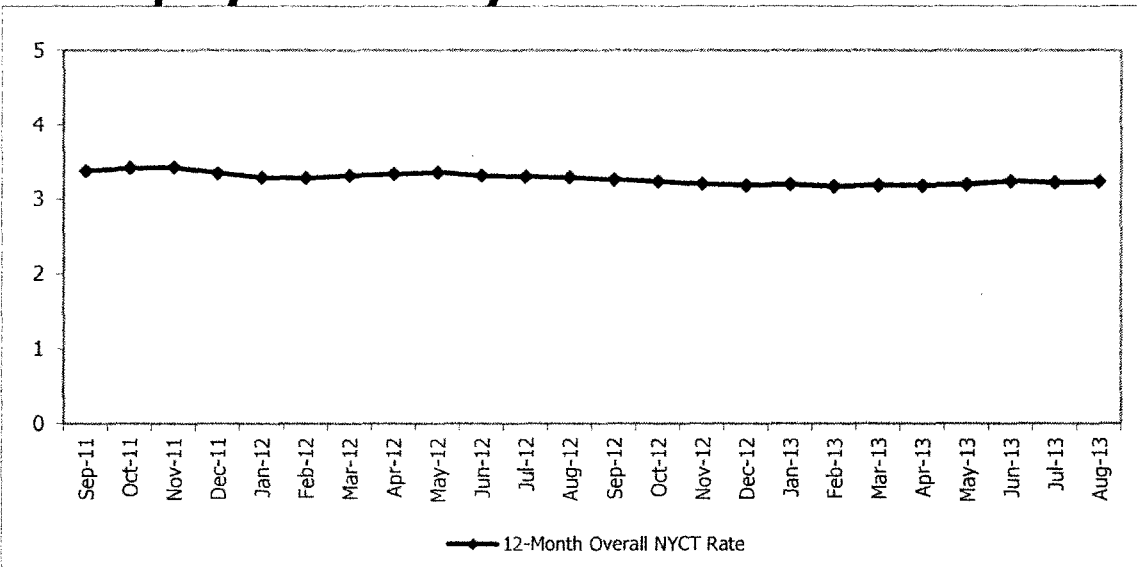
2013 Goal: 7.52  
2012 Actual: 8.67

### 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

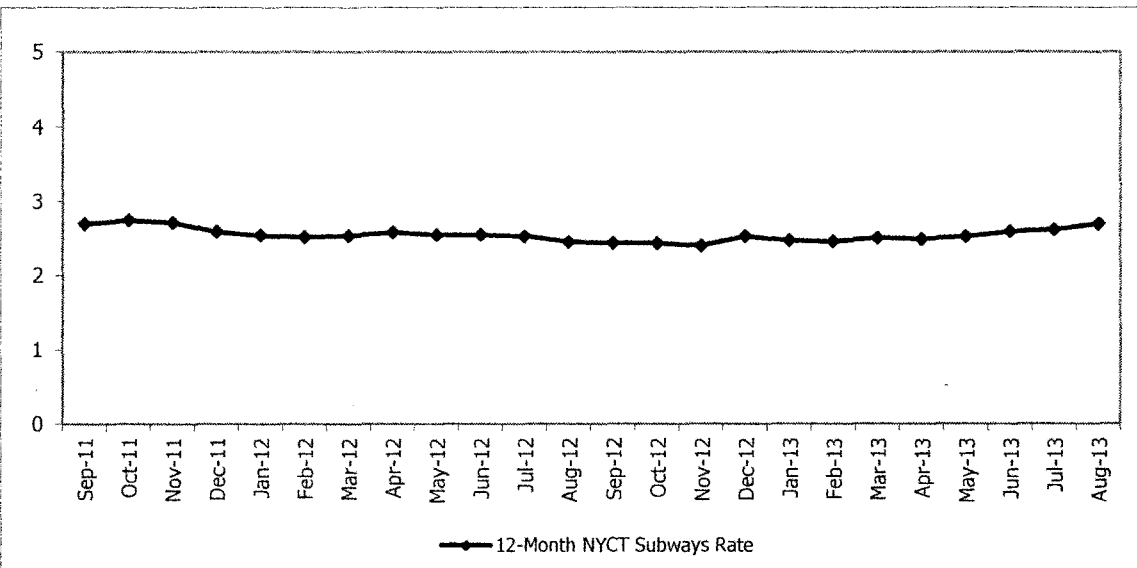
Aug 2013: 3.45  
Aug 2012: 3.30

### 12-Month Average

Sep 12 – Aug 13: 3.23  
Sep 11 – Aug 12: 3.29

### Annual Results

2013 Goal: 2.97  
2012 Actual: 3.19



### Monthly Results

Aug 2013: 3.06  
Aug 2012: 2.16

### 12-Month Average

Sep 12 – Aug 13: 2.70  
Sep 11 – Aug 12: 2.46

### Annual Results

2013 Goal: 2.29  
2012 Actual: 2.53

### 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 SEPTEMBER

|                             | 2013       | 2012       | Diff      | % Change    |
|-----------------------------|------------|------------|-----------|-------------|
| MURDER                      | 0          | 0          | 0         | 0.0%        |
| RAPE                        | 1          | 1          | 0         | 0.0%        |
| ROBBERY                     | 49         | 58         | -9        | -15.5%      |
| FELASSAULT                  | 10         | 19         | -9        | -47.4%      |
| BURGLARY                    | 4          | 1          | 3         | 300.0%      |
| GRLARCENY                   | 170        | 135        | 35        | 25.9%       |
| <u>TOTAL MAJOR FELONIES</u> | <u>234</u> | <u>214</u> | <u>20</u> | <u>9.3%</u> |

*During September the daily Robbery average decreased from 1.9 to 1.6*

*During September the daily Major Felony average increased from 7.1 to 7.8*

CRIME STATISTICS JANUARY THRU SEPTEMBER

|                             | 2013        | 2012        | Diff        | % Change     |
|-----------------------------|-------------|-------------|-------------|--------------|
| MURDER                      | 1           | 0           | 1           | ***. **%     |
| RAPE                        | 5           | 8           | -3          | -37.5%       |
| ROBBERY                     | 465         | 627         | -162        | -25.8%       |
| FELASSAULT                  | 139         | 147         | -8          | -5.4%        |
| BURGLARY                    | 29          | 19          | 10          | 52.6%        |
| GRLARCENY                   | 1238        | 1249        | -11         | -0.9%        |
| <u>TOTAL MAJOR FELONIES</u> | <u>1877</u> | <u>2050</u> | <u>-173</u> | <u>-8.4%</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 7.5 to 6.9*

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





Police Department  
City of New York

**REPORT**

**SEPTEMBER ACTIVITY**

|             | <b>2013</b> | <b>2012</b> | <b>Diff</b> | <b>% Change</b> |
|-------------|-------------|-------------|-------------|-----------------|
| TotalArrest | 4009        | 3758        | 251         | 6.7%            |
| TosArrest   | 2073        | 2025        | 48          | 2.4%            |
| Summ        | 6557        | 7086        | -529        | -7.5%           |

**JANUARY - SEPTEMBER ACTIVITY**

|             | <b>2013</b> | <b>2012</b> | <b>Diff</b> | <b>% Change</b> |
|-------------|-------------|-------------|-------------|-----------------|
| TotalArrest | 39543       | 38262       | 1281        | 3.3%            |
| TosArrest   | 21778       | 20311       | 1467        | 7.2%            |
| Summ        | 66315       | 72222       | -5907       | -8.2%           |

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





Police Department  
City of New York

## REPORT

|                             | JANUARY-SEPTEMBER |       |       |       |       |       |      |      |      |      |      |      |      |      |      |      |      |
|-----------------------------|-------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|
|                             | 1997              | 1998  | 1999  | 2000  | 2001  | 2002  | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| <i>Murder</i>               | 4                 | 1     | 4     | 1     | 2     | 1     | 3    | 3    | 4    | 2    | 4    | 2    | 1    | 1    | 1    | 0    | 1    |
| <i>Rape</i>                 | 1                 | 13    | 0     | 4     | 2     | 0     | 2    | 2    | 3    | 3    | 1    | 2    | 1    | 0    | 3    | 8    | 5    |
| <i>Robbery</i>              | 1662              | 1382  | 1237  | 1034  | 897   | 924   | 860  | 792  | 875  | 727  | 582  | 560  | 524  | 525  | 570  | 627  | 465  |
| <i>Assault</i>              | 344               | 333   | 303   | 260   | 196   | 206   | 183  | 200  | 168  | 139  | 154  | 131  | 118  | 148  | 149  | 147  | 139  |
| <i>Burglary</i>             | 24                | 12    | 6     | 5     | 37    | 11    | 6    | 6    | 1    | 5    | 2    | 5    | 1    | 2    | 7    | 19   | 29   |
| <i>GL</i>                   | 2605              | 1947  | 1791  | 1885  | 1660  | 1621  | 1302 | 1386 | 1347 | 1103 | 942  | 976  | 850  | 892  | 1126 | 1249 | 1238 |
| <i>TOTAL MAJOR FELONIES</i> | 4640              | 3688  | 3341  | 3189  | 2794  | 2763  | 2356 | 2389 | 2398 | 1979 | 1685 | 1676 | 1495 | 1568 | 1856 | 2050 | 1877 |
| <i>Major Fel Per Day</i>    | 17.00             | 13.51 | 12.24 | 11.68 | 10.23 | 10.12 | 8.63 | 8.75 | 8.78 | 7.25 | 6.17 | 6.14 | 5.48 | 5.74 | 6.80 | 7.51 | 6.88 |





## METROPOLITAN TRANSPORTATION AUTHORITY

### Police Department

### Staten Island Rapid Transit

### September 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    | 11   | -4   | -36%     |
| Felony Assault       | 1    | 2    | -1   | -50%     |
| Burglary             | 0    | 0    | 0    | 0%       |
| Grand Larceny        | 10   | 10   | 0    | 0%       |
| Grand Larceny Auto   | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 18   | 23   | -5   | -22%     |

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



## **4. FINANCIAL REPORTS**



## PRELIMINARY REVENUE AND RIDERSHIP "FLASH" REPORT

### Farebox Revenue

September 2013 Farebox Revenue - (\$ in millions)

|                             | September    |              |                         |             | September Year-to-Date |                |                         |             |
|-----------------------------|--------------|--------------|-------------------------|-------------|------------------------|----------------|-------------------------|-------------|
|                             | Forecast     | Preliminary  | Favorable/(Unfavorable) |             | Forecast               | Preliminary    | Favorable/(Unfavorable) |             |
|                             |              | Actual       | Amount                  | Percent     |                        | Actual         | Amount                  | Percent     |
| Subway                      | 251.7        | 258.1        | 6.4                     | 2.5%        | 2,219.0                | 2,238.5        | 19.5                    | 0.9%        |
| NYCT Bus                    | 80.7         | 81.5         | 0.8                     | 1.0%        | 701.3                  | 702.8          | 1.5                     | 0.2%        |
| Paratransit                 | 1.5          | 1.4          | (0.2)                   | (10.7%)     | 12.6                   | 11.9           | (0.7)                   | (5.5%)      |
| Subtotal                    | 334.0        | 341.1        | 7.0                     | 2.1%        | 2,932.9                | 2,953.2        | 20.3                    | 0.7%        |
| Fare Media Liability        | 4.4          | 4.4          | 0.0                     | 0.0%        | 39.2                   | 39.2           | 0.0                     | 0.0%        |
| <b>Total - NYCT</b>         | <b>338.4</b> | <b>345.4</b> | <b>7.0</b>              | <b>2.1%</b> | <b>2,972.0</b>         | <b>2,992.4</b> | <b>20.3</b>             | <b>0.7%</b> |
| MTA Bus Company             | 16.6         | 16.9         | 0.3                     | 2.1%        | 147.2                  | 148.6          | 1.4                     | 0.9%        |
| <i>Total - Regional Bus</i> | <i>97.3</i>  | <i>98.5</i>  | <i>1.1</i>              | <i>1.2%</i> | <i>848.4</i>           | <i>851.4</i>   | <i>2.9</i>              | <i>0.3%</i> |

Note: Totals may not add due to rounding.

- September subway and bus revenue includes a positive retroactive adjustment of \$4.2 million caused by updated average fares for pass rides in July and August 2013.
- Paratransit revenue continued to run below forecast, due in part to initiatives that diverted riders to more efficient modes.

### Average Fare

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

|                    | NYC Transit  |              |              |             | MTA Bus Company |              |              |             |
|--------------------|--------------|--------------|--------------|-------------|-----------------|--------------|--------------|-------------|
|                    | 2012         | Prelim.      | Change       |             | 2012            | Prelim.      | Change       |             |
|                    |              | 2013         | Amount       | Percent     |                 | 2013         | Amount       | Percent     |
| Subway             | 1.716        | 1.870        | 0.154        | 9.0%        |                 |              |              |             |
| Local Bus          | 1.365        | 1.484        | 0.119        | 8.7%        | 1.379           | 1.490        | 0.111        | 8.1%        |
| Subway & Local Bus | 1.620        | 1.765        | 0.145        | 8.9%        | 1.379           | 1.490        | 0.111        | 8.1%        |
| Express Bus        | 4.573        | 4.968        | 0.394        | 8.6%        | 4.569           | 4.947        | 0.379        | 8.3%        |
| <b>Total</b>       | <b>1.635</b> | <b>1.781</b> | <b>0.146</b> | <b>9.0%</b> | <b>1.634</b>    | <b>1.750</b> | <b>0.117</b> | <b>7.1%</b> |

- The increases in average fares were mostly due to the March 3, 2013 fare increase.



## Ridership

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

|                             | September    |              |            |                               | September Year-to-Date |                |            |                               |
|-----------------------------|--------------|--------------|------------|-------------------------------|------------------------|----------------|------------|-------------------------------|
|                             | Forecast     | Preliminary  |            | More/(Less)<br>Amount Percent | Forecast               | Preliminary    |            | More/(Less)<br>Amount Percent |
|                             |              | Actual       |            |                               |                        | Actual         |            |                               |
| Subway                      | 140.4        | 141.6        | 1.1        | 0.8%                          | 1,260.3                | 1,267.1        | 6.7        | 0.5%                          |
| NYCT Bus                    | 57.2         | 57.2         | (0.1)      | (0.1%)                        | 505.8                  | 506.0          | 0.2        | 0.0%                          |
| Subtotal                    | 197.6        | 198.7        | 1.1        | 0.5%                          | 1,766.1                | 1,773.1        | 7.0        | 0.4%                          |
| Paratransit                 | 0.8          | 0.8          | (0.1)      | (9.1%)                        | 7.2                    | 6.9            | (0.3)      | (3.5%)                        |
| <b>Total - NYCT</b>         | <b>198.5</b> | <b>199.5</b> | <b>1.0</b> | <b>0.5%</b>                   | <b>1,773.3</b>         | <b>1,780.0</b> | <b>6.7</b> | <b>0.4%</b>                   |
| MTA Bus Company             | 10.3         | 10.5         | 0.2        | 2.4%                          | 92.3                   | 93.2           | 1.0        | 1.0%                          |
| <i>Total - Regional Bus</i> | <i>67.5</i>  | <i>67.7</i>  | <i>0.2</i> | <i>0.3%</i>                   | <i>598.1</i>           | <i>599.3</i>   | <i>1.2</i> | <i>0.2%</i>                   |

Notes: Totals may not add due to rounding

- Subway ridership continued the positive trend in place since the restoration of services disrupted by Sandy.
- Paratransit ridership continued to underrun the forecast due in part to initiatives that diverted riders to more efficient modes.

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

| Month                           | Average Weekday (thousands) |              |             |                          | Average Weekend (thousands) |              |             |                          |
|---------------------------------|-----------------------------|--------------|-------------|--------------------------|-----------------------------|--------------|-------------|--------------------------|
|                                 | 2012                        | Preliminary  |             | Change<br>Amount Percent | 2012                        | Preliminary  |             | Change<br>Amount Percent |
|                                 |                             | 2013         |             |                          |                             | 2013         |             |                          |
| Subway                          | 5,527                       | 5,626        | +99         | +1.8%                    | 5,862                       | 5,957        | +94         | +1.6%                    |
| NYCT Local Bus                  | 2,205                       | 2,228        | +23         | +1.1%                    | 2,373                       | 2,402        | +29         | +1.2%                    |
| NYCT Express Bus                | 45                          | 45           | -0          | -0.5%                    | 11                          | 12           | +2          | +14.6%                   |
| Paratransit                     | 30                          | 30           | -0          | -1.1%                    | 35                          | 35           | +1          | +2.2%                    |
| <b>TOTAL - NYCT</b>             | <b>7,807</b>                | <b>7,928</b> | <b>+121</b> | <b>+1.6%</b>             | <b>8,281</b>                | <b>8,407</b> | <b>+125</b> | <b>+1.5%</b>             |
| MTABC Local Bus                 | 382                         | 393          | +12         | +3.0%                    | 384                         | 399          | +15         | +3.8%                    |
| MTABC Express Bus               | 35                          | 33           | -2          | -6.0%                    | 14                          | 13           | -1          | -3.9%                    |
| Total - MTA Bus                 | 416                         | 426          | +9          | +2.3%                    | 398                         | 412          | +14         | +3.6%                    |
| <i>Total - Regional Bus</i>     | <i>2,666</i>                | <i>2,698</i> | <i>32</i>   | <i>+1.2%</i>             | <i>2,782</i>                | <i>2,827</i> | <i>44</i>   | <i>+1.6%</i>             |
| <b>12-Month Rolling Average</b> |                             |              |             |                          |                             |              |             |                          |
| Subway                          | 5,388                       | 5,422        | +34         | +0.6%                    | 5,663                       | 5,741        | +78         | +1.4%                    |
| Local Bus                       | 2,128                       | 2,127        | -1          | -0.1%                    | 2,297                       | 2,312        | +15         | +0.7%                    |
| Express Bus                     | 43                          | 42           | -1          | -2.2%                    | 10                          | 12           | +2          | +17.4%                   |
| Paratransit                     | 30                          | 29           | -1          | -3.3%                    | 33                          | 34           | +0          | +1.3%                    |
| <b>TOTAL - NYCT</b>             | <b>7,589</b>                | <b>7,620</b> | <b>+31</b>  | <b>+0.4%</b>             | <b>8,003</b>                | <b>8,099</b> | <b>+95</b>  | <b>+1.2%</b>             |
| MTABC Local Bus                 | 366                         | 374          | +8          | +2.2%                    | 364                         | 377          | +13         | +3.6%                    |
| MTABC Express Bus               | 34                          | 33           | -1          | -3.6%                    | 14                          | 13           | -0          | -2.3%                    |
| Total - MTA Bus                 | 400                         | 407          | +7          | +1.7%                    | 377                         | 390          | +13         | +3.4%                    |
| <i>Total - Regional Bus</i>     | <i>2,571</i>                | <i>2,576</i> | <i>5</i>    | <i>+0.2%</i>             | <i>2,685</i>                | <i>2,714</i> | <i>29</i>   | <i>+1.1%</i>             |

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

- September 2013 average weekday subway ridership was the highest of any September in over forty-five years. September 24, 2013 had 5.891 million riders, the third highest ridership on record; six weekdays in the month had over 5.8 million riders.
- September 2013 average weekend subway and total NYCT ridership were both the highest of any September in over forty-five years.
- Weekend NYCT express bus ridership continued a strong growth trend, bolstered by the addition of Sunday X17 and weekend X27 service on September 30, 2012.



Table 1

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

| Nonreimbursable                     |             |                            |          |        | Reimbursable |          |                            |         |             | Preliminary Flash Results 10-23-13 |          |                            |  |
|-------------------------------------|-------------|----------------------------|----------|--------|--------------|----------|----------------------------|---------|-------------|------------------------------------|----------|----------------------------|--|
|                                     |             | Favorable<br>(Unfavorable) |          |        |              |          | Favorable<br>(Unfavorable) |         |             |                                    |          | Favorable<br>(Unfavorable) |  |
| Forecast                            | Actual      | Variance                   | Percent  |        | Forecast     | Actual   | Variance                   | Percent | Forecast    | Actual                             | Variance | Percent                    |  |
| Revenue                             |             |                            |          |        |              |          |                            |         |             |                                    |          |                            |  |
| Farebox Revenue.                    |             |                            |          |        |              |          |                            |         |             |                                    |          |                            |  |
| Subway                              | \$251.737   | \$258.139                  | \$6.402  | 2.5    | \$0.000      | \$0.000  | \$0.000                    | -       | \$251.737   | \$258.139                          | \$6.402  | 2.5                        |  |
| Bus                                 | 80.736      | 81.530                     | 0.794    | 1.0    | 0.000        | 0.000    | 0.000                      | -       | 80.736      | 81.530                             | 0.794    | 1.0                        |  |
| Paratransit                         | 1.547       | 1.382                      | (0.165)  | (10.7) | 0.000        | 0.000    | 0.000                      | -       | 1.547       | 1.382                              | (0.165)  | (10.7)                     |  |
| 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               | 338.372     | 345.403                    | 7.031    | 2.1    | 0.000        | 0.000    | 0.000                      | -       | 338.372     | 345.403                            | 7.031    | 2.1                        |  |
| 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                  | 6.512       | 6.513                      | 0.001    | 0.0    | 0.000        | 0.000    | 0.000                      | -       | 6.512       | 6.513                              | 0.001    | 0.0                        |  |
| Paratransit Reimbursement           | 13.408      | 13.534                     | 0.126    | 0.9    | 0.000        | 0.000    | 0.000                      | -       | 13.408      | 13.534                             | 0.126    | 0.9                        |  |
| Other                               | 11.958      | 12.460                     | 0.502    | 4.2    | 0.000        | 0.000    | 0.000                      | -       | 11.958      | 12.460                             | 0.502    | 4.2                        |  |
| Total Other Operating Revenue       | 31.878      | 32.507                     | 0.629    | 2.0    | 0.000        | 0.000    | 0.000                      | -       | 31.878      | 32.507                             | 0.629    | 2.0                        |  |
| Capital and Other Reimbursements    | 0.000       | 0.000                      | 0.000    | -      | 72.451       | 78.816   | 6.365                      | 8.8     | 72.451      | 78.816                             | 6.365    | 8.8                        |  |
| Total Revenue                       | \$370.250   | \$377.910                  | \$7.660  | 2.1    | \$72.451     | \$78.816 | \$6.365                    | 8.8     | \$442.701   | \$456.726                          | \$14.025 | 3.2                        |  |
| Expenses                            |             |                            |          |        |              |          |                            |         |             |                                    |          |                            |  |
| Labor                               |             |                            |          |        |              |          |                            |         |             |                                    |          |                            |  |
| Payroll                             | 236.407     | 230.066                    | 6.341    | 2.7    | 31.049       | 26.929   | 4.120                      | 13.3    | 267.456     | 256.995                            | 10.461   | 3.9                        |  |
| Overtime                            | 27.333      | 32.029                     | (4.696)  | (17.2) | 5.399        | 10.075   | (4.676)                    | (86.6)  | 32.732      | 42.104                             | (9.372)  | (28.6)                     |  |
| Total Salaries & Wages              | 263.740     | 262.095                    | 1.645    | 0.6    | 36.448       | 37.004   | (0.556)                    | (1.5)   | 300.188     | 299.099                            | 1.089    | 0.4                        |  |
| Health and Welfare                  | 53.501      | 42.308                     | 11.193   | 20.9   | 2.309        | 1.121    | 1.188                      | 51.5    | 55.810      | 43.429                             | 12.381   | 22.2                       |  |
| OPEB Current Payment                | 29.718      | 27.840                     | 1.878    | 6.3    | 0.000        | 0.000    | 0.000                      | -       | 29.718      | 27.840                             | 1.878    | 6.3                        |  |
| Pensions                            | 20.466      | 20.699                     | (0.233)  | (1.1)  | 0.407        | 0.411    | (0.004)                    | (1.0)   | 20.873      | 21.110                             | (0.237)  | (1.1)                      |  |
| Other Fringe Benefits               | 24.253      | 22.934                     | 1.319    | 5.4    | 9.535        | 9.837    | (0.302)                    | (3.2)   | 33.788      | 32.771                             | 1.017    | 3.0                        |  |
| Total Fringe Benefits               | 127.938     | 113.781                    | 14.157   | 11.1   | 12.251       | 11.369   | 0.882                      | 7.2     | 140.189     | 125.150                            | 15.039   | 10.7                       |  |
| Reimbursable Overhead               | (15.524)    | (16.537)                   | 1.013    | 6.5    | 15.524       | 16.537   | (1.013)                    | (6.5)   | 0.000       | 0.000                              | 0.000    | -                          |  |
| Total Labor Expenses                | \$376.154   | \$359.339                  | \$16.815 | 4.5    | \$64.223     | \$64.910 | (\$0.687)                  | (1.1)   | \$440.377   | \$424.249                          | \$16.128 | 3.7                        |  |
| Non-Labor:                          |             |                            |          |        |              |          |                            |         |             |                                    |          |                            |  |
| Electric Power                      | 26.121      | 24.826                     | 1.295    | 5.0    | 0.020        | 0.040    | (0.020)                    | (100.0) | 26.141      | 24.866                             | 1.275    | 4.9                        |  |
| Fuel                                | 9.761       | 13.470                     | (3.709)  | (38.0) | 0.002        | 0.001    | 0.001                      | 50.0    | 9.763       | 13.471                             | (3.708)  | (38.0)                     |  |
| Insurance                           | 6.725       | 5.153                      | 1.572    | 23.4   | 0.000        | 0.000    | 0.000                      | -       | 6.725       | 5.153                              | 1.572    | 23.4                       |  |
| 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       | 34.029      | 28.064                     | 5.965    | 17.5   | 0.000        | 0.964    | (0.964)                    | -       | 34.029      | 29.028                             | 5.001    | 14.7                       |  |
| Mtce. and Other Operating Contracts | 21.239      | 14.637                     | 6.602    | 31.1   | 0.953        | 3.898    | (2.945)                    | (309.0) | 22.192      | 18.535                             | 3.657    | 16.5                       |  |
| Professional Service Contracts      | 12.126      | 11.391                     | 0.735    | 6.1    | 1.841        | 3.075    | (1.234)                    | (67.0)  | 13.967      | 14.466                             | (0.499)  | (3.6)                      |  |
| Materials & Supplies                | 25.246      | 22.809                     | 2.437    | 9.7    | 5.026        | 5.717    | (0.691)                    | (13.7)  | 30.272      | 28.526                             | 1.746    | 5.8                        |  |
| Other Business Expenses             | 5.373       | 5.082                      | 0.291    | 5.4    | 0.386        | 0.211    | 0.175                      | 45.3    | 5.759       | 5.293                              | 0.466    | 8.1                        |  |
| Total Non-Labor Expenses            | \$148.061   | \$132.873                  | \$15.188 | 10.3   | \$8.228      | \$13.906 | (\$5.678)                  | (69.0)  | \$156.289   | \$146.779                          | \$9.510  | 6.1                        |  |
| 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        | \$524.215   | \$492.212                  | \$32.003 | 6.1    | \$72.451     | \$78.816 | (\$6.365)                  | (8.8)   | \$596.666   | \$571.028                          | \$25.638 | 4.3                        |  |
| Depreciation                        | 131.000     | 114.914                    | 16.086   | 12.3   | 0.000        | 0.000    | 0.000                      | -       | 131.000     | 114.914                            | 16.086   | 12.3                       |  |
| OPEB Account                        | 365.600     | 365.600                    | 0.000    | 0.0    | 0.000        | 0.000    | 0.000                      | -       | 365.600     | 365.600                            | 0.000    | 0.0                        |  |
| Environmental Remediation           | 0.000       | 0.000                      | 0.000    | -      | 0.000        | 0.000    | 0.000                      | -       | 0.000       | 0.000                              | 0.000    | -                          |  |
| Total Expenses                      | \$1,020.815 | \$972.726                  | \$48.089 | 4.7    | \$72.451     | \$78.816 | (\$6.365)                  | (8.8)   | \$1,093.266 | \$1,051.542                        | \$41.724 | 3.8                        |  |
| Net Surplus/(Deficit)               | (\$650.565) | (\$594.816)                | \$55.749 | 8.6    | \$0.000      | \$0.000  | \$0.000                    | -       | (\$650.565) | (\$594.816)                        | \$55.749 | 8.6                        |  |

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  
September 2013 Year-to-Date  
(\$ in millions)

|  | Nonreimbursable      |                      |  |            | Reimbursable     |                  |  |               | Preliminary Flash Results 10-23-13 |                      |  |            |
|--|----------------------|----------------------|--|------------|------------------|------------------|--|---------------|------------------------------------|----------------------|--|------------|
|  | Forecast             | Actual               | Favorable<br>(Unfavorable)<br>Variance | Percent    | Forecast         | Actual           | Favorable<br>(Unfavorable)<br>Variance | Percent       | Forecast                           | Actual               | Favorable<br>(Unfavorable)<br>Variance | Percent    |
| <b>Revenue</b>                                     |                      |                      |  |            |                  |                  |  |               |                                    |                      |  |            |
| Farebox Revenue:                                   |                      |                      |  |            |                  |                  |  |               |                                    |                      |  |            |
| Subway   | \$2,218.984          | \$2,238.484          | \$19.500                               | 0.9        | \$0.000          | \$0.000          | \$0.000                                | -             | \$2,218.984                        | \$2,238.484          | \$19.500                               | 0.9        |
| Bus  | 701.291              | 702.807              | 1.516                                  | 0.2        | 0.000            | 0.000            | 0.000                                  | -             | 701.291                            | 702.807              | 1.516                                  | 0.2        |
| Paratransit  | 12.604               | 11.909               | (0.695)                                | (5.5)      | 0.000            | 0.000            | 0.000                                  | -             | 12.604                             | 11.909               | (0.695)                                | (5.5)      |
| Fare Media Liability                               | 39.168               | 39.168               | 0.000                                  | 0.0        | 0.000            | 0.000            | 0.000                                  | -             | 39.168                             | 39.168               | 0.000                                  | 0.0        |
| Total Farebox Revenue                              | 2,972.047            | 2,992.368            | 20.321                                 | 0.7        | 0.000            | 0.000            | 0.000                                  | -             | 2,972.047                          | 2,992.368            | 20.321                                 | 0.7        |
| 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                                 | 59.611               | 59.613               | 0.002                                  | 0.0        | 0.000            | 0.000            | 0.000                                  | -             | 59.611                             | 59.613               | 0.002                                  | 0.0        |
| Paratransit Reimbursement                          | 121.573              | 121.680              | 0.107                                  | 0.1        | 0.000            | 0.000            | 0.000                                  | -             | 121.573                            | 121.680              | 0.107                                  | 0.1        |
| Other  | 219.220              | 220.687              | 1.467                                  | 0.7        | 0.000            | 0.000            | 0.000                                  | -             | 219.220                            | 220.687              | 1.467                                  | 0.7        |
| Total Other Operating Revenue                      | 400.404              | 401.980              | 1.576                                  | 0.4        | 0.000            | 0.000            | 0.000                                  | -             | 400.404                            | 401.980              | 1.576                                  | 0.4        |
| Capital and Other Reimbursements                   | 0.000                | 0.000                | 0.000                                  | -          | 675.538          | 699.169          | 23.631                                 | 3.5           | 675.538                            | 699.169              | 23.631                                 | 3.5        |
| <b>Total Revenue</b>                               | <b>\$3,372.451</b>   | <b>\$3,394.348</b>   | <b>\$21.897</b>                        | <b>0.6</b> | <b>\$675.538</b> | <b>\$699.169</b> | <b>\$23.631</b>                        | <b>3.5</b>    | <b>\$4,047.989</b>                 | <b>\$4,093.517</b>   | <b>\$45.528</b>                        | <b>1.1</b> |
| <b>Expenses</b>                                    |                      |                      |  |            |                  |                  |  |               |                                    |                      |  |            |
| Labor:   |                      |                      |  |            |                  |                  |  |               |                                    |                      |  |            |
| Payroll  | 2,151.263            | 2,137.257            | 14.006                                 | 0.7        | 260.570          | 251.027          | 9.543                                  | 3.7           | 2,411.833                          | 2,388.284            | 23.549                                 | 1.0        |
| Overtime   | 265.985              | 283.640              | (17.655)                               | (6.6)      | 63.316           | 80.597           | (17.281)                               | (27.3)        | 329.301                            | 364.237              | (34.936)                               | (10.6)     |
| Total Salaries & Wages                             | 2,417.248            | 2,420.897            | (3.649)                                | (0.2)      | 323.886          | 331.624          | (7.738)                                | (2.4)         | 2,741.134                          | 2,752.521            | (11.387)                               | (0.4)      |
| Health and Welfare                                 | 478.328              | 452.736              | 25.592                                 | 5.4        | 18.796           | 16.774           | 2.022                                  | 10.8          | 497.124                            | 469.510              | 27.614                                 | 5.6        |
| OPEB Current Payment                               | 243.636              | 239.818              | 3.818                                  | 1.6        | 0.000            | 0.000            | 0.000                                  | -             | 243.636                            | 239.818              | 3.818                                  | 1.6        |
| Pensions   | 873.211              | 872.406              | 0.805                                  | 0.1        | 28.425           | 28.603           | (0.178)                                | (0.6)         | 901.636                            | 901.009              | 0.627                                  | 0.1        |
| Other Fringe Benefits                              | 224.173              | 223.054              | 1.119                                  | 0.5        | 82.883           | 85.082           | (2.199)                                | (2.7)         | 307.056                            | 308.136              | (1.080)                                | (0.4)      |
| Total Fringe Benefits                              | 1,819.348            | 1,788.014            | 31.334                                 | 1.7        | 130.104          | 130.459          | (0.355)                                | (0.3)         | 1,949.452                          | 1,918.473            | 30.979                                 | 1.6        |
| Reimbursable Overhead                              | (143.794)            | (151.255)            | 7.461                                  | 5.2        | 143.794          | 151.255          | (7.461)                                | (5.2)         | 0.000                              | 0.000                | 0.000                                  | -          |
| <b>Total Labor Expenses</b>                        | <b>\$4,092.802</b>   | <b>\$4,057.656</b>   | <b>\$35.146</b>                        | <b>0.9</b> | <b>\$597.784</b> | <b>\$613.338</b> | <b>(\$15.554)</b>                      | <b>(2.6)</b>  | <b>\$4,690.586</b>                 | <b>\$4,670.994</b>   | <b>\$19.592</b>                        | <b>0.4</b> |
| Non-Labor:   |                      |                      |  |            |                  |                  |  |               |                                    |                      |  |            |
| Electric Power                                     | 232.462              | 225.122              | 7.340                                  | 3.2        | 0.192            | 0.254            | (0.062)                                | (32.3)        | 232.654                            | 225.376              | 7.278                                  | 3.1        |
| Fuel   | 119.668              | 124.962              | (5.294)                                | (4.4)      | 0.016            | 0.014            | 0.002                                  | 12.5          | 119.684                            | 124.976              | (5.292)                                | (4.4)      |
| Insurance  | 44.286               | 43.918               | 0.368                                  | 0.8        | 0.000            | 0.000            | 0.000                                  | -             | 44.286                             | 43.918               | 0.368                                  | 0.8        |
| Claims   | 66.969               | 69.910               | (2.941)                                | (4.4)      | 0.000            | 0.000            | 0.000                                  | -             | 66.969                             | 69.910               | (2.941)                                | (4.4)      |
| Paratransit Service Contracts                      | 285.536              | 272.243              | 13.293                                 | 4.7        | 0.000            | 0.964            | (0.964)                                | -             | 285.536                            | 273.207              | 12.329                                 | 4.3        |
| Mtce. and Other Operating Contracts                | 144.666              | 134.128              | 10.538                                 | 7.3        | 21.833           | 28.818           | (6.985)                                | (32.0)        | 166.499                            | 162.946              | 3.553                                  | 2.1        |
| Professional Service Contracts                     | 101.038              | 117.546              | (16.508)                               | (16.3)     | 13.464           | 16.659           | (3.195)                                | (23.7)        | 114.502                            | 134.205              | (19.703)                               | (17.2)     |
| Materials & Supplies                               | 216.319              | 211.712              | 4.607                                  | 2.1        | 40.972           | 38.162           | 2.810                                  | 6.9           | 257.291                            | 249.874              | 7.417                                  | 2.9        |
| Other Business Expenses                            | 46.868               | 46.098               | 0.770                                  | 1.6        | 1.277            | 0.960            | 0.317                                  | 24.8          | 48.145                             | 47.058               | 1.087                                  | 2.3        |
| <b>Total Non-Labor Expenses</b>                    | <b>\$1,257.812</b>   | <b>\$1,245.639</b>   | <b>\$12.173</b>                        | <b>1.0</b> | <b>\$77.754</b>  | <b>\$85.831</b>  | <b>(\$8.077)</b>                       | <b>(10.4)</b> | <b>\$1,335.566</b>                 | <b>\$1,331.470</b>   | <b>\$4.096</b>                         | <b>0.3</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>\$5,350.614</b>   | <b>\$5,303.295</b>   | <b>\$47.319</b>                        | <b>0.9</b> | <b>\$675.538</b> | <b>\$699.169</b> | <b>(\$23.631)</b>                      | <b>(3.5)</b>  | <b>\$6,026.152</b>                 | <b>\$6,002.464</b>   | <b>\$23.688</b>                        | <b>0.4</b> |
| Depreciation                                       | 1,097.145            | 1,058.139            | 39.006                                 | 3.6        | 0.000            | 0.000            | 0.000                                  | -             | 1,097.145                          | 1,058.139            | 39.006                                 | 3.6        |
| OPEB Account                                       | 1,080.869            | 1,054.351            | 26.518                                 | 2.5        | 0.000            | 0.000            | 0.000                                  | -             | 1,080.869                          | 1,054.351            | 26.518                                 | 2.5        |
| 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>\$7,528.628</b>   | <b>\$7,415.785</b>   | <b>\$112.843</b>                       | <b>1.5</b> | <b>\$675.538</b> | <b>\$699.169</b> | <b>(\$23.631)</b>                      | <b>(3.5)</b>  | <b>\$8,204.166</b>                 | <b>\$8,114.954</b>   | <b>\$89.212</b>                        | <b>1.1</b> |
| <b>Net Surplus/(Deficit)</b>                       | <b>(\$4,156.177)</b> | <b>(\$4,021.437)</b> | <b>\$134.740</b>                       | <b>3.2</b> | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>                         | <b>-</b>      | <b>(\$4,156.177)</b>               | <b>(\$4,021.437)</b> | <b>\$134.740</b>                       | <b>3.2</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**  
**PRELIMINARY SEPTEMBER 2013**  
(\$ in millions)

|   | Nonreimbursable      |                    |                   |              | Reimbursable         |                 |                   |               | Total                |                    |                   |              |
|---|----------------------|--------------------|-------------------|--------------|----------------------|-----------------|-------------------|---------------|----------------------|--------------------|-------------------|--------------|
|   | Favorable            |                    |                   |              | Favorable            |                 |                   |               | Favorable            |                    |                   |              |
|   | (Unfavorable)        |                    |                   |              | (Unfavorable)        |                 |                   |               | (Unfavorable)        |                    |                   |              |
|   | Mid Year<br>Forecast | Actual             | Variance          | Percent      | Mid Year<br>Forecast | Actual          | Variance          | Percent       | Mid Year<br>Forecast | Actual             | Variance          | Percent      |
| <b>Revenue</b>  |                      |                    |                   |              |                      |                 |                   |               |                      |                    |                   |              |
| Farebox Revenue                                       | \$ 16.604            | \$ 16.947          | \$ 0.343          | 2.1          | \$ -                 | \$ -            | \$ -              | -             | \$ 16.604            | \$ 16.947          | \$ 0.343          | 2.1          |
| Other Operating Income                                | 1.626                | 1.656              | 0.030             | 1.8          | -                    | -               | -                 | -             | 1.626                | 1.656              | 0.030             | 1.8          |
| Capital and Other Reimbursements                      | -                    | -                  | -                 | -            | 0.877                | 0.590           | (0.287)           | (32.7)        | 0.877                | 0.590              | (0.287)           | (32.7)       |
| <b>Total Revenue</b>                                  | <b>\$ 18.230</b>     | <b>\$ 18.603</b>   | <b>\$ 0.373</b>   | <b>2.0</b>   | <b>\$ 0.877</b>      | <b>\$ 0.590</b> | <b>\$ (0.287)</b> | <b>(32.7)</b> | <b>\$ 19.107</b>     | <b>\$ 19.193</b>   | <b>\$ 0.086</b>   | <b>0.5</b>   |
| <b>Labor</b>  |                      |                    |                   |              |                      |                 |                   |               |                      |                    |                   |              |
| Payroll   | \$ 17.731            | \$ 18.763          | \$ (1.032)        | (5.8)        | \$ 0.608             | \$ 0.278        | \$ 0.330          | 54.3          | \$ 18.339            | \$ 19.041          | \$ (0.702)        | (3.8)        |
| Overtime  | 3.265                | 4.401              | (1.136)           | (34.8)       | -                    | -               | -                 | -             | 3.265                | 4.401              | (1.136)           | (34.8)       |
| Health and Welfare                                    | 4.572                | 3.697              | 0.875             | 19.1         | 0.089                | 0.130           | (0.041)           | (46.1)        | 4.661                | 3.827              | 0.834             | 17.9         |
| OPEB Current Payment                                  | 1.795                | 1.833              | (0.038)           | (2.1)        | -                    | -               | -                 | -             | 1.795                | 1.833              | (0.038)           | (2.1)        |
| Pensions  | 3.583                | 3.934              | (0.351)           | (9.8)        | 0.038                | 0.064           | (0.026)           | (68.4)        | 3.621                | 3.996              | (0.377)           | (10.4)       |
| Other Fringe Benefits                                 | 4.446                | 3.036              | 1.410             | 31.7         | 0.021                | 0.020           | 0.001             | 4.8           | 4.467                | 3.056              | 1.411             | 31.6         |
| GASB Account  | -                    | -                  | -                 | -            | -                    | -               | -                 | -             | -                    | -                  | -                 | -            |
| Reimbursable Overhead                                 | -                    | -                  | -                 | -            | -                    | -               | -                 | -             | -                    | -                  | -                 | -            |
| <b>Total Labor Expenses</b>                           | <b>\$ 35.392</b>     | <b>\$ 35.664</b>   | <b>\$ (0.272)</b> | <b>(0.8)</b> | <b>\$ 0.756</b>      | <b>\$ 0.492</b> | <b>\$ 0.264</b>   | <b>34.9</b>   | <b>\$ 36.148</b>     | <b>\$ 36.156</b>   | <b>\$ (0.008)</b> | <b>(0.0)</b> |
| <b>Non-Labor</b>                                      |                      |                    |                   |              |                      |                 |                   |               |                      |                    |                   |              |
| Electric Power  | \$ 0.074             | \$ 0.134           | \$ (0.060)        | (81.1)       | \$ -                 | \$ -            | \$ -              | -             | \$ 0.074             | \$ 0.134           | \$ (0.060)        | (81.1)       |
| Fuel  | 3.540                | 3.068              | 0.472             | 13.3         | -                    | -               | -                 | -             | 3.540                | 3.068              | 0.472             | 13.3         |
| Insurance   | 0.286                | 0.145              | 0.141             | 49.3         | -                    | -               | -                 | -             | 0.286                | 0.145              | 0.141             | 49.3         |
| Claims  | 2.166                | 0.667              | 1.499             | 69.2         | -                    | -               | -                 | -             | 2.166                | 0.667              | 1.499             | 69.2         |
| Maintenance and Other Operating Contracts             | 2.702                | 1.273              | 1.429             | 52.9         | 0.037                | 0.022           | 0.015             | 40.5          | 2.739                | 1.295              | 1.444             | 52.7         |
| Professional Service Contracts                        | 1.724                | 1.092              | 0.632             | 36.7         | -                    | -               | -                 | -             | 1.724                | 1.092              | 0.632             | 36.7         |
| Materials & Supplies                                  | 2.318                | 3.028              | (0.710)           | (30.6)       | 0.084                | 0.076           | 0.008             | 9.5           | 2.402                | 3.104              | (0.702)           | (29.2)       |
| Other Business Expense                                | 0.369                | 0.300              | 0.069             | 18.7         | -                    | -               | -                 | -             | 0.369                | 0.300              | 0.069             | 18.7         |
| <b>Total Non-Labor Expenses</b>                       | <b>\$ 13.179</b>     | <b>\$ 9.707</b>    | <b>\$ 3.472</b>   | <b>26.3</b>  | <b>\$ 0.121</b>      | <b>\$ 0.098</b> | <b>\$ 0.023</b>   | <b>19.0</b>   | <b>\$ 13.300</b>     | <b>\$ 9.805</b>    | <b>\$ 3.495</b>   | <b>26.3</b>  |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$ 48.571</b>     | <b>\$ 45.371</b>   | <b>\$ 3.200</b>   | <b>6.6</b>   | <b>\$ 0.877</b>      | <b>\$ 0.590</b> | <b>\$ 0.287</b>   | <b>32.7</b>   | <b>\$ 49.448</b>     | <b>\$ 45.961</b>   | <b>\$ 3.487</b>   | <b>7.1</b>   |
| Depreciation  | \$ 3.520             | \$ 4.026           | \$ (0.506)        | (14.4)       | \$ -                 | \$ -            | \$ -              | -             | \$ 3.520             | \$ 4.026           | \$ (0.506)        | (14.4)       |
| OPEB Obligation                                       | 4.691                | 4.618              | 0.073             | 1.6          | -                    | -               | -                 | -             | 4.691                | 4.618              | 0.073             | 1.6          |
| Environmental Remediation                             | -                    | 0.084              | (0.084)           | -            | -                    | -               | -                 | -             | -                    | 0.084              | (0.084)           | -            |
| <b>Total Expenses</b>                                 | <b>\$ 56.782</b>     | <b>\$ 54.099</b>   | <b>\$ 2.683</b>   | <b>4.7</b>   | <b>\$ 0.877</b>      | <b>\$ 0.590</b> | <b>\$ 0.287</b>   | <b>32.7</b>   | <b>\$ 57.659</b>     | <b>\$ 54.689</b>   | <b>\$ 2.970</b>   | <b>5.2</b>   |
| <b>Net Surplus/(Deficit)</b>                          | <b>\$ (38.552)</b>   | <b>\$ (35.496)</b> | <b>\$ 3.056</b>   | <b>7.9</b>   | <b>\$ -</b>          | <b>\$ -</b>     | <b>\$ -</b>       | <b>-</b>      | <b>\$ (38.552)</b>   | <b>\$ (35.496)</b> | <b>\$ 3.056</b>   | <b>7.9</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**  
**PRELIMINARY SEPTEMBER 2013 Year-To-Date**  
(\$ in millions)

|   | Nonreimbursable      |                     |                   |              | Reimbursable         |                 |                   |               | Total                |                     |                 |            |
|---|----------------------|---------------------|-------------------|--------------|----------------------|-----------------|-------------------|---------------|----------------------|---------------------|-----------------|------------|
|   | Favorable            |                     |                   |              | Favorable            |                 |                   |               | Favorable            |                     |                 |            |
|   | (Unfavorable)        |                     |                   |              | (Unfavorable)        |                 |                   |               | (Unfavorable)        |                     |                 |            |
|   | Mid Year<br>Forecast | Actual              | Variance          | Percent      | Mid Year<br>Forecast | Actual          | Variance          | Percent       | Mid Year<br>Forecast | Actual              | Variance        | Percent    |
| <b>Revenue</b>  |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                 |            |
| Farebox Revenue                                       | \$ 147.157           | \$ 148.551          | \$ 1.394          | 0.9          | \$ -                 | \$ -            | \$ -              | -             | \$ 147.157           | \$ 148.551          | \$ 1.394        | 0.9        |
| Other Operating Income                                | 14.793               | 14.613              | (0.180)           | (1.2)        | -                    | -               | -                 | -             | 14.793               | 14.613              | (0.180)         | (1.2)      |
| Capital and Other Reimbursements                      | -                    | -                   | -                 | -            | 5.683                | 4.544           | (1.139)           | (20.0)        | 5.683                | 4.544               | (1.139)         | (20.0)     |
| <b>Total Revenue</b>                                  | <b>\$ 161.950</b>    | <b>\$ 163.164</b>   | <b>\$ 1.214</b>   | <b>0.7</b>   | <b>\$ 5.683</b>      | <b>\$ 4.544</b> | <b>\$ (1.139)</b> | <b>(20.0)</b> | <b>\$ 167.633</b>    | <b>\$ 167.708</b>   | <b>\$ 0.075</b> | <b>0.0</b> |
| <b>Expenses</b>                                       |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                 |            |
| <b>Labor</b>  |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                 |            |
| Payroll   | \$ 171.515           | \$ 173.517          | \$ (2.002)        | (1.2)        | \$ 3.579             | \$ 2.409        | \$ 1.170          | 32.7          | \$ 175.094           | \$ 175.926          | \$ (0.832)      | (0.5)      |
| Overtime  | 31.714               | 35.786              | (4.072)           | (12.8)       | -                    | -               | -                 | -             | 31.714               | 35.786              | (4.072)         | (12.8)     |
| Health and Welfare:                                   | 34.933               | 33.876              | 1.057             | 3.0          | 0.729                | 0.733           | (0.004)           | (0.5)         | 35.662               | 34.609              | 1.053           | 3.0        |
| OPEB Current Payment                                  | 12.938               | 12.610              | 0.328             | 2.5          | -                    | -               | -                 | -             | 12.938               | 12.610              | 0.328           | 2.5        |
| Pensions  | 34.303               | 34.309              | (0.006)           | (0.0)        | 0.341                | 0.392           | (0.051)           | (15.0)        | 34.644               | 34.701              | (0.057)         | (0.2)      |
| Other Fringe Benefits                                 | 32.216               | 28.042              | 4.174             | 13.0         | 0.381                | 0.365           | 0.016             | 4.2           | 32.597               | 28.407              | 4.190           | 12.9       |
| GASB Account  | -                    | -                   | -                 | -            | -                    | -               | -                 | -             | -                    | -                   | -               | -          |
| Reimbursable Overhead                                 | -                    | -                   | -                 | -            | -                    | -               | -                 | -             | -                    | -                   | -               | -          |
| <b>Total Labor Expenses</b>                           | <b>\$ 317.619</b>    | <b>\$ 318.140</b>   | <b>\$ (0.521)</b> | <b>(0.2)</b> | <b>\$ 5.030</b>      | <b>\$ 3.899</b> | <b>\$ 1.131</b>   | <b>22.5</b>   | <b>\$ 322.649</b>    | <b>\$ 322.039</b>   | <b>\$ 0.610</b> | <b>0.2</b> |
| <b>Non-Labor</b>                                      |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                 |            |
| Electric Power  | \$ 0.939             | \$ 1.197            | \$ (0.258)        | (27.5)       | \$ -                 | \$ -            | \$ -              | -             | \$ 0.939             | \$ 1.197            | \$ (0.258)      | (27.5)     |
| Fuel  | 29.044               | 26.432              | 2.612             | 9.0          | -                    | -               | -                 | -             | 29.044               | 26.432              | 2.612           | 9.0        |
| Insurance   | 1.964                | 1.639               | 0.325             | 16.5         | -                    | -               | -                 | -             | 1.964                | 1.639               | 0.325           | 16.5       |
| Claims  | 18.500               | 16.503              | 2.997             | 15.4         | -                    | -               | -                 | -             | 18.500               | 16.503              | 2.997           | 15.4       |
| Maintenance and Other Operating Contracts             | 17.335               | 12.440              | 4.895             | 28.2         | 0.109                | 0.007           | 0.102             | 93.6          | 17.444               | 12.447              | 4.997           | 28.6       |
| Professional Service Contracts                        | 12.091               | 11.609              | 0.482             | 4.0          | -                    | -               | -                 | -             | 12.091               | 11.609              | 0.482           | 4.0        |
| Materials & Supplies                                  | 22.574               | 26.101              | (3.527)           | (15.6)       | 0.544                | 0.638           | (0.094)           | (17.3)        | 23.118               | 26.739              | (3.621)         | (15.7)     |
| Other Business Expense                                | 3.104                | 3.066               | 0.038             | 1.2          | -                    | -               | -                 | -             | 3.104                | 3.066               | 0.038           | 1.2        |
| <b>Total Non-Labor Expenses</b>                       | <b>\$ 106.552</b>    | <b>\$ 98.988</b>    | <b>\$ 7.564</b>   | <b>7.1</b>   | <b>\$ 0.653</b>      | <b>\$ 0.645</b> | <b>\$ 0.008</b>   | <b>1.2</b>    | <b>\$ 107.205</b>    | <b>\$ 99.633</b>    | <b>\$ 7.572</b> | <b>7.1</b> |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$ 424.171</b>    | <b>\$ 417.128</b>   | <b>\$ 7.043</b>   | <b>1.7</b>   | <b>\$ 5.683</b>      | <b>\$ 4.544</b> | <b>\$ 1.139</b>   | <b>20.0</b>   | <b>\$ 429.854</b>    | <b>\$ 421.672</b>   | <b>\$ 8.182</b> | <b>1.9</b> |
| Depreciation  | 33.974               | 36.796              | (2.821)           | (8.3)        | -                    | -               | -                 | -             | 33.974               | 36.796              | (2.821)         | (8.3)      |
| OPEB Obligation                                       | 41.927               | 41.562              | 0.365             | 0.9          | -                    | -               | -                 | -             | 41.927               | 41.562              | 0.365           | 0.9        |
| Environmental Remediation                             | -                    | 1.736               | (1.736)           | -            | -                    | -               | -                 | -             | -                    | 1.736               | (1.736)         | -          |
| <b>Total Expenses</b>                                 | <b>\$ 500.072</b>    | <b>\$ 497.221</b>   | <b>\$ 2.851</b>   | <b>0.6</b>   | <b>\$ 5.683</b>      | <b>\$ 4.544</b> | <b>\$ 1.139</b>   | <b>20.0</b>   | <b>\$ 505.755</b>    | <b>\$ 501.765</b>   | <b>\$ 3.990</b> | <b>0.8</b> |
| <b>Net Surplus/(Deficit)</b>                          | <b>\$ (338.122)</b>  | <b>\$ (334.058)</b> | <b>\$ 4.065</b>   | <b>1.2</b>   | <b>\$ -</b>          | <b>\$ -</b>     | <b>\$ -</b>       | <b>-</b>      | <b>\$ (338.122)</b>  | <b>\$ (334.058)</b> | <b>\$ 4.065</b> | <b>1.2</b> |

NOTE: Totals may not add due to rounding





## FINANCIAL AND RIDERSHIP REPORT

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

| Category<br>(\$ in millions)    | August Results |             | August Year-to-Date Results |             |          |             |
|---------------------------------|----------------|-------------|-----------------------------|-------------|----------|-------------|
|                                 | Variance       | Fav/(Unfav) | Forecast                    | Prel Actual | Variance | Fav/(Unfav) |
|                                 | \$             | %           | \$                          | \$          | \$       | %           |
| Total Farebox Revenue           | 6.7            | 2.0         | 2,633.7                     | 2,647.0     | 13.3     | 0.5         |
| Nonreimb. Exp. before Dep./OPEB | (2.0)          | (0.4)       | 4,826.4                     | 4,811.1     | 15.3     | 0.3         |
| Net Cash Deficit*               | (32.0)         | (10.3)      | (1,634.1)                   | (1,692.6)   | (58.6)   | (3.6)       |

\*Excludes Subsidies and Debt Service

August 2013 **farebox revenue** was \$344.4 million, \$6.7 million (2.0 percent) above forecast, mostly due to strong results on the subway. Subway revenue was \$6.6 million (2.6 percent) above forecast; bus revenue was \$0.2 million (0.3 percent) above forecast, including a \$0.6 million positive retroactive adjustment; paratransit revenue was \$0.2 million (9.8 percent) below forecast. Year-to-date revenue was \$13.3 million (0.5 percent) above forecast, again mostly due to subway revenue, which was \$13.1 million (0.7 percent) above forecast; bus revenue was \$0.7 million (0.1 percent) above forecast and paratransit revenue was \$0.5 million (4.8 percent) below forecast. Accrued fare media liability was equal to the forecast for both the month and year-to-date. The August 2013 non-student **average fare** of \$1.777 increased 13.8¢ from August 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 47.5¢.

Total **ridership** in August 2013 of 193.2 million was 1.7 percent (3.2 million trips) above forecast, including a 0.5 million positive retroactive adjustment to bus ridership. Average weekday ridership in August 2013 was 7.1 million, a decrease of 0.1 percent from August 2012. Average weekday ridership for the twelve months ending August 2013 was 7.6 million, an increase of 0.4 percent from the twelve months ending August 2012.

**Nonreimbursable expenses** before depreciation and OPEB in August were above forecast by \$2.0 million (0.4 percent). Labor expenses exceeded forecast by \$6.5 million (1.7 percent), due largely to increased overtime expenses, mainly from additional bus unscheduled service and maintenance/vacancy coverage requirements. Payroll and pension expenses were also above forecast. Health & welfare/OPEB current expenses were favorable due to lower rates. Non-labor expenses were below forecast by \$4.4 million (3.1 percent), due largely to favorable results in paratransit service contracts, electric power and maintenance contracts, partly offset by the unfavorable timing of professional service contract expenses. Year-to-date, nonreimbursable expenses were \$15.3 million (0.3 percent) below forecast. Labor expenses were lower than forecast by \$18.3 million (0.5 percent), 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 \$3.0 million (0.3 percent), mostly from the timing of bond services and data center costs, and higher claims payouts and processing, partly offset by underruns in paratransit service contract and electric power expenses.

The **net cash deficit** for August year-to-date was \$1,692.6 million, unfavorable to forecast by \$58.6 million (3.6 percent), due mostly to the unfavorable timing of capital reimbursements and increased claims (public liability) payouts and processing.



## FINANCIAL RESULTS

### Farebox Revenue

August 2013 Farebox Revenue - (\$ in millions)

|                             | August       |              |                         |             | August Year-to-Date |                |                         |             |
|-----------------------------|--------------|--------------|-------------------------|-------------|---------------------|----------------|-------------------------|-------------|
|                             | Preliminary  |              | Favorable/(Unfavorable) |             | Preliminary         |                | Favorable/(Unfavorable) |             |
|                             | Forecast     | Actual       | Amount                  | Percent     | Forecast            | Actual         | Amount                  | Percent     |
| Subway                      | 250.7        | 257.3        | 6.6                     | 2.6%        | 1,967.2             | 1,980.3        | 13.1                    | 0.7%        |
| NYCT Bus                    | 81.2         | 81.4         | 0.2                     | 0.3%        | 620.6               | 621.3          | 0.7                     | 0.1%        |
| Paratransit                 | 1.5          | 1.4          | (0.2)                   | (9.8%)      | 11.1                | 10.5           | (0.5)                   | (4.8%)      |
| Subtotal                    | 333.4        | 340.1        | 6.7                     | 2.0%        | 2,598.9             | 2,612.1        | 13.3                    | 0.5%        |
| Fare Media Liability        | 4.4          | 4.4          | 0.0                     | 0.0%        | 34.8                | 34.8           | 0.0                     | 0.0%        |
| <b>Total - NYCT</b>         | <b>337.8</b> | <b>344.4</b> | <b>6.7</b>              | <b>2.0%</b> | <b>2,633.7</b>      | <b>2,647.0</b> | <b>13.3</b>             | <b>0.5%</b> |
| MTA Bus Company             | 16.7         | 17.3         | 0.5                     | 3.3%        | 130.6               | 131.6          | 1.1                     | 0.8%        |
| <b>Total - Regional Bus</b> | <b>97.9</b>  | <b>98.6</b>  | <b>0.8</b>              | <b>0.8%</b> | <b>751.1</b>        | <b>752.9</b>   | <b>1.8</b>              | <b>0.2%</b> |

Note: Totals may not add due to rounding.

- Subway revenue continued the positive trend in place since the restoration of services that were disrupted after Sandy.
- Bus revenue included a positive retroactive adjustment of \$0.6 million to May results.
- Paratransit revenue continued to run below forecast, due in part to initiatives that diverted riders to more efficient modes.

### Average Fare

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

|                    | NYC Transit  |              |              |             | MTA Bus Company |              |              |             |
|--------------------|--------------|--------------|--------------|-------------|-----------------|--------------|--------------|-------------|
|                    | 2012         | Prelim.      | Change       |             | 2012            | Prelim.      | Change       |             |
|                    |              | 2013         | Amount       | Percent     |                 | 2013         | Amount       | Percent     |
| Subway             | 1.722        | 1.868        | 0.146        | 8.5%        | 1.377           | 1.494        | 0.117        | 8.5%        |
| Local Bus          | 1.364        | 1.473        | 0.110        | 8.0%        | 1.377           | 1.494        | 0.117        | 8.5%        |
| Subway & Local Bus | 1.623        | 1.761        | 0.137        | 8.5%        | 1.377           | 1.494        | 0.117        | 8.5%        |
| Express Bus        | 4.572        | 5.047        | 0.475        | 10.4%       | 4.567           | 4.958        | 0.391        | 8.6%        |
| <b>Total</b>       | <b>1.638</b> | <b>1.777</b> | <b>0.138</b> | <b>8.4%</b> | <b>1.644</b>    | <b>1.759</b> | <b>0.115</b> | <b>7.0%</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 August 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 August, other operating revenues were above forecast by \$0.3 million (1.3 percent), due mainly to higher paratransit Urban Tax and advertising revenues. Year-to-date, other operating revenues were favorable by \$0.9 million (0.3 percent), due mostly to higher advertising and MetroCard surcharge revenues.



## Nonreimbursable Expenses

In August, nonreimbursable expenses before depreciation and OPEB exceeded forecast by \$2.0 million (0.4 percent). Year-to-date, expenses were \$15.3 million (0.3 percent) less than forecast. The major causes of these variances are reviewed below:

*Labor* expenses in the month of August were unfavorable to forecast by \$6.5 million (1.7 percent). Overtime expenses exceeded forecast by \$6.7 million (24.3 percent), due primarily to additional bus unscheduled service and subway/bus maintenance/vacancy coverage requirements. Payroll expenses overran by \$2.0 million (0.8 percent), mostly from the unfavorable timing of interagency payments and higher employee earned separation payments, partly offset by vacancies. Pension expenses were over forecast by \$1.5 million (7.2 percent), due to timing. Health & welfare/OPEB current expenses were below forecast by \$1.8 million (2.2 percent), due mainly to lower rates. Reimbursable overhead credits were favorable by \$2.0 million (12.4 percent), resulting mainly from higher reimbursable overtime costs. Year-to-date, labor costs were lower than forecast by \$18.3 million (0.5 percent). Health & welfare/OPEB current expenses underran forecast by \$16.3 million (2.6 percent), again due to lower rates. Payroll expenses were favorable by \$7.7 million (0.4 percent), due largely to vacancies, partly offset by the unfavorable timing of interagency payments. Reimbursable overhead credits were favorable by \$6.4 million (5.0 percent), resulting mainly from higher reimbursable overtime costs. Overtime expenses exceeded forecast by \$13.0 million (5.4 percent), due primarily to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy/adverse weather requirements.

*Non-labor* expenses were below forecast in August by \$4.4 million (3.1 percent). Paratransit service contract expenses were favorable by \$3.7 million (10.8 percent), due mostly to lower completed trips and call center activity. Electric power expenses were below forecast by \$3.6 million (13.4 percent), largely due to the favorable timing of expenses and lower consumption. Maintenance contract expenses were under by \$2.5 million (15.8 percent), primarily from the timing of vehicle maintenance and repair requirements and painting & building-related expenses. Professional service contract expenses exceeded forecast by \$4.7 million (48.1 percent), due largely to the unfavorable timing of IT hardware expenses and office-related equipment expenses. Fuel expenses were above forecast by \$1.1 million (8.7 percent), primarily from higher consumption and prices. Year-to-date, non-labor expenses were \$3.0 million (0.3 percent) above forecast, including the following:

- Professional service contracts were higher than forecast by \$17.2 million (19.4 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 (4.9 percent), due to increased claims payouts and processing.
- Fuel expenses were unfavorable to forecast by \$1.6 million (1.4 percent), due mostly to higher consumption.
- Insurance expenses were over forecast by \$1.2 million (3.2 percent), due to the unfavorable timing of interagency payments.
- Paratransit service contracts were below forecast by \$7.3 million (2.9 percent), due mainly to lower completed trips and call center activity.



- Electric power expenses were favorable by \$6.0 million (2.9 percent), mainly caused by lower consumption.
- Maintenance contract expenses were less than forecast by \$3.9 million (3.2 percent), due primarily to the favorable timing of auto purchases and painting & building-related expenses, partly offset by the unfavorable timing of vehicle maintenance and repair requirements.
- Materials and supplies expenses were under forecast by \$2.2 million (1.1 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.

Depreciation expenses were below forecast year-to-date by \$22.9 million (2.4 percent), due to the write-off at year-end 2012 of assets impaired by Sandy and 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 August year-to-date was \$1,692.6 million, unfavorable to forecast by \$58.6 million (3.6 percent), due mostly to the unfavorable timing of capital reimbursements and increased claims (public liability) payouts and processing.

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

Inventory at the end of August was \$207.9 million, \$24.6 million (13.4 percent) higher than the December 2012 balance of \$183.3 million, due largely to buildups related to the impact of Sandy in anticipation of needed repairs and support of subway car equipment and track replacement requirements.

### **Incumbents**

There were 45,316 full-time paid incumbents at the end of August, 105 more than in July and an increase of 186 from December 2012 (excluding 199 temporary December paid incumbents).



## RIDERSHIP RESULTS

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

|                             | August       |              |             |             | August Year-to-Date |                |             |             |
|-----------------------------|--------------|--------------|-------------|-------------|---------------------|----------------|-------------|-------------|
|                             | Preliminary  |              | More/(Less) |             | Preliminary         |                | More/(Less) |             |
|                             | Forecast     | Actual       | Amount      | Percent     | Forecast            | Actual         | Amount      | Percent     |
| Subway                      | 135.7        | 138.7        | 3.0         | 2.2%        | 1,119.9             | 1,125.5        | 5.6         | 0.5%        |
| NYCT Bus                    | 53.5         | 53.7         | 0.2         | 0.4%        | 448.5               | 448.9          | 0.3         | 0.1%        |
| Subtotal                    | 189.1        | 192.4        | 3.3         | 1.7%        | 1,568.5             | 1,574.4        | 5.9         | 0.4%        |
| Paratransit                 | 0.8          | 0.8          | (0.0)       | (5.8%)      | 6.4                 | 6.2            | (0.2)       | (2.8%)      |
| <b>Total - NYCT</b>         | <b>190.0</b> | <b>193.2</b> | <b>3.2</b>  | <b>1.7%</b> | <b>1,574.8</b>      | <b>1,580.6</b> | <b>5.7</b>  | <b>0.4%</b> |
| MTA Bus Company             | 9.6          | 9.9          | 0.4         | 3.8%        | 82.0                | 82.7           | 0.7         | 0.9%        |
| <i>Total - Regional Bus</i> | <i>63.0</i>  | <i>63.6</i>  | <i>0.6</i>  | <i>0.9%</i> | <i>530.6</i>        | <i>531.6</i>   | <i>1.0</i>  | <i>0.2%</i> |

Notes: Totals may not add due to rounding.

- Bus ridership included a 0.5 million positive retroactive adjustment to May results.
- Paratransit ridership continued to underrun the forecast due in part to initiatives that diverted riders to more efficient modes.

| August Average Weekday and Weekend Ridership vs. Prior Year |                             |              |            |              |                             |              |             |              |
|---|-----------------------------|--------------|------------|--------------|-----------------------------|--------------|-------------|--------------|
| Month   | Average Weekday (thousands) |              |            |              | Average Weekend (thousands) |              |             |              |
|   | Preliminary                 |              | Change     |              | Preliminary                 |              | Change      |              |
|   | 2012                        | 2013         | Amount     | Percent      | 2012                        | 2013         | Amount      | Percent      |
| Subway  | 5,082                       | 5,113        | +32        | +0.6%        | 5,595                       | 5,717        | +122        | +2.2%        |
| NYCT Local Bus  | 1,918                       | 1,883        | -35        | -1.8%        | 2,344                       | 2,372        | +28         | +1.2%        |
| NYCT Express Bus  | 41                          | 40           | -1         | -2.4%        | 9                           | 11           | +1          | +14.6%       |
| Paratransit   | 29                          | 29           | -0         | -1.2%        | 33                          | 35           | +1          | +4.5%        |
| <b>TOTAL - NYCT</b>   | <b>7,070</b>                | <b>7,065</b> | <b>-5</b>  | <b>-0.1%</b> | <b>7,981</b>                | <b>8,134</b> | <b>+153</b> | <b>+1.9%</b> |
| MTABC Local Bus   | 334                         | 335          | +1         | +0.2%        | 379                         | 396          | +17         | +4.5%        |
| MTABC Express Bus   | 33                          | 31           | -2         | -6.8%        | 13                          | 13           | -0          | -2.9%        |
| Total - MTA Bus   | 368                         | 366          | -2         | -0.5%        | 392                         | 409          | +17         | +4.2%        |
| <i>Total - Regional Bus</i>                                 | <i>2,327</i>                | <i>2,289</i> | <i>-38</i> | <i>-1.6%</i> | <i>2,745</i>                | <i>2,791</i> | <i>46</i>   | <i>+1.7%</i> |
| <b>12-Month Rolling Average</b>                             |                             |              |            |              |                             |              |             |              |
| Subway  | 5,380                       | 5,413        | +33        | +0.6%        | 5,635                       | 5,735        | +100        | +1.8%        |
| Local Bus   | 2,126                       | 2,125        | -2         | -0.1%        | 2,297                       | 2,310        | +13         | +0.6%        |
| Express Bus   | 43                          | 42           | -1         | -1.9%        | 10                          | 11           | +2          | +15.6%       |
| Paratransit   | 30                          | 29           | -1         | -2.9%        | 33                          | 34           | +1          | +2.1%        |
| <b>TOTAL - NYCT</b>   | <b>7,579</b>                | <b>7,609</b> | <b>+30</b> | <b>+0.4%</b> | <b>7,975</b>                | <b>8,090</b> | <b>+115</b> | <b>+1.4%</b> |
| MTABC Local Bus   | 365                         | 373          | +8         | +2.1%        | 362                         | 376          | +14         | +3.8%        |
| MTABC Express Bus   | 34                          | 33           | -1         | -3.1%        | 14                          | 13           | -0          | -1.9%        |
| Total - MTA Bus   | 400                         | 406          | +6         | +1.6%        | 376                         | 389          | +13         | +3.5%        |
| <i>Total - Regional Bus</i>                                 | <i>2,569</i>                | <i>2,573</i> | <i>4</i>   | <i>+0.2%</i> | <i>2,683</i>                | <i>2,711</i> | <i>28</i>   | <i>+1.1%</i> |

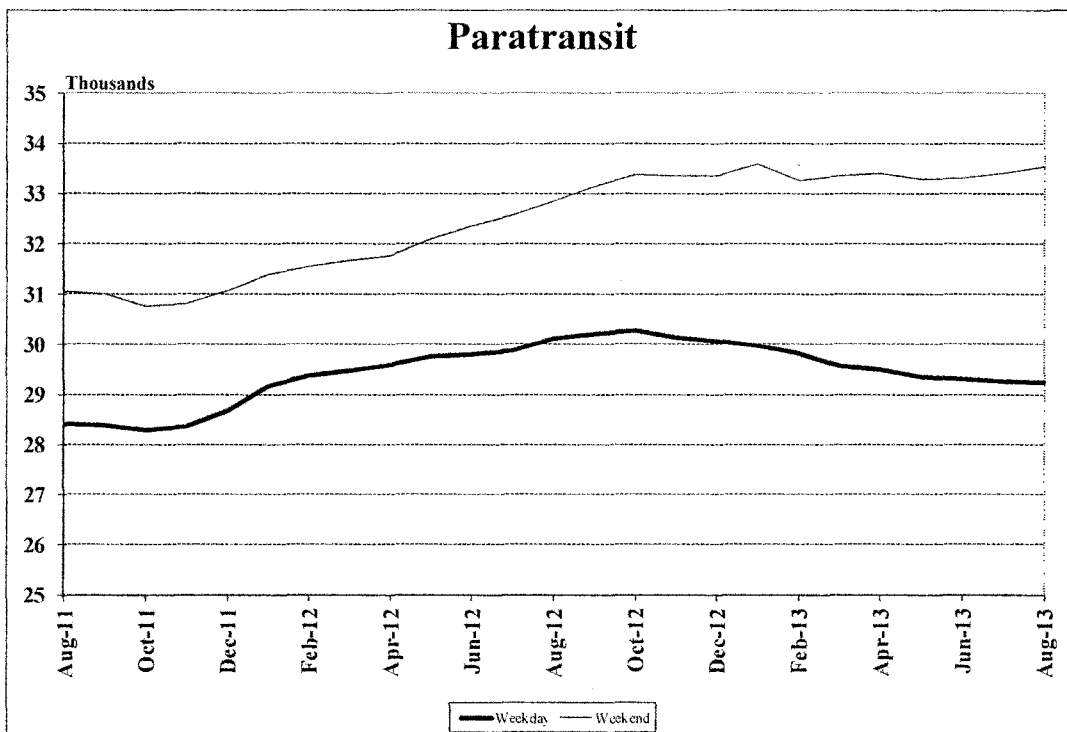
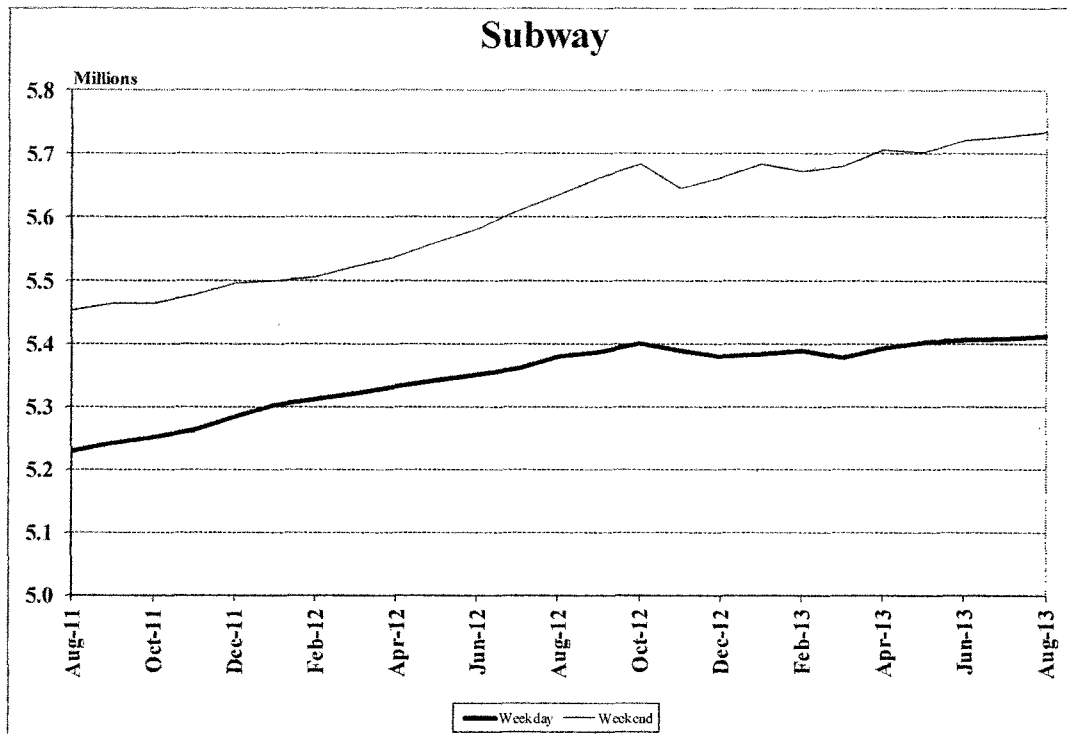
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures. Averages exclude Tropical Storms Irene and Sandy.

- Average weekday ridership in August 2013 was negatively affected by three fewer days of summer school and slightly unfavorable weather as compared to August 2012.
- August 2013 average weekday subway ridership was the highest of any August in over forty-five years.
- August 2013 average weekend subway and total NYCT ridership were both the highest of any August in over forty-five years.
- Weekend NYCT express bus ridership continued a strong growth trend, bolstered by the addition of Sunday X17 and weekend X27 service in September 2012.



## Average Weekday and Weekend Ridership

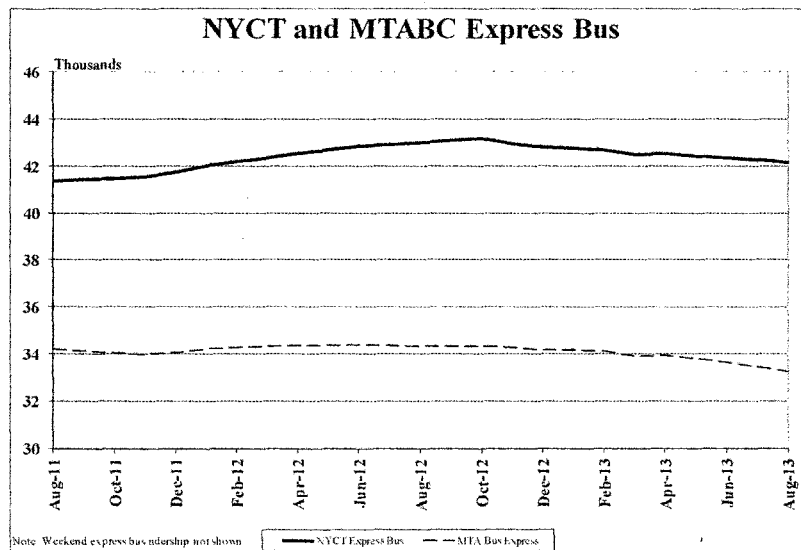
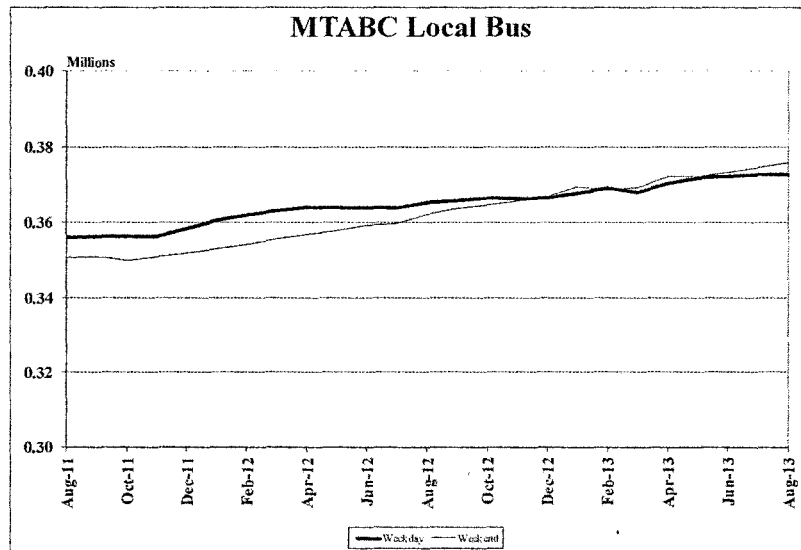
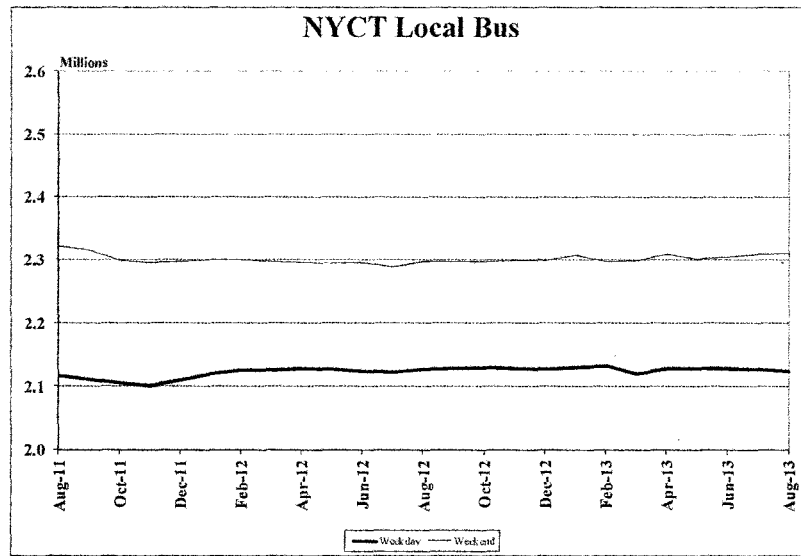
12-Month Rolling Averages





# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages





## Ridership on New York Area Transit Services

From August 2012 to August 2013, ridership increased on the subway, MTA local buses, and the Long Island Rail Road, and decreased on all other services. The largest increase was on the LIRR (up 0.8 percent) and the largest decrease was on the Staten Island Railway (down 9.8 percent). Average weekend ridership results were more positive, although there were significant decreases on the Staten Island Railway, Staten Island Ferry, and PATH.

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

| Ridership on Transit Services in the New York Area<br>(thousands) |        |                       |                   |   |
|---|--------|-----------------------|-------------------|---|
| Transit Service   | Aug-12 | Preliminary<br>Aug-13 | Percent<br>Change | 12-Month<br>Rolling Average<br>Percent Change |
| <u>Average Weekday</u>  |        |                       |                   |   |
| NYCT Subway   | 5,082  | 5,113                 | +0.6%             | +0.6%   |
| NYCT Local Bus  | 1,918  | 1,883                 | -1.8%             | -0.1%   |
| NYCT Express Bus  | 41     | 40                    | -2.4%             | -1.9%   |
| NYCT Paratransit  | 29     | 29                    | -1.2%             | -2.9%   |
| Staten Island Railway   | 14     | 12                    | -9.8%             | -7.4%   |
| MTA Local Bus   | 334    | 335                   | +0.2%             | +2.1%   |
| MTA Express Bus   | 33     | 31                    | -6.8%             | -3.1%   |
| Long Island Rail Road   | 286    | 288                   | +0.8%             | -2.1%   |
| Metro-North Railroad  | 274    | 273                   | -0.3%             | -1.9%   |
| Staten Island Ferry   | 75     | 68                    | -9.2%             | n/a   |
| PATH  | 256    | 246                   | -4.1%             | -4.5%   |
| <u>Average Weekend</u>  |        |                       |                   |   |
| NYCT Subway   | 5,595  | 5,717                 | +2.2%             | +1.8%   |
| NYCT Local Bus  | 2,344  | 2,372                 | +1.2%             | +0.6%   |
| NYCT Express Bus  | 9      | 11                    | +14.6%            | +15.6%  |
| NYCT Paratransit  | 33     | 35                    | +4.5%             | +2.1%   |
| Staten Island Railway   | 9      | 8                     | -11.9%            | -14.2%  |
| MTA Local Bus   | 379    | 396                   | +4.5%             | +3.8%   |
| MTA Express Bus   | 13     | 13                    | -2.9%             | -1.9%   |
| Long Island Rail Road   | 206    | 207                   | +0.5%             | -1.2%   |
| Metro-North Railroad  | 223    | 217                   | -2.5%             | -1.6%   |
| Staten Island Ferry   | 108    | 102                   | -5.4%             | n/a   |
| PATH  | 225    | 215                   | -4.3%             | -16.8%  |

| MTA Bridges and Tunnels<br>(thousands) |       |       |       |       |
|--|-------|-------|-------|-------|
| Average Weekday                        | 842   | 838   | -0.5% | -2.0% |
| Average Weekend                        | 1,574 | 1,603 | +1.8% | -1.5% |

Note: Percentages are based on unrounded data.



## Economy

From August 2012 to August 2013, New York City employment increased 2.2 percent (84,400 jobs). Private sector employment increased 2.5 percent (84,700 jobs) and government employment decreased 0.1 percent (300 jobs). The sub-sector with the largest absolute and percentage increase was educational/health services (up 32,100 jobs or 4.2 percent); construction was also up 4.2 percent (5,000 jobs). The sub-sector with the largest absolute and percentage decrease was information (down 2,800 jobs or 1.6 percent); manufacturing was also down 1.6 percent (1,200 jobs).

The chart below shows the New York City private sector employment for 2011, 2012, and year-to-date 2013. During this entire period, employment levels have been consistently increasing year-over-year.

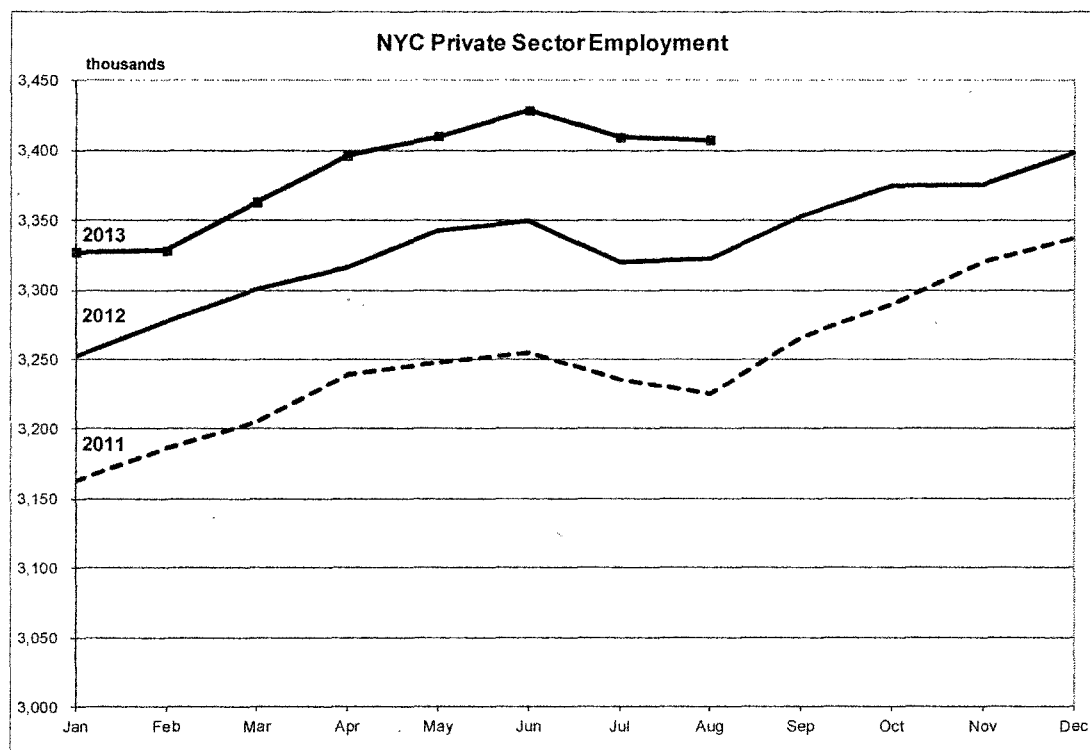




Table 1

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

|  | Nonreimbursable    |                    |  |              | Reimbursable    |                 |  |              | Total              |                    |  |              |
|--|--------------------|--------------------|--|--------------|-----------------|-----------------|--|--------------|--------------------|--------------------|--|--------------|
|  | Forecast           | Actual             | Favorable<br>(Unfavorable)<br>Variance | Percent      | Forecast        | Actual          | Favorable<br>(Unfavorable)<br>Variance | Percent      | Forecast           | Actual             | Favorable<br>(Unfavorable)<br>Variance | Percent      |
| <b>Revenue</b>                                     |                    |                    |  |              |                 |                 |  |              |                    |                    |  |              |
| Farebox Revenue:                                   |                    |                    |  |              |                 |                 |  |              |                    |                    |  |              |
| Subway   | \$250.698          | \$257.316          | \$6.618                                | 2.6          | \$0.000         | \$0.000         | \$0.000                                | -            | \$250.698          | \$257.316          | \$6.618                                | 2.6          |
| Bus  | 81.169             | 81.380             | 0.211                                  | 0.3          | 0.000           | 0.000           | 0.000                                  | -            | 81.169             | 81.380             | 0.211                                  | 0.3          |
| Paratransit  | 1.537              | 1.386              | (0.151)                                | (9.8)        | 0.000           | 0.000           | 0.000                                  | -            | 1.537              | 1.386              | (0.151)                                | (9.8)        |
| 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                              | 337.756            | 344.434            | 6.678                                  | 2.0          | 0.000           | 0.000           | 0.000                                  | -            | 337.756            | 344.434            | 6.678                                  | 2.0          |
| 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                                 | 2.125              | 2.125              | 0.000                                  | 0.0          | 0.000           | 0.000           | 0.000                                  | -            | 2.125              | 2.125              | 0.000                                  | 0.0          |
| Paratransit Reimbursement                          | 13.408             | 13.518             | 0.110                                  | 0.8          | 0.000           | 0.000           | 0.000                                  | -            | 13.408             | 13.518             | 0.110                                  | 0.8          |
| Other  | 11.958             | 12.195             | 0.237                                  | 2.0          | 0.000           | 0.000           | 0.000                                  | -            | 11.958             | 12.195             | 0.237                                  | 2.0          |
| Total Other Operating Revenue                      | 27.491             | 27.838             | 0.347                                  | 1.3          | 0.000           | 0.000           | 0.000                                  | -            | 27.491             | 27.838             | 0.347                                  | 1.3          |
| Capital and Other Reimbursements                   | 0.000              | 0.000              | 0.000                                  | -            | 73.879          | 77.574          | 3.695                                  | 5.0          | 73.879             | 77.574             | 3.695                                  | 5.0          |
| <b>Total Revenue</b>                               | <b>\$365.247</b>   | <b>\$372.272</b>   | <b>\$7.025</b>                         | <b>1.9</b>   | <b>\$73.879</b> | <b>\$77.574</b> | <b>\$3.695</b>                         | <b>5.0</b>   | <b>\$439.126</b>   | <b>\$449.846</b>   | <b>\$10.720</b>                        | <b>2.4</b>   |
| <b>Expenses</b>                                    |                    |                    |  |              |                 |                 |  |              |                    |                    |  |              |
| <b>Labor</b>                                       |                    |                    |  |              |                 |                 |  |              |                    |                    |  |              |
| Payroll  | 242.859            | 244.901            | (2.042)                                | (0.8)        | 31.743          | 29.040          | 2.703                                  | 8.5          | 274.602            | 273.941            | 0.661                                  | 0.2          |
| Overtime   | 27.390             | 34.053             | (6.663)                                | (24.3)       | 5.497           | 10.766          | (5.269)                                | (95.9)       | 32.887             | 44.819             | (11.932)                               | (36.3)       |
| Total Salaries & Wages                             | 270.249            | 278.954            | (8.705)                                | (3.2)        | 37.240          | 39.806          | (2.566)                                | (6.9)        | 307.489            | 318.760            | (11.271)                               | (3.7)        |
| Health and Welfare                                 | 53.696             | 51.861             | 1.835                                  | 3.4          | 2.309           | 1.843           | 0.466                                  | 20.2         | 56.005             | 53.704             | 2.301                                  | 4.1          |
| OPEB Current Payment                               | 29.825             | 29.864             | (0.039)                                | (0.1)        | 0.000           | 0.000           | 0.000                                  | -            | 29.825             | 29.864             | (0.039)                                | (0.1)        |
| Pensions   | 20.466             | 21.936             | (1.470)                                | (7.2)        | 0.407           | (0.825)         | 1.232                                  | 302.7        | 20.873             | 21.111             | (0.238)                                | (1.1)        |
| Other Fringe Benefits                              | 24.614             | 24.639             | (0.025)                                | (0.1)        | 9.705           | 10.579          | (0.874)                                | (9.0)        | 34.319             | 35.218             | (0.899)                                | (2.6)        |
| Total Fringe Benefits                              | 128.601            | 128.300            | 0.301                                  | 0.2          | 12.421          | 11.597          | 0.824                                  | 6.6          | 141.022            | 139.897            | 1.125                                  | 0.8          |
| Reimbursable Overhead                              | (15.768)           | (17.718)           | 1.950                                  | 12.4         | 15.768          | 17.718          | (1.950)                                | (12.4)       | 0.000              | 0.000              | 0.000                                  | -            |
| <b>Total Labor Expenses</b>                        | <b>\$383.082</b>   | <b>\$389.536</b>   | <b>(\$6.454)</b>                       | <b>(1.7)</b> | <b>\$65.429</b> | <b>\$69.121</b> | <b>(\$3.692)</b>                       | <b>(5.6)</b> | <b>\$448.511</b>   | <b>\$458.657</b>   | <b>(\$10.146)</b>                      | <b>(2.3)</b> |
| <b>Non-Labor</b>                                   |                    |                    |  |              |                 |                 |  |              |                    |                    |  |              |
| Electric Power                                     | 26.973             | 23.359             | 3.614                                  | 13.4         | 0.021           | 0.043           | (0.022)                                | (104.8)      | 26.994             | 23.402             | 3.592                                  | 13.3         |
| Fuel   | 12.656             | 13.759             | (1.103)                                | (8.7)        | 0.002           | 0.002           | 0.000                                  | 0.0          | 12.658             | 13.761             | (1.103)                                | (8.7)        |
| Insurance  | 5.225              | 5.229              | (0.004)                                | (0.1)        | 0.000           | 0.000           | 0.000                                  | -            | 5.225              | 5.229              | (0.004)                                | (0.1)        |
| 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                      | 33.967             | 30.300             | 3.667                                  | 10.8         | 0.000           | 0.000           | 0.000                                  | -            | 33.967             | 30.300             | 3.667                                  | 10.8         |
| Mtce. and Other Operating Contracts                | 15.962             | 13.436             | 2.526                                  | 15.8         | 1.063           | 2.918           | (1.855)                                | (174.5)      | 17.025             | 16.354             | 0.671                                  | 3.9          |
| Professional Service Contracts                     | 9.769              | 14.471             | (4.702)                                | (48.1)       | 1.833           | 0.964           | 0.869                                  | 47.4         | 11.602             | 15.435             | (3.833)                                | (33.0)       |
| Materials & Supplies                               | 25.033             | 24.463             | 0.570                                  | 2.3          | 5.158           | 4.344           | 0.814                                  | 15.8         | 30.191             | 28.807             | 1.384                                  | 4.6          |
| Other Business Expenses                            | 5.432              | 5.553              | (0.121)                                | (2.2)        | 0.373           | 0.182           | 0.191                                  | 51.2         | 5.805              | 5.735              | 0.070                                  | 1.2          |
| <b>Total Non-Labor Expenses</b>                    | <b>\$142.458</b>   | <b>\$138.011</b>   | <b>\$4.447</b>                         | <b>3.1</b>   | <b>\$8.450</b>  | <b>\$8.453</b>  | <b>(\$0.003)</b>                       | <b>(0.0)</b> | <b>\$150.908</b>   | <b>\$146.464</b>   | <b>\$4.444</b>                         | <b>2.9</b>   |
| <b>Other Expense Adjustments:</b>                  |                    |                    |  |              |                 |                 |  |              |                    |                    |  |              |
| Other  | 0.000              | 0.000              | 0.000                                  | -            | 0.000           | 0.000           | 0.000                                  | -            | 0.000              | 0.000              | 0.000                                  | -            |
| <b>Total Other Expense Adjustments</b>             | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>                         | <b>-</b>     | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>                         | <b>-</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>                         | <b>-</b>     |
| <b>Total Expenses before Depreciation and OPEB</b> | <b>\$525.540</b>   | <b>\$527.547</b>   | <b>(\$2.007)</b>                       | <b>(0.4)</b> | <b>\$73.879</b> | <b>\$77.574</b> | <b>(\$3.695)</b>                       | <b>(5.0)</b> | <b>\$599.419</b>   | <b>\$605.121</b>   | <b>(\$5.702)</b>                       | <b>(1.0)</b> |
| Depreciation                                       | 129.000            | 120.203            | 8.797                                  | 6.8          | 0.000           | 0.000           | 0.000                                  | -            | 129.000            | 120.203            | 8.797                                  | 6.8          |
| OPEB Account                                       | 0.000              | 0.000              | 0.000                                  | -            | 0.000           | 0.000           | 0.000                                  | -            | 0.000              | 0.000              | 0.000                                  | -            |
| Environmental Remediation                          | 0.000              | 0.000              | 0.000                                  | -            | 0.000           | 0.000           | 0.000                                  | -            | 0.000              | 0.000              | 0.000                                  | -            |
| <b>Total Expenses</b>                              | <b>\$654.540</b>   | <b>\$647.750</b>   | <b>\$6.790</b>                         | <b>1.0</b>   | <b>\$73.879</b> | <b>\$77.574</b> | <b>(\$3.695)</b>                       | <b>(5.0)</b> | <b>\$728.419</b>   | <b>\$725.324</b>   | <b>\$3.095</b>                         | <b>0.4</b>   |
| <b>Net Surplus/(Deficit)</b>                       | <b>(\$289.293)</b> | <b>(\$275.478)</b> | <b>\$13.815</b>                        | <b>4.8</b>   | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>                         | <b>-</b>     | <b>(\$289.293)</b> | <b>(\$275.478)</b> | <b>\$13.815</b>                        | <b>4.8</b>   |

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  
August 2013 Year-to-Date  
(\$ in millions)

|  | Nonreimbursable      |                      |  |              | Reimbursable     |                  |  |              | Total                |                      |  |              |
|--|----------------------|----------------------|--|--------------|------------------|------------------|--|--------------|----------------------|----------------------|--|--------------|
|  | Forecast             | Actual               | Favorable<br>(Unfavorable)<br>Variance | Percent      | Forecast         | Actual           | Favorable<br>(Unfavorable)<br>Variance | Percent      | Forecast             | Actual               | Favorable<br>(Unfavorable)<br>Variance | Percent      |
| <b>Revenue</b>                                     |                      |                      |  |              |                  |                  |  |              |                      |                      |  |              |
| Farebox Revenue                                    |                      |                      |  |              |                  |                  |  |              |                      |                      |  |              |
| Subway   | \$1,967,247          | \$1,980,345          | \$13,098                               | 0.7          | \$0,000          | \$0,000          | \$0,000                                | -            | \$1,967,247          | \$1,980,345          | \$13,098                               | 0.7          |
| Bus  | 620,555              | 621,277              | 0,722                                  | 0.1          | 0,000            | 0,000            | 0,000                                  | -            | 620,555              | 621,277              | 0,722                                  | 0.1          |
| Paratransit  | 11,057               | 10,527               | (0,530)                                | (4.8)        | 0,000            | 0,000            | 0,000                                  | -            | 11,057               | 10,527               | (0,530)                                | (4.8)        |
| Fare Media Liability                               | 34,816               | 34,816               | 0,000                                  | 0.0          | 0,000            | 0,000            | 0,000                                  | -            | 34,816               | 34,816               | 0,000                                  | 0.0          |
| Total Farebox Revenue                              | 2,633,675            | 2,646,965            | 13,290                                 | 0.5          | 0,000            | 0,000            | 0,000                                  | -            | 2,633,675            | 2,646,965            | 13,290                                 | 0.5          |
| 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                                 | 53,099               | 53,100               | 0,001                                  | 0.0          | 0,000            | 0,000            | 0,000                                  | -            | 53,099               | 53,100               | 0,001                                  | 0.0          |
| Paratransit Reimbursement                          | 108,165              | 108,146              | (0,019)                                | (0.0)        | 0,000            | 0,000            | 0,000                                  | -            | 108,165              | 108,146              | (0,019)                                | (0.0)        |
| Other  | 207,262              | 208,227              | 0,965                                  | 0.5          | 0,000            | 0,000            | 0,000                                  | -            | 207,262              | 208,227              | 0,965                                  | 0.5          |
| Total Other Operating Revenue                      | 368,526              | 369,473              | 0,947                                  | 0.3          | 0,000            | 0,000            | 0,000                                  | -            | 368,526              | 369,473              | 0,947                                  | 0.3          |
| Capital and Other Reimbursements                   | 0,000                | 0,000                | 0,000                                  | -            | 603,087          | 620,353          | 17,266                                 | 2.9          | 603,087              | 620,353              | 17,266                                 | 2.9          |
| <b>Total Revenue</b>                               | <b>\$3,002,201</b>   | <b>\$3,016,438</b>   | <b>\$14,237</b>                        | <b>0.5</b>   | <b>\$603,087</b> | <b>\$620,353</b> | <b>\$17,266</b>                        | <b>2.9</b>   | <b>\$3,605,288</b>   | <b>\$3,636,791</b>   | <b>\$31,503</b>                        | <b>0.9</b>   |
| <b>Expenses</b>                                    |                      |                      |  |              |                  |                  |  |              |                      |                      |  |              |
| <b>Labor</b>                                       |                      |                      |  |              |                  |                  |  |              |                      |                      |  |              |
| Payroll  | 1,914,857            | 1,907,191            | 7,666                                  | 0.4          | 229,521          | 224,098          | 5,423                                  | 2.4          | 2,144,378            | 2,131,289            | 13,089                                 | 0.6          |
| Overtime   | 238,652              | 251,611              | (12,959)                               | (5.4)        | 57,917           | 70,522           | (12,605)                               | (21.8)       | 296,569              | 322,133              | (25,564)                               | (8.6)        |
| Total Salaries & Wages                             | 2,153,509            | 2,158,802            | (5,293)                                | (0.2)        | 287,438          | 294,620          | (7,182)                                | (2.5)        | 2,440,947            | 2,453,422            | (12,475)                               | (0.5)        |
| Health and Welfare                                 | 424,827              | 410,428              | 14,399                                 | 3.4          | 16,487           | 15,653           | 0,834                                  | 5.1          | 441,314              | 426,081              | 15,233                                 | 3.5          |
| OPEB Current Payment                               | 213,918              | 211,978              | 1,940                                  | 0.9          | 0,000            | 0,000            | 0,000                                  | -            | 213,918              | 211,978              | 1,940                                  | 0.9          |
| Pensions   | 852,745              | 851,707              | 1,038                                  | 0.1          | 28,018           | 28,192           | (0,174)                                | (0.6)        | 880,763              | 879,899              | 0,864                                  | 0.1          |
| Other Fringe Benefits                              | 199,919              | 200,120              | (0,201)                                | (0.1)        | 73,348           | 75,245           | (1,897)                                | (2.6)        | 273,267              | 275,365              | (2,098)                                | (0.8)        |
| Total Fringe Benefits                              | 1,691,409            | 1,674,233            | 17,176                                 | 1.0          | 117,853          | 119,090          | (1,237)                                | (1.0)        | 1,809,262            | 1,793,323            | 15,939                                 | 0.9          |
| Reimbursable Overhead                              | (128,270)            | (134,718)            | 6,448                                  | 5.0          | 128,270          | 134,718          | (6,448)                                | (5.0)        | 0,000                | 0,000                | 0,000                                  | -            |
| <b>Total Labor Expenses</b>                        | <b>\$3,716,648</b>   | <b>\$3,698,317</b>   | <b>\$18,331</b>                        | <b>0.5</b>   | <b>\$533,561</b> | <b>\$548,428</b> | <b>(\$14,867)</b>                      | <b>(2.8)</b> | <b>\$4,250,209</b>   | <b>\$4,246,745</b>   | <b>\$3,464</b>                         | <b>0.1</b>   |
| <b>Non-Labor</b>                                   |                      |                      |  |              |                  |                  |  |              |                      |                      |  |              |
| Electric Power                                     | 206,341              | 200,296              | 6,045                                  | 2.9          | 0,172            | 0,214            | (0,042)                                | (24.4)       | 206,513              | 200,510              | 6,003                                  | 2.9          |
| Fuel   | 109,907              | 111,492              | (1,585)                                | (1.4)        | 0,014            | 0,013            | 0,001                                  | 7.1          | 109,921              | 111,505              | (1,584)                                | (1.4)        |
| Insurance  | 37,561               | 38,765               | (1,204)                                | (3.2)        | 0,000            | 0,000            | 0,000                                  | -            | 37,561               | 38,765               | (1,204)                                | (3.2)        |
| Claims   | 59,528               | 62,469               | (2,941)                                | (4.9)        | 0,000            | 0,000            | 0,000                                  | -            | 59,528               | 62,469               | (2,941)                                | (4.9)        |
| Paratransit Service Contracts                      | 251,507              | 244,179              | 7,328                                  | 2.9          | 0,000            | 0,000            | 0,000                                  | -            | 251,507              | 244,179              | 7,328                                  | 2.9          |
| Mtce. and Other Operating Contracts                | 123,427              | 119,491              | 3,936                                  | 3.2          | 20,880           | 24,920           | (4,040)                                | (19.3)       | 144,307              | 144,411              | (0,104)                                | (0.1)        |
| Professional Service Contracts                     | 88,912               | 106,155              | (17,243)                               | (19.4)       | 11,623           | 13,584           | (1,961)                                | (16.9)       | 100,535              | 119,739              | (19,204)                               | (19.1)       |
| Materials & Supplies                               | 191,073              | 188,903              | 2,170                                  | 1.1          | 35,946           | 32,445           | 3,501                                  | 9.7          | 227,019              | 221,348              | 5,671                                  | 2.5          |
| Other Business Expenses                            | 41,495               | 41,016               | 0,479                                  | 1.2          | 0,891            | 0,749            | 0,142                                  | 15.9         | 42,386               | 41,765               | 0,621                                  | 1.5          |
| <b>Total Non-Labor Expenses</b>                    | <b>\$1,109,751</b>   | <b>\$1,112,766</b>   | <b>(\$3,015)</b>                       | <b>(0.3)</b> | <b>\$69,526</b>  | <b>\$71,925</b>  | <b>(\$2,399)</b>                       | <b>(3.5)</b> | <b>\$1,179,277</b>   | <b>\$1,184,691</b>   | <b>(\$5,414)</b>                       | <b>(0.5)</b> |
| <b>Other Expense Adjustments:</b>                  |                      |                      |  |              |                  |                  |  |              |                      |                      |  |              |
| Other  | 0,000                | 0,000                | 0,000                                  | -            | 0,000            | 0,000            | 0,000                                  | -            | 0,000                | 0,000                | 0,000                                  | -            |
| <b>Total Other Expense Adjustments</b>             | <b>\$0,000</b>       | <b>\$0,000</b>       | <b>\$0,000</b>                         | <b>-</b>     | <b>\$0,000</b>   | <b>\$0,000</b>   | <b>\$0,000</b>                         | <b>-</b>     | <b>\$0,000</b>       | <b>\$0,000</b>       | <b>\$0,000</b>                         | <b>-</b>     |
| <b>Total Expenses before Depreciation and OPEB</b> | <b>\$4,826,399</b>   | <b>\$4,811,083</b>   | <b>\$15,316</b>                        | <b>0.3</b>   | <b>\$603,087</b> | <b>\$620,353</b> | <b>(\$17,266)</b>                      | <b>(2.9)</b> | <b>\$5,429,486</b>   | <b>\$5,431,436</b>   | <b>(\$1,950)</b>                       | <b>(0.0)</b> |
| Depreciation                                       | 966,145              | 943,225              | 22,920                                 | 2.4          | 0,000            | 0,000            | 0,000                                  | -            | 966,145              | 943,225              | 22,920                                 | 2.4          |
| 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>\$6,507,813</b>   | <b>\$6,443,059</b>   | <b>\$64,754</b>                        | <b>1.0</b>   | <b>\$603,087</b> | <b>\$620,353</b> | <b>(\$17,266)</b>                      | <b>(2.9)</b> | <b>\$7,110,900</b>   | <b>\$7,063,412</b>   | <b>\$47,488</b>                        | <b>0.7</b>   |
| <b>Net Surplus/(Deficit)</b>                       | <b>(\$3,505,612)</b> | <b>(\$3,426,621)</b> | <b>\$78,991</b>                        | <b>2.3</b>   | <b>\$0,000</b>   | <b>\$0,000</b>   | <b>\$0,000</b>                         | <b>-</b>     | <b>(\$3,505,612)</b> | <b>(\$3,426,621)</b> | <b>\$78,991</b>                        | <b>2.3</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  
August 2013  
(\$ in millions)

| Generic Revenue<br>or Expense Category            | Nonreimb<br>or Reimb | MONTH                                  |        |   | YEAR TO DATE                           |       |  |
|---|----------------------|--|--------|---|--|-------|--|
|   |                      | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance   | Favorable<br>(Unfavorable)<br>Variance |       | Reason for Variance  |
|   |                      | \$                                     | %      |   | \$                                     | %     |  |
| Other Operating Revenue                           | NR                   | 0.3                                    | 1.3    | Primarily due to higher paratransit urban tax and advertising revenues  | 0.9                                    | 0.3   | Mostly higher advertising and MetroCard surcharge revenues   |
| Payroll   | NR                   | (2.0)                                  | (0.8)  | Mostly due to the unfavorable timing of interagency payments and higher employee earned separation payments, partly offset by vacancies | 7.7                                    | 0.4   | Primarily vacancies, partly offset by the unfavorable timing of interagency payments   |
| Overtime  | NR                   | (6.7)                                  | (24.3) | Mainly due to additional bus unscheduled service and subway/bus maintenance & vacancy coverage requirements                             | (13.0)                                 | (5.4) | 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                   | 1.8                                    | 2.2    | Mostly lower rates  | 16.3                                   | 2.6   | Mostly lower rates   |
| Pensions  | NR                   | (1.5)                                  | (7.2)  | The unfavorable timing of expenses  |  |       |  |
| Reimbursable Overhead                             | NR                   | 2.0                                    | 12.4   | Favorable overhead credits, resulting mostly from higher reimbursable overtime costs  | 6.4                                    | 5.0   | Favorable overhead credits, resulting mostly from higher reimbursable overtime costs   |
| Electric Power                                    | NR                   | 3.6                                    | 13.4   | Mainly due to the favorable timing of expenses and lower consumption  | 6.0                                    | 2.9   | Mostly lower consumption   |
| Fuel  | NR                   | (1.1)                                  | (8.7)  | Largely higher consumption and prices   | (1.6)                                  | (1.4) | Due mostly to higher consumption   |
| Insurance   | NR                   |  |        |   | (1.2)                                  | (3.2) | Mostly the unfavorable timing of interagency payments  |
| Claims  | NR                   |  |        |   | (2.9)                                  | (4.9) | Increased claims payouts and processing  |
| Paratransit Service Contracts                     | NR                   | 3.7                                    | 10.8   | Mostly due to lower completed trips and call center activity  | 7.3                                    | 2.9   | Mostly due to lower completed trips and call center activity   |
| Maintenance and Other Operating Contracts         | NR                   | 2.5                                    | 15.8   | Primarily the favorable timing of vehicle maintenance and repair requirements, and painting & building-related expenses                 | 3.9                                    | 3.2   | Primarily the favorable timing of auto purchases, and painting & building-related expenses, partly offset by the unfavorable timing of 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  
August 2013  
(\$ in millions)

| Generic Revenue<br>or Expense Category    | Nonreimb<br>or Reimb | MONTH                                  |              |  | YEAR TO DATE                           |        |   |
|---|----------------------|--|--------------|--|--|--------|---|
|   |                      | Favorable<br>(Unfavorable)<br>Variance |              | Reason for Variance  | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance   |
|   |                      | \$                                     | %            |  | \$                                     | %      |   |
| Professional Service Contracts            | NR                   | (4.7)                                  | (48.1)       | Mostly due to the unfavorable timing of IT hardware and office-related equipment expenses  | (17.2)                                 | (19.4) | 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                   |  |              |  | 2.2                                    | 1.1    | 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 |
| Depreciation                              | NR                   | 8.8                                    | 6.8          | Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use       | 22.9                                   | 2.4    | Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use  |
| Other Long-Term Account                   | NR                   |  |              |  | 26.5                                   | 3.7    | Lower accrued expenses due to updated actuarial information   |
| Capital and Other Reimbursements          | R                    | 3.7                                    | 5.0          | Reimbursement increase consistent with reimbursable expense increase   | 17.3                                   | 2.9    | Reimbursement increase consistent with reimbursable expense increase  |
| Payroll                                   | R                    | 2.7                                    | 8.5          | Mainly the favorable timing of capital construction and engineering requirements   | 5.4                                    | 2.4    | Mainly the favorable timing of capital construction and engineering requirements  |
| Overtime                                  | R                    | (5.3)                                  | (95.9)       | Largely additional work in Subways, specifically for track, operations, station environment, infrastructure and power requirements | (12.6)                                 | (21.8) | Largely additional work in Subways, specifically for track, infrastructure, power, station environment and operations requirements  |
| Health & Welfare                          | R                    | 0.5                                    | 20.2         | Lower rates  | 0.8                                    | 5.1    | Lower rates   |
| Pension                                   | R                    | 1.2                                    | over 100.0   | The favorable timing of expenses   |  |        |   |
| Other Fringe Benefits                     | R                    | (0.9)                                  | (9.0)        | Primarily higher direct overhead expenses, resulting from increased reimbursable overtime expenses                                 | (1.9)                                  | (2.6)  | Primarily higher direct overhead expenses, resulting from increased reimbursable overtime expenses  |
| Maintenance and Other Operating Contracts | R                    | (1.9)                                  | over (100.0) | Largely the unfavorable timing of building-related, operating contract and maintenance services costs                              | (4.0)                                  | (19.3) | Largely the unfavorable timing of operating contract, maintenance services and building-related costs   |



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

| Generic Revenue<br>or Expense Category | Nonreimb<br>or Reimb | MONTH                                  |      |   | YEAR TO DATE                           |        |   |
|--|----------------------|--|------|---|--|--------|---|
|  |                      | Favorable<br>(Unfavorable)<br>Variance |      | Reason for Variance   | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance   |
|  |                      | \$                                     | %    |   | \$                                     | %      |   |
| Professional Service Contracts         | R                    | 0.9                                    | 47.4 | Mostly the favorable timing of data center expenses                 | (2.0)                                  | (16.9) | Mostly the unfavorable timing of IT hardware, EDP maintenance & repair and data center expenses |
| Materials & Supplies                   | R                    | 0.8                                    | 15.8 | Mainly the favorable timing of non-vehicle maintenance requirements | 3.5                                    | 9.7    | Mainly the favorable timing of non-vehicle maintenance requirements                             |
| Other Business Expenses                | R                    | 0.2                                    | 51.2 | Largely the favorable timing of various miscellaneous expenses      | 0.1                                    | 15.9   | 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  
August 2013  
(\$ in millions)

|  | Month              |                    |  |               | Year-to-Date         |                      |  |              |
|--|--------------------|--------------------|--|---------------|----------------------|----------------------|--|--------------|
|  | Forecast           | Actual             | Favorable<br>(Unfavorable)<br>Variance | Percent       | Forecast             | Actual               | Favorable<br>(Unfavorable)<br>Variance | Percent      |
| <b>Receipts</b>                            |                    |                    |  |               |                      |                      |  |              |
| Farebox Revenue                            | \$331.282          | \$340.488          | \$9.206                                | 2.8           | \$2,666.231          | \$2,692.460          | \$26.229                               | 1.0          |
| Vehicle Toll Revenue                       |                    |                    |  |               |                      |                      |  |              |
| Other Operating Revenue:                   |                    |                    |  |               |                      |                      |  |              |
| Fare Reimbursement                         | 0.000              | 20.113             | 20.113                                 | -             | 71.391               | 71.426               | 0.035                                  | 0.0          |
| Paratransit Reimbursement                  | 2.700              | 3.441              | 0.741                                  | 27.4          | 98.928               | 98.539               | (0.389)                                | (0.4)        |
| Other                                      | 3.722              | 3.581              | (0.141)                                | (3.8)         | 140.546              | 140.239              | (0.307)                                | (0.2)        |
| Total Other Operating Revenue              | 6.422              | 27.135             | 20.713                                 | 322.5         | 310.865              | 310.204              | (0.661)                                | (0.2)        |
| Capital and Other Reimbursements           | 91.879             | 83.258             | (8.621)                                | (9.4)         | 567.743              | 528.438              | (39.305)                               | (6.9)        |
| <b>Total Receipts</b>                      | <b>\$429.583</b>   | <b>\$450.881</b>   | <b>\$21.298</b>                        | <b>5.0</b>    | <b>\$3,544.839</b>   | <b>\$3,531.102</b>   | <b>(\$13.737)</b>                      | <b>(0.4)</b> |
| <b>Expenditures</b>                        |                    |                    |  |               |                      |                      |  |              |
| <b>Labor:</b>                              |                    |                    |  |               |                      |                      |  |              |
| Payroll                                    | 343.926            | 355.637            | (11.711)                               | (3.4)         | 2,187.988            | 2,194.252            | (6.264)                                | (0.3)        |
| Overtime                                   | 40.658             | 37.060             | 3.598                                  | 8.8           | 292.550              | 296.333              | (3.783)                                | (1.3)        |
| Total Salaries & Wages                     | 384.584            | 392.697            | (8.113)                                | (2.1)         | 2,480.538            | 2,490.585            | (10.047)                               | (0.4)        |
| Health and Welfare                         | 56.005             | 86.469             | (30.464)                               | (54.4)        | 492.016              | 499.799              | (7.783)                                | (1.6)        |
| OPEB Current Payment                       | 29.825             | 29.864             | (0.039)                                | (0.1)         | 213.918              | 211.978              | 1.940                                  | 0.9          |
| Pensions                                   | 79.957             | 80.195             | (0.238)                                | (0.3)         | 487.226              | 486.371              | 0.855                                  | 0.2          |
| Other Fringe Benefits                      | 36.999             | 40.757             | (3.758)                                | (10.2)        | 248.857              | 256.924              | (8.067)                                | (3.2)        |
| Total Fringe Benefits                      | 202.786            | 237.285            | (34.499)                               | (17.0)        | 1,442.017            | 1,455.072            | (13.055)                               | (0.9)        |
| GASB Account                               | 5.784              | 5.423              | 0.361                                  | 6.2           | 43.355               | 43.517               | (0.162)                                | (0.4)        |
| Reimbursable Overhead                      | 0.000              | 0.000              | 0.000                                  | -             | 0.000                | 0.000                | 0.000                                  | -            |
| <b>Total Labor Expenditures</b>            | <b>\$593.154</b>   | <b>\$635.405</b>   | <b>(\$42.251)</b>                      | <b>(7.1)</b>  | <b>\$3,965.910</b>   | <b>\$3,989.174</b>   | <b>(\$23.264)</b>                      | <b>(0.6)</b> |
| <b>Non-Labor:</b>                          |                    |                    |  |               |                      |                      |  |              |
| Electric Power                             | 26.994             | 28.452             | (1.458)                                | (5.4)         | 203.646              | 204.228              | (0.582)                                | (0.3)        |
| Fuel                                       | 11.658             | 7.560              | 4.098                                  | 35.2          | 117.542              | 115.310              | 2.232                                  | 1.9          |
| Insurance                                  | 8.179              | 8.318              | (0.139)                                | (1.7)         | 40.588               | 37.039               | 3.549                                  | 8.7          |
| Claims                                     | 6.720              | 11.711             | (4.991)                                | (74.3)        | 54.164               | 78.344               | (24.180)                               | (44.6)       |
| Paratransit Service Contracts              | 33.236             | 30.456             | 2.780                                  | 8.4           | 252.431              | 249.111              | 3.320                                  | 1.3          |
| Mtce. and Other Operating Contracts        | 18.094             | 17.923             | 0.171                                  | 0.9           | 154.731              | 145.509              | 9.222                                  | 6.0          |
| Professional Service Contracts             | 11.306             | 16.141             | (4.835)                                | (42.8)        | 104.114              | 118.271              | (14.157)                               | (13.6)       |
| Materials & Supplies                       | 25.603             | 32.295             | (6.692)                                | (26.1)        | 241.242              | 240.391              | 0.851                                  | 0.4          |
| Other Business Expenditures                | 5.279              | 5.301              | (0.022)                                | (0.4)         | 44.535               | 46.351               | (1.816)                                | (4.1)        |
| <b>Total Non-Labor Expenditures</b>        | <b>\$147.069</b>   | <b>\$158.157</b>   | <b>(\$11.088)</b>                      | <b>(7.5)</b>  | <b>\$1,212.993</b>   | <b>\$1,234.554</b>   | <b>(\$21.561)</b>                      | <b>(1.8)</b> |
| <b>Other Expenditure Adjustments:</b>      |                    |                    |  |               |                      |                      |  |              |
| Other                                      | 0.000              | 0.000              | 0.000                                  | -             | 0.000                | 0.000                | 0.000                                  | -            |
| <b>Total Other Expenditure Adjustments</b> | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>                         | <b>-</b>      | <b>\$0.000</b>       | <b>\$0.000</b>       | <b>\$0.000</b>                         | <b>-</b>     |
| <b>Total Expenditures</b>                  | <b>\$740.223</b>   | <b>\$793.562</b>   | <b>(\$53.339)</b>                      | <b>(7.2)</b>  | <b>\$5,178.903</b>   | <b>\$5,223.728</b>   | <b>(\$44.825)</b>                      | <b>(0.9)</b> |
| <b>Net Surplus/(Deficit)</b>               | <b>(\$310.640)</b> | <b>(\$342.681)</b> | <b>(\$32.041)</b>                      | <b>(10.3)</b> | <b>(\$1,634.064)</b> | <b>(\$1,692.626)</b> | <b>(\$58.562)</b>                      | <b>(3.6)</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  
August 2013  
(\$ in millions)

| Operating Receipts<br>or Disbursements            | MONTH                                  |            |  | YEAR TO DATE                           |        |  |
|---|--|------------|--|--|--------|--|
|   | Favorable<br>(Unfavorable)<br>Variance |            | Reason for Variance  | Favorable<br>(Unfavorable)<br>Variance |        | Reason for Variance  |
|   | \$                                     | %          |  | \$                                     | %      |  |
| Farebox Receipts                                  | 9.2                                    | 2.8        | Mostly due to increased subway ridership and the favorable timing of the counting and depositing of cash | 26.2                                   | 1.0    | Mostly due to increased subway ridership and the favorable timing of the counting and depositing of cash |
| Other Operating Receipts                          | 20.7                                   | over 100.0 | Due largely to the favorable timing of receipt of fare reimbursements                                    |  |        |  |
| Capital and Other Reimbursements                  | (8.6)                                  | (9.4)      | Mostly the unfavorable timing of reimbursements  | (39.3)                                 | (6.9)  | Mostly the unfavorable timing of reimbursements  |
| Health & Welfare (including OPEB current payment) | (30.5)                                 | (35.5)     | Mainly the unfavorable timing of payments  | (5.9)                                  | (0.8)  | Mainly the unfavorable timing of payments, partly offset by lower rates                                  |
| Other Fringe Benefits                             | (3.8)                                  | (10.2)     | Largely the unfavorable timing of payments   | (8.1)                                  | (3.2)  | Largely the unfavorable timing of payments   |
| GASB Account                                      | 0.4                                    | 6.2        | The favorable timing of payments   |  |        |  |
| Electric Power                                    | (1.5)                                  | (5.4)      | Primarily the unfavorable timing of payments, partly offset by expense underruns                         |  |        |  |
| Fuel  | 4.1                                    | 35.2       | Mostly the favorable timing of payments  | 2.2                                    | 1.9    | Mostly the favorable timing of payments  |
| Insurance   |  |            |  | 3.5                                    | 8.7    | The favorable timing of interagency payments   |
| Claims  | (5.0)                                  | (74.3)     | Higher claims payouts and processing   | (24.2)                                 | (44.6) | Higher claims payouts and processing   |
| Paratransit Service Contracts                     | 2.8                                    | 8.4        | Mostly due to lower trips and call center activity   |  |        |  |
| Maintenance Contracts                             |  |            |  | 9.2                                    | 6.0    | Mainly the favorable timing of payments and expenses   |
| Professional Service Contracts                    | (4.8)                                  | (42.8)     | Mostly due to the unfavorable timing of IT hardware and office-related equipment expenses                | (14.2)                                 | (13.6) | Mostly due to the unfavorable timing of bond services and data center expenses                           |
| Materials & Supplies                              | (6.7)                                  | (26.1)     | Primarily the unfavorable timing of payments   |  |        |  |
| Other Business Expenses                           |  |            |  | (1.8)                                  | (4.1)  | 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)  
August 2013  
(\$ in millions)

|  | Month              |                    |                            |                | Year-to-Date       |                    |                            |               |
|--|--------------------|--------------------|----------------------------|----------------|--------------------|--------------------|----------------------------|---------------|
|  | Forecast           | Actual             | Favorable<br>(Unfavorable) |                | Forecast           | Actual             | Favorable<br>(Unfavorable) |               |
|  |                    |                    | Variance                   | Percent        |                    |                    | Variance                   | Percent       |
| <b>Receipts</b>  |                    |                    |                            |                |                    |                    |                            |               |
| Farebox Revenue  | (\$6.474)          | (\$3.946)          | \$2.528                    | 39.0           | \$32.556           | \$45.495           | \$12.939                   | 39.7          |
| Vehicle Toll Revenue                                   | 0.000              | 0.000              | 0.000                      | -              | 0.000              | 0.000              | 0.000                      | -             |
| Other Operating Revenue:                               |                    |                    |                            |                |                    |                    |                            |               |
| Fare Reimbursement                                     | (2.125)            | 17.988             | 20.113                     | -              | 18.292             | 18.326             | 0.034                      | 0.2           |
| Paratransit Reimbursement                              | (10.708)           | (10.077)           | 0.631                      | 5.9            | (9.237)            | (9.607)            | (0.370)                    | (4.0)         |
| Other  | (8.236)            | (8.614)            | (0.378)                    | (4.6)          | (66.716)           | (67.988)           | (1.272)                    | (1.9)         |
| <b>Total Other Operating Revenue</b>                   | <b>(21.069)</b>    | <b>(0.703)</b>     | <b>20.366</b>              | <b>96.7</b>    | <b>(57.661)</b>    | <b>(59.269)</b>    | <b>(1.608)</b>             | <b>(2.8)</b>  |
| Capital and Other Reimbursements                       | 18.000             | 5.684              | (12.316)                   | (68.4)         | (35.344)           | (91.915)           | (56.571)                   | (160.1)       |
| <b>Total Receipts</b>                                  | <b>(\$9.543)</b>   | <b>\$1.035</b>     | <b>\$10.578</b>            | <b>110.8</b>   | <b>(\$60.449)</b>  | <b>(\$105.689)</b> | <b>(\$45.240)</b>          | <b>(74.8)</b> |
| <b>Expenditures</b>                                    |                    |                    |                            |                |                    |                    |                            |               |
| <b>Labor:</b>  |                    |                    |                            |                |                    |                    |                            |               |
| Payroll  | (69.324)           | (81.696)           | (12.372)                   | (17.8)         | (43.610)           | (62.963)           | (19.353)                   | (44.4)        |
| Overtime   | (7.771)            | 7.759              | 15.530                     | 199.8          | 4.019              | 25.800             | 21.781                     | 542.0         |
| Total Salaries & Wages                                 | (77.095)           | (73.937)           | 3.158                      | 4.1            | (39.591)           | (37.163)           | 2.428                      | 6.1           |
| Health and Welfare                                     | 0.000              | (32.765)           | (32.765)                   | -              | (50.702)           | (73.718)           | (23.016)                   | (45.4)        |
| OPEB Current Payment                                   | 0.000              | 0.000              | 0.000                      | -              | 0.000              | 0.000              | 0.000                      | -             |
| Pensions   | (59.084)           | (59.084)           | 0.000                      | 0.0            | 393.537            | 393.528            | (0.009)                    | (0.0)         |
| Other Fringe Benefits                                  | (2.680)            | (5.539)            | (2.859)                    | (106.7)        | 24.410             | 18.441             | (5.969)                    | (24.5)        |
| Total Fringe Benefits                                  | (61.764)           | (97.388)           | (35.624)                   | (57.7)         | 367.245            | 338.251            | (28.994)                   | (7.9)         |
| GASB Account   | (5.784)            | (5.423)            | 0.361                      | 6.2            | (43.355)           | (43.517)           | (0.162)                    | (0.4)         |
| Reimbursable Overhead                                  | 0.000              | 0.000              | 0.000                      | -              | 0.000              | 0.000              | 0.000                      | -             |
| <b>Total Labor Expenditures</b>                        | <b>(\$144.643)</b> | <b>(\$176.748)</b> | <b>(\$32.105)</b>          | <b>(22.2)</b>  | <b>\$284.299</b>   | <b>\$257.571</b>   | <b>(\$26.728)</b>          | <b>(9.4)</b>  |
| <b>Non-Labor:</b>                                      |                    |                    |                            |                |                    |                    |                            |               |
| Electric Power   | 0.000              | (5.050)            | (5.050)                    | -              | 2.867              | (3.718)            | (6.585)                    | (229.7)       |
| Fuel   | 1.000              | 6.201              | 5.201                      | 520.1          | (7.621)            | (3.805)            | 3.816                      | 50.1          |
| Insurance  | (2.954)            | (3.089)            | (0.135)                    | (4.6)          | (3.027)            | 1.726              | 4.753                      | 157.0         |
| Claims   | 0.721              | (4.270)            | (4.991)                    | (692.2)        | 5.364              | (15.875)           | (21.239)                   | (396.0)       |
| Paratransit Service Contracts                          | 0.731              | (0.156)            | (0.887)                    | (121.3)        | (0.924)            | (4.932)            | (4.008)                    | (433.8)       |
| Mtce. and Other Operating Contracts                    | (1.069)            | (1.569)            | (0.500)                    | (46.8)         | (10.424)           | (1.098)            | 9.326                      | 89.5          |
| Professional Service Contracts                         | 0.296              | (0.706)            | (1.002)                    | (338.5)        | (3.579)            | 1.468              | 5.047                      | 141.0         |
| Materials & Supplies                                   | 4.588              | (3.488)            | (8.076)                    | (176.0)        | (14.223)           | (19.043)           | (4.820)                    | (33.9)        |
| Other Business Expenses                                | 0.526              | 0.434              | (0.092)                    | (17.5)         | (2.149)            | (4.586)            | (2.437)                    | (113.4)       |
| <b>Total Non-Labor Expenditures</b>                    | <b>\$3.839</b>     | <b>(\$11.693)</b>  | <b>(\$15.532)</b>          | <b>(404.6)</b> | <b>(\$33.716)</b>  | <b>(\$49.863)</b>  | <b>(\$16.147)</b>          | <b>(47.9)</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>(\$140.804)</b> | <b>(\$188.441)</b> | <b>(\$47.637)</b>          | <b>(33.8)</b>  | <b>\$250.583</b>   | <b>\$207.708</b>   | <b>(\$42.875)</b>          | <b>(17.1)</b> |
| Depreciation   | 129.000            | 120.203            | (8.797)                    | (6.8)          | 966.145            | 943.225            | (22.920)                   | (2.4)         |
| OPEB Account   | 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                      | -             |
| <b>Total Expenditures</b>                              | <b>(\$11.804)</b>  | <b>(\$68.238)</b>  | <b>(\$56.434)</b>          | <b>(478.1)</b> | <b>\$1,931.997</b> | <b>\$1,839.684</b> | <b>(\$92.313)</b>          | <b>(4.8)</b>  |
| <b>Total Cash Conversion Adjustments</b>               | <b>(\$21.347)</b>  | <b>(\$67.203)</b>  | <b>(\$45.856)</b>          | <b>(214.8)</b> | <b>\$1,871.548</b> | <b>\$1,733.995</b> | <b>(\$137.553)</b>         | <b>(7.3)</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  
August 2013

|                                    | Mid-Year<br><u>Forecast</u> | <u>Actual</u> | Variance<br><u>Fav./(Unfav)</u> | <u>Explanation</u>   |
|------------------------------------|-----------------------------|---------------|---------------------------------|--|
| <b>Administration:</b>             |                             |               |                                 |  |
| Office of the President            | 61                          | 42            | 19                              |  |
| Law                                | 267                         | 263           | 4                               |  |
| Office of the EVP                  | 41                          | 38            | 3                               |  |
| Human Resources                    | 230                         | 245           | (15)                            |  |
| Office of Management and Budget    | 39                          | 36            | 3                               |  |
| Capital Planning & Budget          | 31                          | 30            | 1                               |  |
| Corporate Communications           | 254                         | 236           | 18                              |  |
| Technology & Information Services  | 446                         | 436           | 10                              |  |
| Non-Departmental                   | 84                          | -             | 84                              | TWU Apprentice Program-none appointed currently                                  |
| Labor Relations                    | 96                          | 87            | 9                               |  |
| Materiel                           | 252                         | 239           | 13                              |  |
| Controller                         | 137                         | 140           | (3)                             |  |
| <b>Total Administration</b>        | <b>1,938</b>                | <b>1,792</b>  | <b>146</b>                      |  |
| <b>Operations</b>                  |                             |               |                                 |  |
| Subways Rapid Transit Operations   | 7,310                       | 7,359         | (49)                            |  |
| Subways Operations Support         | 317                         | 324           | (7)                             |  |
| Subways Stations                   | 2,611                       | 2,606         | 5                               |  |
| <b>Sub-total Subways</b>           | <b>10,238</b>               | <b>10,289</b> | <b>(51)</b>                     |  |
| Buses                              | 10,464                      | 10,415        | 49                              | Actuals include Training/Safety, Budget in Bus Maint.(a)                         |
| Paratransit                        | 209                         | 193           | 16                              |  |
| Operations Planning                | 417                         | 387           | 30                              |  |
| Revenue Control                    | 461                         | 429           | 32                              |  |
| <b>Total Operations</b>            | <b>21,789</b>               | <b>21,713</b> | <b>76</b>                       |  |
| <b>Maintenance</b>                 |                             |               |                                 |  |
| Subways Operations Support         | 226                         | 265           | (39)                            |  |
| Subways Engineering                | 321                         | 304           | 17                              |  |
| Subways Car Equipment              | 4,225                       | 4,180         | 45                              |  |
| Subways Infrastructure             | 1,376                       | 1,378         | (2)                             |  |
| Subways Elevator & Escalators      | 381                         | 373           | 8                               |  |
| Subways Stations                   | 3,517                       | 3,376         | 141                             | Mainly Maintenance Hourly and Supervisor Positions                               |
| Subways Track                      | 2,730                       | 2,674         | 56                              |  |
| Subways Power                      | 585                         | 594           | (9)                             |  |
| Subways Signals                    | 1,436                       | 1,405         | 31                              |  |
| Subways Electronic Maintenance     | 1,431                       | 1,356         | 75                              | Mainly PTE's and Hourly Positions  |
| <b>Sub-total Subways</b>           | <b>16,228</b>               | <b>15,905</b> | <b>323</b>                      |  |
| Buses                              | 3,749                       | 3,640         | 109                             | Budget Includes Training/Safety, charged to Oper Bus (a)                         |
| Revenue Control                    | 137                         | 137           | 0                               |  |
| Supply Logistics                   | 561                         | 555           | 6                               |  |
| System Safety                      | 91                          | 89            | 2                               |  |
| <b>Total Maintenance</b>           | <b>20,766</b>               | <b>20,326</b> | <b>440</b>                      |  |
| <b>Engineering/Capital</b>         |                             |               |                                 |  |
| Capital Program Management         | 1,319                       | 1,175         | 144                             | Hiring delays for positions added in July for Sandy and small business mentoring |
| <b>Total Engineering/Capital</b>   | <b>1,319</b>                | <b>1,175</b>  | <b>144</b>                      |  |
| <b>Public Safety</b>               |                             |               |                                 |  |
| Security                           | 584                         | 552           | 32                              |  |
| <b>Total Public Safety</b>         | <b>584</b>                  | <b>552</b>    | <b>32</b>                       |  |
| <b>Total Positions</b>             | <b>46,396</b>               | <b>45,558</b> | <b>838</b>                      |  |
| Non-Reimbursable                   | 41,708                      | 41,202        | 506                             |  |
| Reimbursable                       | 4,688                       | 4,356         | 332                             |  |
| <b>Total Full-Time</b>             | <b>46,229</b>               | <b>45,316</b> | <b>913</b>                      |  |
| <b>Total Full-Time Equivalents</b> | <b>167</b>                  | <b>242</b>    | <b>(75)</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  
August 2013

| FUNCTION/OCCUPATION               | Mid-Year<br>Forecast | Actual        | Variance     | Explanation |
|-----------------------------------|----------------------|---------------|--------------|-------------|
|                                   |                      |               | Fav./(Unfav) |             |
| <b>Administration:</b>            |                      |               |              |             |
| Managers/Supervisors              | 659                  | 565           | 94           |             |
| Professional, Technical, Clerical | 1,164                | 1,204         | (40)         |             |
| Operational Hourlies              | 115                  | 23            | 92           |             |
| <b>Total Administration</b>       | <b>1,938</b>         | <b>1,792</b>  | <b>146</b>   |             |
| <b>Operations</b>                 |                      |               |              |             |
| Managers/Supervisors              | 2,515                | 2,500         | 15           |             |
| Professional, Technical, Clerical | 450                  | 442           | 8            |             |
| Operational Hourlies              | 18,824               | 18,771        | 53           |             |
| <b>Total Operations</b>           | <b>21,789</b>        | <b>21,713</b> | <b>76</b>    |             |
| <b>Maintenance</b>                |                      |               |              |             |
| Managers/Supervisors              | 3,789                | 3,625         | 164          |             |
| Professional, Technical, Clerical | 1,083                | 976           | 107          |             |
| Operational Hourlies              | 15,894               | 15,725        | 169          |             |
| <b>Total Maintenance</b>          | <b>20,766</b>        | <b>20,326</b> | <b>440</b>   |             |
| <b>Engineering/Capital</b>        |                      |               |              |             |
| Managers/Supervisors              | 295                  | 263           | 32           |             |
| Professional, Technical, Clerical | 1,022                | 910           | 112          |             |
| Operational Hourlies              | 2                    | 2             | 0            |             |
| <b>Total Engineering/Capital</b>  | <b>1,319</b>         | <b>1,175</b>  | <b>144</b>   |             |
| <b>Public Safety</b>              |                      |               |              |             |
| Managers/Supervisors              | 210                  | 190           | 20           |             |
| Professional, Technical, Clerical | 37                   | 33            | 4            |             |
| Operational Hourlies              | 337                  | 329           | 8            |             |
| <b>Total Public Safety</b>        | <b>584</b>           | <b>552</b>    | <b>32</b>    |             |
| <b>Total Positions</b>            |                      |               |              |             |
| Managers/Supervisors              | 7,468                | 7,143         | 325          |             |
| Professional, Technical, Clerical | 3,756                | 3,565         | 191          |             |
| Operational Hourlies              | 35,172               | 34,850        | 322          |             |
| <b>Total Positions</b>            | <b>46,396</b>        | <b>45,558</b> | <b>838</b>   |             |



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

|                                   | <u>8/31/13</u>   | <u>8/31/12</u>   |
|-----------------------------------|------------------|------------------|
| <b><u>Operating Inventory</u></b> |                  |                  |
| Gross Inventory                   | \$284.222        | \$272.897        |
| Shortage Reserve                  | (0.500)          | (0.500)          |
| Obsolescence Reserve              | (75.800)         | (67.200)         |
| <b>Net Inventory</b>              | <b>\$207.922</b> | <b>\$205.197</b> |



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

|  | August            |        |         |        |                     |                     | August 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>               | 306,840           | \$9.4  | 0       | \$9.2  | 0                   | \$0.2<br>2.3%       | 2,498,568           | \$76.7  | 0       | \$76.1  | 0                   | \$0.6<br>0.7%       |
| <u>Unscheduled Service</u>             | 197,377           | \$6.1  | 0       | \$10.2 | 0                   | (\$4.2)<br>(68.6%)  | 1,726,126           | \$53.0  | 0       | \$59.9  | 0                   | (\$6.9)<br>(13.0%)  |
| Programmatic/Routine Maintenance       | 276,814           | \$8.5  | 0       | \$11.6 | 0                   | (\$3.1)<br>(36.6%)  | 2,166,750           | \$66.5  | 0       | \$69.8  | 0                   | (\$3.3)<br>(4.9%)   |
| Unscheduled Maintenance                | 0                 | \$0.0  | 0       | \$0.0  | 0                   | \$0.0<br>.0%        | 0                   | \$0.0   | 0       | \$0.0   | 0                   | \$0.0<br>.0%        |
| <u>Vacancy/Absentee Coverage</u>       | 36,963            | \$1.1  | 0       | \$2.0  | 0                   | (\$0.9)<br>(77.2%)  | 341,153             | \$10.5  | 0       | \$14.5  | 0                   | (\$4.0)<br>(38.5%)  |
| <u>Weather Emergencies</u>             | 45,697            | \$1.4  | 0       | \$0.6  | 0                   | \$0.8<br>55.2%      | 897,440             | \$27.6  | 0       | \$28.3  | 0                   | (\$0.7)<br>(2.7%)   |
| <u>Safety/Security/Law Enforcement</u> | 8,946             | \$0.3  | 0       | \$0.3  | 0                   | (\$0.0)<br>(10.4%)  | 70,758              | \$2.2   | 0       | \$2.2   | 0                   | \$0.0<br>.7%        |
| <u>Other</u>                           | 19,465            | \$0.6  | 0       | \$0.1  | 0                   | \$0.5<br>86.2%      | 72,112              | \$2.2   | 0       | \$0.8   | 0                   | \$1.4<br>62.0%      |
| Subtotal                               | 892,101           | \$27.4 | 0       | \$34.1 | 0                   | (\$6.7)<br>(24.3%)  | 7,772,907           | \$238.7 | 0       | \$251.6 | 0                   | (\$13.0)<br>(5.4%)  |
| <b>REIMBURSABLE OVERTIME</b>           | 172,760           | \$5.5  | 0       | \$10.8 | 0                   | (\$5.3)<br>(95.9%)  | 1,818,015           | \$57.8  | 0       | \$70.3  | 0                   | (\$12.5)<br>(21.6%) |
| <b>TOTAL OVERTIME</b>                  | 1,064,861         | \$32.9 | 0       | \$44.8 | 0                   | (\$11.9)<br>(36.3%) | 9,590,922           | \$296.5 | 0       | \$322.0 | 0                   | (\$25.5)<br>(8.6%)  |

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)

|   | August              |                  |  | August Year-to-Date |                   |  |
|---|---------------------|------------------|--|---------------------|-------------------|--|
|   | Var. - Fav./(Unfav) |                  | Explanations   | Var. - Fav./(Unfav) |                   | Explanations   |
|   | Hours               | \$               |  | Hours               | \$                |  |
| <b>NON-REIMBURSABLE OVERTIME</b>        |                     |                  |  |                     |                   |  |
| <u>Scheduled Service</u>                | 0                   | \$0.2<br>(3.3%)  |  | 0                   | \$0.6<br>(4.4%)   |  |
| <u>Unscheduled Service</u>              | 0                   | (\$4.2)<br>62.4% | Mainly due to traffic, breakdowns and related ramp delays in Department of Buses.  | 0                   | (\$6.9)<br>53.0%  | Mainly due to traffic, breakdowns and related ramp delays in Department of Buses.  |
| <u>Programmatic/Routine Maintenance</u> | 0                   | (\$3.1)<br>46.7% | Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment.          | 0                   | (\$3.3)<br>25.3%  | Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment.          |
| <u>Unscheduled Maintenance</u>          | 0                   | \$0.0<br>0.0%    |  | 0                   | \$0.0<br>0.0%     |  |
| <u>Vacancy/Absentee Coverage</u>        | 0                   | (\$0.9)<br>13.2% | Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.   | 0                   | (\$4.0)<br>31.1%  | Mainly due to vacancy / absentee coverage in train operators, conductors, and bus operators.   |
| <u>Weather Emergencies</u>              | 0                   | \$0.8<br>(11.6%) |  | 0                   | (\$0.7)<br>5.7%   | Mainly due to Tropical Storm Sandy continued requirements and heavy rains.   |
| <u>Safety/Security/Law Enforcement</u>  | 0                   | (\$0.0)<br>0.4%  |  | 0                   | \$0.0<br>-0.1%    |  |
| <u>Other</u>                            |                     | \$0.5<br>(7.7%)  |  | 0                   | \$1.4<br>(10.6%)  |  |
| <b>Subtotal</b>                         | 0                   | (\$6.7)<br>55.8% |  | 0                   | (\$13.0)<br>50.9% |  |
| <b>REIMBURSABLE OVERTIME</b>            | 0                   | (\$5.3)<br>44.2% | 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. | 0                   | (\$12.5)<br>49.1% | 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                   | (\$11.9)         |  | 0                   | (\$25.5)          |  |

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.  |



# Report



## Staten Island Railway

### FINANCIAL AND RIDERSHIP REPORT

August 2013

(All data are preliminary and subject to audit)

In the month of August, **operating revenues** were \$2.4 million, less than \$0.1 million (2.9 percent) above the Mid-Year Forecast (forecast). Year-to-date, operating revenues were \$6.9 million, less than \$0.1 million (0.2 percent) higher than forecast.

Total **ridership** in August 2013 was 309,078 riders, 4.5 percent (13,227 riders) higher than forecast. Year-to-date, total ridership was 2,728,750 riders, 0.3 percent (7,132 riders) above forecast. August 2013 average weekday ridership was 12,368 riders, 9.8 percent (1,343 riders) lower than August 2012. Average weekday ridership for the twelve months ending August 2013 was 15,104 riders, 7.4 percent (1,212 riders) lower than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than forecast in August by \$1.8 million (38.3 percent). Labor expenses underran by \$0.9 million (27.8 percent), mainly from the favorable timing of payroll payments and underruns in fringe benefit accounts. Non-labor expenses were less than forecast by \$0.9 million (63.5 percent), due primarily to retroactive reclassification adjustments of materials & supplies expenses from non-reimbursable to reimbursable. Year-to-date, expenses were below forecast by \$3.8 million (12.8 percent). Labor expenses underran by \$1.3 million (6.5 percent), due mostly to the favorable timing of health & welfare expenses and payroll payments. Non-labor expenses were below forecast by \$2.4 million (27.4 percent), due again to materials & supplies retroactive reclassification adjustments to reimbursable and favorable electric power expenses due to timing and lower prices.

Depreciation expenses year-to-date were \$0.8 million (13.6 percent) favorable to forecast, due to the write-off at year-end 2012 of assets impaired by Sandy 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, \$0.5 million (30.0 percent) below forecast, due to the timing of expenses.

The **operating cash deficit** (excluding subsidies) year-to-date was \$20.1 million, \$2.5 million (11.2 percent) below forecast, due to the favorable timing of fringe benefit and non-labor payments.



Table 1

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

|  | Nonreimbursable   |                   |                            |             | Reimbursable    |                 |                            |                | Total             |                   |                            |             |
|--|-------------------|-------------------|----------------------------|-------------|-----------------|-----------------|----------------------------|----------------|-------------------|-------------------|----------------------------|-------------|
|  | Forecast          | Actual            | Favorable<br>(Unfavorable) |             | Forecast        | Actual          | Favorable<br>(Unfavorable) |                | Forecast          | Actual            | Favorable<br>(Unfavorable) |             |
|  |                   |                   | Variance                   | Percent     |                 |                 | Variance                   | Percent        |                   |                   | Variance                   | Percent     |
| <b>Revenue</b>                                     |                   |                   |                            |             |                 |                 |                            |                |                   |                   |                            |             |
| Farebox Revenue                                    | 0.462             | 0.487             | 0.025                      | 5.4         | -               | -               | -                          | -              | 0.462             | 0.487             | 0.025                      | 5.4         |
| Other Operating Revenue                            | 1.852             | 1.894             | 0.042                      | 2.3         | -               | -               | -                          | -              | 1.852             | 1.894             | 0.042                      | 2.3         |
| Capital and Other Reimbursements                   | -                 | -                 | -                          | -           | 0.152           | 0.710           | 0.558                      | 367.1          | 0.152             | 0.710             | 0.558                      | 367.1       |
| <b>Total Revenue</b>                               | <b>\$ 2.314</b>   | <b>\$ 2.381</b>   | <b>\$ 0.067</b>            | <b>2.9</b>  | <b>\$ 0.152</b> | <b>\$ 0.710</b> | <b>\$ 0.558</b>            | <b>367.1</b>   | <b>\$ 2.466</b>   | <b>\$ 3.091</b>   | <b>\$ 0.625</b>            | <b>25.3</b> |
| <b>Expenses</b>                                    |                   |                   |                            |             |                 |                 |                            |                |                   |                   |                            |             |
| <b>Labor:</b>                                      |                   |                   |                            |             |                 |                 |                            |                |                   |                   |                            |             |
| Payroll  | 2.081             | 1.397             | 0.684                      | 32.9        | 0.009           | 0.057           | (0.048)                    | (533.3)        | 2.090             | 1.454             | 0.636                      | 30.4        |
| Overtime   | 0.100             | 0.064             | 0.036                      | 36.0        | 0.080           | 0.069           | 0.011                      | 13.8           | 0.180             | 0.133             | 0.047                      | 26.1        |
| <b>Total Salaries &amp; Wages</b>                  | <b>\$ 2.181</b>   | <b>\$ 1.461</b>   | <b>\$ 0.720</b>            | <b>33.0</b> | <b>\$ 0.089</b> | <b>\$ 0.126</b> | <b>\$ (0.037)</b>          | <b>(41.6)</b>  | <b>\$ 2.270</b>   | <b>\$ 1.587</b>   | <b>\$ 0.683</b>            | <b>30.1</b> |
| Health and Welfare                                 | 0.370             | 0.342             | 0.028                      | 7.6         | 0.060           | -               | 0.060                      | 100.0          | 0.430             | 0.342             | 0.088                      | 20.5        |
| OPEB Current Portion                               | 0.082             | 0.014             | 0.068                      | 82.9        | -               | -               | -                          | -              | 0.082             | 0.014             | 0.068                      | 82.9        |
| Pensions   | 0.512             | 0.459             | 0.053                      | 10.4        | 0.001           | -               | 0.001                      | 100.0          | 0.513             | 0.459             | 0.054                      | 10.5        |
| Other Fringe Benefits                              | 0.163             | 0.113             | 0.050                      | 30.7        | 0.002           | 0.083           | (0.081)                    | (4,050.0)      | 0.165             | 0.196             | (0.031)                    | (18.8)      |
| <b>Total Fringe Benefits</b>                       | <b>\$ 1.127</b>   | <b>\$ 0.928</b>   | <b>\$ 0.199</b>            | <b>17.7</b> | <b>\$ 0.063</b> | <b>\$ 0.083</b> | <b>\$ (0.020)</b>          | <b>(31.7)</b>  | <b>\$ 1.190</b>   | <b>\$ 1.011</b>   | <b>\$ 0.179</b>            | <b>15.0</b> |
| Reimbursable Overhead                              | -                 | -                 | -                          | -           | -               | -               | -                          | -              | -                 | -                 | -                          | -           |
| <b>Total Labor Expenses</b>                        | <b>\$ 3.308</b>   | <b>\$ 2.389</b>   | <b>\$ 0.919</b>            | <b>27.8</b> | <b>\$ 0.152</b> | <b>\$ 0.209</b> | <b>\$ (0.057)</b>          | <b>(37.5)</b>  | <b>\$ 3.460</b>   | <b>\$ 2.598</b>   | <b>\$ 0.862</b>            | <b>24.9</b> |
| <b>Non-Labor:</b>                                  |                   |                   |                            |             |                 |                 |                            |                |                   |                   |                            |             |
| Electric Power                                     | 0.469             | 0.244             | 0.225                      | 48.0        | -               | -               | -                          | -              | 0.469             | 0.244             | 0.225                      | 48.0        |
| Fuel   | 0.034             | 0.045             | (0.011)                    | (32.4)      | -               | -               | -                          | -              | 0.034             | 0.045             | (0.011)                    | (32.4)      |
| Insurance  | 0.024             | 0.090             | (0.066)                    | (275.0)     | -               | -               | -                          | -              | 0.024             | 0.090             | (0.066)                    | (275.0)     |
| Claims   | -                 | 0.002             | (0.002)                    | -           | -               | -               | -                          | -              | -                 | 0.002             | (0.002)                    | -           |
| Paratransit Service Contracts                      | -                 | -                 | -                          | -           | -               | -               | -                          | -              | -                 | -                 | -                          | -           |
| Mtce. and Other Operating Contracts                | 0.143             | 0.374             | (0.231)                    | (161.5)     | -               | -               | -                          | -              | 0.143             | 0.374             | (0.231)                    | (161.5)     |
| Professional Service Contracts                     | 0.039             | 0.082             | (0.043)                    | (110.3)     | -               | -               | -                          | -              | 0.039             | 0.082             | (0.043)                    | (110.3)     |
| Materials & Supplies                               | 0.668             | (0.363)           | 1.031                      | 154.3       | -               | 0.501           | (0.501)                    | -              | 0.668             | 0.138             | 0.530                      | 79.3        |
| Other Business Expenses                            | -                 | 0.028             | (0.028)                    | -           | -               | -               | -                          | -              | -                 | 0.028             | (0.028)                    | -           |
| <b>Total Non-Labor Expenses</b>                    | <b>\$ 1.377</b>   | <b>\$ 0.502</b>   | <b>\$ 0.875</b>            | <b>63.5</b> | <b>\$ -</b>     | <b>\$ 0.501</b> | <b>\$ (0.501)</b>          | <b>-</b>       | <b>\$ 1.377</b>   | <b>\$ 1.003</b>   | <b>\$ 0.374</b>            | <b>27.2</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>\$ 4.685</b>   | <b>\$ 2.891</b>   | <b>\$ 1.794</b>            | <b>38.3</b> | <b>\$ 0.152</b> | <b>\$ 0.710</b> | <b>\$ (0.558)</b>          | <b>(367.1)</b> | <b>\$ 4.837</b>   | <b>\$ 3.601</b>   | <b>\$ 1.236</b>            | <b>25.6</b> |
| Depreciation                                       | 0.750             | 0.690             | 0.060                      | 8.0         | -               | -               | -                          | -              | 0.750             | 0.690             | 0.060                      | 8.0         |
| Other Post Employment Benefits                     | 0.192             | -                 | 0.192                      | 100.0       | -               | -               | -                          | -              | 0.192             | -                 | 0.192                      | 100.0       |
| <b>Total Expenses</b>                              | <b>\$ 5.627</b>   | <b>\$ 3.581</b>   | <b>\$ 2.046</b>            | <b>36.4</b> | <b>\$ 0.152</b> | <b>\$ 0.710</b> | <b>\$ (0.558)</b>          | <b>(367.1)</b> | <b>\$ 5.779</b>   | <b>\$ 4.291</b>   | <b>\$ 1.488</b>            | <b>25.7</b> |
| <b>Net Surplus/(Deficit)</b>                       | <b>\$ (3.313)</b> | <b>\$ (1.200)</b> | <b>\$ 2.113</b>            | <b>63.8</b> | <b>\$ -</b>     | <b>\$ -</b>     | <b>\$ -</b>                | <b>-</b>       | <b>\$ (3.313)</b> | <b>\$ (1.200)</b> | <b>\$ 2.113</b>            | <b>63.8</b> |



Table 2

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

|  | Nonreimbursable    |                    |  |             | Reimbursable    |                 |  |               | Total              |                    |  |             |
|--|--------------------|--------------------|--|-------------|-----------------|-----------------|--|---------------|--------------------|--------------------|--|-------------|
|  | Forecast           | Actual             | Favorable<br>(Unfavorable)<br>Variance | Percent     | Forecast        | Actual          | Favorable<br>(Unfavorable)<br>Variance | Percent       | Forecast           | Actual             | Favorable<br>(Unfavorable)<br>Variance | Percent     |
| <b>Revenue</b>                                     |                    |                    |  |             |                 |                 |  |               |                    |                    |  |             |
| Farebox Revenue                                    | 3.566              | 3.593              | 0.027                                  | 0.8         | -               | -               | -                                      | -             | 3.566              | 3.593              | 0.027                                  | 0.8         |
| Other Operating Revenue                            | 3.291              | 3.277              | (0.014)                                | (0.4)       | -               | -               | -                                      | -             | 3.291              | 3.277              | (0.014)                                | (0.4)       |
| Capital and Other Reimbursements                   | -                  | -                  | -                                      | -           | 1.063           | 1.881           | 0.818                                  | 77.0          | 1.063              | 1.881              | 0.818                                  | 77.0        |
| <b>Total Revenue</b>                               | <b>\$ 6.857</b>    | <b>\$ 6.870</b>    | <b>\$ 0.013</b>                        | <b>0.2</b>  | <b>\$ 1.063</b> | <b>\$ 1.881</b> | <b>\$ 0.818</b>                        | <b>77.0</b>   | <b>\$ 7.920</b>    | <b>\$ 8.751</b>    | <b>\$ 0.831</b>                        | <b>10.5</b> |
| <b>Expenses</b>                                    |                    |                    |  |             |                 |                 |  |               |                    |                    |  |             |
| Labor:   |                    |                    |  |             |                 |                 |  |               |                    |                    |  |             |
| Payroll  | 11.392             | 10.762             | 0.630                                  | 5.5         | 0.248           | 0.212           | 0.036                                  | 14.5          | 11.640             | 10.974             | 0.666                                  | 5.7         |
| Overtime   | 1.550              | 1.606              | (0.056)                                | (3.6)       | 0.386           | 0.263           | 0.123                                  | 31.9          | 1.936              | 1.869              | 0.067                                  | 3.5         |
| <b>Total Salaries &amp; Wages</b>                  | <b>\$ 12.942</b>   | <b>\$ 12.368</b>   | <b>\$ 0.574</b>                        | <b>4.4</b>  | <b>\$ 0.634</b> | <b>\$ 0.475</b> | <b>\$ 0.159</b>                        | <b>25.1</b>   | <b>\$ 13.576</b>   | <b>\$ 12.843</b>   | <b>\$ 0.733</b>                        | <b>5.4</b>  |
| Health and Welfare                                 | 2.555              | 1.894              | 0.661                                  | 25.9        | 0.272           | -               | 0.272                                  | 100.0         | 2.827              | 1.894              | 0.933                                  | 33.0        |
| OPEB Current Portion                               | 0.505              | 0.511              | (0.006)                                | (1.2)       | -               | -               | -                                      | -             | 0.505              | 0.511              | (0.006)                                | (1.2)       |
| Pensions   | 3.568              | 3.667              | (0.099)                                | (2.8)       | 0.093           | -               | 0.093                                  | 100.0         | 3.661              | 3.667              | (0.006)                                | (0.2)       |
| Other Fringe Benefits                              | 0.999              | 0.799              | 0.200                                  | 20.0        | 0.064           | 0.304           | (0.240)                                | (375.0)       | 1.063              | 1.103              | (0.040)                                | (3.8)       |
| <b>Total Fringe Benefits</b>                       | <b>\$ 7.627</b>    | <b>\$ 6.871</b>    | <b>\$ 0.756</b>                        | <b>9.9</b>  | <b>\$ 0.429</b> | <b>\$ 0.304</b> | <b>\$ 0.125</b>                        | <b>29.1</b>   | <b>\$ 8.056</b>    | <b>\$ 7.175</b>    | <b>\$ 0.881</b>                        | <b>10.9</b> |
| Reimbursable Overhead                              | -                  | -                  | -                                      | -           | -               | -               | -                                      | -             | -                  | -                  | -                                      | -           |
| <b>Total Labor Expenses</b>                        | <b>\$ 20.569</b>   | <b>\$ 19.239</b>   | <b>\$ 1.330</b>                        | <b>6.5</b>  | <b>\$ 1.063</b> | <b>\$ 0.779</b> | <b>\$ 0.284</b>                        | <b>26.7</b>   | <b>\$ 21.632</b>   | <b>\$ 20.018</b>   | <b>\$ 1.614</b>                        | <b>7.5</b>  |
| Non-Labor:   |                    |                    |  |             |                 |                 |  |               |                    |                    |  |             |
| Electric Power                                     | 3.233              | 2.305              | 0.928                                  | 28.7        | -               | -               | -                                      | -             | 3.233              | 2.305              | 0.928                                  | 28.7        |
| Fuel   | 0.251              | 0.194              | 0.057                                  | 22.7        | -               | -               | -                                      | -             | 0.251              | 0.194              | 0.057                                  | 22.7        |
| Insurance  | 0.172              | 0.306              | (0.134)                                | (77.9)      | -               | -               | -                                      | -             | 0.172              | 0.306              | (0.134)                                | (77.9)      |
| Claims   | 0.080              | 0.016              | 0.064                                  | 80.0        | -               | -               | -                                      | -             | 0.080              | 0.016              | 0.064                                  | 80.0        |
| Paratransit Service Contracts                      | -                  | -                  | -                                      | -           | -               | -               | -                                      | -             | -                  | -                  | -                                      | -           |
| Mtce. and Other Operating Contracts                | 1.006              | 2.587              | (1.581)                                | (157.2)     | -               | -               | -                                      | -             | 1.006              | 2.587              | (1.581)                                | (157.2)     |
| Professional Service Contracts                     | 0.266              | 0.543              | (0.277)                                | (104.1)     | -               | -               | -                                      | -             | 0.266              | 0.543              | (0.277)                                | (104.1)     |
| Materials & Supplies                               | 3.823              | 0.363              | 3.460                                  | 90.5        | -               | 1.102           | (1.102)                                | -             | 3.823              | 1.465              | 2.358                                  | 61.7        |
| Other Business Expenses                            | 0.003              | 0.096              | (0.093)                                | (3,100.0)   | -               | -               | -                                      | -             | 0.003              | 0.096              | (0.093)                                | (3,100.0)   |
| <b>Total Non-Labor Expenses</b>                    | <b>\$ 8.834</b>    | <b>\$ 6.410</b>    | <b>\$ 2.424</b>                        | <b>27.4</b> | <b>\$ -</b>     | <b>\$ 1.102</b> | <b>\$ (1.102)</b>                      | <b>-</b>      | <b>\$ 8.834</b>    | <b>\$ 7.512</b>    | <b>\$ 1.322</b>                        | <b>15.0</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>\$ 29.403</b>   | <b>\$ 25.649</b>   | <b>\$ 3.754</b>                        | <b>12.8</b> | <b>\$ 1.063</b> | <b>\$ 1.881</b> | <b>\$ (0.818)</b>                      | <b>(77.0)</b> | <b>\$ 30.466</b>   | <b>\$ 27.530</b>   | <b>\$ 2.936</b>                        | <b>9.6</b>  |
| Depreciation                                       | 6.000              | 5.185              | 0.815                                  | 13.6        | -               | -               | -                                      | -             | 6.000              | 5.185              | 0.815                                  | 13.6        |
| Other Post Employment Benefits                     | 1.531              | 1.071              | 0.460                                  | 30.0        | -               | -               | -                                      | -             | 1.531              | 1.071              | 0.460                                  | 30.0        |
| <b>Total Expenses</b>                              | <b>\$ 36.934</b>   | <b>\$ 31.905</b>   | <b>\$ 5.029</b>                        | <b>13.6</b> | <b>\$ 1.063</b> | <b>\$ 1.881</b> | <b>\$ (0.818)</b>                      | <b>(77.0)</b> | <b>\$ 37.997</b>   | <b>\$ 33.786</b>   | <b>\$ 4.211</b>                        | <b>11.1</b> |
| <b>Net Surplus/(Deficit)</b>                       | <b>\$ (30.077)</b> | <b>\$ (25.035)</b> | <b>\$ 5.042</b>                        | <b>16.8</b> | <b>\$ -</b>     | <b>\$ -</b>     | <b>\$ -</b>                            | <b>-</b>      | <b>\$ (30.077)</b> | <b>\$ (25.035)</b> | <b>\$ 5.042</b>                        | <b>16.8</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  
August 2013  
(\$ in millions)

| Generic Revenue<br>or Expense Category              | Non Reimb.<br>or Reimb. | MONTH                                   |              |   | YEAR-TO-DATE                            |              |   |
|---|-------------------------|---|--------------|---|---|--------------|---|
|   |                         | Favorable/<br>(Unfavorable)<br>Variance |              | Reason for Variance   | Favorable/<br>(Unfavorable)<br>Variance |              | Reason for Variance   |
|   |                         | \$                                      | %            |   | \$                                      | %            |   |
| Other Operating Revenue                             | Non Reimb.              | 0.042                                   | 2.3          | Mostly due to the favorable timing of advertising revenue   |   |              |   |
| Payroll   | Non Reimb.              | 0.684                                   | 32.9         | The favorable timing of payments  | 0.630                                   | 5.5          | The favorable timing of payments  |
| Overtime  | Non Reimb.              | 0.036                                   | 36.0         | The favorable timing of expenses  | (0.056)                                 | (3.6)        | Mostly residual Sandy requirements  |
| Health and Welfare (including OPEB current payment) | Non Reimb.              | 0.096                                   | 21.2         | Favorable timing of expenses/lower rates  | 0.655                                   | 21.4         | Favorable timing of expenses/lower rates  |
| Pension   | Non Reimb.              | 0.053                                   | 10.4         | Primarily the favorable timing of expenses  |   |              |   |
| Other Fringe Benefits                               | Non Reimb.              | 0.050                                   | 30.7         | Mostly higher reimbursable overhead credits, based on reimbursable capital project work   | 0.200                                   | 20.0         | Mostly higher reimbursable overhead credits, based on reimbursable capital project work   |
| Electric Power                                      | Non Reimb.              | 0.225                                   | 48.0         | The favorable timing of expenses/lower prices   | 0.928                                   | 28.7         | The favorable timing of expenses/lower prices   |
| Fuel  | Non Reimb.              | (0.011)                                 | (32.4)       | A catch-up of expenses  | 0.057                                   | 22.7         | Lower usage, timing of expenses   |
| Insurance   | Non Reimb.              | (0.066)                                 | over (100.0) | The unfavorable timing of payments  | (0.134)                                 | (77.9)       | The unfavorable timing of payments  |
| Maintenance Contracts                               | Non Reimb.              | (0.231)                                 | over (100.0) | Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies                               | (1.581)                                 | over (100.0) | Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies                               |
| Professional Service Contracts                      | Non Reimb.              | (0.043)                                 | over (100.0) | Higher Workers' Compensation Board and other expenses   | (0.277)                                 | over (100.0) | Higher Workers' Compensation Board and other expenses   |
| Materials & Supplies                                | Non-Reimb.              | 1.031                                   | over 100.0   | Mostly classification adjustments to transfer non-revenue vehicle purchases to Maintenance Contracts and expenses to reimbursable | 3.460                                   | 90.5         | Mostly classification adjustments to transfer non-revenue vehicle purchases to Maintenance Contracts and expenses to reimbursable |
| Capital and Other Reimbursements                    | Reimb.                  | 0.558                                   | over 100.0   | Timing of Contractor requirements   | 0.818                                   | 77.0         | Timing of Contractor requirements   |
| Payroll   | Reimb.                  | (0.048)                                 | over (100.0) | Timing of Contractor requirements   | 0.036                                   | 14.5         | Timing of Contractor requirements   |
| Overtime  | Reimb.                  | 0.011                                   | 13.8         | Timing of Contractor requirements   | 0.123                                   | 31.9         | Timing of Contractor requirements   |
| Health and Welfare                                  | Reimb.                  | 0.060                                   | 100.0        | Timing of Contractor requirements   | 0.272                                   | 100.0        | Timing of Contractor requirements   |
| Other Fringe Benefits                               | Reimb.                  | (0.081)                                 | over (100.0) | Timing of Contractor requirements   | (0.240)                                 | over (100.0) | Timing of Contractor requirements   |
| Materials & Supplies                                | Reimb.                  | (0.501)                                 | n/a          | Material requirements for capital projects  | (1.102)                                 | n/a          | Material requirements for capital projects  |



Table 4

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

|  | Month             |                   |                            |              | Year-to-Date       |                    |                            |             |
|--|-------------------|-------------------|----------------------------|--------------|--------------------|--------------------|----------------------------|-------------|
|  | Forecast          | Actual            | Favorable<br>(Unfavorable) |              | Forecast           | Actual             | Favorable<br>(Unfavorable) |             |
|  |                   |                   | Variance                   | Percent      |                    |                    | Variance                   | Percent     |
| <b>Receipts</b>                            |                   |                   |                            |              |                    |                    |                            |             |
| Farebox Revenue                            | 0.398             | 0.464             | 0.066                      | 16.6         | 3.393              | 3.623              | 0.230                      | 6.8         |
| Other Operating Revenue                    | 0.479             | 1.955             | 1.476                      | 308.1        | 2.880              | 3.398              | 0.518                      | 18.0        |
| Capital and Other Reimbursements           | 0.220             | -                 | (0.220)                    | (100.0)      | 1.436              | 0.776              | (0.660)                    | (46.0)      |
| <b>Total Receipts</b>                      | <b>\$ 1.097</b>   | <b>\$ 2.419</b>   | <b>\$ 1.322</b>            | <b>120.5</b> | <b>\$ 7.709</b>    | <b>\$ 7.797</b>    | <b>\$ 0.088</b>            | <b>1.1</b>  |
| <b>Expenditures</b>                        |                   |                   |                            |              |                    |                    |                            |             |
| <b>Labor:</b>                              |                   |                   |                            |              |                    |                    |                            |             |
| Payroll                                    | 2.204             | 1.621             | 0.583                      | 26.5         | 11.355             | 11.179             | 0.176                      | 1.5         |
| Overtime                                   | 0.177             | 0.170             | 0.007                      | 4.0          | 1.781              | 1.904              | (0.123)                    | (6.9)       |
| Health and Welfare                         | 0.465             | 0.007             | 0.458                      | 98.5         | 2.684              | 1.629              | 1.055                      | 39.3        |
| OPEB Current Portion                       | 0.088             | 0.008             | 0.080                      | 90.9         | 0.476              | 0.319              | 0.157                      | 33.0        |
| Pensions                                   | 0.455             | 0.483             | (0.028)                    | (6.2)        | 3.890              | 3.974              | (0.084)                    | (2.2)       |
| Other Fringe Benefits                      | 0.201             | 0.033             | 0.168                      | 83.6         | 0.919              | 0.431              | 0.488                      | 53.1        |
| GASB Account                               | -                 | -                 | -                          | -            | -                  | -                  | -                          | -           |
| Reimbursable Overhead                      | -                 | -                 | -                          | -            | -                  | -                  | -                          | -           |
| <b>Total Labor Expenditures</b>            | <b>\$ 3.590</b>   | <b>\$ 2.322</b>   | <b>\$ 1.268</b>            | <b>35.3</b>  | <b>\$ 21.105</b>   | <b>\$ 19.436</b>   | <b>\$ 1.669</b>            | <b>7.9</b>  |
| <b>Non-Labor:</b>                          |                   |                   |                            |              |                    |                    |                            |             |
| Electric Power                             | 0.451             | 0.346             | 0.105                      | 23.3         | 3.305              | 3.165              | 0.140                      | 4.2         |
| Fuel                                       | 0.020             | 0.052             | (0.032)                    | (160.0)      | 0.303              | 0.348              | (0.045)                    | (14.9)      |
| Insurance                                  | 0.034             | 0.220             | (0.186)                    | (547.1)      | 0.130              | 0.300              | (0.170)                    | (130.8)     |
| Claims                                     | 0.009             | -                 | 0.009                      | 100.0        | 0.044              | 0.017              | 0.027                      | 61.4        |
| Paratransit Service Contracts              | -                 | -                 | -                          | -            | -                  | -                  | -                          | -           |
| Mtce. and Other Operating Contracts        | 0.201             | 0.054             | 0.147                      | 73.1         | 1.179              | 0.822              | 0.357                      | 30.3        |
| Professional Service Contracts             | 0.058             | 0.058             | -                          | 0.0          | 0.409              | 0.393              | 0.016                      | 3.9         |
| Materials & Supplies                       | 0.560             | 0.630             | (0.070)                    | (12.5)       | 3.899              | 3.443              | 0.456                      | 11.7        |
| Other Business Expenditures                | 0.001             | 0.001             | -                          | 0.0          | 0.003              | 0.003              | -                          | 0.0         |
| <b>Total Non-Labor Expenditures</b>        | <b>\$ 1.334</b>   | <b>\$ 1.361</b>   | <b>\$ (0.027)</b>          | <b>(2.0)</b> | <b>\$ 9.272</b>    | <b>\$ 8.491</b>    | <b>\$ 0.781</b>            | <b>8.4</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>\$ 4.924</b>   | <b>\$ 3.683</b>   | <b>\$ 1.241</b>            | <b>25.2</b>  | <b>\$ 30.377</b>   | <b>\$ 27.927</b>   | <b>\$ 2.450</b>            | <b>8.1</b>  |
| <b>Operating Cash Deficit</b>              | <b>\$ (3.827)</b> | <b>\$ (1.264)</b> | <b>\$ 2.563</b>            | <b>67.0</b>  | <b>\$ (22.668)</b> | <b>\$ (20.130)</b> | <b>\$ 2.538</b>            | <b>11.2</b> |



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

| Operating Receipts<br>or Disbursements              | MONTH                                   |                 |  | YEAR TO DATE                            |                 |   |
|---|---|-----------------|--|---|-----------------|---|
|   | Favorable/<br>(Unfavorable)<br>Variance |                 | Reason for Variance  | Favorable/<br>(Unfavorable)<br>Variance |                 | Reason for Variance   |
|   | \$                                      | %               |  | \$                                      | %               |   |
| Farebox Revenue                                     | 0.066                                   | 16.6%           | Favorable timing of cash receipts/settlements with NYCT and increased ridership                    | 0.230                                   | 6.8%            | Favorable timing of cash receipts/settlements with NYCT   |
| Other Operating Revenue                             | 1.476                                   | over 100.0      | Mostly the favorable timing of receipt of Sandy recovery reimbursements                            | 0.518                                   | 18.0%           | The favorable timing of receipt of Sandy recovery reimbursements, partly offset by the unfavorable timing of fare reimbursements and advertising receipts |
| Capital Reimbursements                              | (0.220)                                 | (100.0%)        | Mostly unfavorable timing of reimbursements  | (0.660)                                 | (46.0%)         | Mostly unfavorable timing of reimbursements   |
| Payroll   | 0.583                                   | 26.5%           | Favorable timing of payments   | 0.176                                   | 1.5%            | Favorable timing of payments  |
| Overtime  |   |                 |  | (0.123)                                 | (6.9%)          | Unfavorable timing of payments  |
| Health and Welfare (including OPEB current payment) | 0.538                                   | 97.3%           | Favorable timing of payments/lower rates   | 1.212                                   | 38.4%           | Favorable timing of payments/lower rates  |
| Other Fringe Benefits                               | 0.168                                   | 83.6%           | Favorable timing of payments   | 0.488                                   | 53.1%           | Favorable timing of payments  |
| Electric Power                                      | 0.105                                   | 23.3%           | The favorable timing of expenses/lower prices, partly offset by the unfavorable timing of payments | 0.140                                   | 4.2%            | The favorable timing of expenses/lower prices, partly offset by the unfavorable timing of payments  |
| Insurance   | (0.186)                                 | over<br>(100.0) | The unfavorable timing of payments   | (0.170)                                 | over<br>(100.0) | The unfavorable timing of payments  |
| Maintenance Contracts                               | 0.147                                   | 73.1%           | The favorable timing of payments   | 0.357                                   | 30.3%           | The favorable timing of payments  |
| Materials and Supplies                              |   |                 |  | 0.456                                   | 11.7%           | The favorable timing of payments  |



Table 6

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

|   | Month            |                  |                            |               | Year-to-Date     |                  |                            |                |
|---|------------------|------------------|----------------------------|---------------|------------------|------------------|----------------------------|----------------|
|   | Forecast         | Actual           | Favorable<br>(Unfavorable) |               | Forecast         | Actual           | Favorable<br>(Unfavorable) |                |
|   |                  |                  | Variance                   | Percent       |                  |                  | Variance                   | Percent        |
| <b>Receipts</b>                             |                  |                  |                            |               |                  |                  |                            |                |
| Farebox Revenue                             | (0.064)          | (0.023)          | 0.041                      | 64.1          | (0.173)          | 0.030            | 0.203                      | 117.3          |
| Vehicle Toll Revenue                        | 0.000            | 0.000            | 0.000                      | -             | 0.000            | 0.000            | 0.000                      | -              |
| Other Operating Revenue                     | (1.373)          | 0.061            | 1.434                      | 104.4         | (0.411)          | 0.121            | 0.532                      | 129.4          |
| Capital and Other Reimbursements            | 0.068            | (0.710)          | (0.778)                    | (1,144.1)     | 0.373            | (1.105)          | (1.478)                    | (396.2)        |
| <b>Total Receipts</b>                       | <b>(\$1.369)</b> | <b>(\$0.672)</b> | <b>\$0.697</b>             | <b>50.9</b>   | <b>(\$0.211)</b> | <b>(\$0.954)</b> | <b>(\$0.743)</b>           | <b>(352.1)</b> |
| <b>Expenditures</b>                         |                  |                  |                            |               |                  |                  |                            |                |
| <b>Labor:</b>                               |                  |                  |                            |               |                  |                  |                            |                |
| Payroll                                     | (0.114)          | (0.167)          | (0.053)                    | (46.5)        | 0.285            | (0.205)          | (0.490)                    | (171.9)        |
| Overtime                                    | 0.003            | (0.037)          | (0.040)                    | (1,333.3)     | 0.155            | (0.035)          | (0.190)                    | (122.6)        |
| Health and Welfare                          | (0.035)          | 0.335            | 0.370                      | 1,057.1       | 0.143            | 0.265            | 0.122                      | 85.3           |
| OPEB Current Portion                        | (0.006)          | 0.006            | 0.012                      | 200.0         | 0.029            | 0.192            | 0.163                      | 562.1          |
| Pensions                                    | 0.058            | (0.024)          | (0.082)                    | (141.4)       | (0.229)          | (0.307)          | (0.078)                    | (34.1)         |
| Other Fringe Benefits                       | (0.036)          | 0.163            | 0.199                      | 552.8         | 0.144            | 0.672            | 0.528                      | 366.7          |
| 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>(\$0.130)</b> | <b>\$0.276</b>   | <b>\$0.406</b>             | <b>312.3</b>  | <b>\$0.527</b>   | <b>\$0.582</b>   | <b>\$0.055</b>             | <b>10.4</b>    |
| <b>Non-Labor:</b>                           |                  |                  |                            |               |                  |                  |                            |                |
| Electric Power                              | 0.018            | (0.102)          | (0.120)                    | (666.7)       | (0.072)          | (0.860)          | (0.788)                    | (1,094.4)      |
| Fuel  | 0.014            | (0.007)          | (0.021)                    | (150.0)       | (0.052)          | (0.154)          | (0.102)                    | (196.2)        |
| Insurance                                   | (0.010)          | (0.130)          | (0.120)                    | (1,200.0)     | 0.042            | 0.006            | (0.036)                    | (85.7)         |
| Claims                                      | (0.009)          | 0.002            | 0.011                      | 122.2         | 0.036            | (0.001)          | (0.037)                    | (102.8)        |
| Paratransit Service Contracts               | 0.000            | 0.000            | 0.000                      | -             | 0.000            | 0.000            | 0.000                      | -              |
| Mtce. and Other Operating Contracts         | (0.058)          | 0.320            | 0.378                      | -             | (0.173)          | 1.765            | 1.938                      | 1,120.2        |
| Professional Service Contracts              | (0.019)          | 0.024            | 0.043                      | 226.3         | (0.143)          | 0.150            | 0.293                      | 204.9          |
| Materials & Supplies                        | 0.108            | (0.492)          | (0.600)                    | (555.6)       | (0.076)          | (1.978)          | (1.902)                    | (2,502.6)      |
| Other Business Expenditures                 | (0.001)          | 0.027            | 0.028                      | -             | 0.000            | 0.093            | 0.093                      | -              |
| <b>Total Non-Labor Expenditures</b>         | <b>\$0.043</b>   | <b>(\$0.358)</b> | <b>(\$0.401)</b>           | <b>-</b>      | <b>(\$0.438)</b> | <b>(\$0.979)</b> | <b>(\$0.541)</b>           | <b>-</b>       |
| <b>Other Expenditures Adjustments:</b>      |                  |                  |                            |               |                  |                  |                            |                |
| 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>(\$0.087)</b> | <b>(\$0.082)</b> | <b>\$0.005</b>             | <b>5.7</b>    | <b>\$0.089</b>   | <b>(\$0.397)</b> | <b>(\$0.486)</b>           | <b>(546.1)</b> |
| Depreciation Adjustment                     | 0.750            | 0.690            | (0.060)                    | (8.0)         | 6.000            | 5.185            | (0.815)                    | (13.6)         |
| Other Post Employment Benefits              | 0.192            | 0.000            | (0.192)                    | (100.0)       | 1.531            | 1.071            | (0.460)                    | (30.0)         |
| <b>Total Expenditures</b>                   | <b>\$0.855</b>   | <b>\$0.608</b>   | <b>(\$0.247)</b>           | <b>(28.9)</b> | <b>\$7.620</b>   | <b>\$5.859</b>   | <b>(\$1.761)</b>           | <b>(23.1)</b>  |
| <b>Total Cash Conversion Adjustments</b>    | <b>(\$0.514)</b> | <b>(\$0.064)</b> | <b>\$0.450</b>             | <b>87.5</b>   | <b>\$7.409</b>   | <b>\$4.905</b>   | <b>(\$2.504)</b>           | <b>(33.8)</b>  |



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

| <u>Month of August</u> |               | <u>Variance</u> |                | <u>Explanation</u>         |
|------------------------|---------------|-----------------|----------------|----------------------------|
| <u>Forecast</u>        | <u>Actual</u> | <u>Amount</u>   | <u>Percent</u> |                            |
| 0.296                  | 0.309         | 0.013           | 4.5%           | Better weather than normal |

| <u>Year to Date</u> |       |       |      |
|---------------------|-------|-------|------|
| 2.722               | 2.729 | 0.007 | 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 August</u> |             | <u>Variance</u> |                | <u>Explanation</u>                   |
|---------------------------------|------------------------|-------------|-----------------|----------------|--------------------------------------|
|                                 | <u>2012</u>            | <u>2013</u> | <u>Amount</u>   | <u>Percent</u> |                                      |
| Average Weekday                 | 0.014                  | 0.012       | (0.001)         | (9.8%)         | Residual ridership losses from Sandy |
| Average Weekend                 | 0.009                  | 0.008       | (0.001)         | (11.9%)        | Residual ridership losses from Sandy |
| <u>12-Month Rolling Average</u> |                        |             |                 |                |                                      |
| Average Weekday                 | 0.016                  | 0.015       | (0.001)         | (7.4%)         | Residual ridership losses from Sandy |
| Average Weekend                 | 0.009                  | 0.007       | (0.001)         | (14.2%)        | Residual ridership losses from Sandy |

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



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

| <u>Function/Departments</u> | <u>Forecast</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> |
|-----------------------------|-----------------|---------------|---|
| <b>Administration</b>       |                 |               |   |
| Executive                   | 15              | 17            | (2)   |
| General Office              | 6               | 7             | (1)   |
| Purchasing/Stores           | 6               | 6             | 0   |
| <b>Total Administration</b> | <b>27</b>       | <b>30</b>     | <b>(3)</b>                                      |
| <b>Operations</b>           |                 |               |   |
| Transportation              | 92              | 96            | (4)   |
| <b>Total Operations</b>     | <b>92</b>       | <b>96</b>     | <b>(4)</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>275</b>    | <b>1</b>  |
| Non-Reimbursable            | 273             | 272           | 1   |
| Reimbursable                | 3               | 3             | 0   |
| Total Full-Time             | 276             | 275           | 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  
August 2013

|   | <u>Forecast</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> | <u>Explanation of Variances</u> |
|---|-----------------|---------------|---|---------------------------------|
| <b>Administration</b>                       |                 |               |   |                                 |
| Managers/Supervisors                        | 16              | 15            | 1   |                                 |
| Professional, Technical, Clerical           | 11              | 15            | (4)   |                                 |
| Operational Hourlies                        | 0               | 0             | 0   |                                 |
| <b>Total Administration</b>                 | <b>27</b>       | <b>30</b>     | <b>(3)</b>                                      |                                 |
| <b>Operations</b>                           |                 |               |   |                                 |
| Managers/Supervisors                        | 6               | 2             | 4   |                                 |
| Professional, Technical, Clerical           | 3               | 2             | 1   |                                 |
| Operational Hourlies                        | 83              | 92            | (9)   | Timing of retirees/replacements |
| <b>Total Operations</b>                     | <b>92</b>       | <b>96</b>     | <b>(4)</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              | 19            | (2)   |                                 |
| Operational Hourlies                        | 229             | 226           | 3   |                                 |
| <b>Total Positions</b>                      | <b>276</b>      | <b>275</b>    | <b>1</b>  |                                 |



**FINANCIAL AND RIDERSHIP REPORT****August 2013**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.7 million in August, \$1.0 million (5.8 percent) above forecast. Farebox revenue exceeded forecast by \$0.5 million (3.3 percent), due mostly to greater than forecasted ridership. Other operating revenue was \$0.5 million (50.2 percent) over forecast, due to higher advertising revenue and insurance recoveries. Year-to-date, operating revenue was \$144.6 million, \$0.8 million (0.6 percent) higher than forecast, due mostly to increased farebox revenue, based on improved ridership results.

Total ridership in August was 9.9 million riders, 3.8 percent (0.4 million riders) above forecast, and year-to-date, ridership was 82.7 million riders, 0.9 percent (0.7 million riders) above forecast. August average weekday ridership was 366,042 riders, a decrease of 0.5 percent (1,775 riders) from August 2012. Average weekday ridership for the twelve months ending August 2013 was 406,039 riders, an increase of 1.6 percent (6,479 riders) from the twelve months ending August 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.5 million in August, \$4.9 million (9.8 percent) below forecast. Labor expenses underran forecast by \$1.0 million (2.8 percent), due to the favorable timing of \$1.4 million of health & welfare/OPEB current expenses and \$1.2 million of Workers' Compensation payments. Partly offsetting these favorable results were higher overtime expenses of \$0.8 million (23.4 percent), caused by vacancy/availability coverage requirements, and increased payroll expenses of \$0.7 million (4.0 percent), due mainly to vacation buyback payments and reimbursable underruns. Non-labor expenses were below forecast by \$3.9 million (29.1 percent), largely due to the favorable timing of claims payments of \$1.5 million (69.2 percent) and a net underrun in materials & supplies/maintenance contracts of \$1.2 million (30.0 percent). Fuel expenses were less than forecast by \$0.8 million (20.5 percent), also due to the timing of payments. Year-to-date, expenses underran by \$3.8 million (1.0 percent), including labor expenses, which were slightly above forecast by \$0.2 million (0.1 percent), and non-labor expenses, which were under by \$4.1 million (4.4 percent). The non-labor underrun was due principally to the favorable timing of fuel and claims payments.

Depreciation expenses year-to-date of \$32.8 million were \$2.3 million (7.6 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 \$36.9 million of accrued expenses year-to-date, \$0.3 million (0.8 percent) lower than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$197.6 million, \$11.7 million (5.6 percent) favorable to forecast.



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

|   | Nonreimbursable      |                    |                 |             | Reimbursable         |                 |                   |               | Total                |                    |                 |             |
|---|----------------------|--------------------|-----------------|-------------|----------------------|-----------------|-------------------|---------------|----------------------|--------------------|-----------------|-------------|
|   | Favorable            |                    |                 |             | Favorable            |                 |                   |               | Favorable            |                    |                 |             |
|   | (Unfavorable)        |                    |                 |             | (Unfavorable)        |                 |                   |               | (Unfavorable)        |                    |                 |             |
|   | Mid Year<br>Forecast | Actual             | Variance        | Percent     | Mid Year<br>Forecast | Actual          | Variance          | Percent       | Mid Year<br>Forecast | Actual             | Variance        | Percent     |
| <b>Revenue</b>  |                      |                    |                 |             |                      |                 |                   |               |                      |                    |                 |             |
| Farebox Revenue                                       | \$ 16,703            | \$ 17,252          | \$ 0.549        | 3.3         | \$ -                 | \$ -            | \$ -              | -             | \$ 16,703            | \$ 17,252          | \$ 0.549        | 3.3         |
| Other Operating Income                                | 0.951                | 1,428              | 0.477           | 50.2        | -                    | -               | -                 | -             | 0.951                | 1,428              | 0.477           | 50.2        |
| Capital and Other Reimbursements                      | -                    | -                  | -               | -           | 0.913                | 0.629           | (0.284)           | (31.1)        | 0.913                | 0.629              | (0.284)         | (31.1)      |
| <b>Total Revenue</b>                                  | <b>\$ 17.654</b>     | <b>\$ 18.680</b>   | <b>\$ 1.026</b> | <b>5.8</b>  | <b>\$ 0.913</b>      | <b>\$ 0.629</b> | <b>\$ (0.284)</b> | <b>(31.1)</b> | <b>\$ 18.567</b>     | <b>\$ 19.309</b>   | <b>\$ 0.742</b> | <b>4.0</b>  |
| <b>Labor</b>  |                      |                    |                 |             |                      |                 |                   |               |                      |                    |                 |             |
| Payroll   | \$ 18,575            | \$ 19,309          | \$ (0.734)      | (4.0)       | \$ 0.636             | \$ 0.157        | \$ 0.479          | 75.3          | \$ 19,211            | \$ 19,466          | \$ (0.255)      | (1.3)       |
| Overtime  | 3,416                | 4,216              | (0.800)         | (23.4)      | -                    | -               | -                 | -             | 3,416                | 4,216              | (0.800)         | (23.4)      |
| Health and Welfare                                    | 4,790                | 3,998              | 0.792           | 16.5        | 0.093                | 0.056           | 0.037             | 39.8          | 4,883                | 4,054              | 0.829           | 17.0        |
| OPEB Current Payment                                  | 1,881                | 1,216              | 0.665           | 35.4        | -                    | -               | -                 | -             | 1,881                | 1,216              | 0.665           | 35.4        |
| Pensions  | 3,754                | 3,819              | (0.065)         | (1.7)       | 0.040                | 0.059           | (0.019)           | (47.5)        | 3,794                | 3,878              | (0.084)         | (2.2)       |
| Other Fringe Benefits                                 | 4,658                | 3,485              | 1.173           | 25.2        | 0.023                | 0.011           | 0.012             | 52.2          | 4,681                | 3,496              | 1.185           | 25.3        |
| GASB Account  | -                    | -                  | -               | -           | -                    | -               | -                 | -             | -                    | -                  | -               | -           |
| Reimbursable Overhead                                 | -                    | -                  | -               | -           | -                    | -               | -                 | -             | -                    | -                  | -               | -           |
| <b>Total Labor Expenses</b>                           | <b>\$ 37.074</b>     | <b>\$ 36.043</b>   | <b>\$ 1.031</b> | <b>2.8</b>  | <b>\$ 0.792</b>      | <b>\$ 0.283</b> | <b>\$ 0.509</b>   | <b>64.3</b>   | <b>\$ 37.866</b>     | <b>\$ 36.326</b>   | <b>\$ 1.540</b> | <b>4.1</b>  |
| <b>Non-Labor</b>                                      |                      |                    |                 |             |                      |                 |                   |               |                      |                    |                 |             |
| Electric Power  | \$ 0.074             | \$ 0.158           | \$ (0.084)      | -           | \$ -                 | \$ -            | \$ -              | -             | \$ 0.074             | \$ 0.158           | \$ (0.084)      | -           |
| Fuel  | 3,768                | 2,994              | 0.774           | 20.5        | -                    | -               | -                 | -             | 3,768                | 2,994              | 0.774           | 20.5        |
| Insurance   | 0.248                | 0.187              | 0.061           | 24.6        | -                    | -               | -                 | -             | 0.248                | 0.187              | 0.061           | 24.6        |
| Claims  | 2,166                | 0.667              | 1,499           | 69.2        | -                    | -               | -                 | -             | 2,166                | 0.667              | 1,499           | 69.2        |
| Maintenance and Other Operating Contracts             | 2,702                | 1,330              | 1,372           | 50.8        | 0.037                | -               | 0.037             | 100.0         | 2,739                | 1,330              | 1,409           | 51.4        |
| Professional Service Contracts                        | 1,724                | 1,287              | 0.437           | 25.3        | -                    | -               | -                 | -             | 1,724                | 1,287              | 0.437           | 25.3        |
| Materials & Supplies                                  | 2,318                | 2,508              | (0.188)         | (8.1)       | 0.084                | 0.346           | (0.262)           | -             | 2,402                | 2,852              | (0.450)         | (18.7)      |
| Other Business Expense                                | 0.369                | 0.350              | 0.019           | 5.1         | -                    | -               | -                 | -             | 0.369                | 0.350              | 0.019           | 5.1         |
| <b>Total Non-Labor Expenses</b>                       | <b>\$ 13.369</b>     | <b>\$ 9.478</b>    | <b>\$ 3.890</b> | <b>29.1</b> | <b>\$ 0.121</b>      | <b>\$ 0.346</b> | <b>\$ (0.225)</b> | <b>-</b>      | <b>\$ 13.490</b>     | <b>\$ 9.825</b>    | <b>\$ 3.665</b> | <b>27.2</b> |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$ 50.443</b>     | <b>\$ 45.522</b>   | <b>\$ 4.921</b> | <b>9.8</b>  | <b>\$ 0.913</b>      | <b>\$ 0.629</b> | <b>\$ 0.284</b>   | <b>31.1</b>   | <b>\$ 51.356</b>     | <b>\$ 46.151</b>   | <b>\$ 5.205</b> | <b>10.1</b> |
| Depreciation  | \$ 3,520             | \$ 4,026           | (0.506)         | (14.4)      | \$ -                 | \$ -            | \$ -              | -             | \$ 3,520             | \$ 4,026           | (0.506)         | (14.4)      |
| OPEB Obligation                                       | 4,691                | 4,618              | 0.073           | 1.6         | -                    | -               | -                 | -             | 4,691                | 4,618              | 0.073           | 1.6         |
| Environmental Remediation                             | -                    | -                  | -               | -           | -                    | -               | -                 | -             | -                    | -                  | -               | -           |
| <b>Total Expenses</b>                                 | <b>\$ 58.654</b>     | <b>\$ 54.166</b>   | <b>\$ 4.488</b> | <b>7.7</b>  | <b>\$ 0.913</b>      | <b>\$ 0.629</b> | <b>\$ 0.284</b>   | <b>31.1</b>   | <b>\$ 59.567</b>     | <b>\$ 54.795</b>   | <b>\$ 4.772</b> | <b>8.0</b>  |
| <b>Net Surplus/(Deficit)</b>                          | <b>\$ (41,000)</b>   | <b>\$ (35,486)</b> | <b>\$ 5,514</b> | <b>13.4</b> | <b>\$ -</b>          | <b>\$ -</b>     | <b>\$ -</b>       | <b>-</b>      | <b>\$ (41,000)</b>   | <b>\$ (35,486)</b> | <b>\$ 5,514</b> | <b>13.4</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**  
**August 2013 Year-To-Date**  
(\$ in millions)

|   | Nonreimbursable      |                     |                   |              | Reimbursable         |                 |                   |               | Total                |                     |                   |              |
|---|----------------------|---------------------|-------------------|--------------|----------------------|-----------------|-------------------|---------------|----------------------|---------------------|-------------------|--------------|
|   | Favorable            |                     |                   |              | Favorable            |                 |                   |               | Favorable            |                     |                   |              |
|   | (Unfavorable)        |                     |                   |              | (Unfavorable)        |                 |                   |               | (Unfavorable)        |                     |                   |              |
|   | Mid Year<br>Forecast | Actual              | Variance          | Percent      | Mid Year<br>Forecast | Actual          | Variance          | Percent       | Mid Year<br>Forecast | Actual              | Variance          | Percent      |
| <b>Revenue</b>  |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                   |              |
| Farebox Revenue                                       | \$ 130,553           | \$ 131,604          | \$ 1,051          | 0.8          | \$ -                 | \$ -            | \$ -              | -             | \$ 130,553           | \$ 131,604          | \$ 1,051          | 0.8          |
| Other Operating Income                                | 13,167               | 12,957              | (0,210)           | (1.6)        | -                    | -               | -                 | -             | 13,167               | 12,957              | (0,210)           | (1.6)        |
| Capital and Other Reimbursements                      | -                    | -                   | -                 | -            | 4,806                | 3,954           | (0,852)           | (17.7)        | 4,806                | 3,954               | (0,852)           | (17.7)       |
| <b>Total Revenue</b>                                  | <b>\$ 143,720</b>    | <b>\$ 144,561</b>   | <b>\$ 0,841</b>   | <b>0.6</b>   | <b>\$ 4,806</b>      | <b>\$ 3,954</b> | <b>\$ (0,852)</b> | <b>(17.7)</b> | <b>\$ 148,526</b>    | <b>\$ 148,515</b>   | <b>\$ (0,011)</b> | <b>(0.0)</b> |
| <b>Expenses</b>                                       |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                   |              |
| <b>Labor</b>  |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                   |              |
| Payroll   | \$ 153,784           | \$ 154,754          | \$ (0,970)        | (0.6)        | \$ 2,971             | \$ 2,131        | \$ 0,840          | 28.3          | \$ 156,755           | \$ 156,885          | \$ (0,130)        | (0.1)        |
| Overtime  | 28,449               | 31,385              | (2,936)           | (10.3)       | -                    | -               | -                 | -             | 28,449               | 31,385              | (2,936)           | (10.3)       |
| Health and Welfare                                    | 30,361               | 30,179              | 0,182             | 0.6          | 0,640                | 0,603           | 0,037             | 5.8           | 31,001               | 30,782              | 0,219             | 0.7          |
| OPFB Current Payment                                  | 11,143               | 10,777              | 0,366             | 3.3          | -                    | -               | -                 | -             | 11,143               | 10,777              | 0,366             | 3.3          |
| Pensions  | 30,720               | 30,375              | 0,345             | 1.1          | 0,303                | 0,328           | (0,025)           | (8.3)         | 31,023               | 30,703              | 0,320             | 1.0          |
| Other Fringe Benefits                                 | 27,770               | 25,006              | 2,764             | 10.0         | 0,360                | 0,345           | 0,015             | 4.2           | 28,130               | 25,351              | 2,779             | 9.9          |
| GASB Account  | -                    | -                   | -                 | -            | -                    | -               | -                 | -             | -                    | -                   | -                 | -            |
| Reimbursable Overhead                                 | -                    | -                   | -                 | -            | -                    | -               | -                 | -             | -                    | -                   | -                 | -            |
| <b>Total Labor Expenses</b>                           | <b>\$ 282,227</b>    | <b>\$ 282,476</b>   | <b>\$ (0,249)</b> | <b>(0.1)</b> | <b>\$ 4,274</b>      | <b>\$ 3,407</b> | <b>\$ 0,867</b>   | <b>20.3</b>   | <b>\$ 286,501</b>    | <b>\$ 285,883</b>   | <b>\$ 0,618</b>   | <b>0.2</b>   |
| <b>Non-Labor</b>                                      |                      |                     |                   |              |                      |                 |                   |               |                      |                     |                   |              |
| Electric Power  | \$ 0,865             | \$ 1,063            | \$ (0,198)        | (22.9)       | \$ -                 | \$ -            | \$ -              | -             | \$ 0,865             | \$ 1,063            | \$ (0,198)        | (22.9)       |
| Fuel  | 25,504               | 23,364              | 2,140             | 8.4          | -                    | -               | -                 | -             | 25,504               | 23,364              | 2,140             | 8.4          |
| Insurance   | 1,678                | 1,494               | 0,184             | 11.0         | -                    | -               | -                 | -             | 1,678                | 1,494               | 0,184             | 11.0         |
| Claims  | 17,334               | 15,836              | 1,498             | 8.6          | -                    | -               | -                 | -             | 17,334               | 15,836              | 1,498             | 8.6          |
| Maintenance and Other Operating Contracts             | 14,633               | 11,167              | 3,466             | 23.7         | 0,072                | (0,015)         | 0,087             | *             | 14,705               | 11,152              | 3,553             | 24.2         |
| Professional Service Contracts                        | 10,367               | 10,517              | (0,150)           | (1.4)        | -                    | -               | -                 | -             | 10,367               | 10,517              | (0,150)           | (1.4)        |
| Materials & Supplies                                  | 20,256               | 23,073              | (2,817)           | (13.9)       | 0,460                | 0,562           | (0,102)           | (22.2)        | 20,716               | 23,635              | (2,919)           | (14.1)       |
| Other Business Expense                                | 2,735                | 2,766               | (0,031)           | (1.1)        | -                    | -               | -                 | -             | 2,735                | 2,766               | (0,031)           | (1.1)        |
| <b>Total Non-Labor Expenses</b>                       | <b>\$ 93,373</b>     | <b>\$ 89,281</b>    | <b>\$ 4,092</b>   | <b>4.4</b>   | <b>\$ 0,532</b>      | <b>\$ 0,547</b> | <b>\$ (0,015)</b> | <b>(2.8)</b>  | <b>\$ 93,905</b>     | <b>\$ 89,828</b>    | <b>\$ 4,077</b>   | <b>4.3</b>   |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$ 375,600</b>    | <b>\$ 371,757</b>   | <b>\$ 3,843</b>   | <b>1.0</b>   | <b>\$ 4,806</b>      | <b>\$ 3,954</b> | <b>\$ 0,852</b>   | <b>17.7</b>   | <b>\$ 380,406</b>    | <b>\$ 375,711</b>   | <b>\$ 4,695</b>   | <b>1.2</b>   |
| Depreciation  | 30,454               | 32,770              | (2,316)           | (7.6)        | -                    | -               | -                 | -             | 30,454               | 32,770              | (2,316)           | (7.6)        |
| OPFB Obligation                                       | 37,236               | 36,944              | 0,292             | 0.8          | -                    | -               | -                 | -             | 37,236               | 36,944              | 0,292             | 0.8          |
| Environmental Remediation                             | -                    | 1,652               | (1,652)           | -            | -                    | -               | -                 | -             | -                    | 1,652               | (1,652)           | -            |
| <b>Total Expenses</b>                                 | <b>\$ 443,290</b>    | <b>\$ 443,122</b>   | <b>\$ 0,168</b>   | <b>0.0</b>   | <b>\$ 4,806</b>      | <b>\$ 3,954</b> | <b>\$ 0,852</b>   | <b>17.7</b>   | <b>\$ 448,096</b>    | <b>\$ 447,076</b>   | <b>\$ 1,020</b>   | <b>0.2</b>   |
| <b>Net Surplus/(Deficit)</b>                          | <b>\$ (299,570)</b>  | <b>\$ (298,562)</b> | <b>\$ 1,009</b>   | <b>0.3</b>   | <b>\$ -</b>          | <b>\$ -</b>     | <b>\$ -</b>       | <b>-</b>      | <b>\$ (299,570)</b>  | <b>\$ (298,562)</b> | <b>\$ 1,009</b>   | <b>0.3</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<br>or Expense Category    | Nonremb<br>or Reimb | August 2013                            |             |  |  | Year-To-Date                           |              |  |  |
|---|---------------------|--|-------------|--|--|--|--------------|--|--|
|   |                     | Favorable<br>(Unfavorable)<br>Variance |             | Reason for Variance  |  | Favorable<br>(Unfavorable)<br>Variance |              | Reason for Variance  |  |
|   |                     | \$                                     | %           |  |  | \$                                     | %            |  |  |
| Farebox Revenue                           | NR                  | \$ 0.549                               | 3.3         | Greater than anticipated ridership levels  |  | \$ 1.051                               | 0.8          | Greater than anticipated ridership levels  |  |
| Other Operating Revenue                   | NR                  | \$ 0.477                               | 50.2        | Higher advertising revenue and insurance recoveries.   |  | \$ (0.210)                             | (1.6)        | Lower New York City student /senior fare reimbursements offset by unbudgeted insurance recoveries.   |  |
| Capital and Other Reimbursements          | R                   | \$ (0.284)                             | (31.1)      | Timing of reimbursement receipts, delayed funding allocation and vacancies   |  | \$ (0.852)                             | (17.7)       | Timing of reimbursement receipts, delayed funding allocation and vacancies   |  |
| <b>Total Revenue Variance</b>             |                     | <b>\$ 0.742</b>                        | <b>4.0</b>  |  |  | <b>\$ (0.011)</b>                      | <b>(0.0)</b> |  |  |
| Payroll                                   | NR                  | \$ (0.734)                             | (4.0)       | Mainly due to vacation buyback program and reimbursable underruns.   |  | \$ (0.970)                             | (0.6)        | Mainly due to vacation buyback program and reimbursable underruns.   |  |
| Overtime                                  | NR                  | \$ (0.800)                             | (23.4)      | Mainly due to vacancies and lower employee availability.   |  | \$ (2.936)                             | (10.3)       | Accelerated completion of defects found on scheduled inspections, weather related bus and facility maintenance costs, vacancies and lower employee availability. |  |
| Health and Welfare (including OPEB)       | NR                  | \$ 1.457                               | 21.8        | Favorable timing of payments   |  | \$ 0.548                               | 1.3          | Favorable timing of payments   |  |
| Pension                                   | NR                  | \$ (0.065)                             | (1.7)       | (a)  |  | \$ 0.345                               | 1.1          | (a)  |  |
| Other Fringe Benefits                     | NR                  | \$ 1.173                               | 25.2        | Favorable timing of workers' compensation payments   |  | \$ 2.764                               | 10.0         | Favorable timing of workers' compensation payments   |  |
| Electric Power                            | NR                  | \$ (0.084)                             | *           | Higher than anticipated expenses   |  | \$ (0.198)                             | (22.9)       | Higher than anticipated expenses   |  |
| Fuel                                      | NR                  | \$ 0.774                               | 20.5        | Favorable timing of payments   |  | \$ 2.140                               | 8.4          | Favorable timing of payments   |  |
| Insurance                                 | NR                  | \$ 0.061                               | 24.6        | Favorable timing of payments   |  | \$ 0.184                               | 11.0         | Favorable timing of payments   |  |
| Claims                                    | NR                  | \$ 1.499                               | 69.2        | Favorable timing of payments   |  | \$ 1.498                               | 8.6          | Favorable timing of payments   |  |
| Maintenance and Other Operating Contracts | NR                  | \$ 1.372                               | 50.8        | Mainly due to traction motors, and alternator units charged to Material & Supplies   |  | \$ 3.466                               | 23.7         | Mainly due to traction motors, and alternator units charged to Material & Supplies   |  |
| Professional Service Contracts            | NR                  | \$ 0.437                               | 25.3        | Lower than anticipated expenses  |  | \$ (0.150)                             | (1.4)        | (a)  |  |
| Materials & Supplies                      | NR                  | \$ (0.188)                             | (8.1)       | Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses |  | \$ (2.817)                             | (13.9)       | Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses                                     |  |
| Other Business Expense                    | NR                  | \$ 0.019                               | 5.1         | (a)  |  | \$ (0.031)                             | (1.1)        | Unfavorable payment for office equipments  |  |
| Depreciation                              | NR                  | \$ (0.506)                             | (14.4)      | Non cash expense   |  | \$ (2.316)                             | (7.6)        | Non cash expense   |  |
| Other Post Employment Benefits            | NR                  | \$ 0.073                               | 1.6         | (a)  |  | \$ 0.292                               | 0.8          | (a)  |  |
| Environmental Remediation                 |                     | \$ -                                   | -           | Non cash expense unbudgeted  |  | \$ (1.652)                             | -            | Non cash expense unbudgeted  |  |
| Payroll                                   | R                   | \$ 0.479                               | 75.3        | Timing of expenses, delayed funding allocation and vacancies   |  | \$ 0.840                               | 28.3         | Timing of funding allocation and vacancies   |  |
| Health and Welfare                        | R                   | \$ 0.037                               | 39.8        | Timing of expenses   |  | \$ 0.037                               | 5.8          | Timing of expenses   |  |
| Pension                                   | R                   | \$ (0.019)                             | (47.5)      |  |  | \$ (0.025)                             | (8.3)        |  |  |
| Other Fringe Benefits                     | R                   | \$ 0.012                               | 52.2        |  |  | \$ 0.015                               | 4.2          |  |  |
| Maintenance and Other Operating Contracts | R                   | \$ 0.037                               | *           | Timing of expenses   |  | \$ 0.087                               | *            | Timing of expenses   |  |
| Materials & Supplies                      | R                   | \$ (0.262)                             | *           | Timing of expenses   |  | \$ (0.102)                             | *            | Timing of expenses   |  |
| <b>Total Expense Variance</b>             |                     | <b>\$ 4.772</b>                        | <b>8.0</b>  |  |  | <b>\$ 1.020</b>                        | <b>0.2</b>   |  |  |
| <b>Net Variance</b>                       |                     | <b>\$ 5.514</b>                        | <b>13.4</b> |  |  | <b>\$ 1.009</b>                        | <b>0.3</b>   |  |  |

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



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

(\$ in millions)

|  | August 2013          |                    |                            |               | Year-To-Date         |                     |                            |              |
|--|----------------------|--------------------|----------------------------|---------------|----------------------|---------------------|----------------------------|--------------|
|  | Mid Year<br>Forecast | Actual             | Favorable<br>(Unfavorable) |               | Mid Year<br>Forecast | Actual              | Favorable<br>(Unfavorable) |              |
|  |                      |                    | Variance                   | Percent       |                      |                     | Variance                   | Percent      |
| <b><u>Receipts</u></b>                       |                      |                    |                            |               |                      |                     |                            |              |
| Farebox Revenue                              | \$ 16.590            | \$ 15.757          | \$ (0.833)                 | (5.0)         | \$ 130.998           | \$ 131.135          | \$ 0.137                   | 0.1          |
| Other Operating Revenue                      | 1.680                | 1.138              | (0.542)                    | (32.3)        | 14.641               | 15.100              | 0.459                      | 3.1          |
| Capital and Other Reimbursements             | 1.936                | 0.443              | (1.493)                    | (77.1)        | 8.272                | 4.653               | (3.619)                    | (43.7)       |
| <b>Total Receipts</b>                        | <b>\$ 20.206</b>     | <b>\$ 17.338</b>   | <b>\$ (2.868)</b>          | <b>(14.2)</b> | <b>\$ 153.910</b>    | <b>\$ 150.887</b>   | <b>\$ (3.023)</b>          | <b>(2.0)</b> |
| <b><u>Expenditures</u></b>                   |                      |                    |                            |               |                      |                     |                            |              |
| <b><u>Labor:</u></b>                         |                      |                    |                            |               |                      |                     |                            |              |
| Payroll                                      | \$ 19.828            | \$ 20.026          | \$ (0.198)                 | (1.0)         | \$ 150.830           | \$ 145.436          | \$ 5.394                   | 3.6          |
| Overtime                                     | 3.024                | 4.216              | (1.192)                    | (39.4)        | 28.175               | 31.807              | (3.632)                    | (12.9)       |
| Health and Welfare                           | 1.000                | 1.768              | (0.768)                    | (76.8)        | 17.180               | 21.775              | (4.595)                    | (26.7)       |
| OPEB Current Payment                         | 0.425                | 0.425              | -                          | 0.0           | 4.675                | 2.857               | 1.818                      | 38.9         |
| Pensions                                     | 3.247                | 3.933              | (0.686)                    | (21.1)        | 31.240               | 33.499              | (2.259)                    | (7.2)        |
| Other Fringe Benefits                        | 5.741                | 3.082              | 2.659                      | 46.3          | 33.487               | 24.795              | 8.692                      | 26.0         |
| GASB Account                                 | -                    | -                  | -                          | -             | -                    | -                   | -                          | -            |
| Reimbursable Overhead                        | -                    | -                  | -                          | -             | -                    | -                   | -                          | -            |
| <b>Total Labor Expenditures</b>              | <b>\$ 33.265</b>     | <b>\$ 33.450</b>   | <b>\$ (0.185)</b>          | <b>(0.6)</b>  | <b>\$ 265.586</b>    | <b>\$ 260.169</b>   | <b>\$ 5.418</b>            | <b>2.0</b>   |
| <b><u>Non-Labor:</u></b>                     |                      |                    |                            |               |                      |                     |                            |              |
| Electric Power                               | \$ 0.092             | \$ 0.159           | \$ (0.067)                 | (72.8)        | \$ 0.792             | \$ 2.098            | \$ (1.306)                 | *            |
| Fuel   | 5.529                | 9.360              | (3.831)                    | (69.3)        | 23.167               | 24.046              | (0.879)                    | (3.8)        |
| Insurance                                    | 0.087                | 0.048              | 0.039                      | 44.8          | 0.835                | 0.746               | 0.089                      | 10.7         |
| Claims                                       | 2.484                | 0.635              | 1.849                      | 74.4          | 18.641               | 13.561              | 5.080                      | 27.3         |
| Maintenance and Other Operating Contracts    | 3.874                | 0.785              | 3.089                      | 79.7          | 18.361               | 12.243              | 6.118                      | 33.3         |
| Professional Service Contracts               | 2.241                | 2.094              | 0.147                      | 6.6           | 10.503               | 9.428               | 1.075                      | 10.2         |
| Materials & Supplies                         | 2.746                | 2.531              | 0.215                      | 7.8           | 22.411               | 24.571              | (2.160)                    | (9.6)        |
| Other Business Expenses                      | 0.617                | 0.111              | 0.506                      | 82.0          | 2.987                | 1.653               | 1.334                      | 44.7         |
| <b>Total Non-Labor Expenditures</b>          | <b>\$ 17.670</b>     | <b>\$ 15.723</b>   | <b>\$ 1.947</b>            | <b>11.0</b>   | <b>\$ 97.695</b>     | <b>\$ 88.344</b>    | <b>\$ 9.351</b>            | <b>9.6</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>\$ 50.935</b>     | <b>\$ 49.173</b>   | <b>\$ 1.762</b>            | <b>3.5</b>    | <b>\$ 363.282</b>    | <b>\$ 348.513</b>   | <b>\$ 14.769</b>           | <b>4.1</b>   |
| <b>Operating Cash Surplus/(Deficit)</b>      | <b>\$ (30.729)</b>   | <b>\$ (31.835)</b> | <b>\$ (1.106)</b>          | <b>(3.6)</b>  | <b>\$ (209.372)</b>  | <b>\$ (197.625)</b> | <b>\$ 11.746</b>           | <b>5.6</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       | August 2013                            |               |  | Year-To-Date                           |              |   |
|---|--|---------------|--|--|--------------|---|
|   | Favorable<br>(Unfavorable)<br>Variance |               | Reason for Variance  | Favorable<br>(Unfavorable)<br>Variance |              | Reason for Variance   |
|   | \$                                     | %             |  | \$                                     | %            |   |
| Farebox Revenue                           | \$ (0.833)                             | (5.0)         | Timing of receipts   | \$ 0.137                               | 0.1          | (a)   |
| Other Operating Revenue                   | (0.542)                                | (32.3)        | Timing of receipts   | 0.459                                  | 3.1          | Greater than anticipated senior reimbursement receipts  |
| Capital and Other Reimbursements          | (1.493)                                | (77.1)        | Timing of reimbursement receipts, delayed funding allocation and vacancies         | (3.619)                                | (43.7)       | Timing of reimbursement receipts, delayed funding allocation and vacancies  |
| <b>Total Receipts</b>                     | <b>\$ (2.868)</b>                      | <b>(14.2)</b> |  | <b>\$ (3.023)</b>                      | <b>(2.0)</b> |   |
| Payroll                                   | \$ (0.188)                             | (1.0)         | (a)  | \$ 5.394                               | 3.6          | Vacancies and favorable other payroll expenses  |
| Overtime                                  | (1.192)                                | (39.4)        | Mainly due to vacancies and lower employee availability                            | (3.632)                                | (12.9)       | Accelerated completion of defects found on scheduled inspections, weather related bus and facility maintenance costs, vacancies and lower employee availability |
| Health and Welfare (including OPEB)       | (0.768)                                | (53.9)        | Unfavorable timing of payments   | (2.777)                                | (12.7)       | Unfavorable timing of payments  |
| Pension                                   | (0.686)                                | (21.1)        | Adjustments in prior period payments   | (2.259)                                | (7.2)        | Adjustments in prior period payments  |
| Other Fringe Benefits                     | 2.659                                  | 46.3          | Favorable timing of workers' compensation payments                                 | 8.692                                  | 26.0         | Favorable timing of workers' compensation payments  |
| GASB                                      | -                                      | -             | (a)  | -                                      | -            | (a)   |
| Electric Power                            | (0.067)                                | (72.8)        | Higher than anticipated expenses   | (1.306)                                | *            | Payments for prior periods  |
| Fuel                                      | (3.831)                                | (69.3)        | Payments for prior periods   | (0.879)                                | (3.8)        | (a)   |
| Insurance                                 | 0.039                                  | 44.8          | (a)  | 0.089                                  | 10.7         | (a)   |
| Claims                                    | 1.849                                  | 74.4          | Favorable timing   | 5.080                                  | 27.3         | Favorable timing  |
| Maintenance and Other Operating Contracts | 3.089                                  | 79.7          | Mainly due to traction motors, and alternator units charged to Material & Supplies | 6.118                                  | 33.3         | Mainly due to traction motors, and alternator units charged to Material & Supplies  |
| Professional Service Contracts            | 0.147                                  | 6.6           | Timing of payments   | 1.075                                  | 10.2         | Timing of payments  |
| Materials & Supplies                      | 0.215                                  | 7.8           | Favorable timing   | (2.160)                                | (9.6)        | Mainly due to traction motors, and alternator units charged to Material & Supplies  |
| Other Business Expenditure                | 0.506                                  | 82.0          | Timing of payments   | 1.334                                  | 44.7         | Timing of payments  |
| <b>Total Expenditures</b>                 | <b>\$ 1.762</b>                        | <b>3.5</b>    |  | <b>\$ 14.769</b>                       | <b>4.1</b>   |   |
| <b>Net Cash Variance</b>                  | <b>\$ (1.106)</b>                      | <b>(3.6)</b>  |  | <b>\$ 11.746</b>                       | <b>5.6</b>   |   |

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



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

|  | August 2013          |                   |                            |               | Year-To-Date         |                   |                            |               |
|--|----------------------|-------------------|----------------------------|---------------|----------------------|-------------------|----------------------------|---------------|
|  |                      |                   | Favorable<br>(Unfavorable) |               |                      |                   | Favorable<br>(Unfavorable) |               |
|  | Mid Year<br>Forecast | Actual            | Variance                   | Percent       | Mid Year<br>Forecast | Actual            | Variance                   | Percent       |
| <b>Receipts</b>  |                      |                   |                            |               |                      |                   |                            |               |
| Farebox Revenue  | \$ (0.113)           | \$ (1.495)        | \$ (1.382)                 | *             | \$ 0.445             | \$ (0.469)        | \$ (0.914)                 | *             |
| Other Operating Revenue  | 0.729                | (0.290)           | (1.019)                    | *             | 1.474                | 2.143             | 0.669                      | 45.4          |
| Capital and Other Reimbursements   | 1.023                | (0.186)           | (1.209)                    | *             | 3.466                | 0.699             | (2.767)                    | (79.8)        |
| <b>Total Receipts</b>  | <b>\$ 1.639</b>      | <b>\$ (1.971)</b> | <b>\$ (3.610)</b>          | <b>*</b>      | <b>\$ 5.384</b>      | <b>\$ 2.373</b>   | <b>\$ (3.012)</b>          | <b>(55.9)</b> |
| <b>Expenditures</b>  |                      |                   |                            |               |                      |                   |                            |               |
| <b>Labor</b>   |                      |                   |                            |               |                      |                   |                            |               |
| Payroll  | \$ (0.617)           | \$ (0.560)        | \$ 0.057                   | 9.2           | \$ 5.926             | \$ 11.450         | \$ 5.524                   | 93.2          |
| Overtime   | 0.392                | -                 | (0.392)                    | (100.0)       | 0.274                | (0.422)           | (0.696)                    | *             |
| Health and Welfare   | 3.883                | 2.286             | (1.597)                    | (41.1)        | 13.821               | 9.007             | (4.814)                    | (34.8)        |
| OPEB Current Payment   | 1.456                | 0.791             | (0.665)                    | (45.7)        | 6.468                | 7.920             | 1.452                      | 22.4          |
| Pensions   | 0.547                | (0.055)           | (0.602)                    | *             | (0.217)              | (2.796)           | (2.579)                    | *             |
| Other Fringe Benefits  | (1.060)              | 0.414             | 1.474                      | *             | (5.357)              | 0.556             | 5.913                      | *             |
| GASB Account   | -                    | -                 | -                          | -             | -                    | -                 | -                          | -             |
| Reimbursable Overhead  | -                    | -                 | -                          | -             | -                    | -                 | -                          | -             |
| <b>Total Labor Expenditures</b>  | <b>\$ 4.601</b>      | <b>\$ 2.876</b>   | <b>\$ (1.725)</b>          | <b>(37.5)</b> | <b>\$ 20.915</b>     | <b>\$ 25.714</b>  | <b>\$ 4.800</b>            | <b>22.9</b>   |
| <b>Non-Labor</b>   |                      |                   |                            |               |                      |                   |                            |               |
| Traction and Propulsion Power  | \$ (0.018)           | \$ (0.001)        | 0.017                      | 94.4          | \$ 0.073             | \$ (1.035)        | (1.108)                    | *             |
| Fuel for Buses and Trains  | (1.761)              | (6.366)           | (4.605)                    | *             | 2.337                | (0.682)           | (3.019)                    | *             |
| Insurance  | 0.161                | 0.139             | (0.022)                    | (13.7)        | 0.843                | 0.748             | (0.095)                    | (11.3)        |
| Claims   | (0.318)              | 0.032             | 0.350                      | *             | (1.307)              | 2.275             | 3.582                      | *             |
| Maintenance and Other Operating Contracts                                | (1.135)              | 0.545             | 1.680                      | *             | (3.656)              | (1.091)           | 2.565                      | 70.2          |
| Professional Service Contracts   | (0.517)              | (0.807)           | (0.290)                    | (56.1)        | (0.136)              | 1.089             | 1.225                      | *             |
| Materials & Supplies   | (0.344)              | 0.321             | 0.665                      | *             | (1.694)              | (0.935)           | 0.759                      | 44.8          |
| Other Business Expenditures  | (0.248)              | 0.239             | 0.487                      | *             | (0.251)              | 1.114             | 1.365                      | *             |
| <b>Total Non-Labor Expenditures</b>                                      | <b>\$ (4.180)</b>    | <b>\$ (5.898)</b> | <b>\$ (1.718)</b>          | <b>(41.1)</b> | <b>\$ (3.790)</b>    | <b>\$ 1.484</b>   | <b>\$ 5.274</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>\$ 0.421</b>      | <b>\$ (3.022)</b> | <b>\$ (3.443)</b>          | <b>*</b>      | <b>\$ 17.125</b>     | <b>\$ 27.198</b>  | <b>\$ 10.073</b>           | <b>58.8</b>   |
| Depreciation Adjustment  | 3.520                | 4.026             | 0.506                      | 14.4          | 30.454               | 32.770            | 2.315                      | 7.6           |
| Other Post Employment Benefits   | 4.691                | 4.618             | (0.073)                    | (1.6)         | 37.236               | 36.944            | (0.292)                    | (0.8)         |
| Environmental Remediation  | -                    | -                 | -                          | -             | -                    | 1.652             | 1.652                      | -             |
| <b>Total Expenses/Expenditures</b>                                       | <b>\$ 8.632</b>      | <b>\$ 5.622</b>   | <b>\$ (3.010)</b>          | <b>(34.9)</b> | <b>\$ 84.814</b>     | <b>\$ 98.564</b>  | <b>\$ 13.748</b>           | <b>16.2</b>   |
| <b>Total Cash Conversion Adjustments</b>                                 | <b>\$ 10.271</b>     | <b>\$ 3.651</b>   | <b>\$ (6.620)</b>          | <b>(64.5)</b> | <b>\$ 90.199</b>     | <b>\$ 100.936</b> | <b>\$ 10.736</b>           | <b>11.9</b>   |

NOTE: Totals may not add due to rounding



**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST**

**Utilization**

(In millions)

|                               | August 2013          |                  |   | Year-to-date         |                   |   |
|-------------------------------|----------------------|------------------|---|----------------------|-------------------|---|
|                               | Mid Year<br>Forecast | Actual           | Favorable/<br>(Unfavorable)<br>Variance | Mid Year<br>Forecast | Actual            | Favorable/<br>(Unfavorable)<br>Variance |
| <b><u>Farebox Revenue</u></b> |                      |                  |   |                      |                   |   |
| Fixed Route                   | \$ 16.703            | \$ 17.252        | \$ 0.549                                | \$ 130.553           | \$ 131.604        | \$ 1.051                                |
| <b>Total Farebox Revenue</b>  | <b>\$ 16.703</b>     | <b>\$ 17.252</b> | <b>\$ 0.549</b>                         | <b>\$ 130.553</b>    | <b>\$ 131.604</b> | <b>\$ 1.051</b>                         |
|                               |                      |                  |   |                      |                   |   |
| Other Revenue                 | \$ 0.951             | \$ 1.428         | \$ 0.477                                | \$ 13.167            | \$ 12.957         | \$ (0.210)                              |
| Capital & Other               | 0.913                | 0.629            | (0.284)                                 | 4.806                | 3.954             | (0.852)                                 |
| <b>Total Revenue</b>          | <b>\$ 18.567</b>     | <b>\$ 19.309</b> | <b>\$ 0.742</b>                         | <b>\$ 148.526</b>    | <b>\$ 148.515</b> | <b>\$ (0.011)</b>                       |
| <b><u>Ridership</u></b>       |                      |                  |   |                      |                   |   |
| Fixed Route                   | 9.552                | 9.914            | 0.362                                   | 82.001               | 82.730            | 0.729                                   |
| <b>Total Ridership</b>        | <b>9.552</b>         | <b>9.914</b>     | <b>0.362</b>                            | <b>82.001</b>        | <b>82.730</b>     | <b>0.729</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**  
**August 2013**

| FUNCTION/DEPARTMENT               | Mid Year<br>Forecast | Actual       | Favorable<br>(Unfavorable)<br>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                   | 20           | (5)                                    |                           |
| Office of the President           | 6                    | 4            | 2                                      |                           |
| System Safety Administration      | 5                    | 1            | 4                                      |                           |
| Law                               | 24                   | 22           | 2                                      |                           |
| Corporate Communications          | 3                    | 3            | -                                      |                           |
| Labor Relations                   | 4                    | -            | 4                                      |                           |
| Strategic Office                  | 12                   | 9            | 3                                      |                           |
| Non-Departmental                  | 52                   | -            | 52                                     |                           |
| <b>Total Administration</b>       | <b>178</b>           | <b>116</b>   | <b>62</b>                              | Timing of Training        |
| <b>Operations</b>                 |                      |              |  |                           |
| Buses                             | 2,139                | 2,178        | (39)                                   |                           |
| Office of the Executive VP        | 1                    | 1            | -                                      |                           |
| Safety & Training                 | 18                   | 32           | (14)                                   |                           |
| Road Operations                   | 116                  | 113          | 3                                      |                           |
| Transportation Support            | 20                   | 19           | 1                                      |                           |
| Operations Planning               | 32                   | 30           | 2                                      |                           |
| Revenue Control                   | 21                   | 20           | 1                                      |                           |
| <b>Total Operations</b>           | <b>2,347</b>         | <b>2,393</b> | <b>(46)</b>                            | Students in Training      |
| <b>Maintenance</b>                |                      |              |  |                           |
| Buses                             | 749                  | 717          | 32                                     |                           |
| Maintenance Support/CMF           | 166                  | 161          | 5                                      |                           |
| Facilities                        | 72                   | 41           | 31                                     | Vacancies Replaced by MOU |
| Supply Logistics                  | 92                   | 86           | 6                                      |                           |
| <b>Total Maintenance</b>          | <b>1,079</b>         | <b>1,005</b> | <b>74</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>3,558</b> | <b>99</b>                              |                           |
| Non-Reimbursable                  | 3,593                | 3,503        | 90                                     |                           |
| Reimbursable                      | 64                   | 55           | 9                                      |                           |
| <b>Total Full-Time</b>            | <b>3,642</b>         | <b>3,541</b> | <b>101</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**  
**AUGUST 2013**

| FUNCTION/OCCUPATIONAL GROUP       | Mid Year<br>Forecast | Actual       | Favorable<br>(Unfavorable) Variance | Explanation of Variances        |
|-----------------------------------|----------------------|--------------|-------------------------------------|---------------------------------|
| <b>Administration</b>             |                      |              |                                     |                                 |
| Managers/Supervisors              | 58                   | 43           | 15                                  |                                 |
| Professional, Technical, Clerical | 70                   | 73           | (3)                                 |                                 |
| Operational Hourlies              | 50                   | -            | 50                                  |                                 |
| <b>Total Administration</b>       | <b>178</b>           | <b>116</b>   | <b>62</b>                           | Timing of Training Requirements |
| <b>Operations</b>                 |                      |              |                                     |                                 |
| Managers/Supervisors              | 296                  | 293          | 3                                   |                                 |
| Professional, Technical, Clerical | 51                   | 55           | (4)                                 |                                 |
| Operational Hourlies              | 2,000                | 2,045        | (45)                                |                                 |
| <b>Total Operations</b>           | <b>2,347</b>         | <b>2,393</b> | <b>(46)</b>                         | Students in Training            |
| <b>Maintenance</b>                |                      |              |                                     |                                 |
| Managers/Supervisors              | 205                  | 189          | 16                                  |                                 |
| Professional, Technical, Clerical | 16                   | 15           | 1                                   |                                 |
| Operational Hourlies              | 858                  | 801          | 57                                  |                                 |
| <b>Total Maintenance</b>          | <b>1,079</b>         | <b>1,005</b> | <b>74</b>                           | Vacancies Replaced by MOU       |
| <b>Engineering/Capital</b>        |                      |              |                                     |                                 |
| Managers/Supervisors              | 21                   | 17           | 4                                   |                                 |
| Professional, Technical, Clerical | 16                   | 13           | 3                                   |                                 |
| Operational Hourlies              | -                    | -            | -                                   |                                 |
| <b>Total Engineering/Capital</b>  | <b>37</b>            | <b>30</b>    | <b>7</b>                            |                                 |
| <b>Public Safety</b>              |                      |              |                                     |                                 |
| Managers/Supervisors              | 12                   | 10           | 2                                   |                                 |
| Professional, Technical, Clerical | 4                    | 2            | 2                                   |                                 |
| 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                  | 552          | 40                                  |                                 |
| Professional, Technical, Clerical | 157                  | 158          | (1)                                 |                                 |
| Operational Hourlies              | 2,908                | 2,848        | 60                                  |                                 |
| <b>Total Baseline Positions</b>   | <b>3,657</b>         | <b>3,558</b> | <b>99</b>                           |                                 |



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

|   | August            |              |                |              |                           |                          | August 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        | 47,487         | \$1.9        | 3,789<br>7.4%             | \$0.2<br>11.1%           | 397,693             | \$16.7        | 351,866        | \$14.6        | 45,827<br>11.5%           | \$2.1<br>12.8%           |
| <u>Unscheduled Service</u>              | 4,098             | \$0.2        | 5,132          | \$0.2        | (1,034)<br>-25.2%         | (0.0)<br>-16.1%          | 32,243              | \$1.4         | 41,979         | \$1.8         | (9,736)<br>-30.2%         | (0.3)<br>-21.9%          |
| <u>Programmatic/Routine Maintenance</u> | 8,724             | \$0.4        | 7,902          | \$0.4        | 822<br>9.4%               | 0.0<br>6.3%              | 103,036             | \$4.4         | 143,964        | \$6.2         | (40,928)<br>-39.7%        | (1.8)<br>-41.4%          |
| <u>Unscheduled Maintenance</u>          | 0                 | \$0.0        | 0              | \$0.0        | 0<br>0.0%                 | -<br>0.0%                | 0                   | \$0.0         | 0              | \$0.0         | 0<br>0.0%                 | -<br>0.0%                |
| <u>Vacancy/Absentee Coverage</u>        | 14,992            | \$0.7        | 40,722         | \$1.7        | (25,729)<br>-171.6%       | (1.0)<br>-154.6%         | 104,610             | \$4.7         | 162,261        | \$6.7         | (57,651)<br>-55.1%        | (2.0)<br>-43.9%          |
| <u>Weather Emergencies</u>              | 111               | \$0.0        | 235            | \$0.0        | (124)<br>*                | (0.0)<br>*               | 20,031              | \$0.9         | 38,599         | \$1.7         | (18,568)<br>*             | (0.8)<br>*               |
| <u>Safety/Security/Law Enforcement</u>  | 232               | \$0.0        | 72             | \$0.0        | 160<br>68.9%              | 0.0<br>73.3%             | 1,729               | \$0.1         | 444            | \$0.0         | 1,285<br>74.3%            | 0.1<br>77.3%             |
| <u>Other</u>                            | 323               | \$0.0        | 763            | \$0.0        | (440)<br>*                | (0.0)<br>*               | 2,531               | \$0.2         | 7,311          | \$0.4         | (4,780)<br>*              | (0.2)<br>*               |
| Subtotal                                | 79,756            | \$3.4        | 102,313        | \$4.2        | (22,557)<br>-28.3%        | (\$0.8)<br>-23.4%        | 661,873             | \$28.4        | 746,424        | \$31.4        | (84,551)<br>-12.8%        | (\$2.9)<br>-10.3%        |
| <b>REIMBURSABLE OVERTIME</b>            | 0                 | \$0.0        | 0              | \$0.0        | 0                         | -                        | 0                   | \$0.0         | 0              | \$0.0         | 0                         | -                        |
| <b>TOTAL OVERTIME</b>                   | <b>79,756</b>     | <b>\$3.4</b> | <b>102,313</b> | <b>\$4.2</b> | <b>(22,557)</b><br>-28.3% | <b>(\$0.8)</b><br>-23.4% | <b>661,873</b>      | <b>\$28.4</b> | <b>746,424</b> | <b>\$31.4</b> | <b>(84,551)</b><br>-12.8% | <b>(\$2.9)</b><br>-10.3% |

Totals may not add due to rounding.

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

\* Exceeds 100%



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

4.52

|   | August              |                    |  | August Year-to-Date |                   |  |
|---|---------------------|--------------------|--|---------------------|-------------------|--|
|   | Var. - Fav./(Unfav) |                    | Explanations   | Var. - Fav./(Unfav) |                   | Explanations   |
|   | Hours               | \$                 |  | Hours               | \$                |  |
| <b>NON-REIMBURSABLE OVERTIME</b>        |                     |                    |  |                     |                   |  |
| <u>Scheduled Service</u>                | 3,789<br>7.4%       | \$0.2<br>11.1%     |  | 45,827<br>11.5%     | \$2.1<br>12.8%    | Operating less than budgeted service   |
| <u>Unscheduled Service</u>              | (1,034)<br>-25.2%   | (\$0.0)<br>-16.1%  | Heat related delays.   | (9,736)<br>-30.2%   | (\$0.3)<br>-21.9% | Metro North Derailment Shuttle service support   |
| <u>Programmatic/Routine Maintenance</u> | 822<br>9.4%         | \$0.0<br>6.3%      | Maintenance work for accelerated completion of defects found on scheduled inspections. | (40,928)<br>-39.7%  | (\$1.8)<br>-41.4% | Maintenance work for accelerated completion of defects found on scheduled inspections.                   |
| <u>Unscheduled Maintenance</u>          | -<br>0.0%           | \$0.0<br>0.0%      |  | -<br>0.0%           | \$0.0<br>0.0%     |  |
| <u>Vacancy/Absentee Coverage</u>        | (25,729)<br>-171.6% | (\$1.0)<br>-154.6% | Vacancy and Absentee Coverage for Supervisors  | (57,651)<br>-55.1%  | (\$2.0)<br>-43.9% | Vacancy and Absentee Coverage for Supervisors  |
| <u>Weather Emergencies</u>              | (124)<br>*          | (\$0.0)<br>*       |  | (18,568)<br>*       | (\$0.8)<br>*      | Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm. |
| <u>Safety/Security/Law Enforcement</u>  | 160<br>68.9%        | \$0.0<br>73.3%     |  | 1,285<br>74.3%      | \$0.1<br>77.3%    |  |
| <u>Other</u>                            | (440)<br>*          | (\$0.0)<br>*       |  | (4,780)<br>*        | (\$0.2)<br>*      |  |
| <b>Subtotal</b>                         | (22,557)<br>-28.3%  | (\$0.8)<br>-23.4%  |  | (84,551)<br>-12.8%  | (\$2.9)<br>-10.3% |  |
| <b>REIMBURSABLE OVERTIME</b>            | 0<br>0.0%           | \$0.0<br>0.0%      |  | 0<br>0.0%           | \$0.0<br>0.0%     |  |
| <b>TOTAL OVERTIME</b>                   | (22,557)            | (\$0.8)            |  | (84,551)            | (\$2.9)           |  |





## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through September 30, New York City Transit's performance against its 2013 Capital Project Milestones was:

|                                | (\$ Millions)  |                 |          |
|--------------------------------|----------------|-----------------|----------|
|                                | <u>Planned</u> | <u>Achieved</u> | <u>%</u> |
| <b>Design Starts</b>           | \$53.4         | \$137.6         | 258      |
| <b>Design Completions</b>      | 102.4          | 77.4            | 76       |
| <b>Awards</b>                  | 2,186.9        | 1,660.8         | 76       |
| <b>Substantial Completions</b> | 1,664.7        | 1,022.4         | 61       |
| <b>Closeouts</b>               | 4,628.0        | 1,219.4         | 26       |

During September, NYCT awarded three projects totaling \$8.9 million as part of a resiliency initiative in the aftermath of Superstorm Sandy including:

- the fabrication of stair covers at 10 flood-vulnerable station stairwells;
- protection of entrances, hatches, ventilation louver, ventilation gratings, manholes, doors and elevators at the South Ferry Station; and
- the fabrication of deployable sidewalk ventilation covers at selected Lower Manhattan locations.

During the same period, NYCT substantially completed projects totaling \$61.9 million including:

- the purchase and installation of bus cameras to improve passenger and employee security;
- a project to furnish and install bus radio equipment at four locations; and
- mainline track reconstruction at segments along the White Plains Road Line in the Bronx as part of the 2012 Track and Switch Reconstruction Program.

Also during September, NYCT started four design projects for \$3.3 million, completed four designs for \$1.8 million, and closed out four projects for \$9.0 million.



Capital Program Status  
September 2013  
(November 2013)

During September, NYCT awarded three projects totaling \$8.9 million as part of a resiliency initiative in the aftermath of Superstorm Sandy, including a \$5.8 million project to provide near-term flood protection at South Ferry Terminal in Manhattan. This project scope includes hardening solutions to prevent water infiltration at entrances, hatches, ventilation louver, ventilation gratings, manholes, doors, and elevators.

NYCT also awarded a \$2.0 million project under the Small Business Federal Program (SBFP) to fabricate stair covers at 10 flood-vulnerable Lower Manhattan station stairwells, and a \$1.1 million SBFP project to fabricate deployable sidewalk ventilation covers at selected Lower Manhattan locations.

During September, NYCT substantially completed projects totaling \$61.9 million including the \$24.9 million purchase and installation of 1,045 bus cameras with video recording capability to improve passenger and employee security. Buses will be equipped with rooftop antennae to allow communication to access points located above the depot fuel lanes.

NYCT completed an \$8.8 million project to furnish and install bus radio equipment at four locations. This upgrade will only include critical equipment that is necessary to be replaced due the unavailability of discontinued parts. This upgrade shall greatly improve the reliability and serviceability of the system.

NYCT also completed an \$8.7 million mainline track reconstruction project at segments along the White Plains Road Line in the Bronx as part of the 2012 Track and Switch Reconstruction Program.

Also during September, NYCT started four design projects for \$3.3 million, completed four designs for \$1.8 million, and closed out four projects for \$9.0 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 September.

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

| <b>Project</b>   | <b>Base<br/>Budget</b> | <b>Current<br/>Budget</b> | <b>Original<br/>Date</b> | <b>Months<br/>Delay</b> |
|--|------------------------|---------------------------|--------------------------|-------------------------|
| Chassis Wash Lift Replacement at Castleton Depot [SBMP]  | \$0.4                  | \$0.5                     | 03/13                    | 6                       |
| Chassis Wash Lift Replacement at Fresh Pond Depot [SBMP] | \$1.0                  | \$1.2                     | 07/13                    | 2                       |
| Water Condition Remedy (2011)                            | \$4.0                  | \$3.8                     | 11/13                    | (2)                     |
| Mainline Track 2013 at 59 St Columbus Circle / 8 Av      | \$3.6                  | \$3.6                     | 03/14                    | (6)                     |

The closeout date of the Chassis Wash Lift Replacement at Castleton Depot was delayed 6 months in order to resolve remaining punchlist work.



**Status of Fan Plants and Fans**  
(as of September 30, 2013)

| <u>Fan Plants</u> | <u>September '12</u> | <u>September '13</u> | <u>More/(Less)</u> |
|-------------------|----------------------|----------------------|--------------------|
| All               | 189                  | 189                  | 0                  |
| Operable          | 185                  | 181                  | (4)                |
| Inoperable        | 4                    | 8                    | 4                  |
| Reduced Capacity  | 0                    | 0                    | 0                  |

| <u>Fan Units</u> | <u>September '12</u> | <u>September '13</u> | <u>More/(Less)</u> |
|------------------|----------------------|----------------------|--------------------|
| All              | 400                  | 400                  | 0                  |
| Operable         | 388                  | 380                  | (8)                |
| Inoperable       | 12                   | 20                   | 8                  |
| Reduced Capacity | 0                    | 0                    | 0                  |

**Inoperable Fan Plants and Fans**  
(as of September 30, 2013)

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



**CAPITAL PROJECT MILESTONE SUMMARY**  
**2013**  
**(THROUGH SEPTEMBER 30, 2013)**

| MILESTONES<br>PLANNED |   | MILESTONES<br>ACCOMPLISHED |   | PERCENT<br>PERFORMANCE |      |
|-----------------------|---|----------------------------|---|------------------------|------|
| \$M                   | # | \$M                        | # | %(\$)                  | %(#) |

**September**

|                         |       |    |       |   |      |       |
|-------------------------|-------|----|-------|---|------|-------|
| Design Starts           | \$5.3 | 4  | \$3.3 | 4 | 61.8 | 100.0 |
| Design Completions      | 16.6  | 8  | 1.8   | 4 | 10.7 | 50.0  |
| Construction Awards     | 57.1  | 3  | 8.9   | 3 | 15.5 | 100.0 |
| Substantial Completions | 194.5 | 17 | 61.9  | 6 | 31.8 | 35.3  |
| Closeouts               | 504.5 | 20 | 9.0   | 4 | 1.8  | 20.0  |

**2013 Year-To-Date**

|                         |         |     |         |     |       |       |
|-------------------------|---------|-----|---------|-----|-------|-------|
| Design Starts           | \$53.4  | 48  | \$137.6 | 99  | 257.5 | 206.3 |
| Design Completions      | 102.4   | 73  | 77.4    | 62  | 75.6  | 84.9  |
| Construction Awards     | 2,186.9 | 106 | 1,660.8 | 126 | 75.9  | 118.9 |
| Substantial Completions | 1,664.7 | 112 | 1,022.4 | 69  | 61.4  | 61.6  |
| Closeouts               | 4,628.0 | 164 | 1,219.4 | 79  | 26.3  | 48.2  |

**2013 Projected To-Year-End**

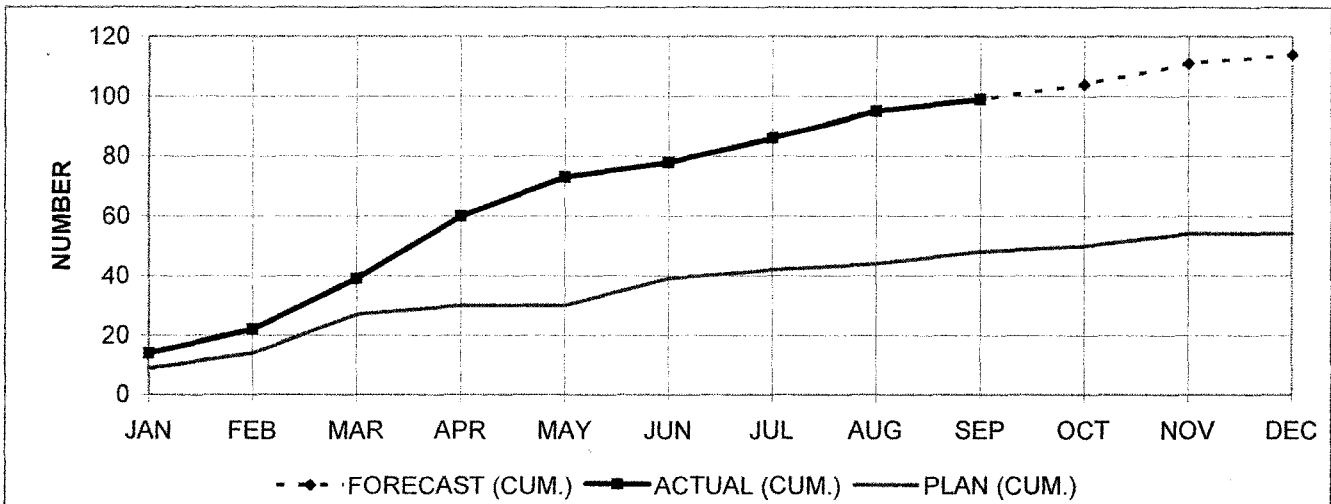
|                         | Initial Plan |     | Current Forecast |     | %(\$) | %(#)  |
|-------------------------|--------------|-----|------------------|-----|-------|-------|
| Design Starts           | \$57.5       | 54  | \$155.0          | 114 | 269.4 | 211.1 |
| Design Completions      | 118.5        | 98  | 149.2            | 113 | 126.0 | 115.3 |
| Construction Awards     | 2,511.2      | 119 | 2,732.9          | 175 | 108.8 | 147.1 |
| Substantial Completions | 2,046.0      | 152 | 1,901.2          | 141 | 92.9  | 92.8  |
| Closeouts               | 8,630.4      | 200 | 8,479.9          | 186 | 98.3  | 93.0  |

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

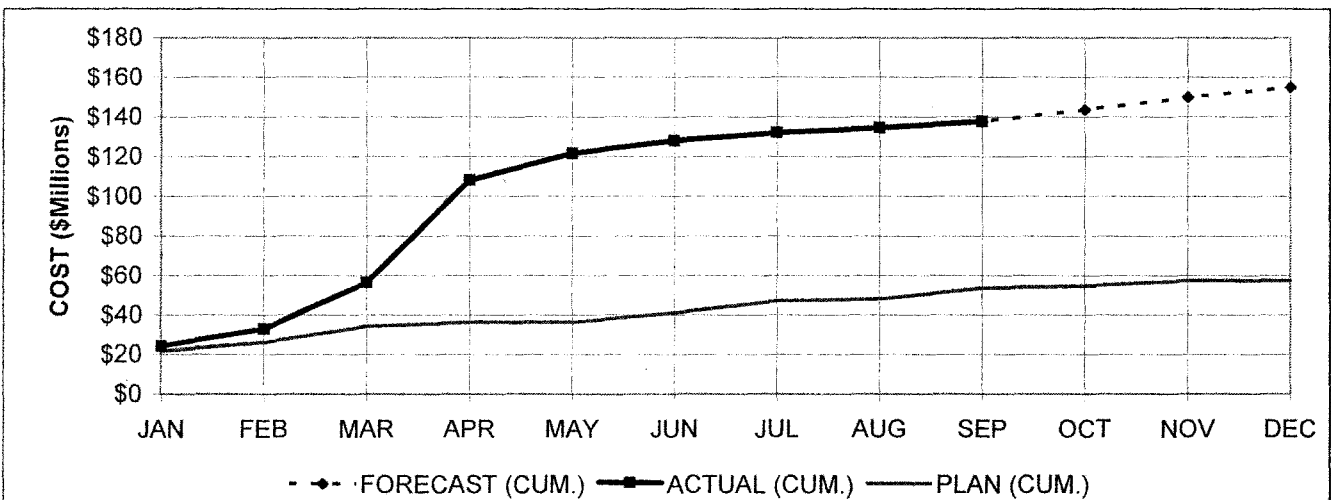


## 2013 Design Starts Charts

As of September 2013



|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     |     |     |     |     | 5   | 7   | 3   |
| ACTUAL (NON-CUM.)   | 14  | 8   | 17  | 21  | 13  | 5   | 8   | 9   | 4   |     |     |     |
| PLAN (NON-CUM.)     | 9   | 5   | 13  | 3   | 0   | 9   | 3   | 2   | 4   | 2   | 4   | 0   |
| FORECAST (CUM.)     |     |     |     |     |     |     |     |     |     | 104 | 111 | 114 |
| ACTUAL (CUM.)       | 14  | 22  | 39  | 60  | 73  | 78  | 86  | 95  | 99  |     |     |     |
| PLAN (CUM.)         | 9   | 14  | 27  | 30  | 30  | 39  | 42  | 44  | 48  | 50  | 54  | 54  |

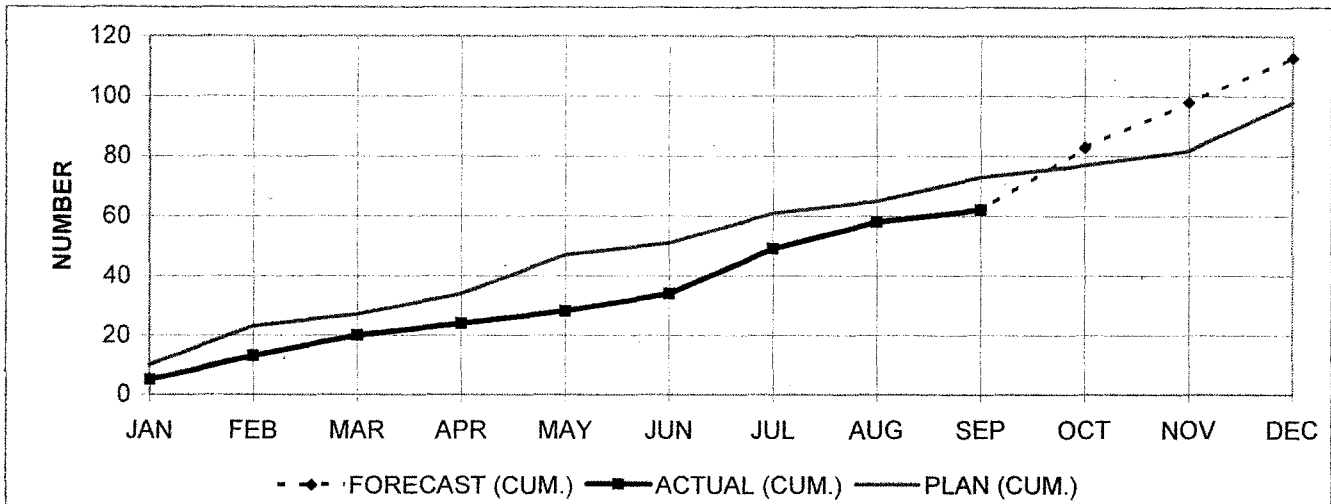


|                     | JAN  | FEB  | MAR  | APR   | MAY   | JUN   | JUL   | AUG   | SEP   | OCT   | NOV   | DEC   |
|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) |      |      |      |       |       |       |       |       |       | 6.0   | 6.3   | 5.1   |
| ACTUAL (NON-CUM.)   | 24.2 | 8.9  | 23.3 | 51.8  | 13.4  | 6.5   | 4.0   | 2.3   | 3.3   |       |       |       |
| PLAN (NON-CUM.)     | 21.7 | 4.3  | 8.5  | 2.0   | 0.0   | 4.8   | 6.1   | 0.9   | 5.3   | 1.3   | 2.8   | 0.0   |
| FORECAST (CUM.)     |      |      |      |       |       |       |       |       |       | 143.6 | 149.9 | 155.0 |
| ACTUAL (CUM.)       | 24.2 | 33.0 | 56.4 | 108.2 | 121.5 | 128.1 | 132.1 | 134.4 | 137.6 |       |       |       |
| PLAN (CUM.)         | 21.7 | 26.0 | 34.5 | 36.4  | 36.4  | 41.3  | 47.3  | 48.2  | 53.5  | 54.7  | 57.5  | 57.5  |

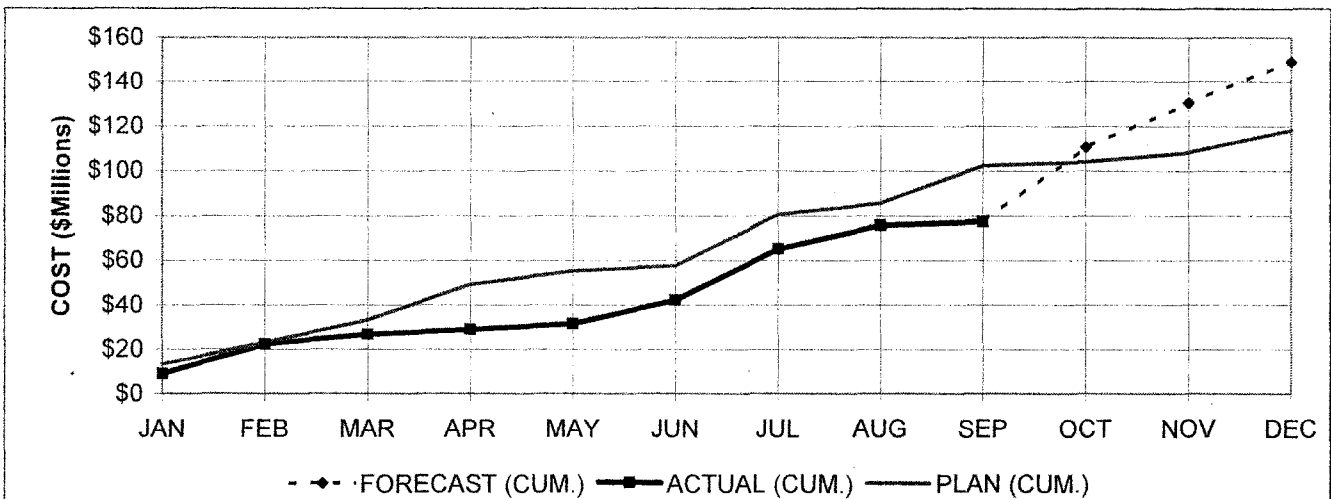


## 2013 Design Completions Charts

As of September 2013



|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     |     |     |     |     | 21  | 15  | 15  |
| ACTUAL (NON-CUM.)   | 5   | 8   | 7   | 4   | 4   | 6   | 15  | 9   | 4   |     |     |     |
| PLAN (NON-CUM.)     | 10  | 13  | 4   | 7   | 13  | 4   | 10  | 4   | 8   | 4   | 5   | 16  |
| FORECAST (CUM.)     |     |     |     |     |     |     |     |     |     | 83  | 98  | 113 |
| ACTUAL (CUM.)       | 5   | 13  | 20  | 24  | 28  | 34  | 49  | 58  | 62  |     |     |     |
| PLAN (CUM.)         | 10  | 23  | 27  | 34  | 47  | 51  | 61  | 65  | 73  | 77  | 82  | 98  |

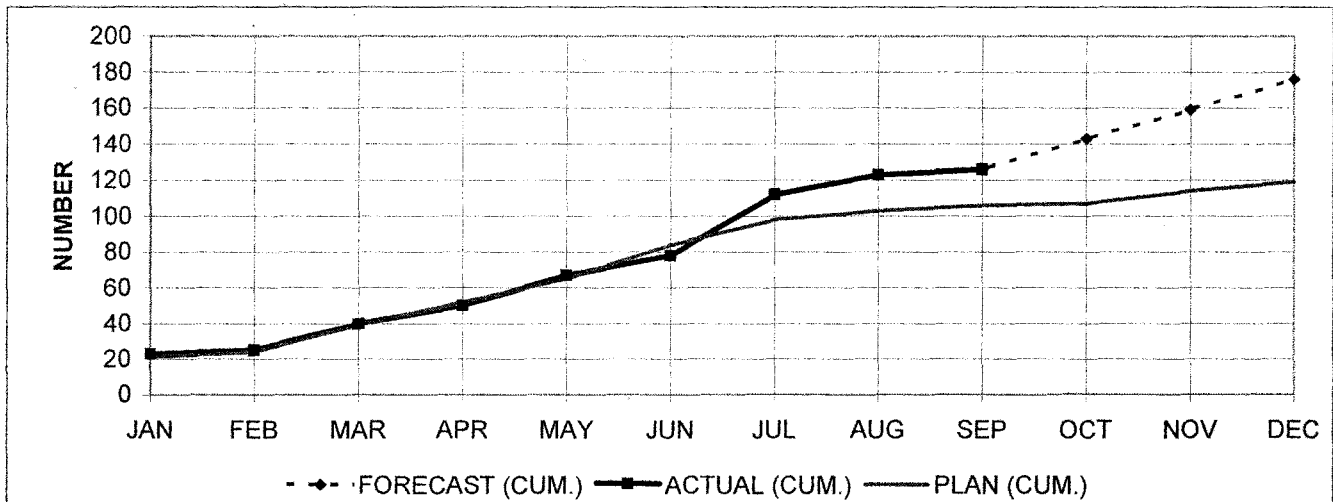


|                     | JAN  | FEB  | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP   | OCT   | NOV   | DEC   |
|---------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) |      |      |      |      |      |      |      |      |       | 33.2  | 19.8  | 18.8  |
| ACTUAL (NON-CUM.)   | 9.0  | 13.4 | 4.3  | 2.3  | 2.6  | 10.6 | 23.0 | 10.5 | 1.8   |       |       |       |
| 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.)     |      |      |      |      |      |      |      |      |       | 110.7 | 130.5 | 149.3 |
| ACTUAL (CUM.)       | 9.0  | 22.4 | 26.7 | 29.0 | 31.5 | 42.1 | 65.1 | 75.7 | 77.4  |       |       |       |
| 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 |

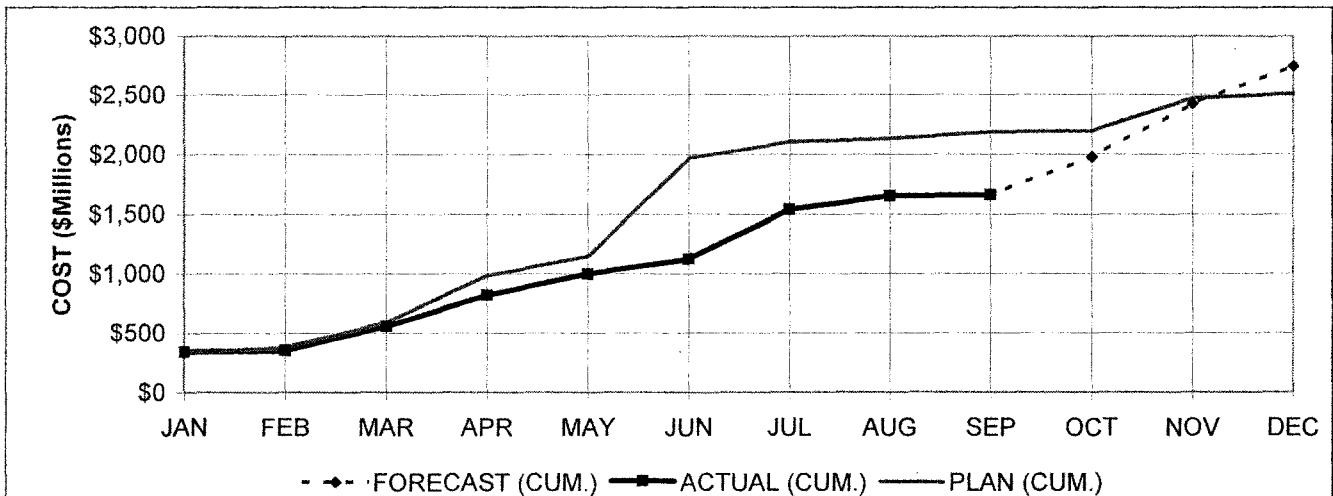


## 2013 Awards Charts

As of September 2013



|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     |     |     |     |     | 17  | 16  | 17  |
| ACTUAL (NON-CUM.)   | 23  | 2   | 15  | 10  | 17  | 11  | 34  | 11  | 3   |     |     |     |
| PLAN (NON-CUM.)     | 21  | 3   | 15  | 13  | 13  | 19  | 14  | 5   | 3   | 1   | 7   | 5   |
| FORECAST (CUM.)     |     |     |     |     |     |     |     |     |     | 143 | 159 | 176 |
| ACTUAL (CUM.)       | 23  | 25  | 40  | 50  | 67  | 78  | 112 | 123 | 126 |     |     |     |
| PLAN (CUM.)         | 21  | 24  | 39  | 52  | 65  | 84  | 98  | 103 | 106 | 107 | 114 | 119 |

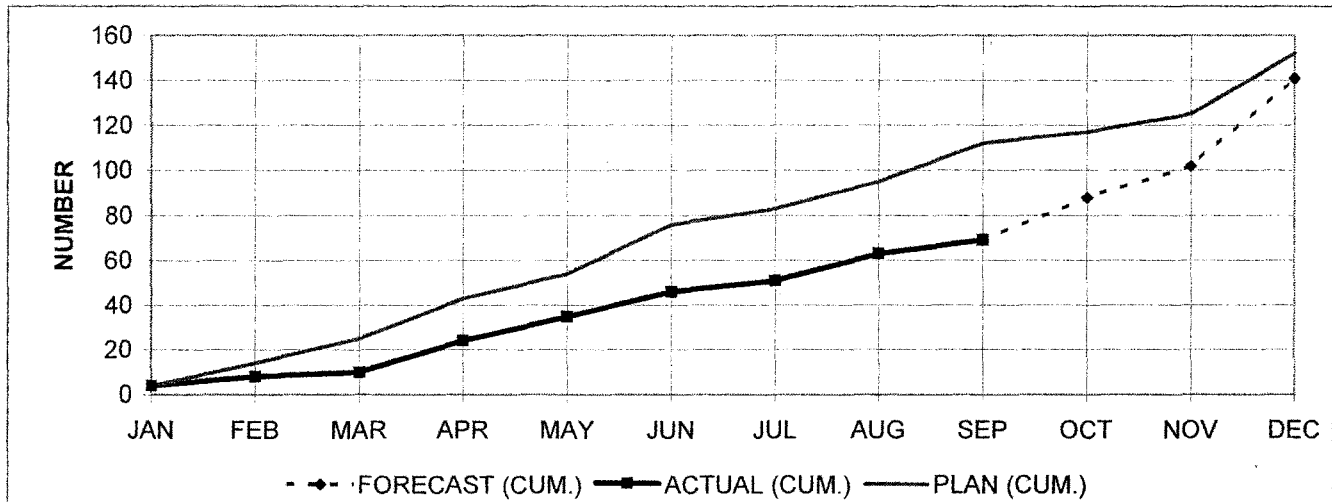


|                     | JAN   | FEB   | MAR   | APR   | MAY     | JUN     | JUL     | AUG     | SEP     | OCT     | NOV     | DEC     |
|---------------------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) |       |       |       |       |         |         |         |         |         | 319.1   | 444.9   | 317.5   |
| ACTUAL (NON-CUM.)   | 344.4 | 12.8  | 200.4 | 262.9 | 179.4   | 125.0   | 412.2   | 114.8   | 8.9     |         |         |         |
| 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.)     |       |       |       |       |         |         |         |         |         | 1,979.9 | 2,424.8 | 2,742.3 |
| ACTUAL (CUM.)       | 344.4 | 357.3 | 557.7 | 820.6 | 1,000.0 | 1,125.0 | 1,537.2 | 1,652.0 | 1,660.9 |         |         |         |
| 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 |

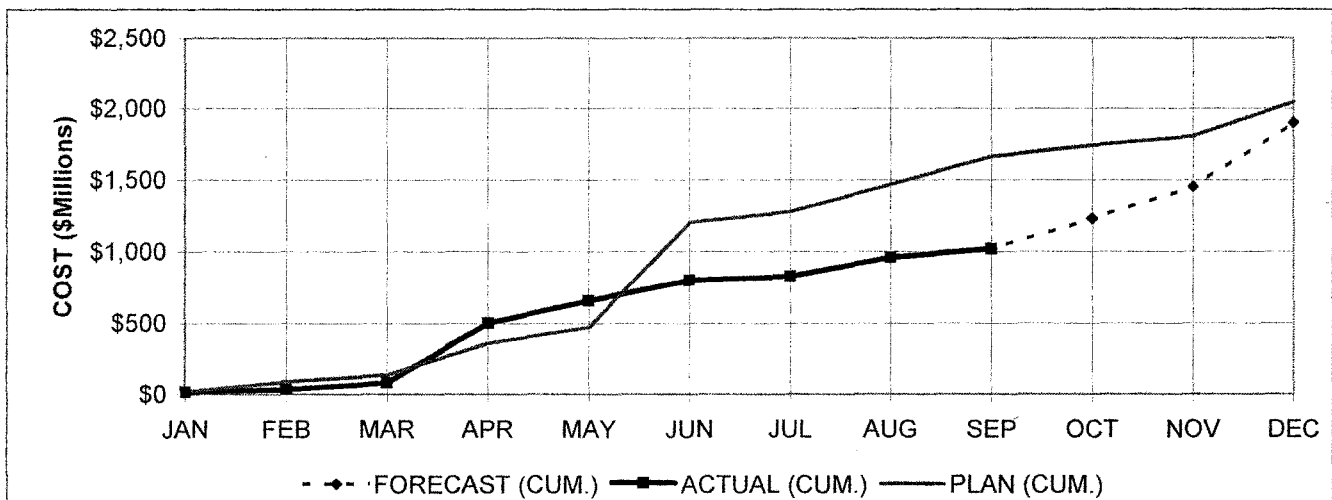


## 2013 Substantial Completions Charts

As of September 2013



|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     |     |     |     |     | 19  | 14  | 39  |
| ACTUAL (NON-CUM.)   | 4   | 4   | 2   | 14  | 11  | 11  | 5   | 12  | 6   |     |     |     |
| PLAN (NON-CUM.)     | 4   | 10  | 11  | 18  | 11  | 22  | 7   | 12  | 17  | 5   | 8   | 27  |
| FORECAST (CUM.)     |     |     |     |     |     |     |     |     |     | 88  | 102 | 141 |
| ACTUAL (CUM.)       | 4   | 8   | 10  | 24  | 35  | 46  | 51  | 63  | 69  |     |     |     |
| PLAN (CUM.)         | 4   | 14  | 25  | 43  | 54  | 76  | 83  | 95  | 112 | 117 | 125 | 152 |

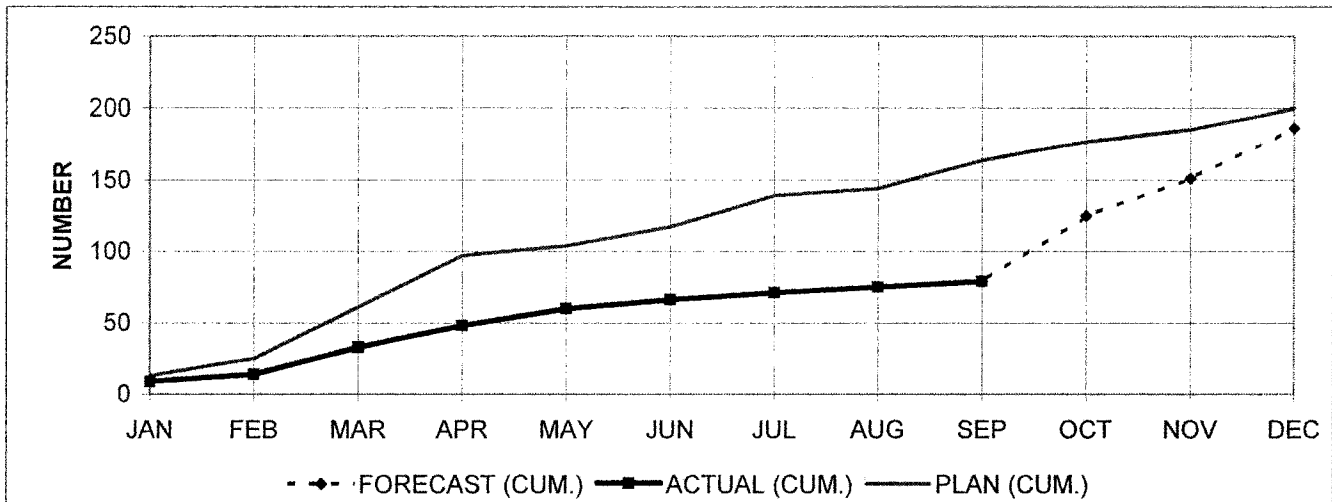


|                     | JAN  | FEB  | MAR   | APR   | MAY   | JUN     | JUL     | AUG     | SEP     | OCT     | NOV     | DEC     |
|---------------------|------|------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) |      |      |       |       |       |         |         |         |         | 210.3   | 221.1   | 447.5   |
| ACTUAL (NON-CUM.)   | 19.9 | 15.9 | 48.0  | 418.5 | 157.6 | 140.8   | 24.7    | 135.2   | 61.9    |         |         |         |
| 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.)     |      |      |       |       |       |         |         |         |         | 1,232.7 | 1,453.7 | 1,901.2 |
| ACTUAL (CUM.)       | 19.9 | 35.8 | 83.8  | 502.2 | 659.9 | 800.6   | 825.3   | 960.5   | 1,022.4 |         |         |         |
| 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 |

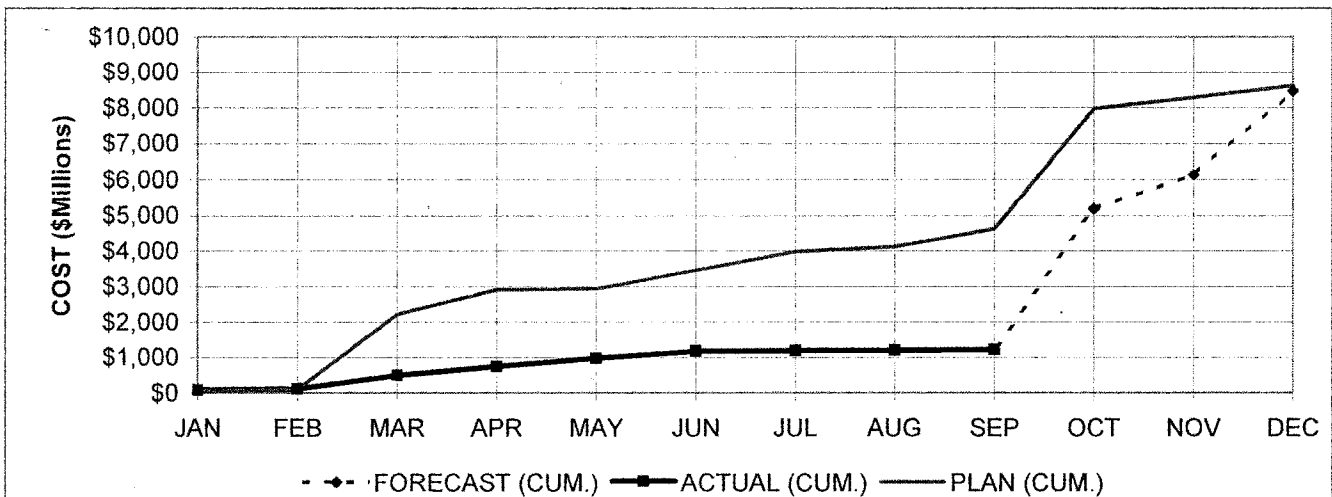


## 2013 Closeouts Charts

As of September 2013



|                     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) |     |     |     |     |     |     |     |     |     | 46  | 26  | 35  |
| ACTUAL (NON-CUM.)   | 9   | 5   | 19  | 15  | 12  | 6   | 5   | 4   | 4   |     |     |     |
| PLAN (NON-CUM.)     | 13  | 12  | 36  | 36  | 7   | 13  | 22  | 5   | 20  | 13  | 8   | 15  |
| FORECAST (CUM.)     |     |     |     |     |     |     |     |     |     | 125 | 151 | 186 |
| ACTUAL (CUM.)       | 9   | 14  | 33  | 48  | 60  | 66  | 71  | 75  | 79  |     |     |     |
| PLAN (CUM.)         | 13  | 25  | 61  | 97  | 104 | 117 | 139 | 144 | 164 | 177 | 185 | 200 |



|                     | JAN  | FEB   | MAR     | APR     | MAY     | JUN     | JUL     | AUG     | SEP     | OCT     | NOV     | DEC     |
|---------------------|------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) |      |       |         |         |         |         |         |         |         | 3973.8  | 946.9   | 2339.8  |
| ACTUAL (NON-CUM.)   | 84.2 | 35.7  | 382.8   | 242.8   | 233.6   | 198.2   | 22.5    | 10.7    | 9.0     |         |         |         |
| PLAN (NON-CUM.)     | 46.5 | 67.8  | 2099.5  | 699.5   | 23.9    | 518.0   | 525.8   | 142.7   | 504.5   | 3352.8  | 321.5   | 328.1   |
| FORECAST (CUM.)     |      |       |         |         |         |         |         |         |         | 5,193.3 | 6,140.2 | 8,479.9 |
| ACTUAL (CUM.)       | 84.2 | 119.8 | 502.6   | 745.4   | 979.0   | 1,177.2 | 1,199.7 | 1,210.4 | 1,219.4 |         |         |         |
| PLAN (CUM.)         | 46.5 | 114.3 | 2,213.8 | 2,913.2 | 2,937.1 | 3,455.1 | 3,980.9 | 4,123.6 | 4,628.0 | 7,980.8 | 8,302.3 | 8,630.4 |



## **5. PROCUREMENTS**

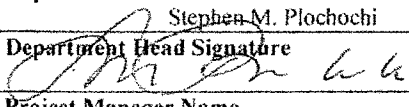




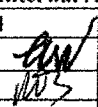
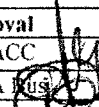
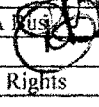
# Report

## PROCUREMENTS

The Procurement Agenda this month includes 15 actions for a proposed expenditure of \$1,730.4M.



|   |           |             |                 |             |              |
|---|-----------|-------------|-----------------|-------------|--------------|
| <b>Subject</b> Request for Authorization to Award Various Procurements  |           |             |                 |             |              |
| <b>Department</b> Materiel Division – NYCT  |           |             |                 |             |              |
| <b>Department Head Name</b> Stephen M. Plochochi  |           |             |                 |             |              |
| <b>Department Head Signature</b>  |           |             |                 |             |              |
| <b>Project Manager Name</b> Rose Davis  |           |             |                 |             |              |
| <b>Board Action</b>   |           |             |                 |             |              |
| <b>Order</b>  | <b>To</b> | <b>Date</b> | <b>Approval</b> | <b>Info</b> | <b>Other</b> |
| 1   | Committee | 11/12/13    |                 |             |              |
| 2   | Board     | 11/13/13    |                 |             |              |
|   |           |             |                 |             |              |
|   |           |             |                 |             |              |

|   |  |   |   |
|---|--|---|---|
| November 1, 2013  |  |   |   |
| <b>Department</b> Law and Procurement – MTACC   |  |   |   |
| <b>Department Head Name</b> <br>Evan Eisland |  |   |   |
| <b>Department Head Signature</b>              |  |   |   |
| <b>Table of Contents Ref #</b>  |  |   |   |
| <b>Internal Approvals</b>   |  |   |   |
|   | <b>Approval</b>  |   | <b>Approval</b>   |
|   | President NYCT  |   | President MTACC    |
|   | Executive VP   |   | President MTA Bus  |
| X   | Capital Prog. Management   | X | Subways   |
|   | Law  | X | Diversity/Civil Rights  |

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

**PURPOSE:**

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

**DISCUSSION:**

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

Schedules Requiring Majority Vote:

|   |   |    |      |
|---|---|----|------|
| Schedule E: Miscellaneous Procurement Contracts | 1 | \$ | .2 M |
| • NYS Industries for the Disabled               |   | \$ | .2 M |
| SUBTOTAL      1      \$      .2 M               |   |    |      |

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

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



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

Procurements Requiring Two-Thirds Vote:

|   | <u># of Actions</u> | <u>\$ Amount</u> |
|---|---------------------|------------------|
| Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts) | 2                   | \$ 5.8 M         |

Schedules Requiring Majority Vote:

|   |           |                     |
|---|-----------|---------------------|
| Schedule E: Miscellaneous Procurement Contracts                       | 1         | \$ .07 M            |
| Schedule G: Miscellaneous Service Contracts                           | 6         | \$ 19.8 M           |
| Schedule H: Modifications to Personal/Miscellaneous Service Contracts | 3         | \$ 1,500.0 M        |
| Schedule J: Modifications Miscellaneous Procurement Contracts         | 1         | \$ 200.0 M          |
| <b>SUBTOTAL</b>   | <b>13</b> | <b>\$ 1,725.7 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:**

Schedules Requiring Majority Vote:

|   |           |                     |
|---|-----------|---------------------|
| Schedule K: Ratification of Completed Procurement Actions | 1         | \$ 4.5 M            |
| <b>SUBTOTAL</b>   | <b>1</b>  | <b>\$ 4.5 M</b>     |
| <b>TOTAL</b>  | <b>15</b> | <b>\$ 1,730.4 M</b> |

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

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

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

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

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



## **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.



**NOVEMBER 2013**

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

**E. Miscellaneous Procurement Contracts**

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

- |   |                  |                               |
|---|------------------|-------------------------------|
| 1. NYS Industries for the Disabled<br>Preferred Source – Four-year contract<br>RFQ #35414 | \$229,670 (Est.) | <u>Staff Summary Attached</u> |
| Archival scanning of payroll documents to DVD.  |                  |                               |



**NOVEMBER 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.)

|  |                                    |                                      |
|--|------------------------------------|--------------------------------------|
| <b>1-2. Contractors To Be Determined</b>                               | <b>\$5,800,000 (NTE Aggregate)</b> | <b><u>Staff Summary Attached</u></b> |
| Three-year contracts   |                                    |                                      |
| Contracts C-31992/C-31993  |                                    |                                      |
| RFP Authorizing Resolution for Indefinite Quantity asbestos abatement. |                                    |                                      |





**NOVEMBER 2013**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

**3. Advanced Electronic Services, Inc. \$70,268 (Est.)**

**Two Bids/Low Bidder - Five-year contract**

**RFQ # 50199**

This contract is for the repair of 292 power control boards and 349 rectifiers for the continued maintenance of the two-way Ultra High Frequency Police Radio System (PRS).

In 1999, NYC Transit awarded a contract to furnish and install a two-way underground radio communication system to enable emergency responders, NYPD, FDNY and Emergency Medical Services the ability to communicate in the subway environment. NYC Transit's Department of Subways, Electronics Maintenance Division (EMD) is responsible for the system's maintenance. The power control boards and rectifiers of the PRS are used to provide power to the amplifiers that control radio signal transmissions for above and underground radio communications on station platforms, in tunnels and on trains.

EMD personnel remotely monitor the PRS for failures and will retrieve a malfunctioning unit and send it out for repair. The work consists of the off-site repair, refurbishment, testing and alignment of the power control boards and/or rectifiers. Before servicing the unit, the contractor will diagnose the cause of the defect and submit an estimate of the repair cost to EMD. Once approved, the unit will be repaired and returned to EMD. The units are more than ten years old and sources of spare parts and repairs are limited.

Two bids were received. Advanced Electronic Services, Inc. (AES) submitted the lowest bid of \$50,748 with a 4% markup on parts. Following the bid opening, Procurement learned that the bid documents erroneously allocated \$12,000 for the replacement of parts; the amount allocated should have been \$32,000. Procurement informed both bidders of the error. Since a market survey revealed that there were no other interested bidders, NYC Transit conducted discussions with both bidders rather than re-solicit these requirements. AES waived their original 4% markup for all parts, and all other pricing remained the same. Their revised bid was evaluated at \$70,268. The second bidder had a 25% markup for parts, thereby increasing its revised bid, which was evaluated at \$107,470. AES' revised price of \$70,268 includes a \$32,000 allocation for parts replacement, as well as the cost for labor and shipping. Based upon effective price competition, AES' bid price is considered fair and reasonable.



**NOVEMBER 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.)

4. **Quest Diagnostics Clinical Laboratories, Inc.** **\$2,472,838 (Est.)**  
**Two Bids/Low Bidder – Five-year contract**  
**RFQ #47676**

This multi-agency contract is for laboratory drug and alcohol screening services for NYC Transit, MTA Bus Company (MTABC), Metro North Railroad (MNR) and Bridges & Tunnels (B&T). The contract consists of analyzing urine and blood specimens for the detection of drugs and alcohol. The work includes furnishing of specimen kits; pick-up and transportation of specimens from agency collection sites; analysis of specimens; documentation of test results within 24 to 72 hours; expert witness testimony services; and long-term storage of positive test specimens. MTABC's requirements are managed by NYC Transit's Division of Human Resources (HR) and are incorporated within NYC Transit's requirements. Under this contract, approximately 45,610 urine drug tests will be performed annually for all four agencies, of which 44,000 will be performed for NYC Transit. Additionally, approximately 65 blood alcohol tests will be performed annually for NYC Transit.

The original All Agency solicitation opened July 25, 2012. However, after reviewing the two bids received, Procurement determined that both bids were non-responsive. Certain key requirements pertaining to accelerated testing, special pick-ups and expert witness testimony required revisions in order to obtain lower bid pricing. After consulting with NYC Transit's Law Department, HR, MNR, B&T and both bidders, the decision was made to cancel the bid and re-solicit based on a revised scope of work and price schedule.

Quest Diagnostics Clinical Laboratories (Quest) submitted the lowest bid at \$2,472,838 for five years for all agencies as compared to \$4,257,500 submitted by the second lowest bidder. NYC Transit and MTABC's combined portion is \$2,397,340; while MNR's portion is \$38,123 and B&T's portion is \$37,375. A comparison of the unit price of the most frequently used drug detection test from the previous contract to the current contract shows an 8.2% decrease in price. Other drug detection tests have been added to this contract and thus cannot be compared to the previous contract. Based on this comparison and adequate price competition, Quest's bid was deemed fair and reasonable.

Quest currently provides these services for NYC Transit/MTABC, MNR and B&T. Quest disclosed information that was considered Significant Adverse Information within the meaning of the All Agency Responsibility Guidelines. NYC Transit reviewed such information and after due consideration thereof, determined that Quest should be deemed a responsible bidder, a recommendation with which the Chairman has concurred.



**NOVEMBER 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.)

- 5. Woodlawn Tree Specialists & Landscapers, Inc.                      \$3,226,050 (Est.)**  
**Five Bids/Second Low Bidder - Five-year contract**  
**RFQ # 33132**

This contract is for lot cleaning and debris removal services. The work includes furnishing all labor, materials, equipment, vehicles and transportation required for the removal and disposal of debris from outdoor lots and from interior spaces and structures owned by NYC Transit, Staten Island Railway and MTA Bus Company (MTABC) in the boroughs of the Bronx, Manhattan, Queens, Brooklyn and Staten Island, as well as the MTABC depot in Yonkers, NY. Lot cleaning and debris removal services were previously included in the refuse removal and recycling contract where the refuse removal and recycling contractor would subcontract this work to a land clearing company. This requirement was separated into its own contract in an effort to reduce bid prices by enhancing competition among contractors specifically engaged in these services.

This contract structure is based on a class award approach in which a single contractor will be awarded the entire contract. The price schedule stipulates firm unit prices for years 1 through 3, firm unit prices for year 4, and firm unit prices for year 5.

Procurement and NYC Transit's Asset Recovery Unit conducted an extensive outreach to the marketplace which successfully yielded receipt of five bids. The lowest bidder was deemed non-responsive and not technically qualified as it could not demonstrate that it had the experience, nor could it produce the business licenses/permits and certifications, required to perform the work. The second lowest bidder, Woodlawn Tree Specialists & Landscapers, Inc. (Woodlawn), submitted a bid of \$3,226,050, which is 25% below the third lowest bidder, Metropolitan Paper Recycling, Inc. (Metropolitan). Metropolitan held the prior refuse removal and recycling contract that contained the lot cleaning and debris removal services. Since the lot cleaning and debris removal line items of the previous refuse and recycling contract are structured differently from the line items in this lot cleaning and debris removal contract, a direct price comparison between Metropolitan's previous prices and Woodlawn's prices cannot be made.

Woodlawn's price of \$3,226,050 is considered fair and reasonable.



**NOVEMBER 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.)

- 6. **St. George Express Car Service, Inc.**      **\$14,081,592 (Est. Aggregate)**
- 7. **My Car Service, Inc.**
- 8. **Old Town Cars, Inc. d/b/a Delta Cars**
- 9. **Area's Two Transportation, Inc.**  
**Thirteen Bids/Low Bidders - Three-year contracts**  
**RFQ # 59067**

This contract will provide Access-A-Ride (AAR) car service for Paratransit Staten Island intra-borough trips (within the borough) for a three-year term.

In 2001 NYC Transit initiated Voucher car service, under which car service providers offer AAR service utilizing their own vehicles (traditionally black car and livery) dispatched from their existing operating facilities in concert with their normal commercial business as a less expensive alternative to Primary Carrier service. NYC Transit currently has 18 contracts with Voucher car service companies that provide service citywide; these contracts expire between November 2013 and January 2014. Paratransit has requested that a renewal Voucher car service contract be solicited for Staten Island intra-borough trips only. Voucher car service will be eliminated for all non-Staten Island service and replaced entirely by Broker Car service.

This solicitation is an estimated quantities contract for which awards will be made to four vendors based on an equal distribution of the estimated 976,533 trips. The price schedule comprises three zones and bidders are required to quote a price per trip within each zone and between zones. Pricing is fixed for the three-year term. Procurement conducted an extensive outreach in the car service community to ensure the highest degree of competition. One hundred and ninety vendors were solicited. A pre-bid conference was held on August 6, 2013. Thirteen bids were received on August 27, 2013. Awards are recommended to the following four lowest bidders: St. George Express Car Service, Inc. for \$3,254,293; My Car Service, Inc. for \$3,437,393; Old Town Cars Corp., d/b/a Delta Cars for \$3,671,760; and Area's Two Transportation, Inc. for \$3,718,146 for a total estimated amount of \$14,081,592.

The companies that bid on this contract are small businesses whose financial status would not typically meet standards established by NYC Transit. Nevertheless, a business decision was made to recommend these firms for award as the risk was deemed minimal. NYC Transit does not incur costs beforehand (e.g. mobilization) nor does it pay the contractor in advance for its service. Multiple awards are being made of which a majority of the companies are incumbents whose past performance has been satisfactory over the years. In addition, Paratransit provides constructive feedback and guidance to its contractors, allowing for growth and additional contract opportunities with Paratransit.

The average price per trip under this solicitation is \$14.42, which is \$1.52 or 9.5% lower than the average price per trip of \$15.94 under the current contracts 10E0281 for Staten Island intra-borough trips. These awards will yield an overall savings of approximately \$1.4 million over three years if the full number of estimated trips is realized. The final pricing is deemed fair and reasonable based on adequate price competition and a favorable comparison to the current contract 10E0281.



NOVEMBER 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote Cont'd:

**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.)

10. Empire Health Choice Assurance, Inc.      \$1,500,000,000 (Est.)      Staff Summary Attached

11. United Healthcare Insurance of NY

12. Aetna Health Inc. (a NY Corporation)

Contract #s 10E0280A/B/C

Modification to the contracts for Medical Health Benefits, in order to exercise the options to extend the contract terms by two years.

**J. Modification to Miscellaneous Procurement Contracts**

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

13. Optum Rx, Inc.      \$200,000,000 (Est.)      Staff Summary Attached

Contract #0819983.3

Modification to the contract for a Pharmaceutical Benefits Manager to administer a prescription drug program, in order to exercise an option to extend the contract term by one year.



NOVEMBER 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.)

1. Henningson, Durham & Richardson      \$4,522,187 (NTE)  
Architects and Engineers, PC  
Contract # CM-1333.7

Staff Summary Attached

Modification to the contract to provide design and construction support services for the rehabilitation of nine stations and the line structure on the Sea Beach Line in Brooklyn, in order to revise and update the design and extend the contract term.



# Schedule E: Miscellaneous Procurement Contracts



Item Number: 1

|   |
|---|
| <b>Vendor Name (&amp; Location)</b><br>New York State Industries for the Disabled (Albany, NY)  |
| <b>Description</b><br>Archival scanning of payroll documents  |
| <b>Contract Term (including Options, if any)</b><br>Four years  |
| <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><br><input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive                               |
| <b>Solicitation Type</b><br><input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source |

|  |  |
|--|--|
| <b>Contract Number</b><br>RFQ #35414   | <b>Renewal?</b><br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| <b>Total Amount:</b> \$229,670 (Est.)  |  |
| <b>Funding Source</b><br><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><br>Department of Subways, Joseph Leader   |  |

## Discussion:

This contract is for archival scanning of NYC Transit Department of Subways, Maintenance of Way payroll documents to DVD media.

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. Under this miscellaneous procurement contract, scanning services will be performed by a NYS Industries for the Disabled (NYSID) affiliated contractor, Westchester ARC, the incumbent. NYSID is a certified preferred source.

The work to be performed under this contract includes the scanning of payroll documents called gang sheets. Gang sheets are used to track hours worked by NYC Transit field personnel who do not have access to a time clock. The documents are retained in the event that the hours worked by field personnel require verification at a later date.

The work also includes the pickup of documents to be scanned from designated NYC Transit locations; preparation of documents for scanning; scanning to DVD media; reassembly of documents; labeling and indexing of finished DVDs; and the return of both the paper documents and the DVDs to NYC Transit. For security purposes, NYC Transit is responsible for the disposal of the paper documents.

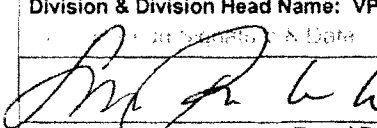


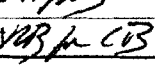
NYSID's initial price proposal of \$243,308 for this contract reflected a 20% increase from the previous contract. However, further negotiations resulted in a revised proposal of \$229,670, which represents an overall increase of 12.4% or an average annual increase of 2.75% from the previous contract. NYSID has performed this work since 2008 over the course of two contracts with no increase in its pricing.

As required by Section 162 of the New York State Finance Law, pricing for this contract is subject to approval by the NYS Office of General Services, which approved the pricing as being within 15% of market price.

After a thorough review, the final price is considered fair and reasonable.



# Staff Summary

|   |  |       |  |      |       |
|---|--|-------|--|------|-------|
| Item Number 1-2   |  |       |  |      |       |
| 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  | 6 X   | CPM  |      |       |
| 2 X   | Law  | 7 X   | Subways  |      |       |
| 3 X   | DDCR   | 8 X   | Budget   |      |       |
| 4 X   | Labor Relations  | 9     | Executive VP  |      |       |
| 5 X   | System Safety  | 10    | President     |      |       |

|   |                 |
|---|-----------------|
| SUMMARY INFORMATION   |                 |
| Vendor Name   | Contract Number |
| RFP Authorizing Resolution  | C-31992/C-31993 |
| Description   |                 |
| IQ Asbestos Abatement Services  |                 |
| Total Amount  |                 |
| \$5,800,000 (aggregate pool)  |                 |
| Contract Term (Including Options, if any)   |                 |
| Three (3) 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 type="checkbox"/> Operating <input checked="" 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 issue a competitive Request for Proposals (RFP), pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, for procurement of two contractors to perform Indefinite Quantity (IQ) asbestos abatement at various NYC Transit facilities. The two contracts will have an estimated aggregate value of \$5.8M and a three-year duration. These will be "zero-dollar" based contracts with no minimum guarantee of any assignments.

## DISCUSSION:

The Office of System Safety (OSS) recognizes that asbestos discovered in NYC Transit facilities represents a risk to the health and safety of the general public as well as NYC Transit employees. In order to minimize that risk, OSS has had qualified contractors on call for abatement if asbestos is found on NYC Transit sites. Contracts C-31992 and C-31993 are proposed here to replace the previous asbestos abatement contracts C-33288 and C-33130 which will expire in April 2014.

Past experience has shown that it takes significantly longer to find qualified asbestos contractors through the bidding process due to the number of firms that fail to meet NYC Transit's requirements. To avoid this delay, the Board has approved award of asbestos abatement contracts through the competitive RFP process for many years.

To provide an efficient best value award process, a one-step RFP is recommended. Firms will be notified by advertisement and will be provided with the RFP package which contains specifications, terms and conditions, evaluation criteria and price proposal format. Selection criteria will be based on qualifications, experience, unit prices, staffing, equipment, and project management. The two selected firms will each be awarded one IQ contract.

The two contracts will be for three years with an estimated aggregate total of \$5.8 million. This will provide NYC Transit flexibility in assigning work based upon price, contractor staff availability at the time of assignment, and performance on current and prior assignments under these contracts. The intent is to ensure that NYC Transit will be able to respond rapidly and effectively to asbestos abatement requirements while prudently managing these contracts.



## Staff Summary

As specific projects are developed, the unit prices will be applied, and the firm with the lowest price for that specific work will receive the Work Order, unless NYC Transit determines that the contractor has too much work to perform adequately, or that one of the selected contractors is uniquely qualified to perform a specific project. Additionally, NYC Transit will have the right to consider the contractor's performance on prior Work Orders under this contract as one of the criteria for the assignment of new projects. Since both firms will already be qualified and unit prices established, the Work Order award process will be shortened considerably. A similar procedure was used for C-33288 and C-33130, the current contracts providing these services to OSS, and has proven to be successful in issuing Work Orders in an expeditious manner.

### **IMPACT ON FUNDING:**

The available budget for these contracts is \$5.8 million and is 100% funded by the MTA. Two contracts will be awarded. Funding for these contracts is available under Planning Number SS02-6984. WAR Certificates will be obtained quarterly to ensure that funds are available prior to the award of any Work Order. Additional funding will be requested as needed.

### **ALTERNATIVES:**

To solicit firms to provide OSS IQ asbestos abatement services by formal competitive bidding. Not recommended as the RFP process will ensure a more efficient and best value award to firms with proven track records to perform this work safely and in accordance with all requirements of law and regulations.

### **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, to award the contract.



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

Item Number: 10-12

|   |  |
|---|--|
| <b>Vendor Name (&amp; Location)</b>   |  |
| Empire Health Choice Assurance, Inc. (New York, NY)<br>United Healthcare Insurance of NY (Islandia, NY)<br>Aetna Health, Inc. (Uniondale, NY)   |  |
| <b>Description</b>  |  |
| Medical Health Benefits Program   |  |
| <b>Contract Term (including Options, if any)</b>  |  |
| January 1, 2011 – December 31, 2015   |  |
| <b>Option(s) included in Total Amount?</b>  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a                 |
| <b>Procurement Type</b>   | <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive                         |
| <b>Solicitation Type</b>  | <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiation |
| <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>  |  |
| Human Resources, Dawn Pinnock   |  |

| Contract Number   | AWO/Modification # |
|---|--------------------|
| 10E0280 A/B/C   | 2                  |
| <b>Original Amount:</b>   | \$ 1,700,000,000   |
| <b>Option 1 Amount:</b>   | \$ 1,500,000,000   |
| <b>Total Amount:</b>  | \$ 3,200,000,000   |
| <b>Prior Modifications:</b>   | \$ 0               |
| <b>Prior Budgetary Increases:</b>                                   | \$ 0               |
| <b>Current Amount:</b>  | \$ 1,700,000,000   |
| <b>This Request:</b>  | \$ 1,500,000,000   |
| <b>% of This Request to Current Amount:</b>                         | 88.2%              |
| <b>% of Modifications (including This Request) to Total Amount:</b> | 46.9%              |

### Discussion:

These modifications will exercise the options to extend the contract terms for two years. The extension periods are from January 1, 2014 through December 31, 2015.

As a result of ever-increasing healthcare costs, NYC Transit, assisted by outside consultants, determined in May 2010 that it would be prudent for NYC Transit health plans to be competitively solicited. The previous healthcare carriers were under arrangements that originated more than 50 years ago. Prior to May 2010, NYC Transit paid for medical coverage in two ways: first, for two-thirds of participants, NYC Transit was self-insured, meaning that the carrier provides and administers a network of physicians and hospitals and handles claims, passing the actual cost of the claim to NYC Transit. More than 90% of the costs associated with this self-insured plan are for physician and hospital services, while miscellaneous administrative fees usually account for 6% to 8%. Second, for the remaining third of participants, NYC Transit was fully-insured, meaning premiums are paid based on fixed rates for individuals and families.

Actuarial and demographic analyses performed by the consultants found that NYC Transit could achieve savings and cost increase avoidance by switching all coverage to self-insured and by taking advantage of additional discounts offered through alternative carriers. As a result of this information, NYC Transit solicited a competitive RFP for medical health benefits for the first time. In September 2010, the Board approved contracts to Empire Health Choice Assurance, Inc. (Empire), United Healthcare Insurance of New York (UHC), and Aetna Health, Inc. (Aetna) to administer medical health benefits programs for approximately 150,000 NYC Transit employees, retirees, and their dependents. Each of the three-year contracts included options for 2 one-year extensions, which are available to be exercised pending approval from the Board. The estimated total cost for these contracts – including the proposed two-year options – is \$3.2 billion.

The consultants anticipated the total estimated savings/cost avoidance under these contracts to be more than \$50 million annually. Approximately half of the savings was expected to result from the switch to all self-insured plans and improved discounts through Empire. More recent updated projections show annual savings of approximately \$41 million after the compilation of actual claims data in 2011. This amount was reviewed and accepted by NYC Transit's Office of Management and Budget (OMB) for an aggregate expected savings of \$205.5 million over the term of the entire contracts. Without having access to claims data from the previous fully-insured plan, certain actuarial assumptions were made based on the demographics and plan design and enrollees which did not fully materialize. Savings resulting from the switch from the fully-insured plan to the self-insured plan were approximately \$15 million, while the projected savings were \$24 million. The remainder of the reduced savings was attributed to such factors as residual claims resulting from a change in health plans for participants in the middle of coverage for ongoing conditions.

Based upon their record of satisfactory performance in these contracts, NYC Transit has found Empire, UHC and Aetna qualified to continue to provide medical health benefits. In connection with the exercise of the options, a consultant survey was performed that indicated that the reimbursement rates that are in place between these carriers and other healthcare carriers remain competitively priced in the current market. While the administrative fees for the option periods were negotiated at the time of award, NYC Transit nevertheless discussed possible fee reductions with the carriers. These discussions resulted in Empire and UHC agreeing to forgo previously negotiated annual increases in their administrative fees and maintaining their 2013 rates in consideration for NYC Transit exercising both one-year options at this time. Since this results in additional savings of approximately \$2.1 million, Board approval is requested to exercise both one-year options at this time. Aetna administers the Medicare Advantage Plan and a portion of its premiums are set by the Centers for Medicare and Medicaid Services (CMS). In addition, CMS must approve the final rates before Aetna can provide them to NYC Transit. Accordingly, the pricing for the options is confirmed as being fair and reasonable and both one-year options will be exercised in order to maintain all contract expirations as coterminous. Given the continued uncertainty in the healthcare industry, NYC Transit will continue to monitor trends to determine the course of future initiatives.



# Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: 13

|  |  |
|--|--|
| <b>Vendor Name (&amp; Location)</b><br>Optum Rx (Irvine, CA)   |  |
| <b>Description</b><br>Pharmaceutical Benefits Manager Services   |  |
| <b>Contract Term (including Options, if any)</b><br>September 1, 2009 – December 31, 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><br><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><br>Human Resources, Dawn Pinnock  |  |

| Contract Number   | AWO/Modification # |
|---|--------------------|
| 08I9983   | 3                  |
|   |                    |
| Original Amount:  | \$ 490,000,000     |
| Prior Modifications:  | \$ 250,000,000     |
| Prior Budgetary Increases:                                      | \$ 0               |
| Current Amount:   | \$ 740,000,000     |
|   |                    |
| This Request:   | \$ 200,000,000     |
|   |                    |
| % of This Request to Current Amount:                            | 27.0%              |
|   |                    |
| % of Modifications (including This Request) to Original Amount: | 91.8%              |

## Discussion:

This modification will extend the contract term for one year from January 1, 2014 through December 31, 2014.

In June 2009, the Board approved the award of a three-year contract in the estimated amount of \$490 million to Innoviant, Inc. (now known as Optum Rx) to provide Pharmaceutical Benefits Management Services (PBM). In July 2012, the Board approved Modification No. 2 to extend the contract term for 16 months from September 1, 2012 through December 31, 2013 for \$250 million. Modification No. 2 also included an option to extend the contract term for up to an additional 12 months for \$200 million. The Modification No. 2 option to extend is the subject of this Board action.

Under the contract, Optum Rx provides PBM services for members of Transport Workers Union Local 100 (TWU), Amalgamated Transit Union (ATU) Locals 726 and 1056, Subway Surface Supervisors Association (SSSA), Transit Supervisory Organization (TSO) Local 106 and the MTA Bus Company. The services include paying claims from dispensing pharmacies on behalf of members and administering a mail fulfillment drug order program and coordinating reimbursement payments from the Centers of Medicare and Medicaid Services and Pharmaceutical Manufacturers.

During the current 16 month extension, changes were implemented for greater financial savings. On January 1, 2013, NYC Transit negotiated improved financial terms and – based on a recommendation made by one of three benefits consultants used by NYC Transit – returned to a traditional pricing model instead of transparent, since the traditional model offered the most savings and is more prevalent with claims priced uniformly at fixed discounts and dispensing fees. On April 1, 2013 NYC Transit implemented the Employer Group Waiver + Wrap (EGWP + Wrap) prescription drug plan for Medicare retirees and their dependents, with financial incentives related to the Affordable Care Act. A recent analysis performed by the consultant based upon 2013 estimated expenditures using both pricing structures showed projected savings at \$24 million. For 2014, projected savings are \$31.2 million, which will be achieved as a result of switching back to a traditional pricing model under the Commercial and Medicare EGWP + Wrap plans.

Optum Rx is the current provider of PBM services and based upon their satisfactory performance in this capacity, it is recommended the contract term be extended until December 31, 2014 at a cost of \$200 million. During this extension, it is anticipated that NYC Transit will conduct a competitive RFP in order to evaluate various prescription drug benefit plans and fee structures with a goal of awarding a new multi-year contract that is both competitive and cost effective.



## Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

|  |  |
|--|--|
| <b>Vendor Name (&amp; Location)</b><br>Henningson, Durham & Richardson, Architects and Engineers,<br>P.C. (New York, NY)   |  |
| <b>Description</b><br>Design and construction support services – Rehabilitation of Nine<br>Stations - Sea Beach Line   |  |
| <b>Contract Term (including Options, if any)</b><br>June 20, 2007 – December 15, 2013  |  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a                              |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive   |  |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification                               |  |
| <b>Funding Source</b><br><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><br>Capital Program Management, Frederick E. Smith   |  |

| Contract Number   | AWO/Modification # |
|---|--------------------|
| CM-1333   | 7                  |
| <b>Original Amount:</b>   |                    |
|   | \$ 9,754,283       |
| <b>Option 1 Amount:</b>   |                    |
|   | \$ 3,144,833       |
| <b>Total Amount:</b>  |                    |
|   | \$ 12,899,116      |
| <b>Prior Modifications:</b>   |                    |
|   | \$ 739,248         |
| <b>Prior Budgetary Increases:</b>                                   |                    |
|   | \$ 0               |
| <b>Current Amount:</b>  |                    |
|   | \$ 10,493,531      |
| <b>This Request:</b>  |                    |
|   | \$ 4,516,683       |
| (NTE)   |                    |
| <b>% of This Request to Current Amount:</b>                         |                    |
|   | 43.0%              |
| <b>% of Modifications (including This Request) to Total Amount:</b> |                    |
|   | 40.7%              |

### Discussion:

This retroactive modification is for additional design and construction support services and to extend the contract term by 12 months from December 15, 2013 through December 15, 2014.

Under the base contract, the consultant provides design and construction support services for the rehabilitation of nine stations (8<sup>th</sup> Avenue, Fort Hamilton Parkway, New Utrecht Avenue, 18<sup>th</sup> Avenue, 20<sup>th</sup> Avenue, Bay Parkway, Kings Highway, Avenue U, and 86<sup>th</sup> Street) and structural repair of retaining walls and associated infrastructure from north of the 8<sup>th</sup> Avenue station to south of the 86<sup>th</sup> Street station on the Sea Beach Line, Brooklyn. An option for construction support services for \$3.1 million was approved by the Board as part of the original award and has not been exercised.

The consultant began the design work in 2007. The design was suspended in 2009 due to a lack of funding in the capital plan for construction, at which time approximately 90% of the design work was complete. Funds for construction were secured in 2012 and design was restarted with a projected construction award in December 2014. The scope of work was changed from a Full Station Rehabilitation approach to a Component Renewal approach in an effort to reduce construction costs; in addition, approximately 80% of the original completed design work was reused. The Renewal standards required re-inspections of existing conditions by the designer, repair of public areas of the station, and identifying components found to be deficient by the station condition survey. The revised scope of work also includes 100 additional drawings (each requiring an estimated 70 hours), revisions of 2,751 existing drawings (each requiring an estimated 12 hours of revision), and updating specifications to current standards. The consultant will also provide support during the bidding phase for the construction award.

Due to the additional design and re-design, base contract funds were exhausted. A retroactive waiver was approved by the SVP/Chief Engineer, effective May 15, 2013, approving Henningson, Durham & Richardson, Architects and Engineers, P.C. (HDR) to continue design work with a not to exceed amount of \$900,000 while the full modification was negotiated. Under this retroactive modification, the consultant will address the remaining design work in accordance with the revised scope of work. In all nine stations, the consultant will also design a Passenger Identification (PID) CCTV system. This system is used mainly for post-incident analysis purposes (e.g., forensic analysis) by providing recognition and/or identification of each passenger as he/she enters and leaves NYC Transit subway stations at all Subway Fare Arrays. Additionally, the consultant will design a communications system for five of the stations.

HDR submitted an initial proposal of \$4,989,408 utilizing 42,006 hours. NYC Transit's revised estimate was \$4,475,003 utilizing 38,168 hours. The monthly labor effort for this modification is 15 full time equivalent (FTE) staff during the first 14 months of design (retroactive to May 15, 2013) then four FTE staff during the remaining five months of the bid support phase. Negotiations focused on labor hours, escalation and overhead rates. HDR's final price of \$4,516,683 was found to be fair and reasonable and reflects 1% annual escalation. Savings of \$472,725 were achieved.



## **6. SERVICE CHANGES**



# Report



## **SERVICE CHANGES:**

## **NYC TRANSIT COMMITTEE NOTIFICATION: ②, ③, ④, ⑤, A, E, F AND L SCHEDULE CHANGES EFFECTIVE JUNE 2014**

### **Service Issue**

To ensure that subway schedules accurately match current rider demand, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted subway loading guidelines.

### **Recommendation**

Routine ②, ③, ④, ⑤, A, E, F and L schedule adjustments are proposed for implementation.

### **Budget Impact**

Implementation of the proposed routine schedule changes will cost approximately \$4.3 million annually, which is consistent with the 2014 Operating Budget.

### **Proposed Implementation Date**

June 2014.



# Staff Summary



New York City Transit

Page 1 of 2

|                           |  |
|---------------------------|--|
| Subject                   | <b>2, 3, 4, 5, A, E, F</b> and <b>L</b> Schedule Changes Effective June 2014 |
| Department                | Operations Planning  |
| Department Head Name      | Peter G. Cafiero   |
| Department Head Signature |  |
| Project Manager Name      | Glenn S. Lunden  |

|                         |                  |
|-------------------------|------------------|
| Date                    | October 28, 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     | Director OMB       |
| 7                  | Executive VP   | X 3   | VP General Counsel |
| X 6                | SVP Subways    | X 2   | VP GCR             |
| X 5                | VP Corp. Comm. | 1     | Chief O            |

## Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of schedule adjustments on the **2, 3, 4, 5, A, E, F** and **L** routes in response to changes in subway ridership.

## Discussion

Schedule adjustments on the **2, 3, 4, 5, A, E, F** and **L** routes are a product of NYC Transit's continuing effort to review and revise subway schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted loading guidelines. A list of these proposed adjustments are shown in Attachment 1. These are in addition to the schedule and service changes also planned for implementation in June 2014 on the **G** (additional weekday afternoon and early evening service) and **M** (weekend extension from Myrtle Avenue to Delancey Street-Essex Street), which were included in the July 2013 Service Investment package that was approved by the Board.

The schedule changes outlined below have been identified for implementation in June 2014. These changes represent increases in or reallocation of service levels during rush hour and off-peak periods to more closely align **2, 3, 4, 5, A, E, F** and **L** service with customer demand and established guidelines for subway operation.

The schedule changes proposed are as follows:

- Weekday **2** service will be increased a total of 3 round trips.
- Weekday **3** service will be increased a total of 3 round trips.
- Weekday **4** service will be increased a total of 1 round trip.
- Weekday **5** service will be increased a total of 1 round trip.
- Weekday **A** service will be increased by a net of 2 roundtrips.
- Weekday **E** service will be increased a total of 1 roundtrip.
- Weekday **F** service will be increased a total of 1 round trip.



# Staff Summary

- Weekday **L** service will be increased a total of 8 roundtrips.
- Saturday **L** service will be increased a total of 4 round trips.
- Sunday **L** service will be increased a total of 4 round trips.

## Recommendation

Implement routine **2, 3, 4, 5, A, E, F** and **L** schedule adjustments.

## Alternative to the Proposed Service Change

*Do nothing.* NYCT would not make normal **2, 3, 4, 5, A, E, F** and **L** service adjustments to better meet customer demand.

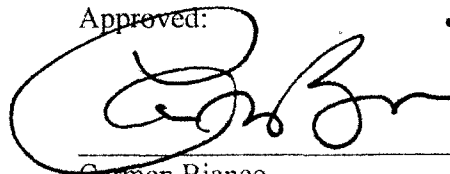
## Budget Impact

Implementation of the proposed routine **2, 3, 4, 5, A, E, F** and **L** schedule changes will cost approximately \$4.3 million annually, which is consistent with the 2014 Operating Budget.

## Proposed Implementation Date

June 2014.

Approved:



Carmen Bianco  
President



**Attachment 1**  
**June 2014 Schedule Changes**

| Route | Time Period |           | Current          |                 |                      | Proposed         |                 |                      |
|-------|-------------|-----------|------------------|-----------------|----------------------|------------------|-----------------|----------------------|
|       |             |           | Scheduled Trains | Average Headway | Percent of Guideline | Scheduled Trains | Average Headway | Percent of Guideline |
| ②③    | weekday     | 2000-2300 | 33               | 5.5             | 108%                 | 39               | 4.6             | 91%                  |
| ④⑤    | weekday     | 0930-1030 | 18               | 3.3             | 104%                 | 20               | 3.0             | 94%                  |
| Ⓐ     | weekday (1) | 1700-2000 | 35               | 5.1             | 71%                  | 37               | 4.9             | 67%                  |
| ⒺⒻ    | weekday     | 0600-0630 | 6                | 5.0             | 107%                 | 8                | 3.8             | 80%                  |
| Ⓛ     | weekday     | 0800-0900 | 19               | 3.2             | 93%                  | 20               | 3.0             | 88%                  |
| Ⓛ     | weekday     | 1900-2300 | 47               | 5.1             | 111%                 | 54               | 4.4             | 96%                  |
| Ⓛ     | Saturday    | 2100-2300 | 19               | 6.3             | 113%                 | 23               | 5.2             | 93%                  |
| Ⓛ     | Sunday      | 2100-2300 | 17               | 7.1             | 123%                 | 21               | 5.7             | 99.8%                |

(1) Ⓐ service will be reduced by 1 trip in the afternoon rush hour and increased by 3 trips in the evening, consistent with customer demand and established guidelines for subway operation. This reflects a shift in ridership volume on the Ⓐ to later in the evening, when Ⓐ service must be increased to accommodate increases in ridership.



# Report



**SERVICE CHANGES:**      **NYCT/MTA BUS COMMITTEE  
NOTIFICATION SERVICE REVISION  
Q39 TRAVEL PATH REVISION in  
LONG ISLAND CITY, QUEENS**

**SERVICE ISSUE:**

The Q39 provides local bus service between Ridgewood and Long Island City, Queens, via the intermediate neighborhoods of Maspeth, West Maspeth, and Sunnyside. In Long Island City near the Court Square subway complex, the Q39 currently travels via an indirect and circuitous path, deviating off a more direct path on 44<sup>th</sup> Drive. The travel path requires additional turning maneuvers on narrow streets and additional travel time, which adversely affects service reliability.

**RECOMMENDED SOLUTION:**

To provide faster, more reliable service on a more direct travel path, streamline the Q39 to use 44<sup>th</sup> Drive between 23<sup>rd</sup> Street and Thomson Avenue, instead of 45<sup>th</sup> Avenue (westbound) and Jackson Avenue (eastbound). This revised travel path would provide greater symmetry, travel on wider streets, and make fewer turns. This revision would relocate two eastbound and three westbound bus stops to nearby locations and remain proximate to the subway.

**ESTIMATED IMPACT:**

The net result of the recommended revision would be a small decrease in operating cost of less than \$20,000 annually because of the small decrease in travel distance and travel time. Over time, it is anticipated that this streamlined travel path would provide faster, more reliable service and encourage additional ridership and revenue.

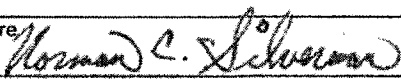
**PLANNED IMPLEMENTATION:**

January 2014







# Staff Summary

Page 1 of 3

|                           |   |
|---------------------------|---|
| Subject                   | Q39 Travel Path Revision in Long Island City, Queens                              |
| Department                | Operations Planning   |
| Department Head Name      | Norman C. Silverman   |
| Department Head Signature |  |
| Project Manager Name      | David Moss  |

|                         |                    |
|-------------------------|--------------------|
| Date                    | September 30, 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                                   |  | 10/22/13 |
| 3                  | Executive Vice President                    |  | 10/15/13 |
| 2                  | VP, Intergovernmental and Community Affairs |  | 10/15/13 |
| 1                  | Vice President, Operations Planning         |  | 10/3/13  |

## 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 travel path of the Q39 local bus route in Long Island City, Queens. This route was formerly operated by Triboro Coach Corporation and transitioned into MTA Bus service on February 20, 2006.

### DISCUSSION:

The Q39 provides full-time (24 hour) local bus service on weekdays, Saturdays and Sundays between Ridgewood and Long Island City, Queens via the intermediate neighborhoods of Maspeth, West Maspeth, and Sunnyside. The Q39 travels a one-way distance of approximately 7.2 miles, transporting approximately 5,800 passengers per weekday, 2,000 passengers per Saturday, and 1,100 passengers per Sunday.

The current eastbound and westbound Q39 travel path is indirect and circuitous in the vicinity of Court Square in Long Island City. The eastbound Q39 (toward Ridgewood) travels south along 23<sup>rd</sup> Street, and then back north on Jackson Avenue to Thomson Avenue. The westbound Q39 (toward Queens Plaza) travels from Thomson Avenue, south on Jackson Avenue, west on 45<sup>th</sup> Avenue, and north on 23<sup>rd</sup> Street. 45<sup>th</sup> Avenue is also a relatively narrow one-way residential street with one travel lane and flanked by parking on both sides of the street.

To provide faster and more reliable service, it is recommended to streamline the Q39 travel path to use 44<sup>th</sup> Drive to travel directly between 23<sup>rd</sup> Street and Thomson Avenue in both directions, as shown in the



# Staff Summary

attached map. 44<sup>th</sup> Drive is a wide two-way street separated by a wide painted median and pedestrian refuge islands, with one travel lane, curbside parking, and bicycle lanes in each direction. The street configuration allows some passing of vehicles that are stopped or double parked. This more direct travel path would provide faster, more reliable service by reducing turning maneuvers, slightly reducing travel distance by approximately 0.15 miles eastbound and 0.5 miles westbound, and reducing travel time by approximately one minute in each direction. (See the attached map).

This revision would affect two eastbound bus stops and three westbound bus stops, which would be relocated to nearby locations. In total, these bus stops are used by approximately 1,520 passengers per weekday and a lesser number on weekends. The majority of these passengers transfer to or from the Court Square **E G M 7** subway station, and bus stops would be relocated to remain proximate (within 170-200 feet) to the station complex entrances and exits. See the table below summarizing the bus stops to be discontinued, the new bus stops, the distance between the bus stops to be discontinued and the closest new bus stop, and the distance between the subway entrances/exits and the closest new bus stop. Additionally, the eastbound bus stop on 23<sup>rd</sup> Street at 44<sup>th</sup> Drive would be relocated across the street at the same intersection.

**Average Weekday Ridership at the Affected Bus Stops  
and Walking Distance to Closest New Bus Stops**

| Bus Stops to be Discontinued   | Current Average Weekday Ridership (passengers) | Closest New Bus Stop | Walking Distance from Bus Stop to be Discontinued to New Bus Stop (feet) |
|--|--|----------------------|--|
| <i>Eastbound</i>   |  |                      |  |
| 1. 23 St at 45 Rd  | 155  | 44 Dr at 23 St       | 500  |
| 2. Jackson Av at Thomson St  | 435*   | 44 Dr at Jackson Av  | 240  |
| Total Eastbound  | 590  |                      |  |
| <i>Distance between 44 Dr at Jackson Av and Subway: approx. 200 feet</i> |  |                      |  |
| <i>Westbound</i>   |  |                      |  |
| 1. Jackson Av at 45 Av   | 510*   | 44 Dr at Hunter St   | 400  |
| 2. 45 Av at 23 St  | 215*   | 44 Dr at Hunter St   | 710  |
| 3. 23 St at 44 Dr  | 205  | 44 Dr at Hunter St   | 480  |
| Total Westbound  | 930  |                      |  |
| <i>Distance between 44 Dr at Hunter St and Subway: approx. 170 feet</i>  |  |                      |  |
| Total  | 1,520  |                      |  |

\* - Primarily Subway Transfers

It should be noted that in addition to transfers between the Q39 and **7** subway at Court Square, transfers can also be made proximately between the Q39 and **7** subway at Queensboro Plaza. Transfers between the Q39 and B62 would remain proximate (within 300 feet).

## **RECOMMENDATION:**

To provide faster, more reliable service using a more direct travel path, streamline the Q39 to use 44<sup>th</sup> Drive between 23<sup>rd</sup> Street and Thomson Avenue in both directions, instead of 45<sup>th</sup> Avenue (westbound) and Jackson Avenue (eastbound). This revised travel path would be provide greater directional symmetry,



# Staff Summary

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travel upon wider streets, and make fewer turns. This revision would relocate two eastbound bus stops and three westbound bus stops to nearby locations and remain proximate to the subway.

## ALTERNATIVES:

The only alternative would be to leave the current Q39 service in Long Island City unchanged. This would forgo the opportunity to provide a faster, more direct path in Long Island City.

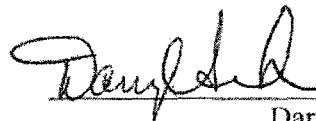
## IMPACT ON FUNDING:

The net result of the recommended revision would be a small decrease in operating cost less than \$20,000 annually because of the small decrease in travel distance and travel time. Over time, it is anticipated that this streamlined travel path would provide faster, more reliable service and encourage additional ridership and revenue.

## IMPLEMENTATION:

January 2014

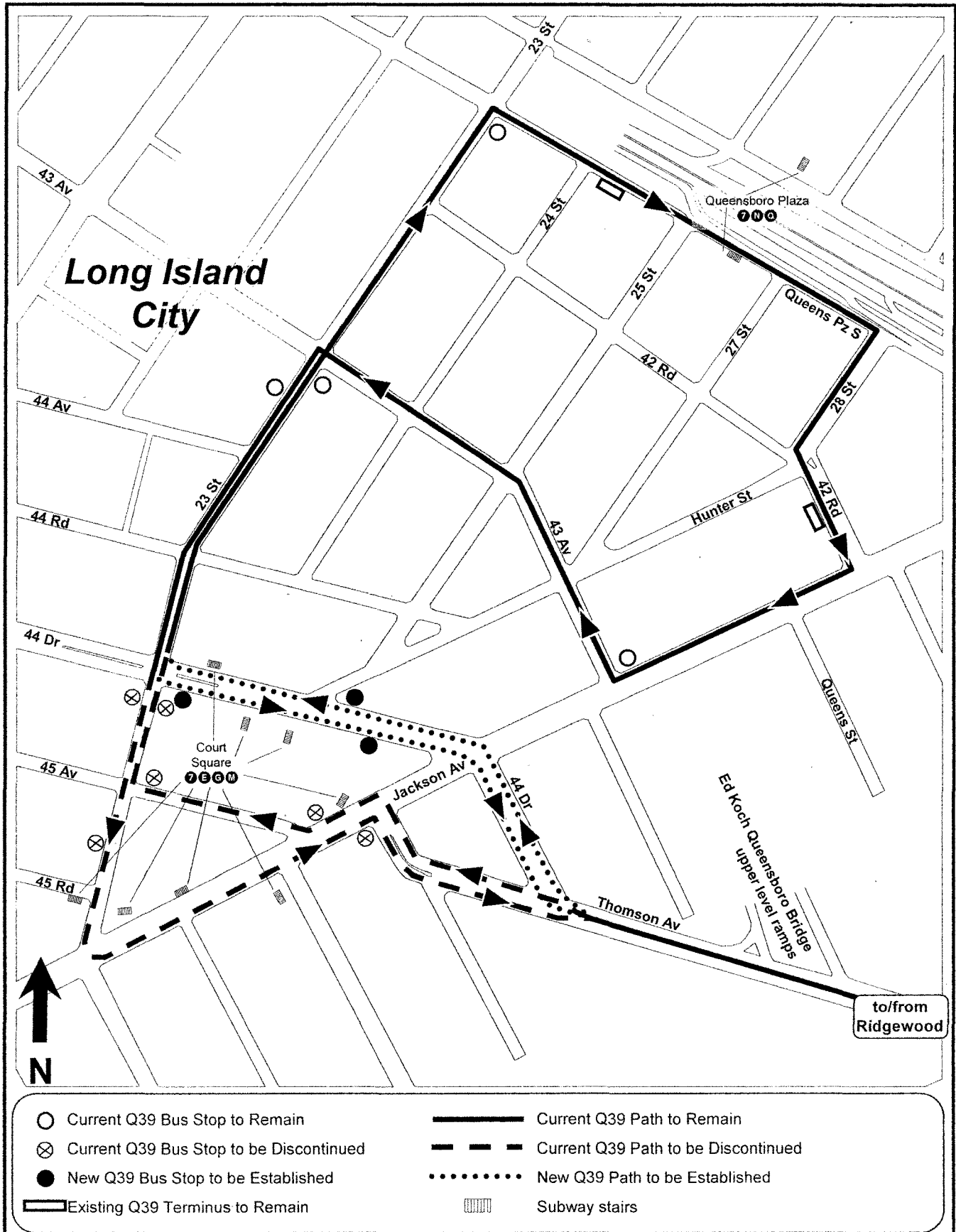
Approved:



Darryl C. Irick  
President



## Q39 Path Revision in Long Island City





## **7. SPECIAL REPORTS**



# Report



New York City Transit

## SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

### MetroCard Market Share

Actual August 2013 fare media market share of non-student passenger trips compared to the previous year are summarized below:

| <u>Fare Media</u>      | <u>August 2012</u> | <u>August 2013*</u> | <u>Difference</u> |
|------------------------|--------------------|---------------------|-------------------|
| Cash                   | 3.4%               | 3.1%                | (0.3%)            |
| Single-Ride Ticket     | 1.2%               | 1.0%                | (0.2%)            |
| Bonus Pay-Per-Ride     | 38.1%              | 44.6%               | 6.5%              |
| Non-Bonus Pay-Per-Ride | 11.2%              | 3.6%                | (7.6%)            |
| 7-Day Farecard         | 18.0%              | 20.3%               | 2.3%              |
| 30-Day Farecard        | <u>28.1%</u>       | <u>27.5%</u>        | (0.7%)            |
| Total                  | 100.0%             | 100.0%              |                   |

\* Preliminary

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

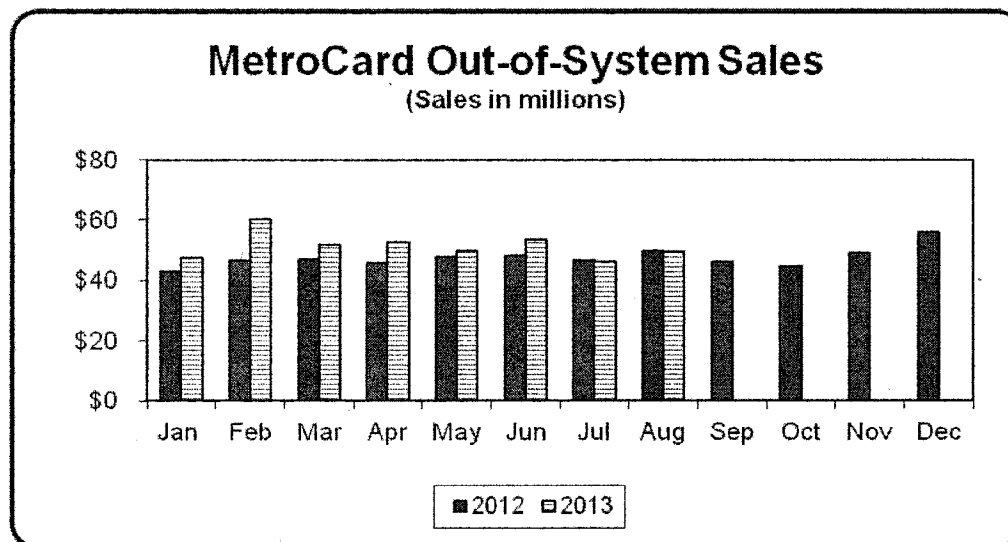
### **Balance-Protection Program**

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 August 2013 was 4,075 a 19.6 percent decrease from the same period last year. The average value of a credit issued was \$67.09.



### **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.7 million in August 2013, almost identical to August of 2012. Year to date sales totaled \$412.6 million, a 10.1 percent increase compared to the same period last year.



### *Retail Sales*

There were 4,320 active out-of-system sales and distribution locations for MetroCards, generating \$24.6 million in sales revenue during August 2013.

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

Sales of 207,935 MetroCards valued at approximately \$17.6 million were made in August 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$84.81. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 51,888 for August 2013, generating an additional \$5.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$188.6 million, a 17.5 percent increase when compared to last year.

### **Mobile Sales Program**

In August 2013, the Mobile Sales unit completed 212 site visits, of which 152 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$124,000 in revenue was generated. In August 2013, the Mobile Sales unit assisted and enabled 2,163 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the US Tennis Open (Queens).



### **Reduced-Fare Program**

During August 2013 enrollment in the Reduced-Fare Program increased by 7,281 new customers, while 1,146 customers left the program. The total number of customers in the program is 851,697. Seniors account for 691,846 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 159,851 customers. Of those, a total of 34,999 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 \$7.4 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In August 2013, the EasyPay Reduced Fare program enrollment totaled 130,069 accounts. During the month, active EasyPay customers accounted for approximately 1.8 million subway and bus rides with \$1.8 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$15.

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

In August 2013, the EasyPay Xpress PPR program enrollment totaled 60,614 accounts. During this month, active Xpress PPR customers accounted for approximately 1.1 million subway, express bus and local bus rides with \$2.9 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$60.

### **EasyPay Xpress Unlimited Program**

In August 2013, the EasyPay Xpress Unlimited program enrollment totaled 11,359 accounts. During this month, active Xpress Unlimited customers accounted for approximately 512,000 subway and local bus rides with \$1.0 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$112.

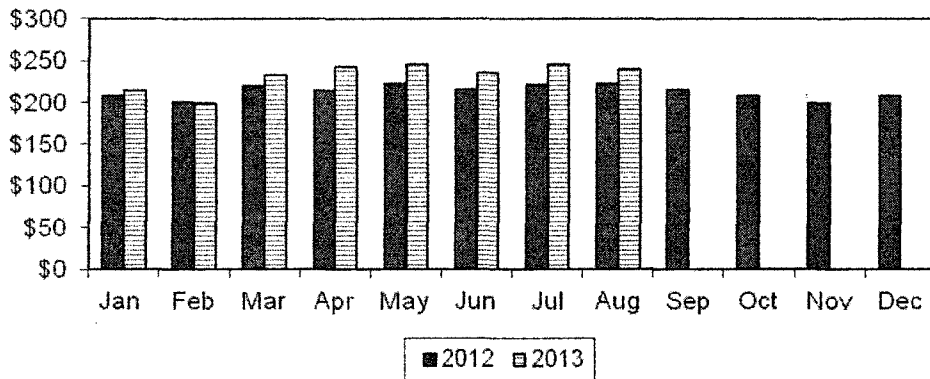
### **In-System Automated Sales**

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during August 2013 totaled \$240.7 million, on a base of 16.4 million customer transactions. This represents a 7.9 percent increase in vending machine sales compared to the same period last year. During August 2013, MEMs accounted for 2,101,182 transactions resulting in \$48,890,742 in sales. Debit/credit card purchases account for 72.5 percent of total vending machine revenue, while cash purchases account for 27.5 percent. Debit/credit card transactions account for 46.6 percent of total vending machine transactions, while cash transactions account for 53.4 percent. The average credit sale is \$26.19, more than three times the average cash sale of \$7.54. The average debit sale is \$18.48.



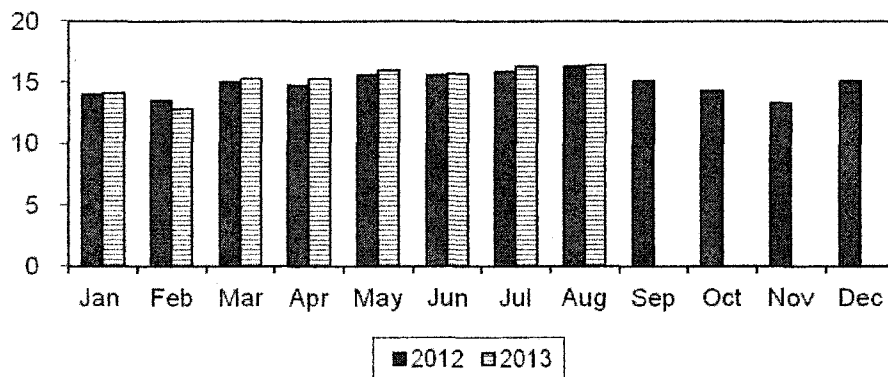
## Vending Machine Sales

(Sales in millions)



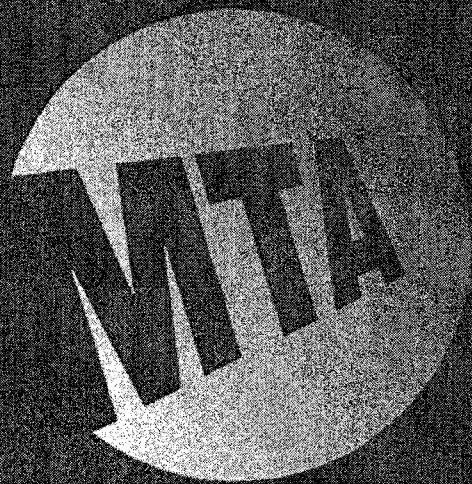
## Vending Machine Transactions

(Transactions in millions)





# 2013 Customer Satisfaction Survey Subway





# Subway Survey Context

- **Unprecedented damage to the subway system from Superstorm Sandy**
  - *Weekend shutdowns of Greenpoint Tunnel started shortly before survey*
  - *Widespread praise for MTA recovery efforts from Superstorm Sandy*
- **MTA fares and tolls increased in March 2013**
- **Spike in the number of persons falling or pushed onto tracks**
  - *Followed by a comprehensive platform safety communications campaign*
- ***Fastrack* continued its fast and cost-efficient repairs**
- **Continued strong subway car reliability performance/MDBF**
- **Bottom Line: Continued increases in subway ridership**



# Key Findings

- **Overall subway service ratings increased for third consecutive year to 76% satisfied vs. 75% in 2012**
  - Although not a statistically significant increase, it is notable that ratings increased despite the fare increase and damage from Superstorm Sandy
- **Satisfaction with the Overall Station Environment held steady at 77% satisfied**
- **Satisfaction with the Overall Value for the Money using the Subway returned to 67% in 2013**
  - This is the same rating as after the previous fare increase. The change from the 70% level in 2012 is not statistically significant.



# **Key Findings**

(continued)

- **Subway platform safety communications campaign reached almost three-quarters of customers:**
  - 73% of customers recall platform safety messages
- **Safety campaign received high marks from customers:** 86% of those recalling platform safety messages are satisfied with them, including 90% on the A Division and 80% on the B Division
  - Better PA systems accompany countdown clocks
- **Most customers (82%) are satisfied with their safety while standing on platforms**

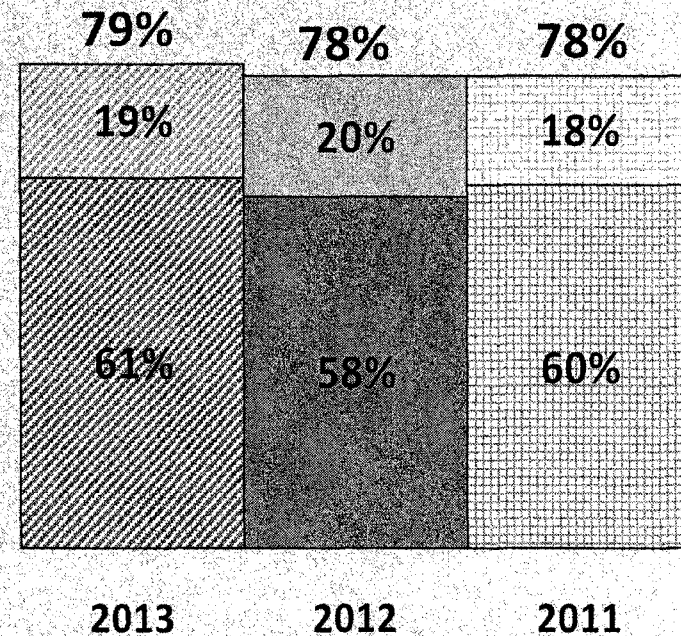
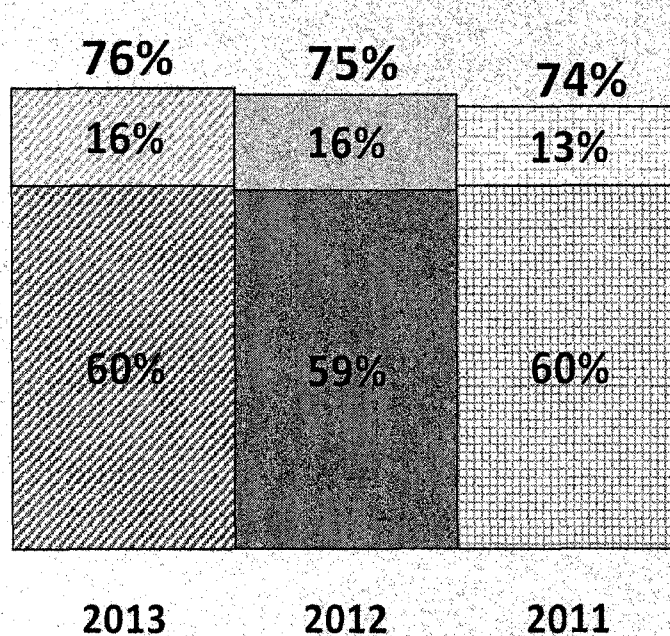


# Overall Customer Satisfaction

Overall Subway Service

Subway Line Used Most

7.9

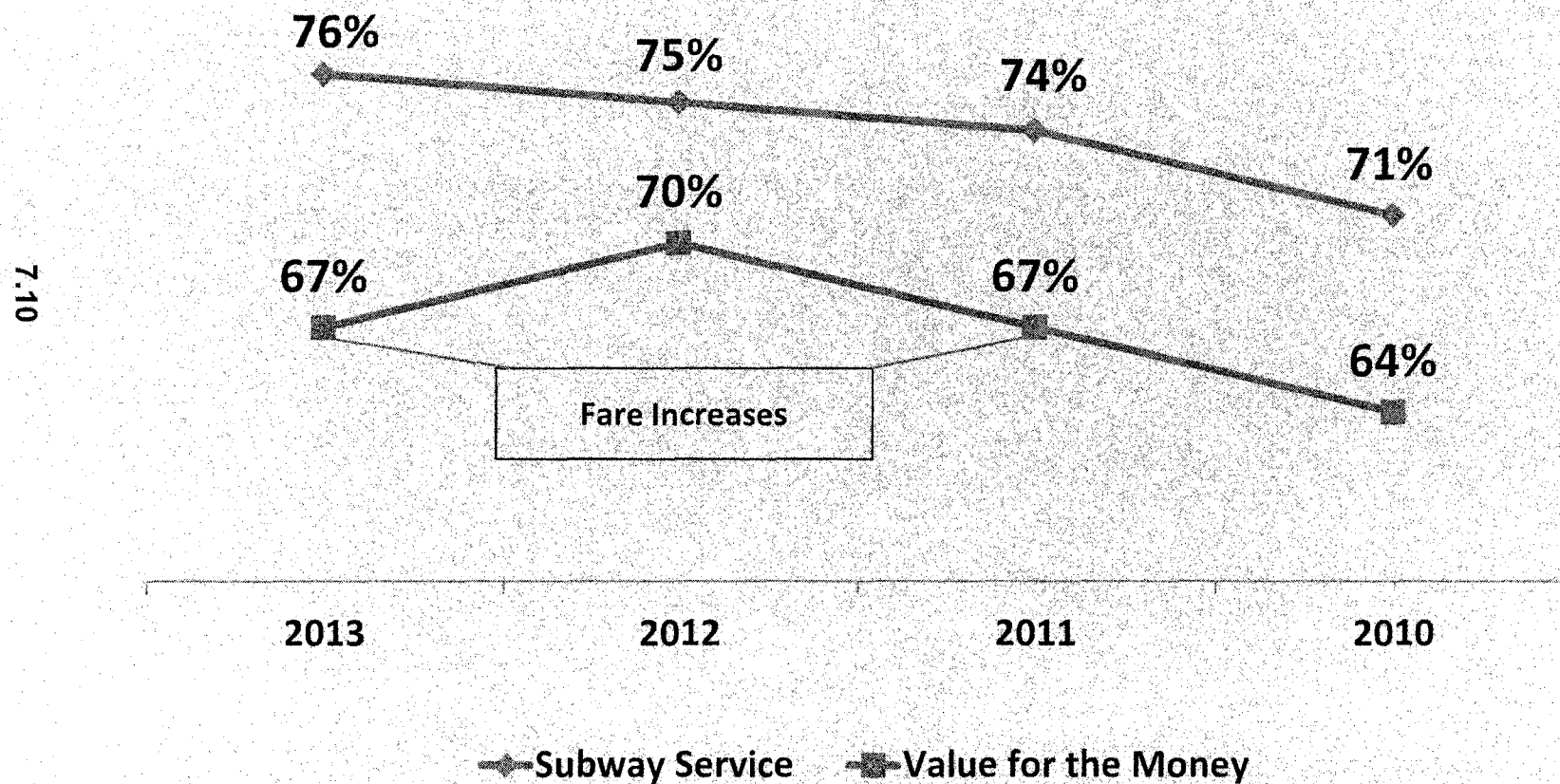


Top Area = Very Satisfied Bottom Area = Satisfied

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



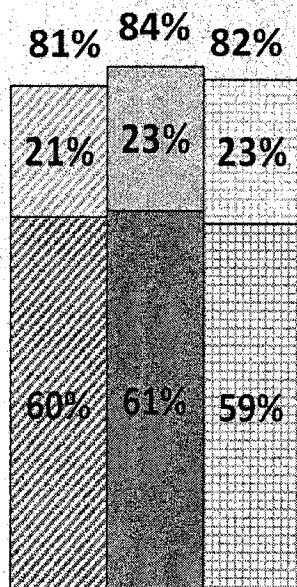
## 2013 Fare Increase Affected Value Ratings, But Not Overall Satisfaction with Subway Service





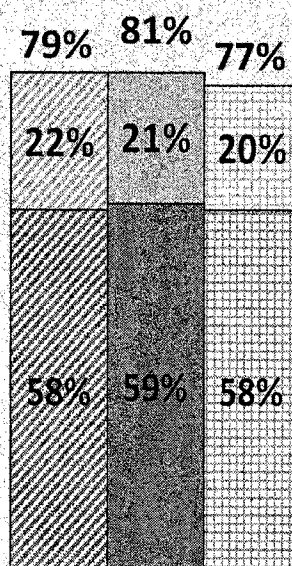
# Satisfaction with Subway Service Performance

## Overall Service Reliability



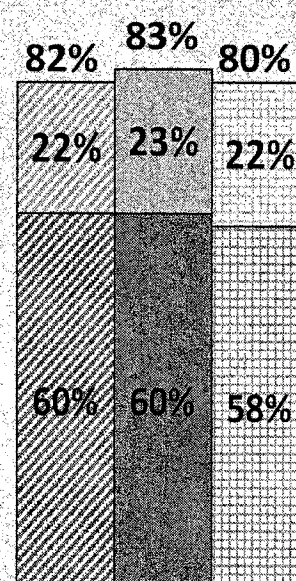
2013 2012 2011

## Predictability of Subway Travel Time



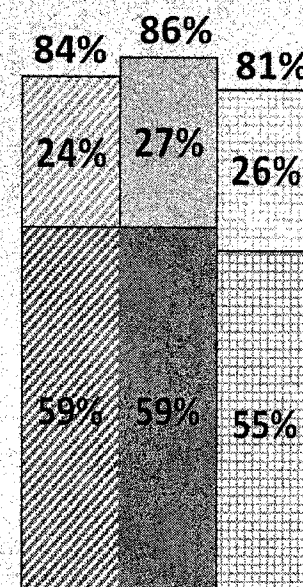
2013 2012 2011

## Maintaining Subway Cars So They Do Not Break Down or Cause Delays



2013 2012 2011

## How Fast the Subway Gets You Where You Want to Go



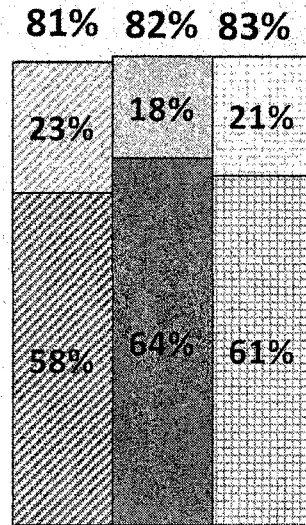
2013 2012 2011

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



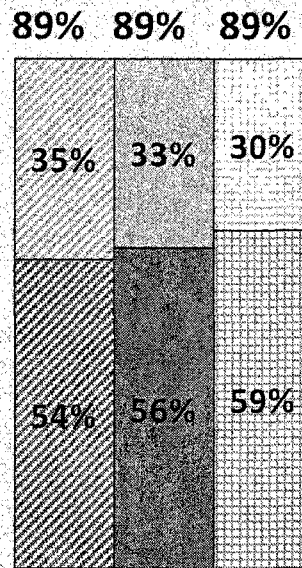
# Satisfaction with Subway Safety and Security

## Overall Safety and Security



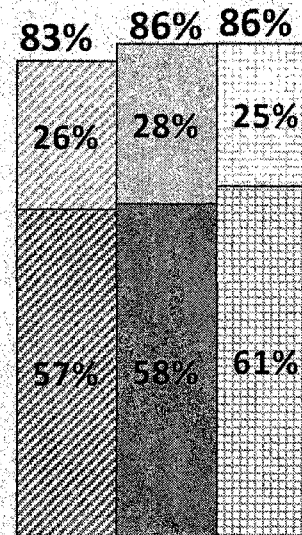
2013 2012 2011

## Safety from Mechanical Accidents



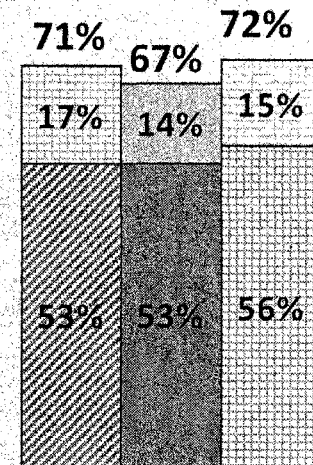
2013 2012 2011

## Personal Security before 8 p.m.



2013 2012 2011

## Personal Security after 8 p.m.



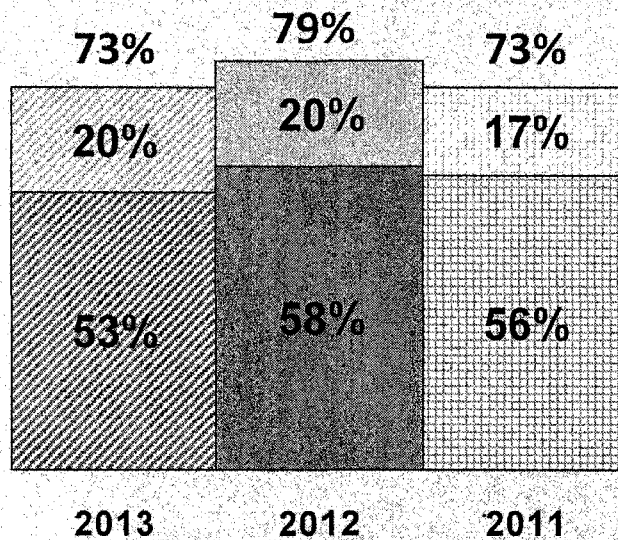
2013 2012 2011

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

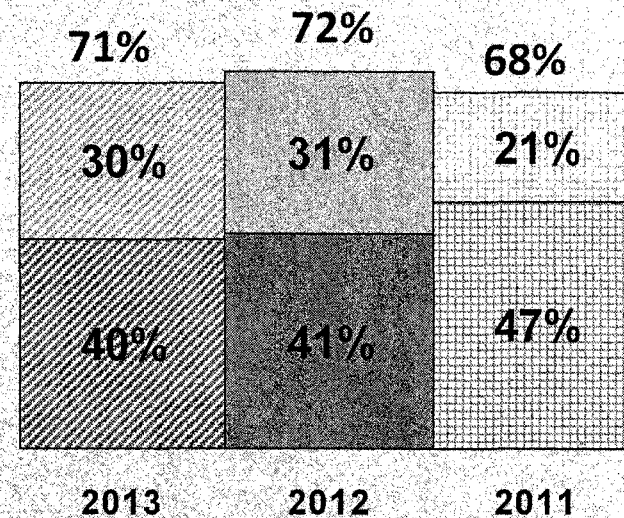


# Satisfaction with Information and Communications about Service

Overall Information and Communications about Subway Service



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



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



# Satisfaction with Announcements on Subway Trains

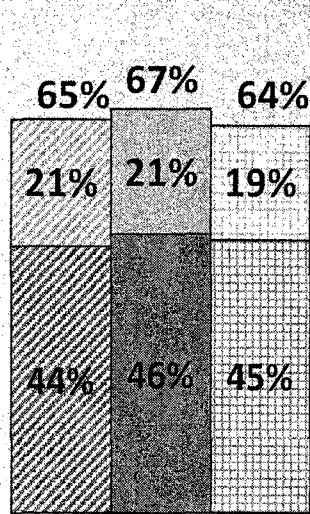
**Clarity of Announcements**

**Usefulness of Announcements: During Normal Service**

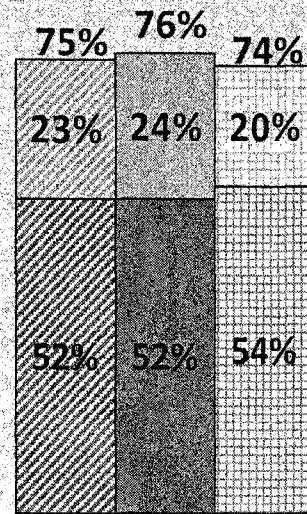
**Usefulness of Announcements: Unplanned Delays**

**Usefulness of Announcements: Planned Service Changes**

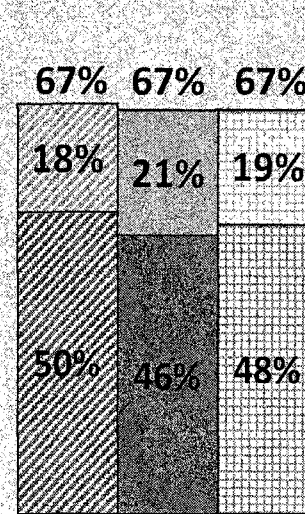
7.14



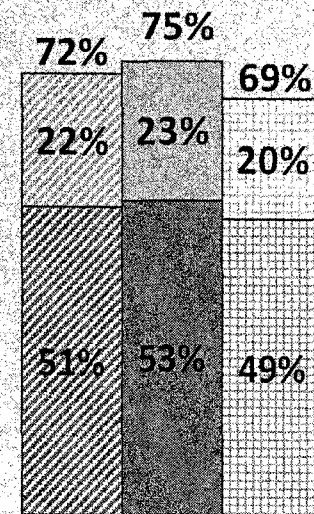
2013 2012 2011



2013 2012 2011



2013 2012 2011



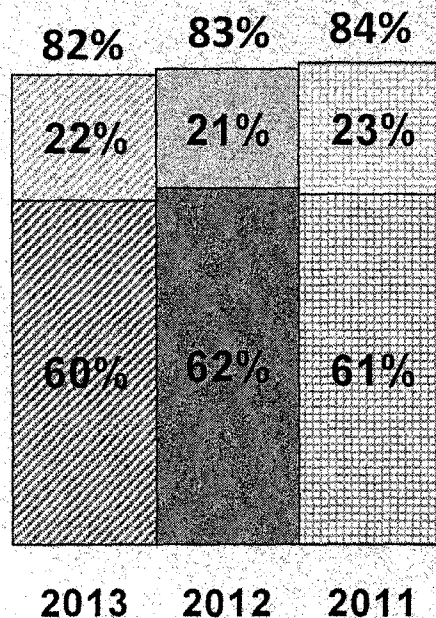
2013 2012 2011

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

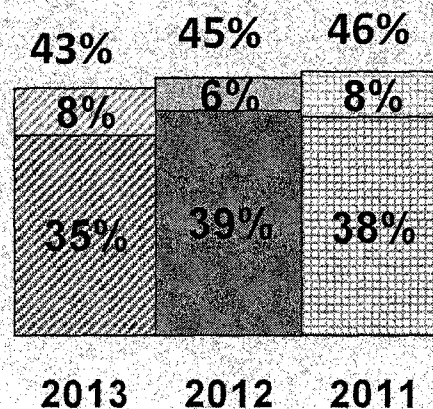


# Satisfaction with the Comfort and Convenience of Using the Subway

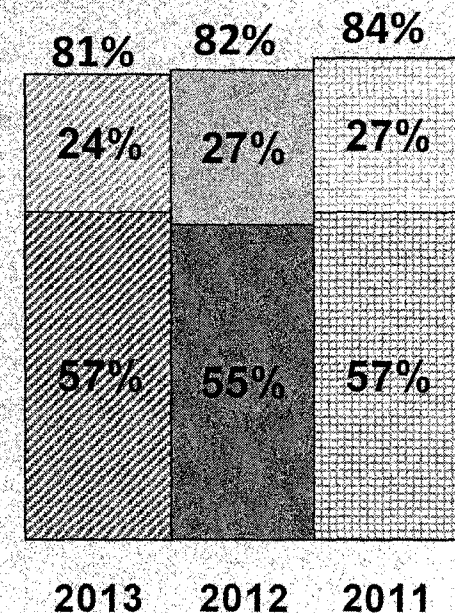
Overall Comfort and Convenience of Using the Subway



Keeping Trains from Getting Too Crowded during Rush Hours



Comfort of Temperature on Subway Cars

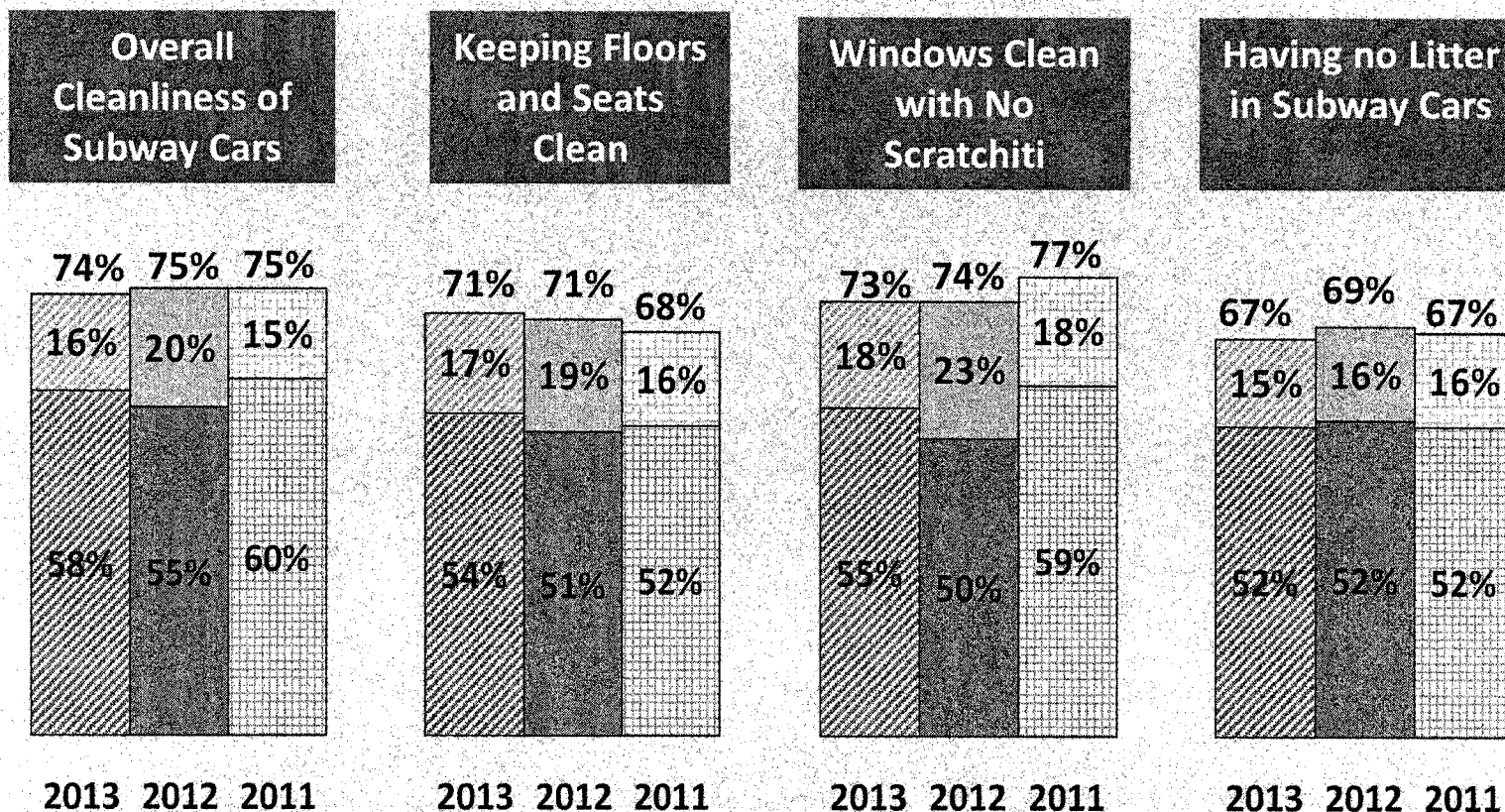


Very satisfied + satisfied may not equal total due to rounding.



# Satisfaction with Cleanliness of Subway Cars

7.16



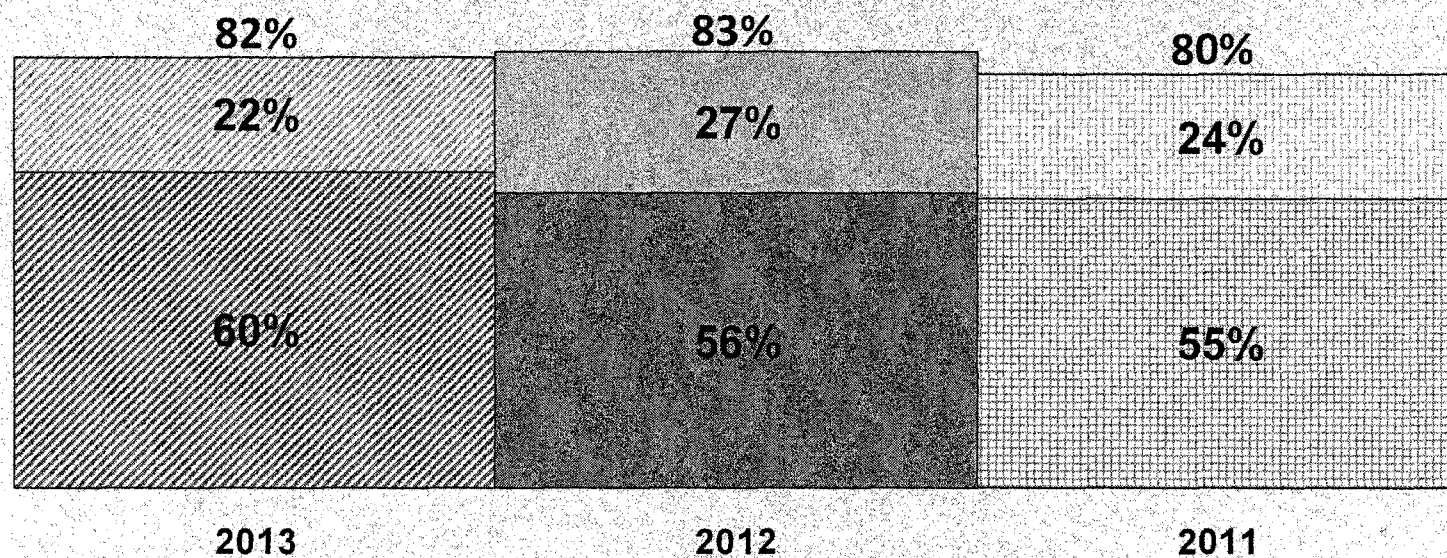
Very satisfied + satisfied may not equal total due to rounding.



# Satisfaction with Subway Conductors

- Satisfaction with the courtesy and helpfulness of subway conductors decreased to 82% in 2013 vs. 83% in 2012, a non-statistical change

7.17

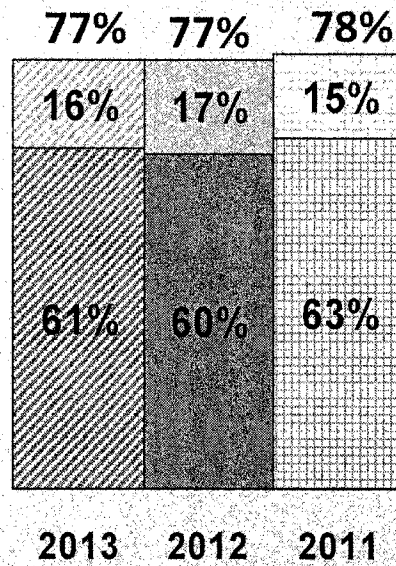


Very satisfied + satisfied may not equal total due to rounding.

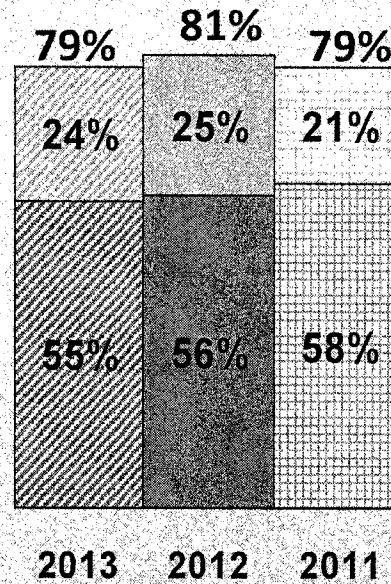


# Satisfaction with Subway Stations

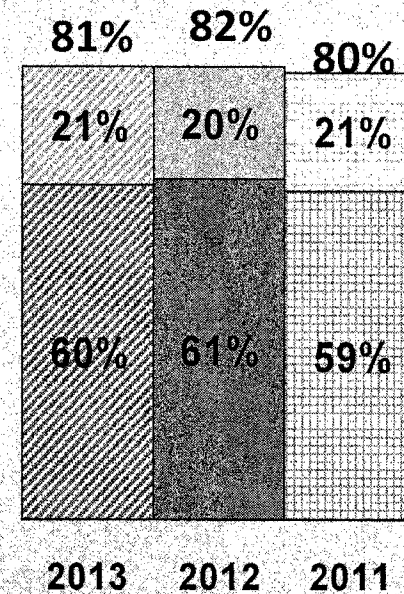
**Overall Station Environment**



**Station Use Most Often Near Home**



**Station Use Most Often Near Work**



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



# Satisfaction with Overall Station Cleanliness

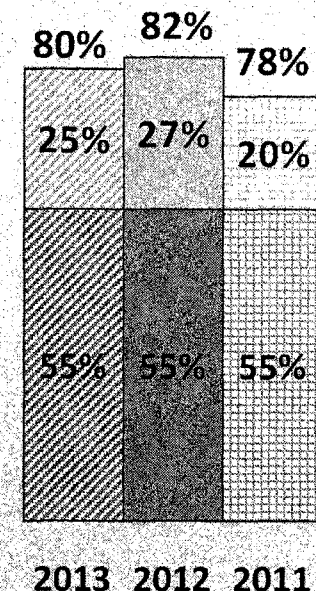
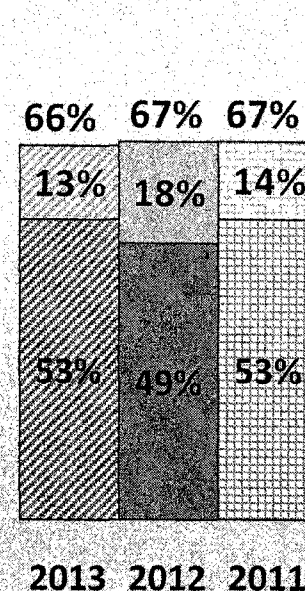
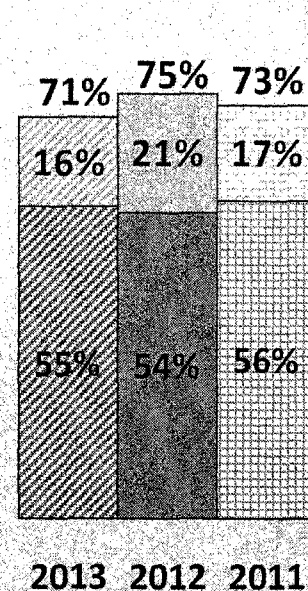
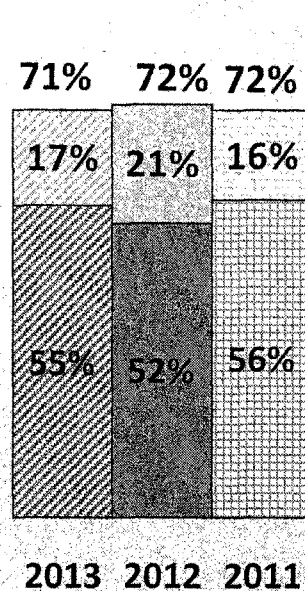
## Overall Cleanliness of Stations

## Keeping Stations Litter Free

## Keeping Station Clean from Dirt and Grime

## Keeping Graffiti off Walls, Signs, Etc.

7.19

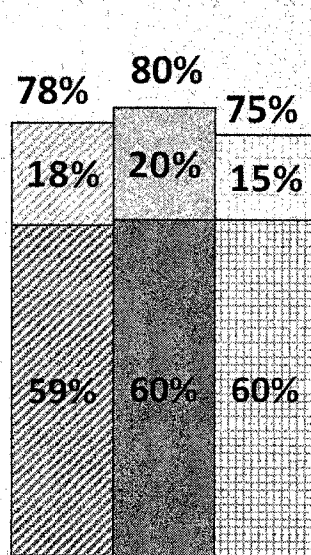


Very satisfied + satisfied may not equal total due to rounding.



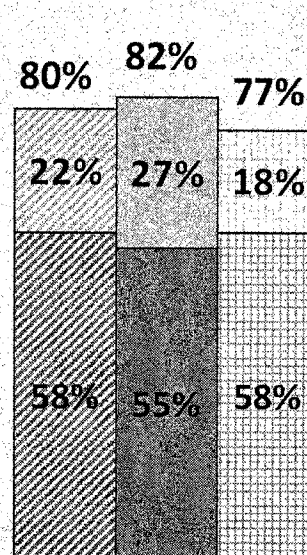
# Satisfaction with Maintenance and Repair of Stations

**Overall  
Maintenance  
and Repair**



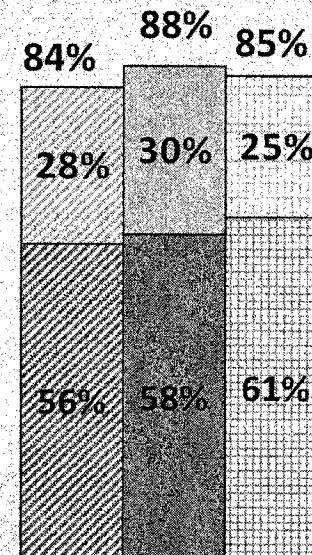
2013 2012 2011

**Condition of  
Stairs and  
Handrails**



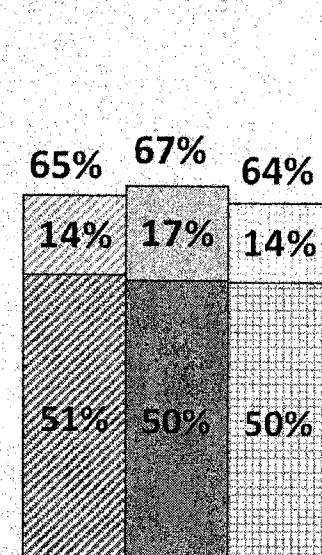
2013 2012 2011

**Station  
Lighting**



2013 2012 2011

**Condition of  
Walls and  
Ceilings**



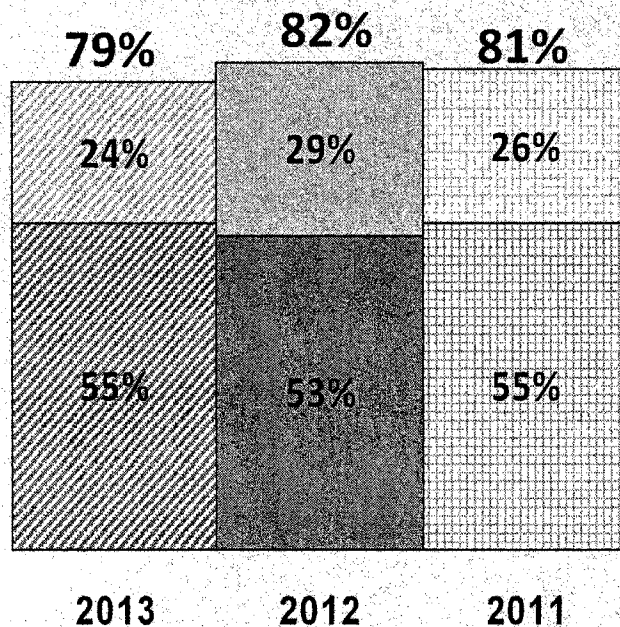
2013 2012 2011

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

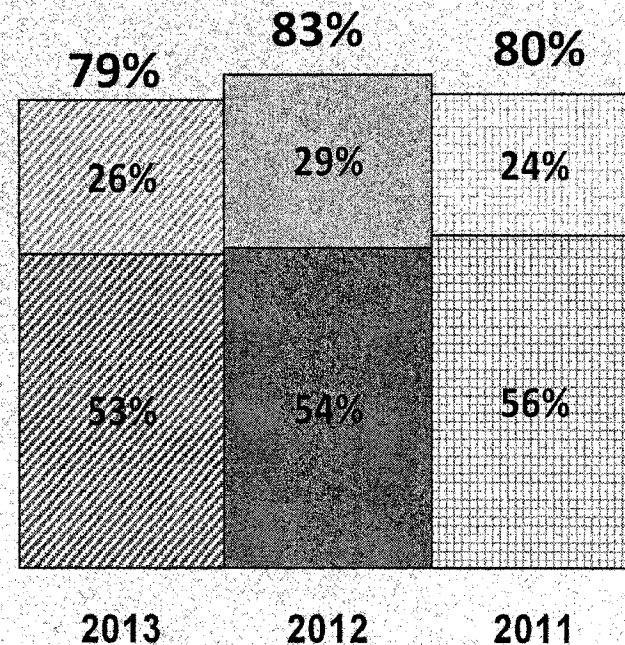


# Satisfaction with MetroCard Equipment

Working Condition of MetroCard Vending Machines



Working Condition of MetroCard Swipe Readers at Turnstiles

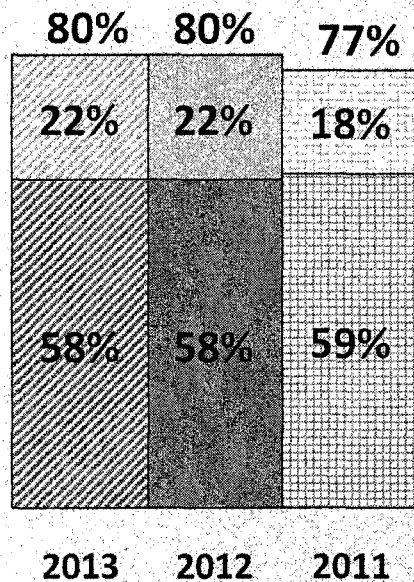


Very satisfied + satisfied may not equal total due to rounding.

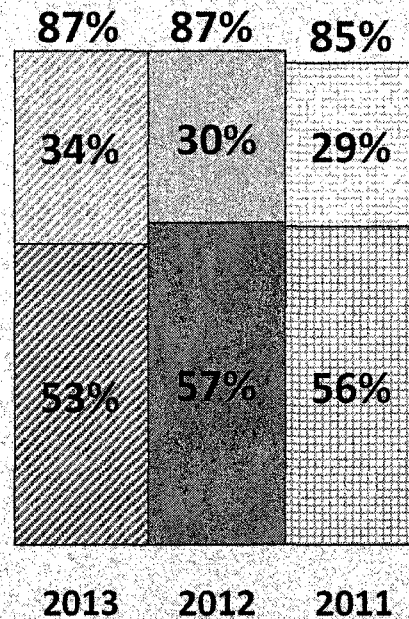


# Satisfaction with Availability of Information in Stations

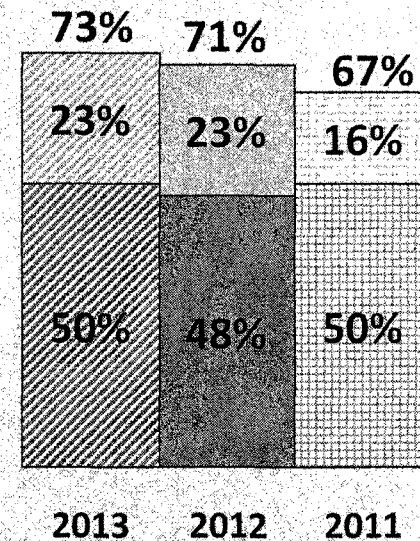
Overall Availability of Information in Stations



Signs Directing You to Exits and Transfer Locations



Clarity of Announcements on Station Platforms

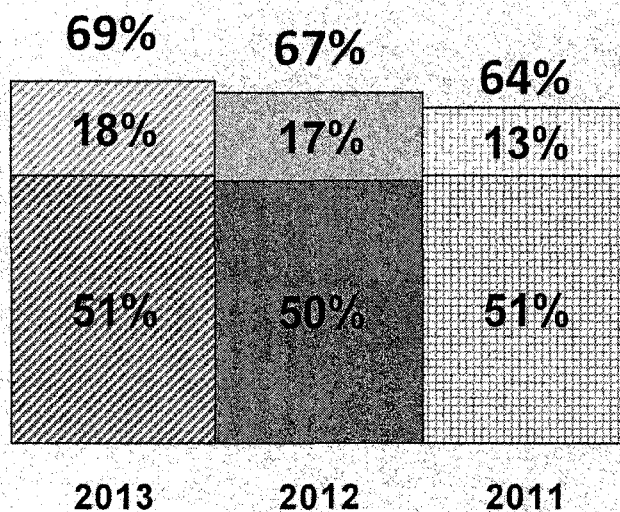


Very satisfied + satisfied may not equal total due to rounding.

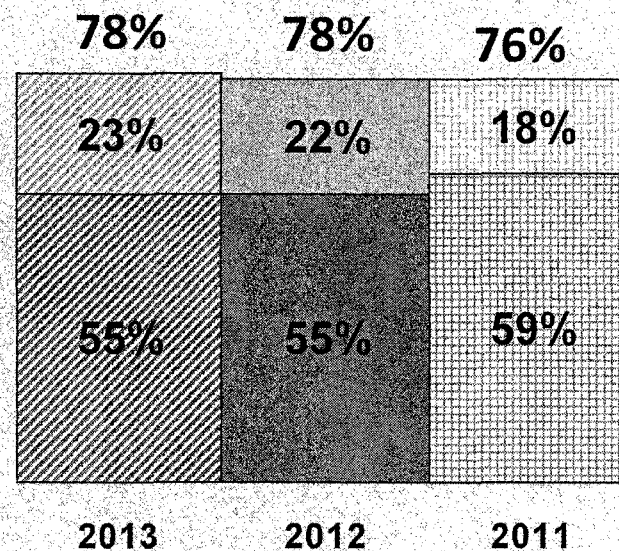


# Satisfaction with Information about Service Delays and Diversions

Information in Station about  
Unscheduled Delays



Information in Station about  
Planned Service Changes

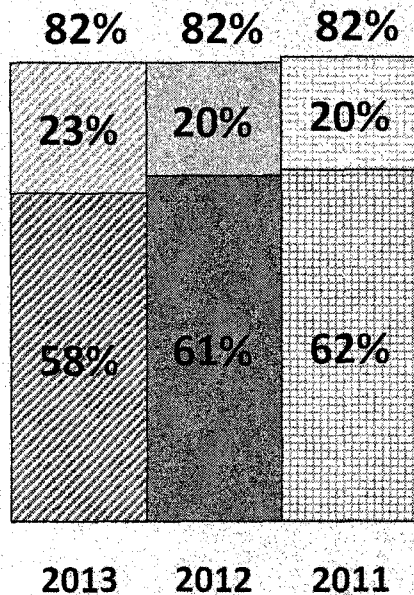


Very satisfied + satisfied may not equal total due to rounding.

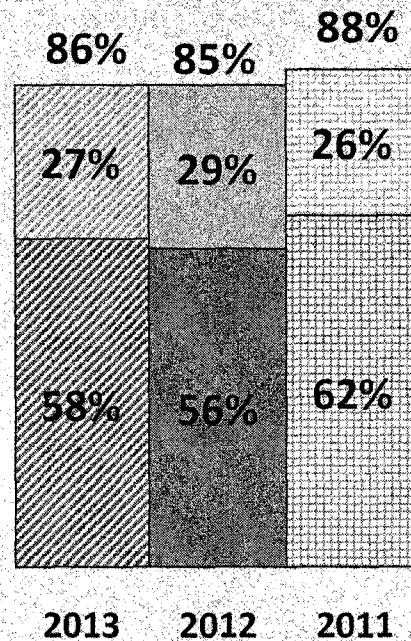


# Satisfaction with Personal Security in Stations

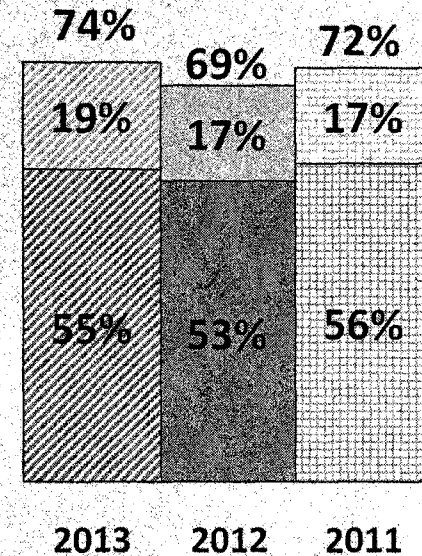
Overall Personal  
Security in Station



Your Sense of  
Personal Security  
Before 8 p.m.



Your Sense of  
Personal Security  
After 8 p.m.

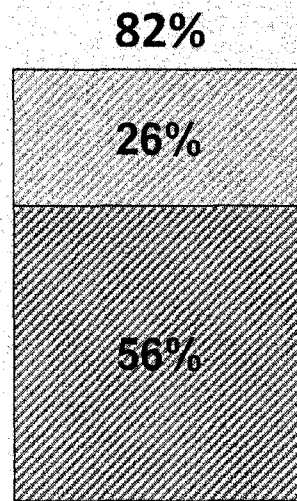


Very satisfied + satisfied may not equal total due to rounding.



# Satisfaction with Safety in Stations

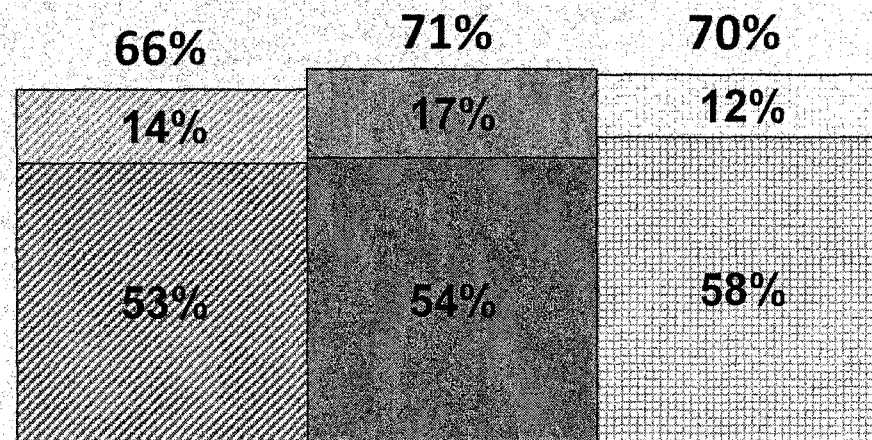
## Your Personal Safety Standing on Platforms



2013

Attribute rated for first  
time in 2013

## Keeping Platforms from Getting Too Crowded During Rush Hours



2013

2012

2011

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

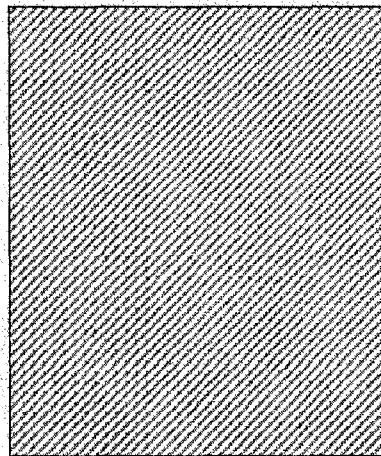


# Platform Safety Communications Campaign: Customer Awareness and Satisfaction

## Recall Platform Safety Messages

(Only Asked in 2013)

73%



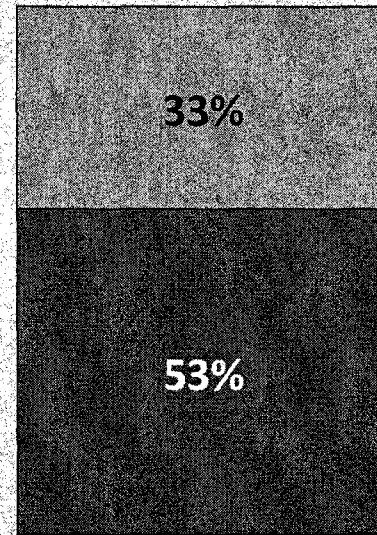
## Satisfaction with Platform Safety Messages

(Only Asked in 2013, Among Those Who  
Recalled Safety Messages)

86%

33%

53%





# SURVEY METHODOLOGY

- The MTA conducted its annual customer satisfaction survey for New York City Transit (NYCT) subway and local bus operations between June 11 and 30, 2013.
- The Citywide telephone survey interviewed 1,729 New York City residents throughout the five boroughs using random samples of landline and cell phone numbers.
- In-depth interviews were conducted with 1,201 customers who had taken at least one ride in the past 30 days on a subway and/or local bus. The average length for the full survey was 28 minutes. The margin of error is  $\pm 3.8$  percentage points.
- The remaining 528 contacts did not ride the subway or local bus in the past 30 days and were asked demographic questions only for use in weighting total survey results to the latest census data for New York City residents 18 years of age and older.



# CUSTOMER SATISFACTION RATINGS FOR SUBWAY SERVICE

|  | TOTAL SATISFIED |           |           |           |
|--|-----------------|-----------|-----------|-----------|
|  | 2010            | 2011      | 2012      | 2013      |
| N =  | 1082            | 1009      | 1018      | 1039      |
|  | %               | %         | %         | %         |
| <b>OVERALL SUBWAY SERVICE</b>  | <b>71</b>       | <b>74</b> | <b>75</b> | <b>76</b> |
| <b>OVERALL SUBWAY SERVICE ON LINE USE MOST</b>                       | <b>77</b>       | <b>78</b> | <b>78</b> | <b>79</b> |
| <b>SERVICE FREQUENCY</b>   | <b>72</b>       | <b>79</b> | <b>79</b> | <b>78</b> |
| <b>OVERALL RELIABILITY OF SERVICE</b>                                | <b>76</b>       | <b>82</b> | <b>84</b> | <b>81</b> |
| The predictability of subway travel time                             | 74              | 77        | 81        | 79        |
| Maintaining subway cars so they do not break down and cause delays   | NA              | 80        | 83        | 82        |
| How fast the subway gets you where you want to go                    | 83              | 81        | 86        | 84        |
| <b>OVERALL SAFETY AND SECURITY</b>                                   | <b>77</b>       | <b>83</b> | <b>82</b> | <b>81</b> |
| Safety from mechanical accidents                                     | 85              | 89        | 89        | 89        |
| Overall personal security in the subway BEFORE 8 p.m.                | 80              | 86        | 86        | 83        |
| Overall personal security in the subway AFTER 8 p.m.                 | 65              | 72        | 67        | 71        |
| <b>OVERALL INFORMATION AND COMMUNICATIONS ABOUT SUBWAY SERVICE</b>   | <b>63</b>       | <b>73</b> | <b>79</b> | <b>73</b> |
| Knowing how long you have to wait for the next train to arrive       | NA              | 68        | 72        | 71        |
| Clarity of announcements on subway trains                            | 56              | 64        | 67        | 65        |
| Usefulness of announcements on trains during normal service          | 67              | 74        | 76        | 75        |
| Usefulness of announcements on trains during unplanned delays        | 64              | 67        | 67        | 67        |
| Usefulness of announcements on trains during planned service changes | NA              | 69        | 75        | 72        |
| <b>OVERALL COMFORT AND CONVENIENCE OF USING THE SUBWAY</b>           | <b>78</b>       | <b>84</b> | <b>83</b> | <b>82</b> |
| Keeping subway trains from getting too crowded during rush hours     | 44              | 46        | 45        | 43        |
| Comfort of temperature on subway cars                                | 79              | 84        | 82        | 81        |
| <b>OVERALL CLEANLINESS OF SUBWAY CARS</b>                            | <b>68</b>       | <b>75</b> | <b>75</b> | <b>74</b> |
| Keeping floors and seats clean                                       | NA              | 68        | 71        | 71        |
| Keeping subway car windows clean with no scratchiti                  | NA              | 77        | 74        | 73        |
| Having no litter in subway cars                                      | NA              | 67        | 69        | 67        |
| Keeping graffiti off subway car walls                                | NA              | 82        | 82        | 82        |
| <b>OVERALL COURTESY AND HELPFULNESS OF SUBWAY CONDUCTORS</b>         | <b>77</b>       | <b>80</b> | <b>83</b> | <b>82</b> |
| <b>OVERALL VALUE FOR THE MONEY USING THE SUBWAY</b>                  | <b>64</b>       | <b>67</b> | <b>70</b> | <b>67</b> |



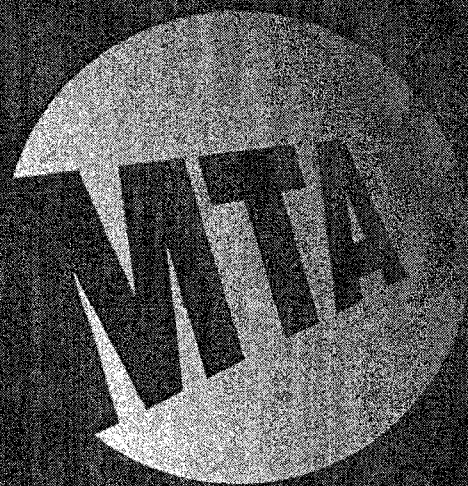
# CUSTOMER SATISFACTION RATING OF SUBWAY STATIONS

|   | TOTAL SATISFIED |           |           |           |
|---|-----------------|-----------|-----------|-----------|
|   | 2010            | 2011      | 2012      | 2013      |
|   | 1048            | 1006      | 1007      | 1027      |
| N =   | %               | %         | %         | %         |
| <b>STATION USE MOST OFTEN NEAR HOME</b>                                     | <b>77</b>       | <b>79</b> | <b>81</b> | <b>79</b> |
| <b>STATION USE MOST OFTEN NEAR WORK/SCHOOL</b>                              | <b>74</b>       | <b>80</b> | <b>82</b> | <b>81</b> |
| <b>OVERALL STATION ENVIRONMENT</b>  | <b>71</b>       | <b>78</b> | <b>77</b> | <b>77</b> |
| Escalators in subway  | NA              | 75        | 82        | 83        |
| Elevators in subway   | NA              | 73        | 76        | 73        |
| Courtesy and helpfulness of station agents                                  | NA              | 81        | 85        | 82        |
| <b>OVERALL STATION CLEANLINESS</b>  | <b>64</b>       | <b>72</b> | <b>72</b> | <b>71</b> |
| Keeping station litter free   | NA              | 73        | 75        | 71        |
| Keeping station clean from dirt and grime                                   | NA              | 67        | 67        | 66        |
| Keeping graffiti off walls, signs, etc.                                     | NA              | 78        | 82        | 80        |
| <b>OVERALL MAINTENANCE AND REPAIR OF STATION</b>                            | <b>68</b>       | <b>75</b> | <b>80</b> | <b>78</b> |
| Condition of stairs and handrails   | 72              | 77        | 82        | 80        |
| Station lighting  | 81              | 85        | 88        | 84        |
| Working condition of MetroCard vending machines                             | NA              | 81        | 82        | 79        |
| Working condition of MetroCard swipe readers at turnstiles                  | NA              | 80        | 83        | 79        |
| Condition of walls and ceilings   | NA              | 64        | 67        | 65        |
| <b>OVERALL AVAILABILITY OF INFORMATION IN STATION</b>                       | <b>67</b>       | <b>77</b> | <b>80</b> | <b>80</b> |
| Signs directing you to exits and transfer locations                         | 82              | 85        | 87        | 87        |
| Clarity of announcements on station platforms                               | 59              | 67        | 71        | 73        |
| Information in station about unscheduled delays                             | 56              | 64        | 67        | 69        |
| Announcements about standing away from the edge of the platform*            | NA              | NA        | NA        | 86        |
| Information in station about planned service changes                        | 69              | 76        | 78        | 78        |
| <b>OVERALL PERSONAL SECURITY IN STATION</b>                                 | <b>76</b>       | <b>82</b> | <b>82</b> | <b>82</b> |
| Your personal safety standing on subway platforms                           | NA              | NA        | NA        | 82        |
| Your sense of personal security in the station BEFORE 8 p.m.                | NA              | 88        | 85        | 86        |
| Your sense of personal security in the station AFTER 8 p.m.                 | NA              | 72        | 69        | 74        |
| <b>KEEPING STATION PLATFORMS FROM GETTING TOO CROWDED DURING RUSH HOURS</b> | <b>65</b>       | <b>70</b> | <b>71</b> | <b>66</b> |

\* Includes only those respondents that recall hearing platform safety announcements.



# 2013 Customer Satisfaction Survey Local Bus





# Local Bus Survey Context

- **Unprecedented damage to the subway system from Superstorm Sandy**
  - *Local buses first service back in operation after storm, carried millions of subway riders*
  - *Widespread praise for MTA recovery efforts from Superstorm Sandy*
- **MTA fares and tolls increased in March 2013**
- **Improved local bus reliability/MDBF and pullout performance**
  - *New buses boosted performance and older fleet types improved reliability*
- **Service enhancements and service restorations**
  - *More SBS routes placed into service*
- **MTA Bus Time rolled out in the Bronx**
- **Improved bus security from crackdown on fare evasion and installation of surveillance cameras**
- **Bottom Line: Local bus ridership is increasing, especially on weekend**



# KEY FINDINGS

## 1. Local bus customer satisfaction increased to a record high 74% in 2013

- Customer satisfaction up 12 percentage points since 2010 (62% satisfied). Low 62% satisfied in 2010 reflected customer apprehensions about pending service cuts that year.

***Service quality and quantity improvements tend to mitigate the impact of fare increases***



# **KEY FINDINGS**

**(CONTINUED)**

## **2. Satisfaction with rush hour service reliability increased to 76% in 2013 vs. 68% in 2012**

- Reflects 32% increase in MDBF and improvements in trips completed and pullout performance
  - New buses and improved performance in older fleet types

### **LOCAL BUS SERVICE PERFORMANCE INDICATORS**

| <b>Performance Indicator</b>               | <b>12-Month Average</b> |                   |                 |
|--|-------------------------|-------------------|-----------------|
|  | <b>June, 2013</b>       | <b>June, 2012</b> | <b>% Change</b> |
| System MDBF ( Local)                       | 4,596                   | 3,496             | +31.5%          |
| System Trips Completed (Local and Express) | 99.20%                  | 98.41%            | +0.8%           |
| System AM Pull Out (Local and Express)     | 99.63%                  | 98.95%            | +0.7%           |
| System PM Pull Out (Local and Express)     | 99.85%                  | 99.39%            | +0.5%           |

Source: NYCT Department of Buses



# **KEY FINDINGS**

**(CONTINUED)**

**3. Satisfaction with overall safety and security in rush hours increased to 84% in 2013 vs. 76% in 2012**

- Rush hour personal security rating increased from 74% to 83% in 2013

**4. Bronx residents' satisfaction with "knowing how far away the next bus is" increased to 63% in 2013 vs. 42% in 2012.**

- Follows rollout of MTA BusTime in the Bronx

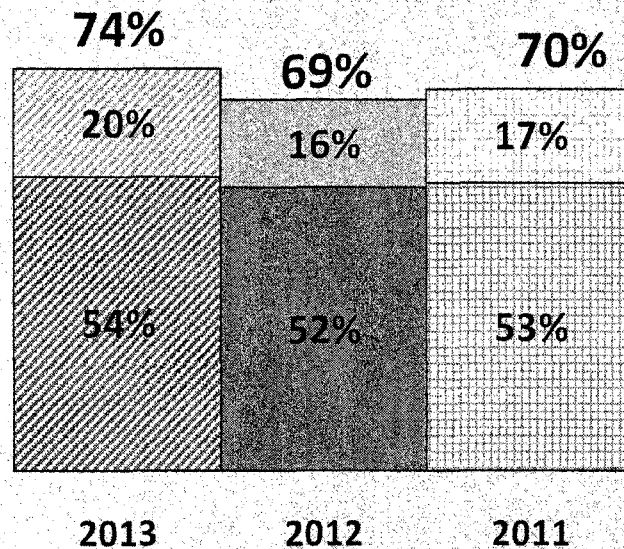
**5. Similarly, "how long you have to wait for a bus to arrive" reached all-time high of 59% city-wide (67% in Bronx)**

***Nevertheless, the lowest-rated local bus service attributes in the survey are wait time and knowing how far away the next bus is. The rollout of MTA BusTime to all boroughs should help improve these scores.***

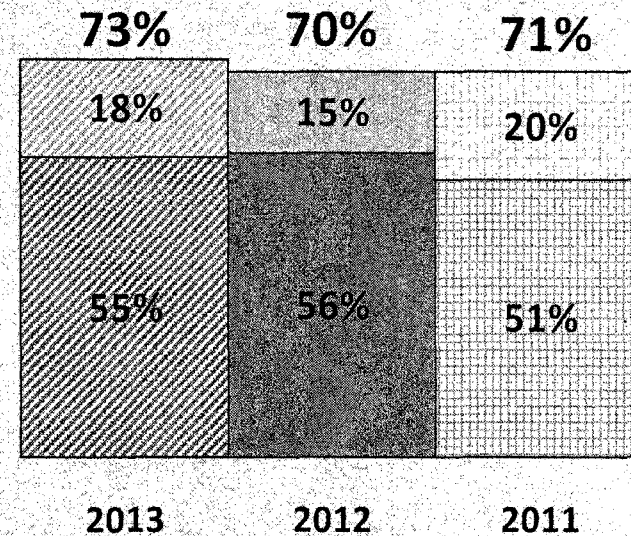


# Overall Customer Satisfaction

**Overall Local Bus Service**



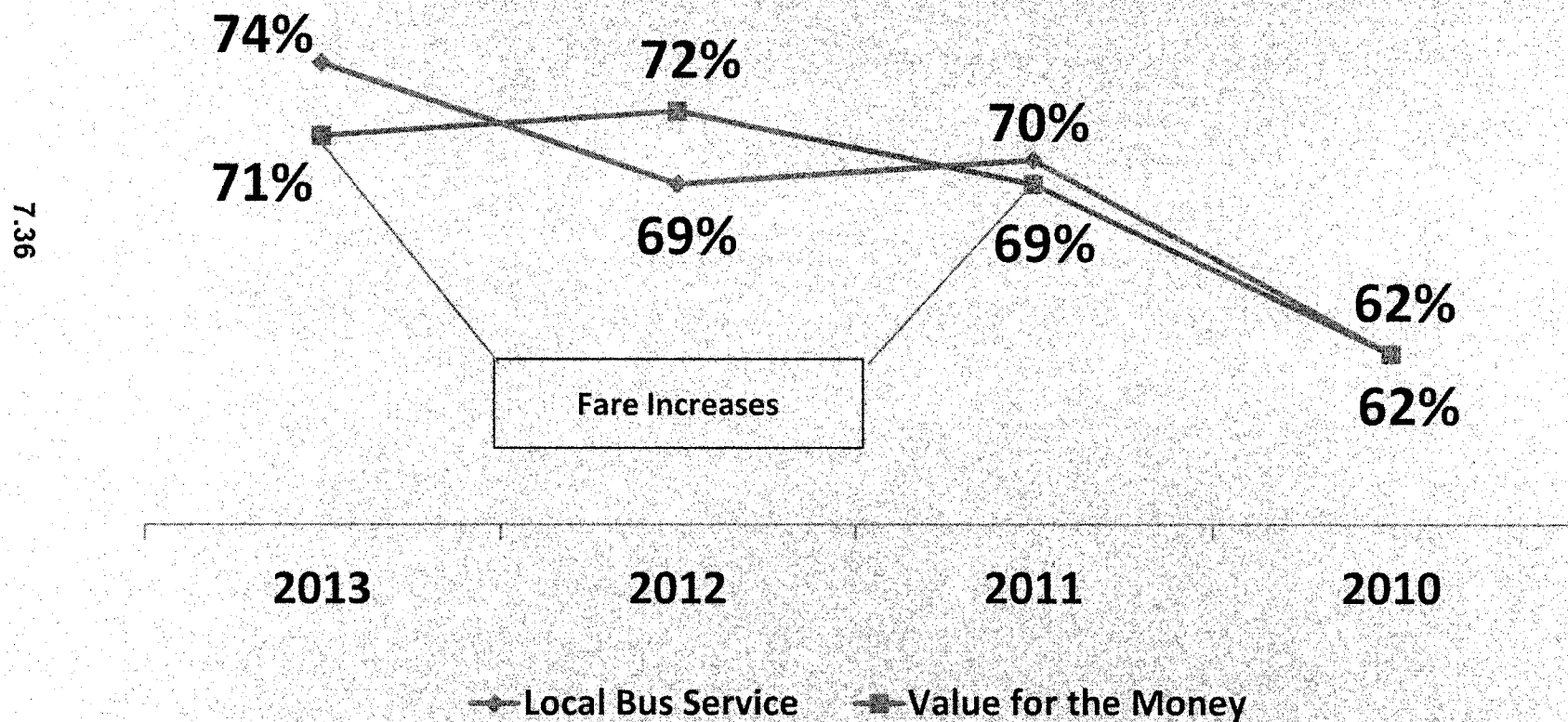
**Local Bus Route Use Most**



**Top Area = Very Satisfied    Bottom Area = Satisfied**



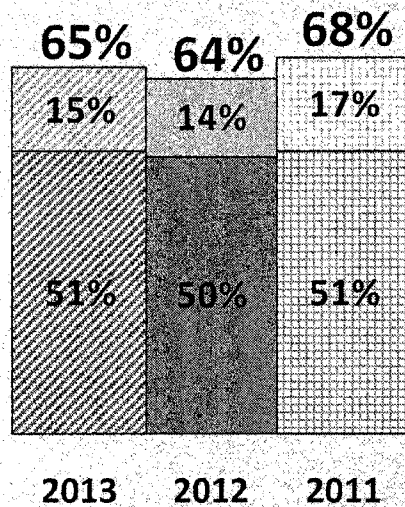
## 2013 Fare Increase Affected Value Ratings, But Not Overall Satisfaction with Local Bus Service



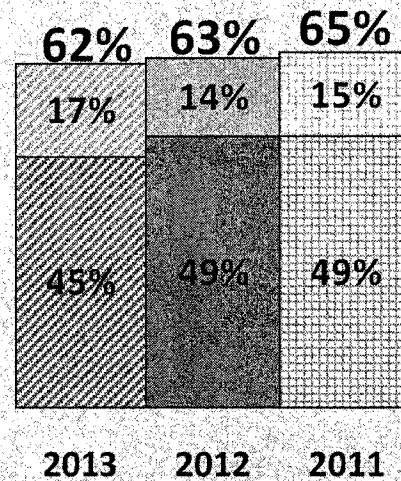


# Satisfaction with Availability of Local Bus Service

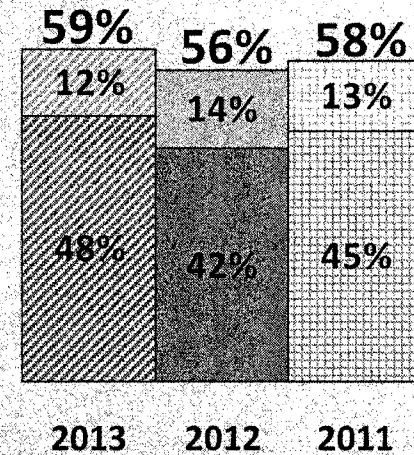
Overall Availability  
of Service



Frequency of  
Service



How Long You Have  
to Wait for Bus to  
Arrive





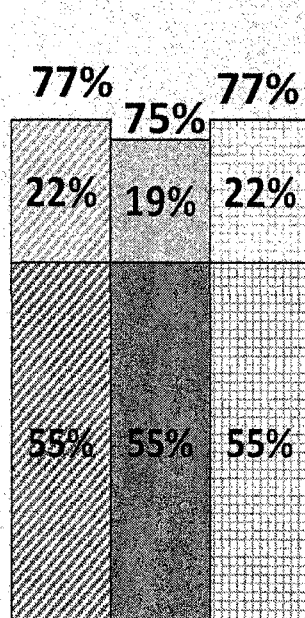
# Satisfaction with Reliability of Local Bus Service

Overall  
Reliability of  
Service

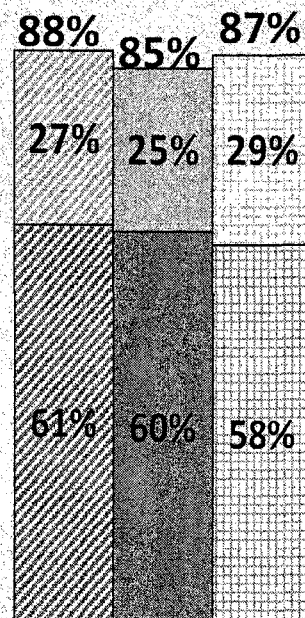
Maintaining  
Buses so they  
Do not Break  
Down and  
Cause Delays

Predictability of  
Travel Time

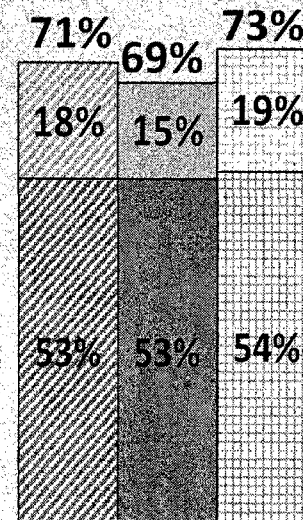
How Fast the  
Local Bus Gets  
You Where You  
Want to Go



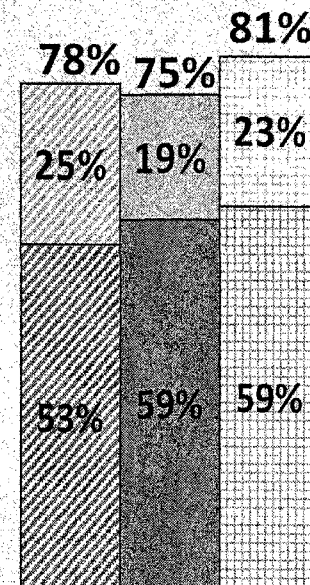
2013 2012 2011



2013 2012 2011



2013 2012 2011

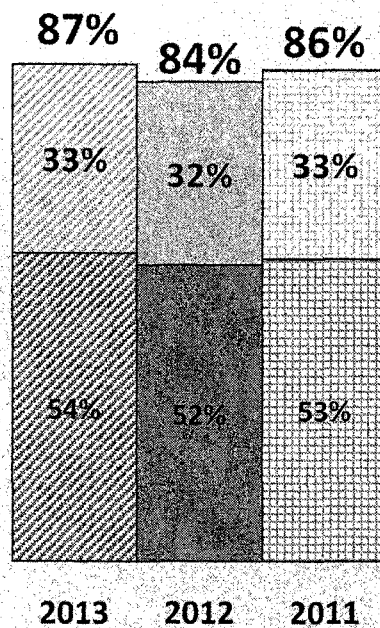


2013 2012 2011

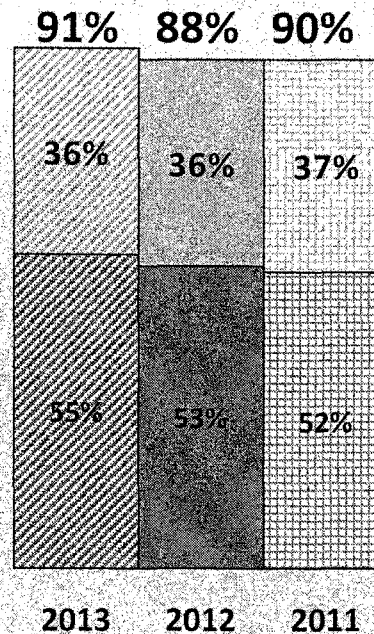


# Satisfaction with Safety and Security on Local Bus

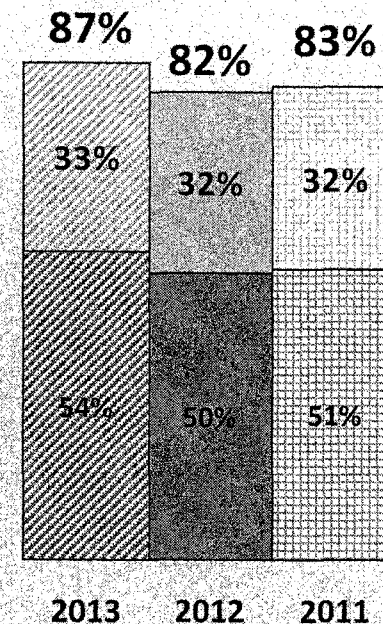
Overall Safety and  
Security on the Bus



Safety from  
Accidents While  
Riding on The Bus



Personal Security  
on the Bus





# Satisfaction with Information and Communications about Service

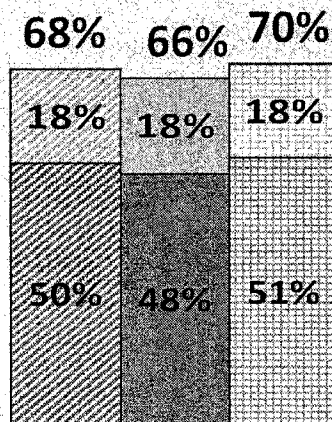
Overall  
Information and  
Communications  
about  
Local Bus Service

Knowing How Far  
Away the Next Bus  
Is

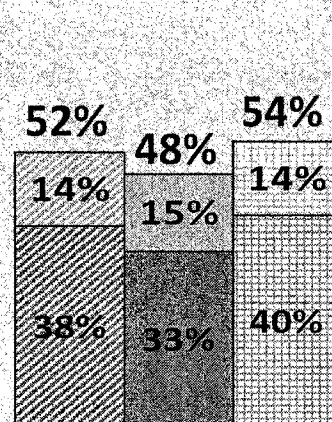
Clarity of  
Announcements on  
the Bus

Overall Information  
and  
Communications  
about  
Local Bus Service

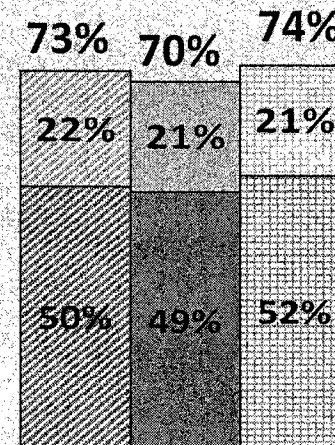
7.40



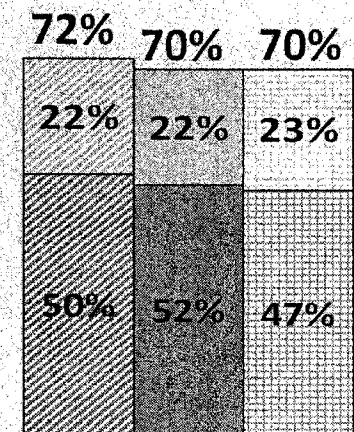
2013 2012 2011



2013 2012 2011



2013 2012 2011

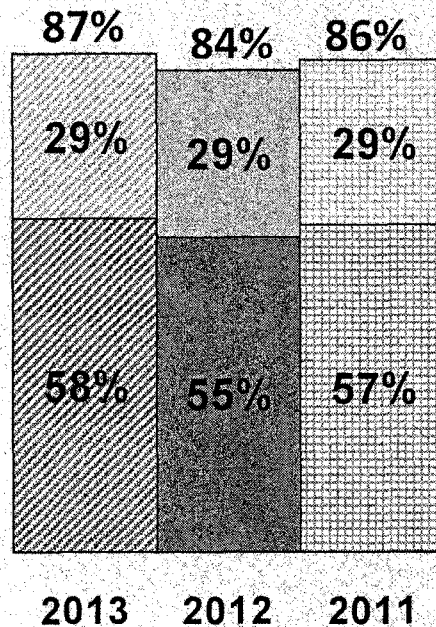


2013 2012 2011

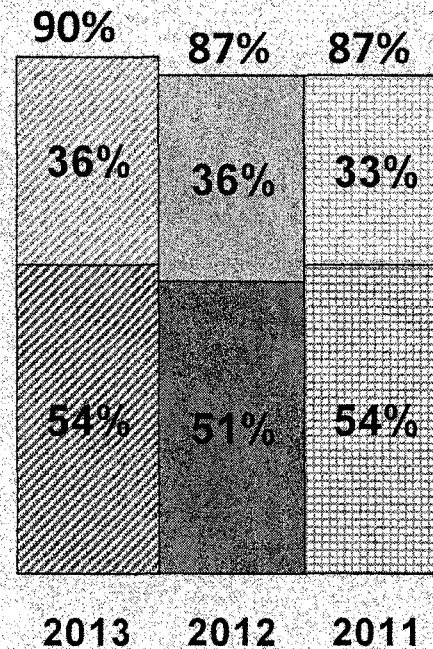


# Satisfaction with the Comfort and Convenience of Using the Local Bus

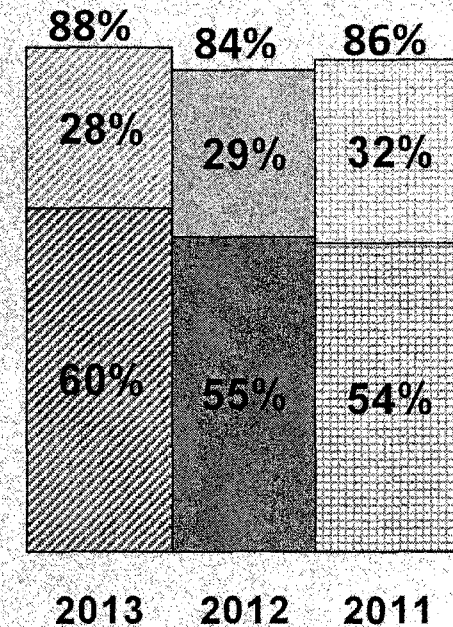
Overall Comfort and Convenience of Using the Bus



Convenience of Bus Routes for You



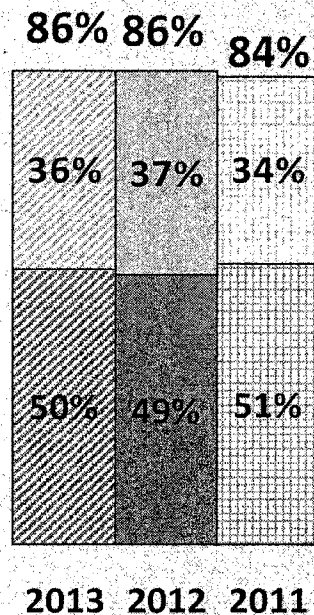
Ease of Making Travel Connections



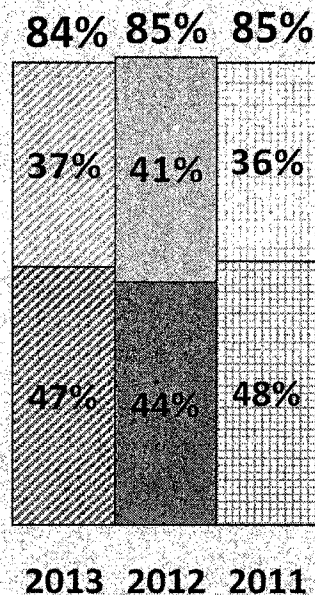


# Comfort and Convenience of Using the Local Bus (continued)

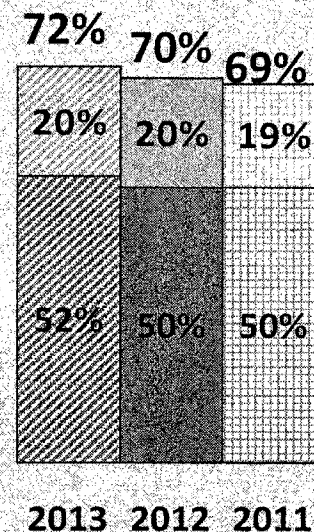
## Ease of Getting On and Off the Bus



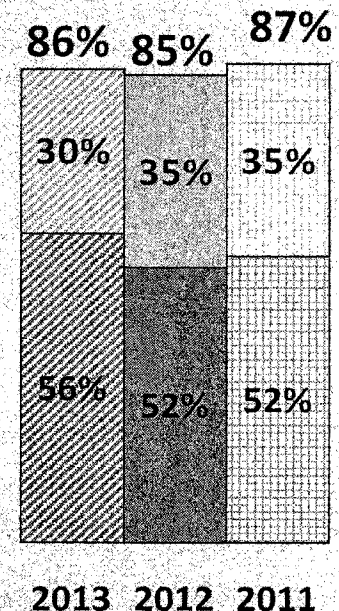
## Ease of Paying the Fare



## Availability of Seats on the Bus



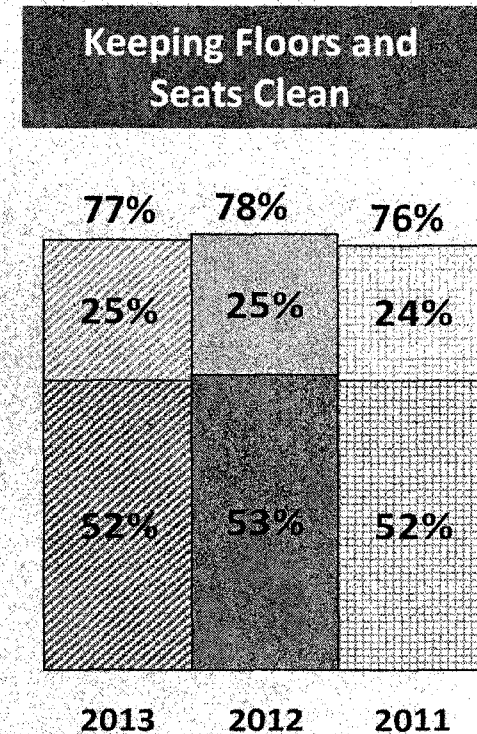
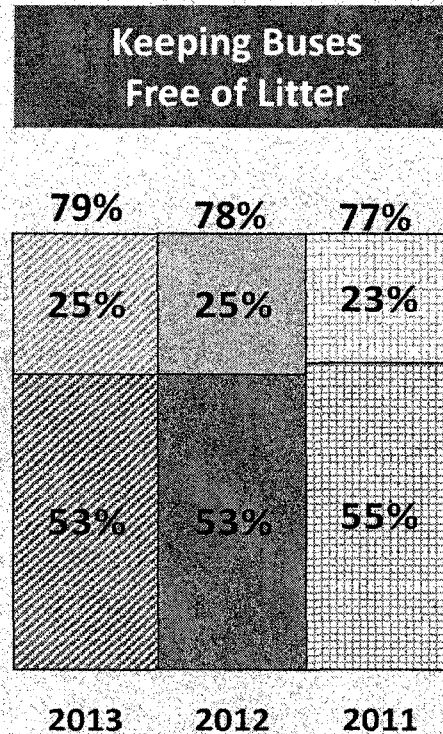
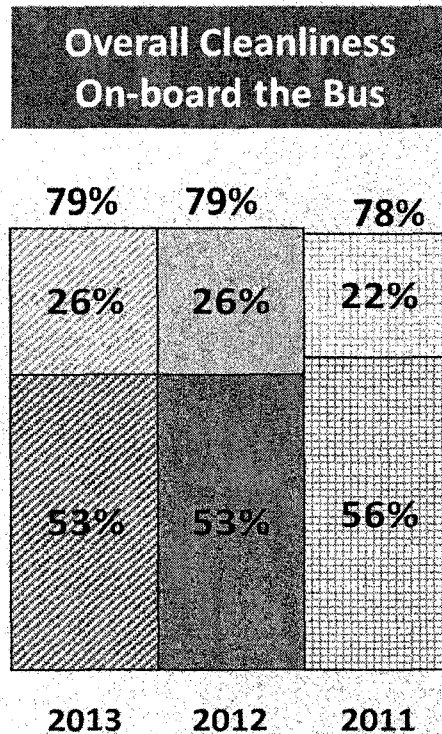
## Comfort of Temperature on the Bus





# Satisfaction with Cleanliness of Local Buses

7.43

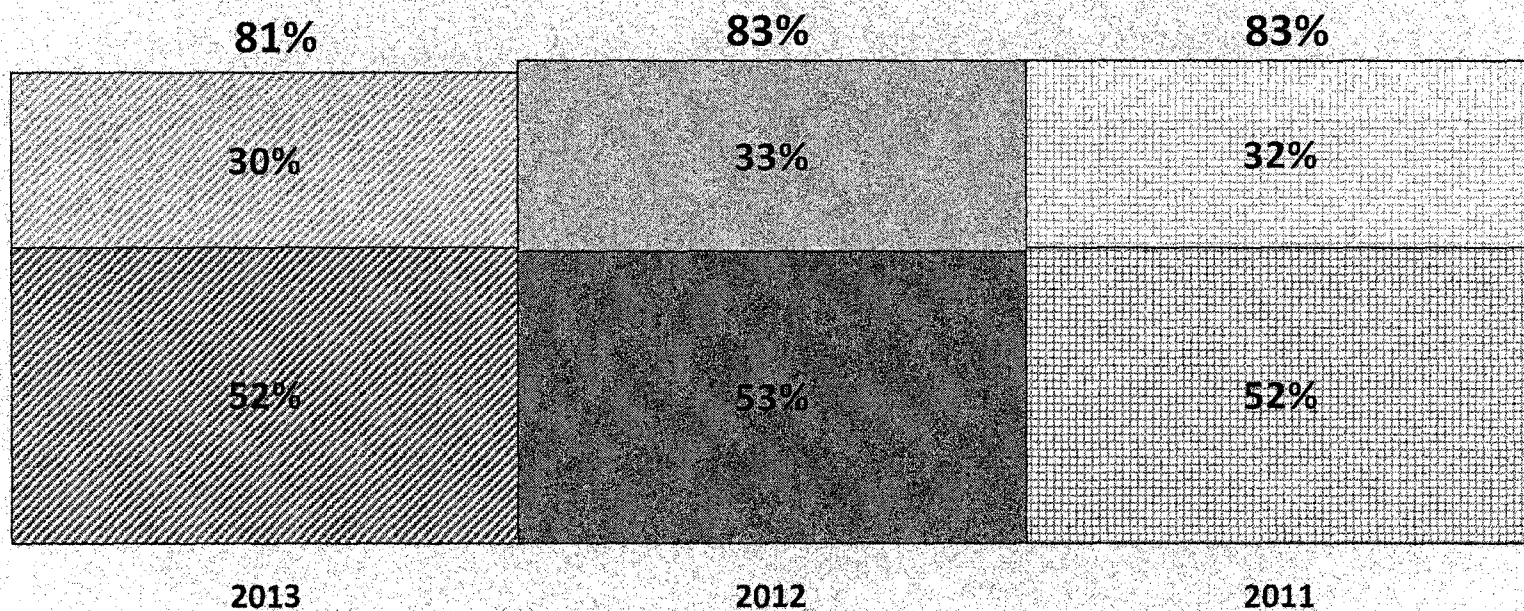




# Satisfaction with Bus Operator Courtesy and Helpfulness

- Satisfaction with the courtesy and helpfulness of bus operators decreased to 81% in 2013 vs. 83% in 2012, a non-statistical change

7.44





# SURVEY METHODOLOGY

7.45

- The MTA conducted its annual customer satisfaction survey for New York City Transit (NYCT) subway and local bus operations between June 11 and 30, 2013.
- The Citywide telephone survey interviewed 1,729 New York City residents throughout the five boroughs using random samples of landline and cell phone numbers.
- In-depth interviews were conducted with 1,201 customers who had taken at least one ride in the past 30 days on a subway and/or local bus. The average length for the full survey was 28 minutes. The margin of error is  $\pm 3.8$  percentage points.
- The remaining 528 contacts did not ride the subway or local bus in the past 30 days and were asked demographic questions only for use in weighting total survey results to the latest census data for New York City residents 18 years of age and older.



|   | 2010      | 2011      | 2012      | 2013      |
|---|-----------|-----------|-----------|-----------|
| N =   | 888       | 887       | 869       | 821       |
|   | %         | %         | %         | %         |
| <b>OVERALL LOCAL BUS SERVICE</b>                                      | <b>62</b> | <b>70</b> | <b>69</b> | <b>74</b> |
| <b>OVERALL LOCAL BUS SERVICE ON ROUTE USED MOST</b>                   | <b>63</b> | <b>71</b> | <b>70</b> | <b>73</b> |
| <b>OVERALL AVAILABILITY OF SERVICE Total</b>                          | <b>62</b> | <b>68</b> | <b>64</b> | <b>65</b> |
| Frequency of service Total  | 59        | 65        | 63        | 62        |
| How long you have to wait for a bus to arrive                         | 51        | 58        | 56        | 59        |
| <b>OVERALL RELIABILITY OF SERVICE Total</b>                           | <b>68</b> | <b>77</b> | <b>75</b> | <b>77</b> |
| Maintaining buses so they do not break down and cause delays          | NA        | 87        | 85        | 88        |
| The predictability of bus travel time                                 | 65        | 73        | 69        | 71        |
| How fast the local bus gets you where you want to go                  | 68        | 81        | 75        | 78        |
| <b>OVERALL SAFETY AND SECURITY ON THE BUS Total</b>                   | <b>81</b> | <b>86</b> | <b>84</b> | <b>87</b> |
| Safety from accidents while riding the bus Total                      | 86        | 90        | 88        | 91        |
| Personal security on the bus Total                                    | 80        | 83        | 82        | 87        |
| <b>OVERALL INFORMATION AND COMMUNICATIONS ABOUT LOCAL BUS SERVICE</b> | <b>68</b> | <b>70</b> | <b>66</b> | <b>68</b> |
| Knowing how far away the next bus is                                  | NA        | 54        | 48        | 52        |
| Clarity of announcements on the bus                                   | 67        | 74        | 70        | 73        |
| Usefulness of announcements on the bus                                | 68        | 70        | 70        | 72        |
| <b>OVERALL COMFORT AND CONVENIENCE OF USING THE BUS</b>               | <b>83</b> | <b>86</b> | <b>84</b> | <b>87</b> |
| Ease of getting on and off the bus                                    | 81        | 84        | 86        | 86        |
| Ease of paying the fare   | 81        | 85        | 85        | 84        |
| Convenience of bus routes for you                                     | 86        | 87        | 87        | 90        |
| Ease of making travel connections                                     | 82        | 86        | 84        | 88        |
| Availability of seats on the bus                                      | 63        | 69        | 70        | 72        |
| Comfort of temperature on the bus                                     | 81        | 87        | 85        | 86        |
| <b>OVERALL COURTESY AND HELPFULNESS OF BUS OPERATORS</b>              | <b>78</b> | <b>83</b> | <b>83</b> | <b>81</b> |
| <b>OVERALL CLEANLINESS ON-BOARD THE BUS</b>                           | <b>78</b> | <b>78</b> | <b>79</b> | <b>79</b> |
| Keeping buses free of litter  | NA        | 77        | 78        | 79        |
| Keeping floors and seats clean  | NA        | 76        | 78        | 77        |
| <b>OVERALL VALUE FOR THE MONEY OF THE LOCAL BUS</b>                   | <b>62</b> | <b>69</b> | <b>72</b> | <b>71</b> |



## **THE METROPOLITAN TRANSPORTATION AUTHORITY**

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

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

#### **I. PURPOSE**

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

#### **II. COMMITTEE AUTHORITY**

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

#### **III. COMMITTEE MEMBERSHIP**

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

#### **IV. COMMITTEE MEETINGS**

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



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

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

#### **V. COMMITTEE REPORTS.**

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

#### **VI. KEY RESPONSIBILITIES**

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

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

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



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

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

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

In addition, the Committee shall have the following responsibilities:

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



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



## **8. STANDARD FOLLOW-UP REPORTS**



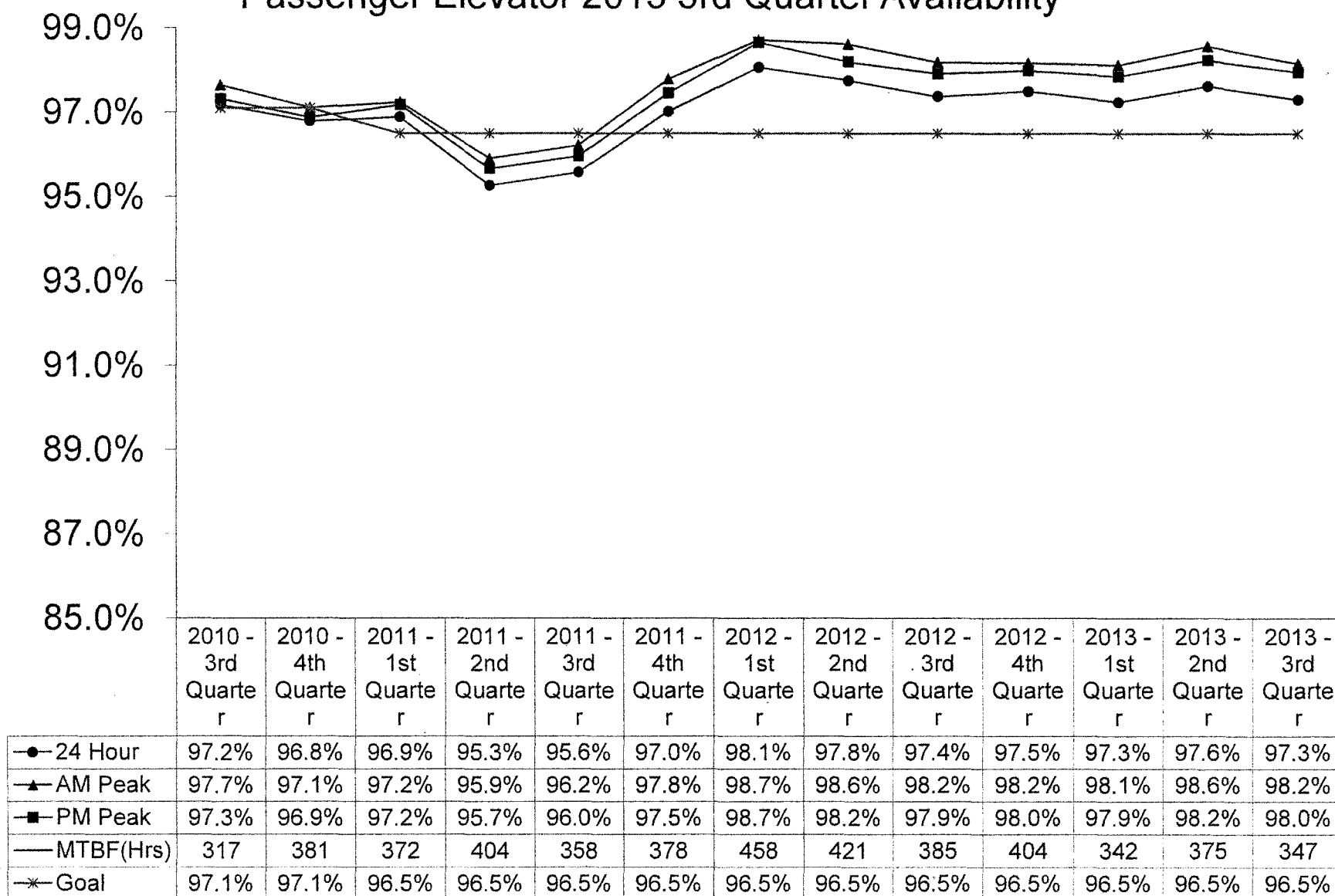
# **ELEVATOR AND ESCALATOR QUARTERLY REPORT**

MTA / New York City Transit

Third Quarter - 2013



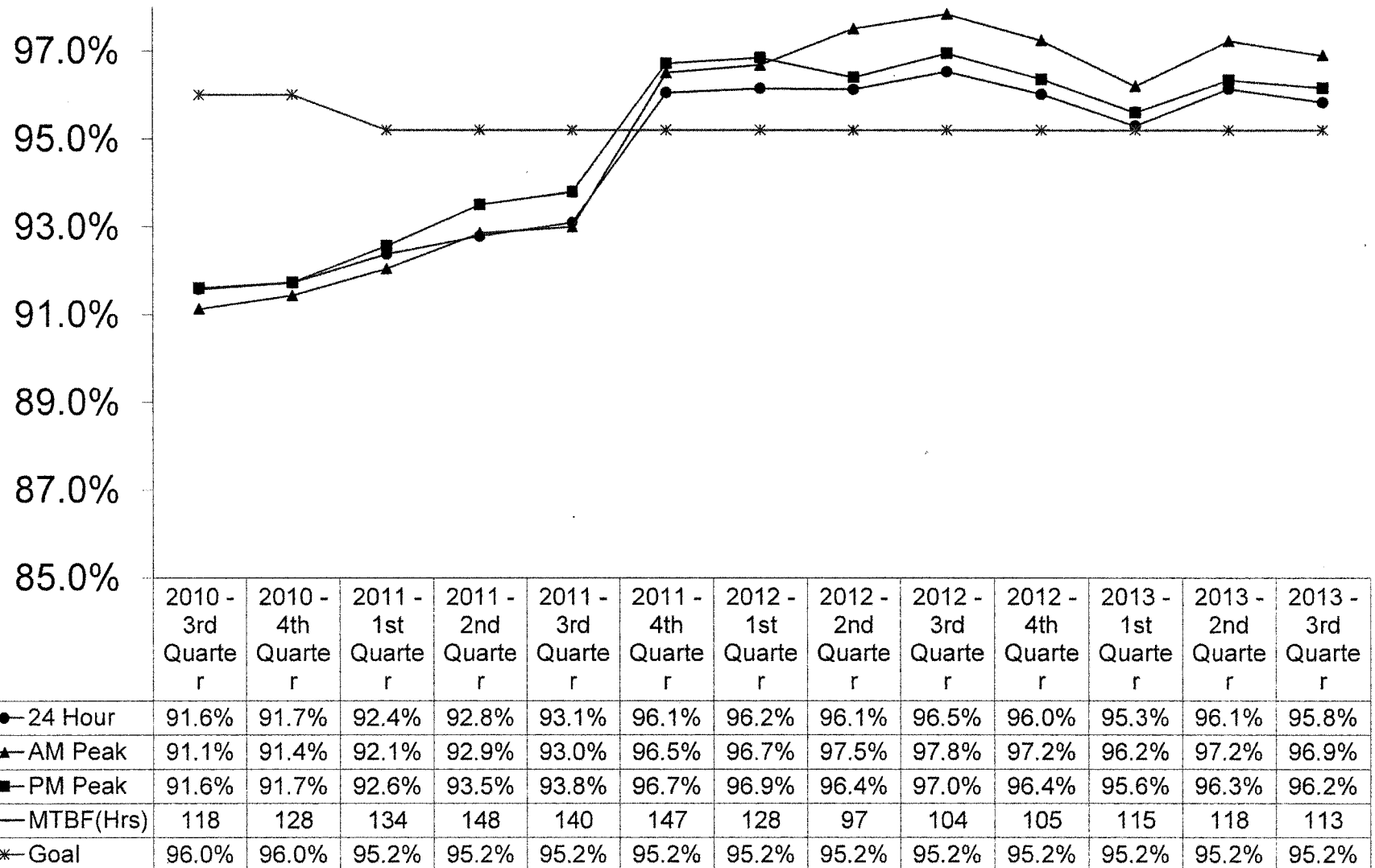
## Passenger Elevator 2013 3rd Quarter Availability



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



## Escalator 2013 3rd Quarter Availability



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



# Elevator and Escalator Quarterly Performance Summary Third Quarter - 2013

## Elevator Performance

| Borough       | No. Units  | Avg Age    | 2013 3rd Quarter Availability |              |              | Outages     |               |            | Entrapments |
|---------------|------------|------------|-------------------------------|--------------|--------------|-------------|---------------|------------|-------------|
|               |            |            | 24 Hr                         | AM Peak      | PM Peak      | Total       | Non Scheduled | Scheduled  |             |
| Bronx         | 26         | 7.8        | 97.4%                         | 98.0%        | 98.1%        | 258         | 161           | 97         | 12          |
| Brooklyn      | 51         | 7.2        | 97.5%                         | 98.5%        | 98.2%        | 553         | 342           | 211        | 13          |
| Manhattan     | 98         | 9.8        | 97.2%                         | 98.1%        | 97.8%        | 1360        | 990           | 370        | 60          |
| Queens        | 31         | 10.6       | 97.2%                         | 98.1%        | 97.9%        | 352         | 228           | 124        | 8           |
| <b>System</b> | <b>206</b> | <b>8.9</b> | <b>97.3%</b>                  | <b>98.2%</b> | <b>98.0%</b> | <b>2523</b> | <b>1721</b>   | <b>802</b> | <b>93</b>   |

## Escalator Performance

| Borough       | No. Units  | Avg Age     | 2013 3rd Quarter Availability |              |              | Outages     |               |             | Entrapments |
|---------------|------------|-------------|-------------------------------|--------------|--------------|-------------|---------------|-------------|-------------|
|               |            |             | 24 Hr                         | AM Peak      | PM Peak      | Total       | Non Scheduled | Scheduled   |             |
| Bronx         | 12         | 13.1        | 95.1%                         | 96.3%        | 96.0%        | 412         | 322           | 90          | 0           |
| Brooklyn      | 33         | 11.1        | 94.6%                         | 95.9%        | 94.1%        | 1059        | 866           | 193         | 0           |
| Manhattan     | 83         | 11.8        | 96.3%                         | 97.3%        | 96.8%        | 3467        | 2961          | 506         | 0           |
| Queens        | 44         | 10.7        | 96.1%                         | 97.1%        | 96.5%        | 956         | 738           | 218         | 0           |
| <b>System</b> | <b>172</b> | <b>11.7</b> | <b>95.8%</b>                  | <b>96.9%</b> | <b>96.2%</b> | <b>5894</b> | <b>4887</b>   | <b>1007</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**  
**Third Quarter - 2013**

| 3rd Quarter 2010   |          |       |                                |                               |        |            |                                  |         |       |                  |                 |
|--|----------|-------|--------------------------------|-------------------------------|--------|------------|----------------------------------|---------|-------|------------------|-----------------|
|  | Borough: |       | Bronx                          |                               |        |            |                                  |         |       |                  |                 |
|  |          | Age   |                                | 2013 3rd Quarter Availability |        |            | 2012<br>3rd Qtr.<br>Availability | Outages |       |                  | Entrap<br>ments |
|  | Unit ID  | (Yrs) |                                | Station                       | 24 Hr  | AM<br>Peak | PM<br>Peak                       | 24 Hr   | Total | Non<br>Scheduled |                 |
| 1  | EL129    | 15    | 3rd Ave-149 St 2 5             | 84.1%                         | 85.7%  | 84.8%      | 98.6%                            | 8       | 3     | 5                | 0               |
| 2  | EL128    | 6     | Simpson St 2 5                 | 94.0%                         | 92.4%  | 95.3%      | 99.5%                            | 10      | 8     | 2                | 0               |
| 3  | EL121    | 22    | Pelham Bay Park 6              | 94.8%                         | 93.8%  | 96.7%      | 99.1%                            | 12      | 10    | 2                | 1               |
| 4  | EL183    | 5     | Gun Hill Rd 2 5                | 96.4%                         | 95.8%  | 96.9%      | 99.0%                            | 20      | 19    | 1                | 6               |
| 5  | EL136    | 4     | Pelham Pkwy 2 5                | 96.4%                         | 95.9%  | 96.5%      | 98.7%                            | 10      | 7     | 3                | 0               |
| 6  | EL186    | 6     | Fordham Rd 4                   | 96.6%                         | 97.0%  | 97.8%      | 98.2%                            | 13      | 9     | 4                | 1               |
| 7  | EL130    | 15    | 3rd Ave-149 St 2 5             | 97.2%                         | 97.8%  | 99.2%      | 99.1%                            | 10      | 5     | 5                | 0               |
| 8  | EL160    | 0     | 180th Street 2 5               | 97.5%                         | 98.2%  | 98.1%      | 99.1%                            | 7       | 3     | 4                | 0               |
| 9  | EL132    | 10    | 161 St-Yankee Stadium 4        | 97.7%                         | 98.9%  | 98.2%      | 94.5%                            | 15      | 10    | 5                | 0               |
| 10   | EL122    | 22    | Pelham Bay Park 6              | 97.9%                         | 98.4%  | 100.0%     | 97.3%                            | 14      | 9     | 5                | 0               |
| 11   | EL184    | 5     | 231st St 1                     | 98.2%                         | 99.9%  | 99.6%      | 98.7%                            | 13      | 6     | 7                | 0               |
| 12   | EL133    | 10    | 161 St-Yankee Stadium 4        | 98.2%                         | 98.4%  | 98.9%      | 99.4%                            | 5       | 1     | 4                | 0               |
| 13   | EL138    | 4     | Pelham Pkwy 2 5                | 98.3%                         | 99.1%  | 99.5%      | 99.6%                            | 13      | 10    | 3                | 0               |
| 14   | EL193    | 5     | 233rd St 2 5                   | 98.3%                         | 98.9%  | 98.9%      | 99.6%                            | 5       | 2     | 3                | 0               |
| 15   | EL127    | 7     | Simpson St 2 5                 | 98.4%                         | 100.0% | 98.4%      | 99.4%                            | 10      | 6     | 4                | 2               |
| 16   | EL185    | 5     | 231st St 1                     | 98.6%                         | 99.8%  | 98.8%      | 99.0%                            | 9       | 7     | 2                | 1               |
| 17   | EL131    | 10    | 161 St-Yankee Stadium 4 B D    | 98.8%                         | 99.8%  | 99.1%      | 97.2%                            | 13      | 8     | 5                | 0               |
| 18   | EL187    | 6     | Fordham Rd 4                   | 98.8%                         | 98.8%  | 98.5%      | 98.9%                            | 8       | 4     | 4                | 0               |
| 19   | EL134    | 10    | 161 St-Yankee Stadium B D      | 98.9%                         | 99.9%  | 100.0%     | 99.2%                            | 8       | 4     | 4                | 0               |
| 20   | EL137    | 4     | Pelham Pkwy 2 5                | 98.9%                         | 99.5%  | 100.0%     | 99.4%                            | 9       | 4     | 5                | 0               |
| 21   | EL182    | 5     | Gun Hill Rd 2 5                | 99.0%                         | 99.7%  | 98.8%      | 97.3%                            | 13      | 10    | 3                | 1               |
| 22   | EL135    | 10    | 161 St-Yankee Stadium B D      | 99.0%                         | 100.0% | 100.0%     | 96.3%                            | 9       | 3     | 6                | 0               |
| 23   | EL192    | 5     | 233rd St 2 5                   | 99.1%                         | 99.9%  | 98.7%      | 99.4%                            | 6       | 3     | 3                | 0               |
| 24   | EL188    | 6     | Fordham Rd 4                   | 99.2%                         | 100.0% | 98.8%      | 99.7%                            | 9       | 7     | 2                | 0               |
| 25   | EL159    | 0     | 180th Street 2 5               | 99.3%                         | 100.0% | 99.7%      | 99.1%                            | 5       | 2     | 3                | 0               |
| 26   | EL194    | 5     | 233rd St 2 5                   | 99.5%                         | 100.0% | 100.0%     | 95.7%                            | 4       | 1     | 3                | 0               |
|  | 26       | 7.8   | Elevator Subtotal:             | 97.4%                         | 98.0%  | 98.1%      | 98.5%                            | 258     | 161   | 97               | 12              |
| 1  | ES108    | 19    | Intervale Av 2 5               | 81.9%                         | 82.8%  | 82.6%      | 91.1%                            | 26      | 22    | 4                | 0               |
| 2  | ES123    | 15    | Pelham Pkwy 2 5                | 93.1%                         | 93.8%  | 92.8%      | 98.9%                            | 22      | 17    | 5                | 0               |
| 3  | ES113    | 10    | 161 St-Yankee Stadium 4        | 93.1%                         | 96.4%  | 96.6%      | 64.2%                            | 99      | 86    | 13               | 0               |
| 4  | ES105    | 6     | Gun Hill Rd 2 5                | 95.3%                         | 97.5%  | 95.5%      | 96.6%                            | 47      | 42    | 5                | 0               |
| 5  | ES120    | 22    | Pelham Bay Park 6              | 95.5%                         | 96.7%  | 95.7%      | 98.3%                            | 10      | 7     | 3                | 0               |
| 6  | ES106    | 7     | West Farms Sq-E Tremont Av 2 5 | 95.8%                         | 98.4%  | 97.0%      | 94.5%                            | 51      | 36    | 15               | 0               |
| 7  | ES122    | 16    | Pelham Pkwy 2 5                | 96.3%                         | 97.1%  | 97.7%      | 98.0%                            | 44      | 33    | 11               | 0               |
| 8  | ES104    | 6     | Gun Hill Rd 2 5                | 96.5%                         | 97.0%  | 96.8%      | 94.6%                            | 29      | 27    | 2                | 0               |
| 9  | ES112    | 10    | Norwood-205 St D               | 97.3%                         | 98.5%  | 98.1%      | 97.1%                            | 39      | 26    | 13               | 0               |
| 10   | ES114    | 13    | 161 St-Yankee Stadium 4        | 97.9%                         | 98.5%  | 99.3%      | 92.8%                            | 25      | 13    | 12               | 0               |
| 11   | ES111    | 11    | Parkchester 6                  | 98.7%                         | 98.4%  | 99.7%      | 97.9%                            | 13      | 9     | 4                | 0               |
| 12   | ES121    | 22    | Pelham Bay Park 6              | 99.3%                         | 100.0% | 100.0%     | 95.1%                            | 7       | 4     | 3                | 0               |
|  | 12       | 13.1  | Escalator Subtotal:            | 95.1%                         | 96.3%  | 96.0%      | 93.3%                            | 412     | 322   | 90               | 0               |
| *Note the number of entrapments are included in the non scheduled outages count. |          |       |                                |                               |        |            |                                  |         |       |                  |                 |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

|    | Borough: |       | Manhattan                                |  |                               |         |         |                            |         |               |           |             |  |  |  |
|----|----------|-------|--|--|-------------------------------|---------|---------|----------------------------|---------|---------------|-----------|-------------|--|--|--|
|    |          | Age   |  |  | 2013 3rd Quarter Availability |         |         | 2012 3rd Qtr. Availability | Outages |               |           | Entrapments |  |  |  |
|    | Unit ID  | (Yrs) | Station                                  |  | 24 Hr                         | AM Peak | PM Peak | 24 Hr                      | Total   | Non Scheduled | Scheduled |             |  |  |  |
| 1  | EL116    | 7     | 190 St <b>A</b>                          |  | 77.6%                         | 79.4%   | 75.8%   | 99.0%                      | 42      | 39            | 3         | 4           |  |  |  |
| 2  | EL401    | 22    | Lexington Av-63 St <b>F</b>              |  | 79.8%                         | 81.0%   | 80.1%   | 98.8%                      | 13      | 10            | 3         | 0           |  |  |  |
| 3  | EL120    | 26    | 190 St <b>A</b>                          |  | 90.5%                         | 90.9%   | 91.2%   | 97.5%                      | 24      | 21            | 3         | 0           |  |  |  |
| 4  | EL279    | 2     | 59th St-Columbus Circle <b>A B C D I</b> |  | 90.7%                         | 90.6%   | 90.1%   | 98.5%                      | 23      | 18            | 5         | 1           |  |  |  |
| 5  | EL732    | 4     | Fulton St <b>2 3</b>                     |  | 91.4%                         | 91.8%   | 92.3%   | 98.2%                      | 18      | 14            | 4         | 2           |  |  |  |
| 6  | EL145    | 1     | 96th St <b>2 3 1</b>                     |  | 92.5%                         | 92.4%   | 93.2%   | 97.6%                      | 18      | 14            | 4         | 0           |  |  |  |
| 7  | EL111    | 14    | 168 St <b>1</b>                          |  | 94.0%                         | 95.6%   | 95.1%   | 95.1%                      | 23      | 19            | 4         | 1           |  |  |  |
| 8  | EL329    | 0     | Bleecker St <b>D F B M 6</b>             |  | 94.2%                         | 94.6%   | 93.9%   | 100.0%                     | 9       | 8             | 1         | 2           |  |  |  |
| 9  | EL114    | 14    | 168 St <b>1</b>                          |  | 94.3%                         | 97.3%   | 93.3%   | 95.0%                      | 30      | 25            | 5         | 3           |  |  |  |
| 10 | EL119    | 26    | 181 St <b>A</b>                          |  | 94.5%                         | 95.4%   | 96.0%   | 96.8%                      | 16      | 7             | 9         | 1           |  |  |  |
| 11 | EL126    | 21    | 125 St <b>4 5 6</b>                      |  | 94.5%                         | 96.2%   | 93.7%   | 97.7%                      | 30      | 29            | 1         | 2           |  |  |  |
| 12 | EL402    | 22    | Lexington Av-63 St <b>F</b>              |  | 94.8%                         | 95.9%   | 95.7%   | 95.8%                      | 15      | 12            | 3         | 0           |  |  |  |
| 13 | EL233    | 6     | Times Sq-42 St <b>1 2 3</b>              |  | 94.8%                         | 97.4%   | 91.5%   | 99.2%                      | 26      | 21            | 5         | 0           |  |  |  |
| 14 | EL316    | 19    | Brooklyn Bridge <b>4 5 6</b>             |  | 94.9%                         | 97.1%   | 95.0%   | 99.0%                      | 22      | 17            | 5         | 0           |  |  |  |
| 15 | EL107    | 12    | 181 St <b>1</b>                          |  | 95.3%                         | 96.4%   | 96.1%   | 98.2%                      | 23      | 21            | 2         | 0           |  |  |  |
| 16 | EL113    | 14    | 168 St <b>1</b>                          |  | 95.4%                         | 96.5%   | 96.2%   | 99.0%                      | 16      | 13            | 3         | 0           |  |  |  |
| 17 | EL218    | 12    | 14 St-Union Sq <b>L</b>                  |  | 95.7%                         | 97.9%   | 96.6%   | 92.3%                      | 21      | 17            | 4         | 1           |  |  |  |
| 18 | EL143    | 6     | 125 St <b>A B C D</b>                    |  | 95.7%                         | 97.0%   | 96.8%   | 99.2%                      | 31      | 27            | 4         | 0           |  |  |  |
| 19 | EL328    | 0     | Bleecker St <b>D F B M 6</b>             |  | 95.8%                         | 96.4%   | 95.5%   | 100.0%                     | 26      | 24            | 2         | 0           |  |  |  |
| 20 | EL710    | 5     | Bowling Green <b>4 5</b>                 |  | 95.8%                         | 97.7%   | 95.6%   | 96.3%                      | 33      | 25            | 8         | 5           |  |  |  |
| 21 | EL115    | 11    | 190 St <b>A</b>                          |  | 96.0%                         | 98.2%   | 97.6%   | 95.8%                      | 27      | 22            | 5         | 0           |  |  |  |
| 22 | EL108    | 12    | 181 St <b>1</b>                          |  | 96.1%                         | 94.8%   | 98.1%   | 97.8%                      | 19      | 17            | 2         | 0           |  |  |  |
| 23 | EL277    | 2     | 59th St-Columbus Circle <b>A B C D I</b> |  | 96.2%                         | 97.6%   | 94.9%   | 95.2%                      | 22      | 18            | 4         | 7           |  |  |  |
| 24 | EL280    | 2     | 59th St-Columbus Circle <b>A B C D I</b> |  | 96.4%                         | 98.3%   | 96.9%   | 97.9%                      | 19      | 15            | 4         | 0           |  |  |  |
| 25 | EL148    | 12    | Inwood-207 St <b>A</b>                   |  | 96.4%                         | 96.7%   | 98.0%   | 99.5%                      | 19      | 16            | 3         | 1           |  |  |  |
| 26 | EL106    | 9     | 191 St <b>1</b>                          |  | 96.5%                         | 97.4%   | 95.7%   | 99.0%                      | 15      | 12            | 3         | 0           |  |  |  |
| 27 | EL144    | 6     | 125 St <b>A B C D</b>                    |  | 96.9%                         | 96.5%   | 97.7%   | 97.9%                      | 31      | 26            | 5         | 0           |  |  |  |
| 28 | EL223    | 9     | 14 St <b>A C E</b>                       |  | 97.0%                         | 97.9%   | 97.8%   | 98.9%                      | 20      | 15            | 5         | 0           |  |  |  |
| 29 | EL230    | 9     | Times Sq-42 St <b>N O R</b>              |  | 97.1%                         | 98.3%   | 97.1%   | 98.5%                      | 13      | 9             | 4         | 0           |  |  |  |
| 30 | EL232    | 6     | Times Sq-42 St <b>1 2 3 7</b>            |  | 97.2%                         | 97.3%   | 98.5%   | 99.5%                      | 13      | 9             | 4         | 2           |  |  |  |
| 31 | EL142    | 6     | 125 St <b>A B C D</b>                    |  | 97.2%                         | 97.9%   | 98.4%   | 98.3%                      | 21      | 16            | 5         | 1           |  |  |  |
| 32 | EL181    | 4     | 135 St <b>2 3</b>                        |  | 97.3%                         | 96.4%   | 100.0%  | 99.1%                      | 14      | 8             | 6         | 1           |  |  |  |
| 33 | EL206    | 21    | Grand Central-42 St <b>4 5 6</b>         |  | 97.8%                         | 99.8%   | 99.6%   | 97.4%                      | 16      | 9             | 7         | 0           |  |  |  |
| 34 | EL109    | 12    | 181 St <b>1</b>                          |  | 97.8%                         | 99.8%   | 98.8%   | 98.5%                      | 20      | 18            | 2         | 0           |  |  |  |
| 35 | EL118    | 7     | 181 St <b>A</b>                          |  | 97.8%                         | 97.1%   | 98.6%   | 97.5%                      | 18      | 14            | 4         | 0           |  |  |  |
| 36 | EL244    | 10    | Grand Central-42 St <b>7</b>             |  | 98.0%                         | 98.1%   | 100.0%  | 96.4%                      | 15      | 7             | 8         | 1           |  |  |  |
| 37 | EL325    | 11    | Canal St <b>6</b>                        |  | 98.0%                         | 98.9%   | 98.9%   | 78.1%                      | 8       | 4             | 4         | 0           |  |  |  |
| 38 | EL210    | 18    | 34 St-Herald Sq <b>B D F M</b>           |  | 98.1%                         | 99.6%   | 96.6%   | 99.8%                      | 6       | 5             | 1         | 1           |  |  |  |
| 39 | EL110    | 12    | 181 St <b>1</b>                          |  | 98.1%                         | 98.9%   | 100.0%  | 96.9%                      | 19      | 17            | 2         | 1           |  |  |  |
| 40 | EL124    | 22    | 175 St <b>A</b>                          |  | 98.1%                         | 97.4%   | 98.4%   | 99.1%                      | 10      | 8             | 2         | 1           |  |  |  |
| 41 | EL204    | 21    | Grand Central-42 St <b>4 5 6 7 S</b>     |  | 98.1%                         | 98.9%   | 99.1%   | 99.1%                      | 19      | 17            | 2         | 0           |  |  |  |
| 42 | EL335    | 7     | West 4 St <b>A B C D E F M</b>           |  | 98.2%                         | 99.6%   | 98.8%   | 98.9%                      | 7       | 3             | 4         | 1           |  |  |  |
| 43 | EL112    | 14    | 168 St <b>1</b>                          |  | 98.2%                         | 98.7%   | 100.0%  | 98.8%                      | 15      | 11            | 4         | 0           |  |  |  |
| 44 | EL103    | 8     | 191 St <b>1</b>                          |  | 98.3%                         | 97.5%   | 100.0%  | 97.0%                      | 16      | 13            | 3         | 1           |  |  |  |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

|    | Borough: |       | Manhattan                            |                               |            |            |                                  |         |                  |           |    |  |  | Entrap<br>ments |
|----|----------|-------|--------------------------------------|-------------------------------|------------|------------|----------------------------------|---------|------------------|-----------|----|--|--|-----------------|
|    | Unit ID  | Age   | Station                              | 2013 3rd Quarter Availability |            |            | 2012<br>3rd Qtr.<br>Availability | Outages |                  |           |    |  |  |                 |
|    |          | (Yrs) |                                      | 24 Hr                         | AM<br>Peak | PM<br>Peak | 24 Hr                            | Total   | Non<br>Scheduled | Scheduled |    |  |  |                 |
| 45 | EL202    | 11    | 51 St 6                              | 98.3%                         | 99.7%      | 98.6%      | 90.6%                            | 14      | 9                | 5         | 0  |  |  |                 |
| 46 | EL217    | 12    | 14 St-Union Sq L N Q R               | 98.4%                         | 98.8%      | 99.7%      | 97.7%                            | 9       | 6                | 3         | 0  |  |  |                 |
| 47 | EL281    | 3     | 57 St-7 Av N O R                     | 98.4%                         | 99.9%      | 99.5%      | 98.7%                            | 37      | 32               | 5         | 0  |  |  |                 |
| 48 | EL139    | 5     | 168 St 1 A C                         | 98.4%                         | 98.2%      | 98.8%      | 98.2%                            | 13      | 9                | 4         | 2  |  |  |                 |
| 49 | EL711    | 5     | Bowling Green 4 5                    | 98.4%                         | 99.8%      | 99.9%      | 97.4%                            | 13      | 8                | 5         | 1  |  |  |                 |
| 50 | EL104    | 8     | 191 St 1                             | 98.5%                         | 98.6%      | 99.2%      | 86.9%                            | 15      | 13               | 2         | 1  |  |  |                 |
| 51 | EL214    | 8     | 34 St-Penn Station 1                 | 98.5%                         | 100.0%     | 97.8%      | 99.4%                            | 4       | 1                | 3         | 0  |  |  |                 |
| 52 | EL222    | 9     | 14 St A C E                          | 98.5%                         | 99.8%      | 98.7%      | 97.9%                            | 11      | 8                | 3         | 0  |  |  |                 |
| 53 | EL245    | 7     | Lexington Av-53 St E M               | 98.5%                         | 99.3%      | 99.0%      | 94.9%                            | 14      | 9                | 5         | 2  |  |  |                 |
| 54 | EL205    | 21    | Grand Central-42 St 4 5 6            | 98.5%                         | 99.1%      | 100.0%     | 99.3%                            | 10      | 4                | 6         | 0  |  |  |                 |
| 55 | EL226    | 10    | 34 St-Penn Station C E               | 98.6%                         | 100.0%     | 98.9%      | 99.2%                            | 7       | 3                | 4         | 0  |  |  |                 |
| 56 | EL216    | 8     | 34 St-Penn Station 1                 | 98.6%                         | 98.9%      | 98.9%      | 99.5%                            | 2       | 0                | 2         | 0  |  |  |                 |
| 57 | EL237    | 12    | 66 St-Lincoln Center 1               | 98.6%                         | 99.7%      | 99.9%      | 97.2%                            | 10      | 6                | 4         | 0  |  |  |                 |
| 58 | EL227    | 10    | 34 St-Penn Station A                 | 98.6%                         | 99.2%      | 98.9%      | 99.5%                            | 11      | 9                | 2         | 0  |  |  |                 |
| 59 | EL314    | 19    | Brooklyn Bridge 4 5 6                | 98.6%                         | 100.0%     | 98.9%      | 98.8%                            | 7       | 4                | 3         | 1  |  |  |                 |
| 60 | EL146    | 1     | 96th St 2 3 1                        | 98.6%                         | 99.3%      | 100.0%     | 99.0%                            | 12      | 6                | 6         | 0  |  |  |                 |
| 61 | EL315    | 19    | Brooklyn Bridge 4 5 6                | 98.6%                         | 100.0%     | 100.0%     | 99.5%                            | 8       | 4                | 4         | 0  |  |  |                 |
| 62 | EL213    | 18    | 34 St-Herald Sq B D F M N Q R        | 98.7%                         | 99.3%      | 98.4%      | 99.2%                            | 15      | 12               | 3         | 2  |  |  |                 |
| 63 | EL225    | 10    | 34 St-Penn Station C E               | 98.7%                         | 99.1%      | 100.0%     | 98.8%                            | 7       | 3                | 4         | 0  |  |  |                 |
| 64 | EL105    | 9     | 191 St 1                             | 98.7%                         | 99.6%      | 99.6%      | 98.9%                            | 10      | 7                | 3         | 0  |  |  |                 |
| 65 | EL240    | 8     | 72 St 1 2 3                          | 98.7%                         | 100.0%     | 100.0%     | 96.5%                            | 8       | 2                | 6         | 0  |  |  |                 |
| 66 | EL117    | 9     | 181 St A                             | 98.8%                         | 99.3%      | 99.7%      | 98.2%                            | 12      | 8                | 4         | 0  |  |  |                 |
| 67 | EL123    | 22    | 175 St A                             | 98.8%                         | 99.6%      | 98.9%      | 98.0%                            | 12      | 9                | 3         | 0  |  |  |                 |
| 68 | EL125    | 8     | 125 St 4 5 6                         | 98.8%                         | 99.7%      | 99.0%      | 98.1%                            | 17      | 14               | 3         | 0  |  |  |                 |
| 69 | EL239    | 8     | 72 St 1 2 3                          | 98.8%                         | 99.1%      | 100.0%     | 99.3%                            | 7       | 3                | 4         | 0  |  |  |                 |
| 70 | EL337    | 3     | Chambers St 1 2 3                    | 98.8%                         | 100.0%     | 99.5%      | 99.4%                            | 6       | 1                | 5         | 0  |  |  |                 |
| 71 | EL324    | 11    | Canal St 6                           | 98.8%                         | 99.7%      | 99.7%      | 99.2%                            | 10      | 6                | 4         | 0  |  |  |                 |
| 72 | EL278    | 2     | 59th St-Columbus Circle A B C D 1    | 98.9%                         | 99.6%      | 99.1%      | 98.9%                            | 10      | 7                | 3         | 1  |  |  |                 |
| 73 | EL201    | 11    | 51 St 6                              | 98.9%                         | 99.8%      | 100.0%     | 98.4%                            | 12      | 7                | 5         | 0  |  |  |                 |
| 74 | EL331    | 0     | Bleecker St D F B M 6                | 98.9%                         | 99.5%      | 100.0%     | 100.0%                           | 11      | 7                | 4         | 2  |  |  |                 |
| 75 | EL334    | 7     | West 4 St A B C D E F M              | 98.9%                         | 100.0%     | 99.3%      | 63.0%                            | 8       | 4                | 4         | 0  |  |  |                 |
| 76 | EL338    | 3     | Chambers St 1 2 3                    | 98.9%                         | 100.0%     | 99.2%      | 98.9%                            | 6       | 1                | 5         | 0  |  |  |                 |
| 77 | EL224    | 9     | 8 Av L                               | 98.9%                         | 100.0%     | 99.3%      | 97.3%                            | 8       | 5                | 3         | 0  |  |  |                 |
| 78 | EL238    | 12    | 66 St-Lincoln Center 1               | 98.9%                         | 100.0%     | 99.7%      | 99.6%                            | 16      | 11               | 5         | 0  |  |  |                 |
| 79 | EL219    | 12    | 14 St-Union Sq N Q R                 | 99.0%                         | 99.4%      | 100.0%     | 98.7%                            | 6       | 2                | 4         | 0  |  |  |                 |
| 80 | EL333    | 7     | West 4 St A B C D E F M              | 99.0%                         | 100.0%     | 99.3%      | 97.7%                            | 7       | 3                | 4         | 0  |  |  |                 |
| 81 | EL336    | 3     | Chambers St 1 2 3                    | 99.0%                         | 99.7%      | 99.5%      | 98.5%                            | 6       | 2                | 4         | 0  |  |  |                 |
| 82 | EL220    | 12    | 14 St-Union Sq N O R                 | 99.0%                         | 100.0%     | 99.5%      | 96.8%                            | 8       | 3                | 5         | 0  |  |  |                 |
| 83 | EL180    | 4     | 135 St 2 3                           | 99.0%                         | 99.7%      | 99.2%      | 98.9%                            | 8       | 5                | 3         | 1  |  |  |                 |
| 84 | EL332    | 0     | Bleecker St D F B M 6                | 99.0%                         | 100.0%     | 100.0%     | 100.0%                           | 8       | 3                | 5         | 0  |  |  |                 |
| 85 | EL149    | 12    | Inwood-207 St A                      | 99.1%                         | 99.4%      | 100.0%     | 99.5%                            | 7       | 3                | 4         | 0  |  |  |                 |
| 86 | EL234    | 3     | 47-50 Sts-Rockefeller Center B D F M | 99.1%                         | 100.0%     | 99.4%      | 98.5%                            | 9       | 7                | 2         | 3  |  |  |                 |
| 87 | EL330    | 0     | Bleecker St D F B M 6                | 99.2%                         | 99.1%      | 99.7%      | 100.0%                           | 11      | 9                | 2         | 1  |  |  |                 |
| 88 | EL236    | 3     | 47-50 Sts-Rockefeller Center B D F M | 99.2%                         | 100.0%     | 99.7%      | 99.5%                            | 5       | 2                | 3         | 0  |  |  |                 |
| 89 | EL211    | 18    | 34 St-Herald Sq N Q R                | 99.3%                         | 100.0%     | 99.5%      | 99.5%                            | 7       | 1                | 6         | 1  |  |  |                 |
| 90 | EL209    | 18    | 34 St-Herald Sq B D F M              | 99.3%                         | 100.0%     | 99.7%      | 99.4%                            | 6       | 3                | 3         | 0  |  |  |                 |
| 91 | EL229    | 9     | Times Sq-42 St N O R                 | 99.3%                         | 99.7%      | 100.0%     | 98.6%                            | 7       | 4                | 3         | 0  |  |  |                 |
| 92 | EL212    | 18    | 34 St-Herald Sq N O R                | 99.4%                         | 100.0%     | 99.7%      | 98.4%                            | 5       | 2                | 3         | 1  |  |  |                 |
| 93 | EL235    | 3     | 47-50 Sts-Rockefeller Center B D F M | 99.4%                         | 100.0%     | 100.0%     | 98.7%                            | 5       | 1                | 4         | 0  |  |  |                 |
| 94 | EL215    | 12    | 34 St-Penn Station 2 3               | 99.5%                         | 100.0%     | 100.0%     | 99.6%                            | 6       | 4                | 2         | 0  |  |  |                 |
| 95 | EL228    | 10    | 34 St-Penn Station C E               | 99.5%                         | 100.0%     | 100.0%     | 96.7%                            | 4       | 2                | 2         | 0  |  |  |                 |
| 96 | EL141    | 5     | 168 St A C                           | 99.6%                         | 99.9%      | 99.6%      | 99.5%                            | 5       | 3                | 2         | 0  |  |  |                 |
| 97 | EL140    | 5     | 168 St A C                           | 99.6%                         | 99.8%      | 100.0%     | 99.4%                            | 4       | 2                | 2         | 0  |  |  |                 |
| 98 | EL221    | 9     | 14 St/8 Av A C E L                   | 99.7%                         | 100.0%     | 100.0%     | 98.0%                            | 3       | 1                | 2         | 1  |  |  |                 |
|    | 98       | 9.8   | Elevator Subtotal:                   | 97.2%                         | 98.1%      | 97.8%      | 97.5%                            | 1360    | 990              | 370       | 60 |  |  |                 |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

| Borough: Manhattan |           |                                      |                               |         |         |                            |         |       |               |             |
|--------------------|-----------|--------------------------------------|-------------------------------|---------|---------|----------------------------|---------|-------|---------------|-------------|
| Unit ID            | Age (Yrs) | Station                              | 2013 3rd Quarter Availability |         |         | 2012 3rd Qtr. Availability | Outages |       |               | Entrapments |
|                    |           |                                      | 24 Hr                         | AM Peak | PM Peak |                            | 24 Hr   | Total | Non Scheduled |             |
| 1 ES325            | 13        | West 4 St <b>A B C D E F M</b>       | 71.2%                         | 71.7%   | 71.7%   | 97.6%                      | 14      | 11    | 3             | 0           |
| 2 ES410            | 22        | Lexington Av-63 St <b>F</b>          | 79.5%                         | 80.1%   | 78.7%   | 98.3%                      | 15      | 11    | 4             | 0           |
| 3 ES233            | 4         | 34 St-Herald Sq <b>B D F M</b>       | 86.1%                         | 85.4%   | 88.4%   | 98.0%                      | 42      | 37    | 5             | 0           |
| 4 ES212            | 13        | 59 St <b>4 5 6</b>                   | 87.7%                         | 89.4%   | 86.7%   | 96.7%                      | 36      | 20    | 16            | 0           |
| 5 ES102            | 10        | 125 St <b>1</b>                      | 88.0%                         | 89.2%   | 86.8%   | 94.2%                      | 63      | 47    | 16            | 0           |
| 6 ES101            | 10        | 125 St <b>1</b>                      | 90.8%                         | 91.4%   | 90.9%   | 97.5%                      | 41      | 30    | 11            | 0           |
| 7 ES245            | 15        | Lexington Av-53 St <b>E M</b>        | 91.6%                         | 92.9%   | 90.9%   | 96.6%                      | 129     | 124   | 5             | 0           |
| 8 ES211            | 14        | 59 St <b>4 5 6</b>                   | 91.6%                         | 92.4%   | 91.7%   | 97.3%                      | 43      | 39    | 4             | 0           |
| 9 ES403            | 22        | Lexington Av-63 St <b>F</b>          | 92.2%                         | 93.9%   | 86.6%   | 97.5%                      | 92      | 84    | 8             | 0           |
| 10 ES336           | 9         | Bowling Green <b>4 5</b>             | 92.3%                         | 93.9%   | 92.4%   | 97.9%                      | 50      | 39    | 11            | 0           |
| 11 ES218           | 6         | Times Sq-42 St <b>7</b>              | 93.7%                         | 95.0%   | 94.8%   | 98.1%                      | 36      | 27    | 9             | 0           |
| 12 ES255           | 23        | Grand Central-42 St <b>4 5 6 7 S</b> | 94.3%                         | 95.0%   | 95.3%   | 96.5%                      | 161     | 153   | 8             | 0           |
| 13 ES208           | 11        | Grand Central-42 St <b>7</b>         | 94.4%                         | 98.7%   | 94.7%   | 96.7%                      | 167     | 157   | 10            | 0           |
| 14 ES204           | 12        | Grand Central-42 St <b>7</b>         | 94.6%                         | 95.4%   | 94.7%   | 94.0%                      | 188     | 183   | 5             | 0           |
| 15 ES103           | 16        | 125 St <b>1</b>                      | 94.6%                         | 96.4%   | 93.8%   | 95.3%                      | 44      | 31    | 13            | 0           |
| 16 ES117           | 15        | 181 St <b>A</b>                      | 94.9%                         | 96.6%   | 93.5%   | 97.4%                      | 52      | 42    | 10            | 0           |
| 17 ES207           | 11        | Grand Central-42 St <b>7</b>         | 95.2%                         | 97.8%   | 96.5%   | 98.5%                      | 150     | 142   | 8             | 0           |
| 18 ES238           | 13        | 7 Av <b>B D E</b>                    | 95.3%                         | 97.2%   | 96.6%   | 95.3%                      | 114     | 109   | 5             | 0           |
| 19 ES229           | 5         | 34 St-Herald Sq <b>B D F M</b>       | 95.3%                         | 95.1%   | 96.9%   | 94.1%                      | 28      | 23    | 5             | 0           |
| 20 ES345           | 16        | Bowling Green <b>4 5</b>             | 95.3%                         | 97.5%   | 96.5%   | 98.2%                      | 23      | 18    | 5             | 0           |
| 21 ES205           | 11        | Grand Central-42 St <b>7</b>         | 95.6%                         | 94.1%   | 96.1%   | 96.6%                      | 82      | 75    | 7             | 0           |
| 22 ES115           | 11        | 145 St <b>B D</b>                    | 95.9%                         | 98.9%   | 96.2%   | 90.8%                      | 37      | 26    | 11            | 0           |
| 23 ES301           | 12        | Park Pl <b>2 3</b>                   | 95.9%                         | 96.6%   | 97.1%   | 99.7%                      | 39      | 35    | 4             | 0           |
| 24 ES244           | 15        | Lexington Av-53 St <b>E M</b>        | 96.0%                         | 98.6%   | 95.2%   | 98.3%                      | 112     | 107   | 5             | 0           |
| 25 ES241           | 14        | 5 Av-53 St <b>E M</b>                | 96.5%                         | 96.7%   | 95.7%   | 96.4%                      | 103     | 101   | 2             | 0           |
| 26 ES119           | 15        | 181 St <b>A</b>                      | 96.6%                         | 97.8%   | 97.6%   | 96.3%                      | 20      | 10    | 10            | 0           |
| 27 ES341           | 8         | Bowling Green <b>4 5</b>             | 96.9%                         | 98.5%   | 96.0%   | 97.8%                      | 34      | 30    | 4             | 0           |
| 28 ES242           | 14        | 5 Av-53 St <b>E M</b>                | 97.1%                         | 98.9%   | 96.7%   | 98.1%                      | 107     | 102   | 5             | 0           |
| 29 ES235           | 4         | 34 St-Herald Sq <b>B D F M</b>       | 97.2%                         | 97.2%   | 99.4%   | 99.5%                      | 23      | 18    | 5             | 0           |
| 30 ES243           | 15        | Lexington Av-53 St <b>E M</b>        | 97.2%                         | 100.0%  | 97.9%   | 96.7%                      | 20      | 13    | 7             | 0           |
| 31 ES339           | 8         | Bowling Green <b>4 5</b>             | 97.2%                         | 98.3%   | 98.0%   | 94.2%                      | 16      | 13    | 3             | 0           |
| 32 ES351           | 12        | Whitehall St <b>R</b>                | 97.2%                         | 98.4%   | 98.4%   | 98.4%                      | 24      | 19    | 5             | 0           |
| 33 ES217           | 5         | Times Sq-42 St <b>7</b>              | 97.2%                         | 98.7%   | 97.5%   | 97.4%                      | 46      | 41    | 5             | 0           |
| 34 ES239           | 13        | 5 Av-53 St <b>E M</b>                | 97.3%                         | 99.1%   | 98.0%   | 92.1%                      | 114     | 109   | 5             | 0           |
| 35 ES232           | 5         | 34 St-Herald Sq <b>B D F M</b>       | 97.3%                         | 97.8%   | 99.4%   | 92.4%                      | 30      | 25    | 5             | 0           |
| 36 ES246           | 15        | Lexington Av-53 St <b>E M</b>        | 97.3%                         | 99.7%   | 98.5%   | 95.4%                      | 114     | 107   | 7             | 0           |
| 37 ES311           | 10        | Whitehall St <b>R</b>                | 97.3%                         | 97.9%   | 98.5%   | 97.9%                      | 26      | 20    | 6             | 0           |
| 38 ES234           | 4         | 34 St-Herald Sq <b>B D F M</b>       | 97.4%                         | 96.7%   | 98.0%   | 98.1%                      | 21      | 17    | 4             | 0           |
| 39 ES249           | 9         | Lexington Av-59 St <b>N Q R</b>      | 97.4%                         | 98.2%   | 98.0%   | 96.6%                      | 22      | 18    | 4             | 0           |
| 40 ES337           | 9         | Bowling Green <b>4 5</b>             | 97.4%                         | 97.9%   | 99.2%   | 97.3%                      | 27      | 18    | 9             | 0           |
| 41 ES312           | 0         | Whitehall St <b>R</b>                | 97.6%                         | 98.8%   | 98.3%   | 98.7%                      | 25      | 18    | 7             | 0           |
| 42 ES300           | 0         | Bleecker St <b>D F E M G</b>         | 97.7%                         | 98.0%   | 98.5%   | 83.3%                      | 26      | 20    | 6             | 0           |
| 43 ES328           | 13        | Delancey St <b>F</b>                 | 97.7%                         | 99.4%   | 98.4%   | 98.4%                      | 28      | 22    | 6             | 0           |
| 44 ES116           | 10        | 145 St <b>B D</b>                    | 97.7%                         | 99.2%   | 98.4%   | 98.1%                      | 20      | 11    | 9             | 0           |
| 45 ES222           | 5         | 34 St-Herald Sq <b>B D F M N Q R</b> | 97.7%                         | 96.0%   | 98.5%   | 98.8%                      | 33      | 31    | 2             | 0           |
| 46 ES269           | 8         | Lexington Av-53 St <b>E M</b>        | 97.8%                         | 99.2%   | 98.2%   | 97.3%                      | 40      | 32    | 8             | 0           |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

| Borough:  |         | Manhattan |                               |                               |         |         |                            |         |               |           |             |  |
|---|---------|-----------|-------------------------------|-------------------------------|---------|---------|----------------------------|---------|---------------|-----------|-------------|--|
|   |         | Age       |                               | 2013 3rd Quarter Availability |         |         | 2012 3rd Qtr. Availability | Outages |               |           | Entrapments |  |
|   | Unit ID | (Yrs)     | Station                       | 24 Hr                         | AM Peak | PM Peak | 24 Hr                      | Total   | Non Scheduled | Scheduled |             |  |
| 47  | ES206   | 11        | Grand Central-42 St 7         | 97.8%                         | 99.5%   | 98.9%   | 97.9%                      | 148     | 134           | 14        | 0           |  |
| 48  | ES327   | 13        | Delancey St F                 | 97.8%                         | 99.3%   | 98.6%   | 97.8%                      | 25      | 18            | 7         | 0           |  |
| 49  | ES230   | 5         | 34 St-Herald Sq B D F M       | 97.9%                         | 98.5%   | 97.5%   | 95.5%                      | 32      | 29            | 3         | 0           |  |
| 50  | ES210   | 10        | Grand Central-42 St 7         | 97.9%                         | 99.0%   | 98.9%   | 98.6%                      | 11      | 3             | 8         | 0           |  |
| 51  | ES248   | 9         | Lexington Av-59 St N O R      | 97.9%                         | 97.9%   | 98.6%   | 97.3%                      | 23      | 18            | 5         | 0           |  |
| 52  | ES302   | 12        | Park Pl 2 3                   | 98.0%                         | 98.9%   | 97.9%   | 98.9%                      | 17      | 14            | 3         | 0           |  |
| 53  | ES409   | 22        | Lexington Av-63 St F          | 98.0%                         | 97.3%   | 98.2%   | 96.4%                      | 18      | 14            | 4         | 0           |  |
| 54  | ES236   | 4         | 34 St-Herald Sq B D F M       | 98.0%                         | 98.8%   | 98.8%   | 98.2%                      | 26      | 22            | 4         | 0           |  |
| 55  | ES343   | 9         | Bowling Green 4 5             | 98.1%                         | 98.4%   | 98.9%   | 97.2%                      | 24      | 19            | 5         | 0           |  |
| 56  | ES402   | 22        | Lexington Av-63 St F          | 98.1%                         | 98.9%   | 98.9%   | 98.7%                      | 13      | 8             | 5         | 0           |  |
| 57  | ES221   | 5         | 34 St-Herald Sq B D F M N O R | 98.2%                         | 98.5%   | 98.4%   | 97.2%                      | 32      | 28            | 4         | 0           |  |
| 58  | ES406   | 22        | Lexington Av-63 St F          | 98.2%                         | 99.5%   | 98.6%   | 94.0%                      | 27      | 22            | 5         | 0           |  |
| 59  | ES342   | 7         | Bowling Green 4 5             | 98.2%                         | 99.6%   | 99.1%   | 97.3%                      | 22      | 16            | 6         | 0           |  |
| 60  | ES370   | 3         | South Ferry 1                 | 98.2%                         | 99.0%   | 99.5%   | 97.1%                      | 14      | 10            | 4         | 0           |  |
| 61  | ES209   | 10        | Grand Central-42 St 7         | 98.3%                         | 98.4%   | 98.5%   | 97.3%                      | 25      | 19            | 6         | 0           |  |
| 62  | ES215   | 15        | Lexington Av-59 St N O R      | 98.3%                         | 99.7%   | 99.3%   | 98.7%                      | 24      | 15            | 9         | 0           |  |
| 63  | ES405   | 22        | Lexington Av-63 St F          | 98.3%                         | 99.7%   | 97.8%   | 98.9%                      | 13      | 7             | 6         | 0           |  |
| 64  | ES340   | 7         | Bowling Green 4 5             | 98.4%                         | 99.6%   | 99.2%   | 97.9%                      | 16      | 13            | 3         | 0           |  |
| 65  | ES118   | 15        | 181 St A                      | 98.4%                         | 99.9%   | 98.7%   | 97.0%                      | 16      | 13            | 3         | 0           |  |
| 66  | ES240   | 13        | 5 Av-53 St E M                | 98.4%                         | 100.0%  | 99.7%   | 98.2%                      | 31      | 26            | 5         | 0           |  |
| 67  | ES326   | 13        | West 4 St A B C D E F M       | 98.5%                         | 98.5%   | 100.0%  | 96.7%                      | 21      | 17            | 4         | 0           |  |
| 68  | ES369   | 3         | South Ferry 1                 | 98.5%                         | 100.0%  | 96.8%   | 98.1%                      | 16      | 13            | 3         | 0           |  |
| 69  | ES237   | 13        | 7 Av B D E                    | 98.5%                         | 100.0%  | 100.0%  | 99.1%                      | 8       | 2             | 6         | 0           |  |
| 70  | ES404   | 22        | Lexington Av-63 St F          | 98.6%                         | 99.9%   | 100.0%  | 97.4%                      | 14      | 8             | 6         | 0           |  |
| 71  | ES203   | 12        | Grand Central-42 St 7         | 98.6%                         | 99.1%   | 100.0%  | 96.2%                      | 9       | 4             | 5         | 0           |  |
| 72  | ES214   | 14        | 59 St 4 5 6                   | 98.7%                         | 99.7%   | 99.3%   | 97.0%                      | 19      | 6             | 13        | 0           |  |
| 73  | ES401   | 22        | Lexington Av-63 St F          | 98.7%                         | 99.9%   | 99.1%   | 98.8%                      | 9       | 4             | 5         | 0           |  |
| 74  | ES231   | 5         | 34 St-Herald Sq B D F M       | 98.7%                         | 99.5%   | 98.9%   | 95.9%                      | 23      | 18            | 5         | 0           |  |
| 75  | ES252   | 23        | 51 St 6                       | 98.9%                         | 99.8%   | 100.0%  | 98.3%                      | 8       | 3             | 5         | 0           |  |
| 76  | ES256   | 23        | Grand Central-42 St 4 5 6 7 5 | 98.9%                         | 99.9%   | 100.0%  | 97.1%                      | 15      | 11            | 4         | 0           |  |
| 77  | ES338   | 8         | Bowling Green 4 5             | 98.9%                         | 99.8%   | 99.9%   | 96.9%                      | 9       | 4             | 5         | 0           |  |
| 78  | ES408   | 22        | Lexington Av-63 St F          | 98.9%                         | 99.2%   | 100.0%  | 96.3%                      | 12      | 7             | 5         | 0           |  |
| 79  | ES224   | 5         | 34 St-Herald Sq B D F M N O R | 99.1%                         | 99.2%   | 99.8%   | 97.7%                      | 18      | 16            | 2         | 0           |  |
| 80  | ES213   | 13        | 59 St 4 5 6                   | 99.1%                         | 100.0%  | 100.0%  | 96.1%                      | 15      | 9             | 6         | 0           |  |
| 81  | ES216   | 5         | Times Sq-42 St 7              | 99.1%                         | 99.4%   | 100.0%  | 96.0%                      | 9       | 5             | 4         | 0           |  |
| 82  | ES407   | 22        | Lexington Av-63 St F          | 99.2%                         | 99.9%   | 100.0%  | 98.0%                      | 16      | 12            | 4         | 0           |  |
| 83  | ES223   | 5         | 34 St-Herald Sq B D F M N O R | 99.2%                         | 99.3%   | 99.8%   | 98.4%                      | 12      | 9             | 3         | 0           |  |
|   | 83      | 11.8      | Escalator Subtotal:           | 96.3%                         | 97.3%   | 96.8%   | 97.1%                      | 3467    | 2961          | 506       | 0           |  |
| *Note the number of entrapments are included in the non scheduled outage count. |         |           |                               |                               |         |         |                            |         |               |           |             |  |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

| Borough: |           |                                 | Brooklyn                      |         |         |                            |         |       |               |             |           |  |  |  |  |  |  |
|----------|-----------|---------------------------------|-------------------------------|---------|---------|----------------------------|---------|-------|---------------|-------------|-----------|--|--|--|--|--|--|
| Unit ID  | Age (Yrs) | Station                         | 2013 3rd Quarter Availability |         |         | 2012 3rd Qtr. Availability | Outages |       |               | Entrapments |           |  |  |  |  |  |  |
|          |           |                                 | 24 Hr                         | AM Peak | PM Peak |                            | 24 Hr   | Total | Non Scheduled |             | Scheduled |  |  |  |  |  |  |
| 1 EL312  | 11        | Clark St 23                     | 63.5%                         | 64.7%   | 63.6%   | 83.6%                      | 12      | 10    | 2             | 0           |           |  |  |  |  |  |  |
| 2 EL339  | 12        | Frankin Av C5                   | 94.5%                         | 96.7%   | 93.9%   | 97.4%                      | 16      | 11    | 5             | 2           |           |  |  |  |  |  |  |
| 3 EL343  | 6         | Euclid Av AC                    | 94.8%                         | 95.7%   | 96.9%   | 95.1%                      | 13      | 8     | 5             | 0           |           |  |  |  |  |  |  |
| 4 EL321  | 14        | Church Av 25                    | 94.8%                         | 96.6%   | 95.0%   | 92.9%                      | 13      | 10    | 3             | 0           |           |  |  |  |  |  |  |
| 5 EL319  | 14        | Brooklyn College-Flatbush Av 25 | 95.6%                         | 96.8%   | 96.3%   | 95.7%                      | 13      | 8     | 5             | 2           |           |  |  |  |  |  |  |
| 6 EL303  | 8         | Pacific St-Atlantic Av DNR      | 96.0%                         | 97.3%   | 96.7%   | 98.8%                      | 14      | 9     | 5             | 0           |           |  |  |  |  |  |  |
| 7 EL320  | 14        | Church Av 25                    | 96.1%                         | 98.7%   | 96.2%   | 99.5%                      | 27      | 24    | 3             | 1           |           |  |  |  |  |  |  |
| 8 EL340  | 12        | Frankin Av C5                   | 96.4%                         | 97.2%   | 97.4%   | 98.5%                      | 16      | 11    | 5             | 0           |           |  |  |  |  |  |  |
| 9 EL342  | 6         | Euclid Av AC                    | 96.8%                         | 98.8%   | 96.6%   | 98.5%                      | 28      | 23    | 5             | 0           |           |  |  |  |  |  |  |
| 10 EL392 | 7         | Marcy Av JM2                    | 97.2%                         | 98.2%   | 97.2%   | 97.5%                      | 11      | 7     | 4             | 0           |           |  |  |  |  |  |  |
| 11 EL708 | 2         | Jay St ACFR                     | 97.3%                         | 99.5%   | 97.8%   | 99.1%                      | 13      | 9     | 4             | 1           |           |  |  |  |  |  |  |
| 12 EL706 | 2         | Jay St ACFR                     | 97.7%                         | 99.1%   | 96.5%   | 98.2%                      | 16      | 12    | 4             | 1           |           |  |  |  |  |  |  |
| 13 EL323 | 7         | Crown Hts-Utica Av 34           | 97.9%                         | 99.4%   | 99.8%   | 95.0%                      | 16      | 11    | 5             | 1           |           |  |  |  |  |  |  |
| 14 EL393 | 9         | Flushing Av JM                  | 98.0%                         | 99.7%   | 99.2%   | 97.8%                      | 14      | 6     | 8             | 1           |           |  |  |  |  |  |  |
| 15 EL311 | 11        | Clark St 23                     | 98.1%                         | 99.3%   | 98.0%   | 98.9%                      | 13      | 10    | 3             | 1           |           |  |  |  |  |  |  |
| 16 EL396 | 4         | Myrtle-Wyckoff Avs LM           | 98.2%                         | 99.9%   | 98.9%   | 96.6%                      | 12      | 8     | 4             | 0           |           |  |  |  |  |  |  |
| 17 EL309 | 11        | Court St R                      | 98.2%                         | 98.7%   | 99.1%   | 98.9%                      | 17      | 14    | 3             | 0           |           |  |  |  |  |  |  |
| 18 EL701 | 6         | Coney Island-Stillwell Av DFNQ  | 98.2%                         | 100.0%  | 99.4%   | 98.1%                      | 14      | 7     | 7             | 0           |           |  |  |  |  |  |  |
| 19 EL375 | 4         | Church Av FG                    | 98.2%                         | 97.0%   | 99.0%   | 99.1%                      | 13      | 9     | 4             | 0           |           |  |  |  |  |  |  |
| 20 EL370 | 7         | DeKalb Av BOR                   | 98.3%                         | 99.7%   | 99.3%   | 94.5%                      | 15      | 6     | 9             | 0           |           |  |  |  |  |  |  |
| 21 EL383 | 9         | Prospect Park BOS               | 98.3%                         | 99.2%   | 97.7%   | 98.8%                      | 10      | 6     | 4             | 0           |           |  |  |  |  |  |  |
| 22 EL707 | 2         | Jay St ACFR                     | 98.3%                         | 99.7%   | 99.4%   | 99.2%                      | 15      | 11    | 4             | 0           |           |  |  |  |  |  |  |
| 23 EL395 | 9         | Flushing Av JM                  | 98.3%                         | 99.3%   | 100.0%  | 98.6%                      | 7       | 3     | 4             | 0           |           |  |  |  |  |  |  |
| 24 EL391 | 7         | Marcy Av JM2                    | 98.4%                         | 99.6%   | 99.9%   | 97.4%                      | 15      | 11    | 4             | 0           |           |  |  |  |  |  |  |
| 25 EL371 | 7         | DeKalb Av BOR                   | 98.5%                         | 100.0%  | 99.9%   | 98.7%                      | 8       | 3     | 5             | 0           |           |  |  |  |  |  |  |
| 26 EL709 | 1         | Jay St ACFR                     | 98.5%                         | 99.1%   | 99.4%   | 98.7%                      | 12      | 7     | 5             | 0           |           |  |  |  |  |  |  |
| 27 EL382 | 9         | Prospect Park BOS               | 98.6%                         | 98.2%   | 99.1%   | 98.9%                      | 8       | 4     | 4             | 0           |           |  |  |  |  |  |  |
| 28 EL322 | 7         | Crown Hts-Utica Av 34           | 98.6%                         | 99.8%   | 100.0%  | 98.2%                      | 10      | 4     | 6             | 0           |           |  |  |  |  |  |  |
| 29 EL394 | 9         | Flushing Av JM                  | 98.6%                         | 98.3%   | 100.0%  | 97.5%                      | 10      | 7     | 3             | 2           |           |  |  |  |  |  |  |
| 30 EL372 | 7         | DeKalb Av BOR                   | 98.7%                         | 100.0%  | 100.0%  | 98.8%                      | 8       | 1     | 7             | 0           |           |  |  |  |  |  |  |
| 31 EL373 | 4         | Church Av FG                    | 98.7%                         | 99.7%   | 98.4%   | 99.5%                      | 8       | 4     | 4             | 0           |           |  |  |  |  |  |  |
| 32 EL307 | 8         | Atlantic Av BO                  | 98.7%                         | 99.1%   | 99.8%   | 86.2%                      | 9       | 5     | 4             | 0           |           |  |  |  |  |  |  |
| 33 EL318 | 17        | Borough Hall 2345               | 98.7%                         | 98.9%   | 99.5%   | 99.3%                      | 12      | 8     | 4             | 0           |           |  |  |  |  |  |  |
| 34 EL305 | 8         | Atlantic Av 45                  | 98.8%                         | 99.9%   | 100.0%  | 99.7%                      | 11      | 7     | 4             | 0           |           |  |  |  |  |  |  |
| 35 EL702 | 6         | Coney Island-Stillwell Av DFNQ  | 99.0%                         | 100.0%  | 100.0%  | 98.7%                      | 6       | 2     | 4             | 0           |           |  |  |  |  |  |  |
| 36 EL310 | 11        | Clark St 23                     | 99.1%                         | 99.4%   | 100.0%  | 95.0%                      | 12      | 9     | 3             | 1           |           |  |  |  |  |  |  |
| 37 EL377 | 0         | Bay Parkway D                   | 99.1%                         | 99.3%   | 99.7%   | 97.9%                      | 5       | 2     | 3             | 0           |           |  |  |  |  |  |  |
| 38 EL761 | 0         | Kings Highway BO                | 99.1%                         | 100.0%  | 100.0%  | 99.3%                      | 5       | 0     | 5             | 0           |           |  |  |  |  |  |  |
| 39 EL308 | 11        | Court St R                      | 99.1%                         | 99.9%   | 100.0%  | 98.7%                      | 8       | 3     | 5             | 0           |           |  |  |  |  |  |  |
| 40 EL760 | 0         | Kings Highway BO                | 99.1%                         | 100.0%  | 100.0%  | 99.6%                      | 5       | 1     | 4             | 0           |           |  |  |  |  |  |  |
| 41 EL317 | 17        | Borough Hall 2345               | 99.1%                         | 99.6%   | 100.0%  | 98.4%                      | 7       | 3     | 4             | 0           |           |  |  |  |  |  |  |
| 42 EL301 | 8         | Pacific St-Atlantic Av DNR      | 99.2%                         | 99.7%   | 99.1%   | 99.1%                      | 6       | 3     | 3             | 0           |           |  |  |  |  |  |  |
| 43 EL304 | 8         | Atlantic Av 23                  | 99.2%                         | 100.0%  | 100.0%  | 99.2%                      | 6       | 3     | 3             | 0           |           |  |  |  |  |  |  |
| 44 EL376 | 0         | Bay Parkway D                   | 99.3%                         | 100.0%  | 99.4%   | 90.6%                      | 5       | 3     | 2             | 0           |           |  |  |  |  |  |  |
| 45 EL398 | 4         | Myrtle-Wyckoff Avs M            | 99.3%                         | 100.0%  | 100.0%  | 98.8%                      | 6       | 3     | 3             | 0           |           |  |  |  |  |  |  |
| 46 EL397 | 4         | Myrtle-Wyckoff Avs L            | 99.3%                         | 99.6%   | 100.0%  | 99.1%                      | 9       | 6     | 3             | 0           |           |  |  |  |  |  |  |
| 47 EL302 | 8         | Pacific St-Atlantic Av DNR      | 99.3%                         | 99.6%   | 100.0%  | 98.6%                      | 6       | 3     | 3             | 0           |           |  |  |  |  |  |  |
| 48 EL378 | 0         | Bay Parkway D                   | 99.4%                         | 100.0%  | 100.0%  | 97.0%                      | 5       | 2     | 3             | 0           |           |  |  |  |  |  |  |
| 49 EL374 | 4         | Church Av FG                    | 99.4%                         | 100.0%  | 100.0%  | 99.3%                      | 5       | 1     | 4             | 0           |           |  |  |  |  |  |  |
| 50 EL306 | 8         | Atlantic Av 23                  | 99.4%                         | 100.0%  | 99.7%   | 98.5%                      | 5       | 2     | 3             | 0           |           |  |  |  |  |  |  |
| 51 EL341 | 6         | Euclid Av AC                    | 99.4%                         | 100.0%  | 99.6%   | 97.8%                      | 3       | 2     | 1             | 0           |           |  |  |  |  |  |  |
| 51       | 7.2       | Elevator Subtotal:              | 97.5%                         | 98.5%   | 98.2%   | 97.5%                      | 553     | 342   | 211           | 13          |           |  |  |  |  |  |  |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

| Borough: Brooklyn   |         |           |                                    |                               |        |        |                            |         |               |           |             |
|---|---------|-----------|------------------------------------|-------------------------------|--------|--------|----------------------------|---------|---------------|-----------|-------------|
|   | Unit ID | Age (Yrs) | Station                            | 2013 3rd Quarter Availability |        |        | 2012 3rd Qtr. Availability | Outages |               |           | Entrapments |
|   |         |           |                                    | 24 Hr                         | AM     | PM     | 24 Hr                      | Total   | Non Scheduled | Scheduled |             |
| 1   | ES349   | 12        | Smith 9th St <b>F G</b>            | 78.9%                         | 79.8%  | 79.0%  | 0.0%                       | 18      | 13            | 5         | 0           |
| 2   | ES346   | 9         | Brighton Beach <b>B Q</b>          | 84.5%                         | 83.2%  | 78.9%  | 87.2%                      | 63      | 60            | 3         | 0           |
| 3   | ES317   | 12        | Jay St <b>A C F</b>                | 85.4%                         | 88.0%  | 84.3%  | 99.7%                      | 22      | 17            | 5         | 0           |
| 4   | ES310   | 10        | Atlantic Av <b>B Q</b>             | 85.4%                         | 87.5%  | 84.5%  | 98.7%                      | 27      | 17            | 10        | 0           |
| 5   | ES305   | 9         | Court St <b>R</b>                  | 88.1%                         | 86.1%  | 84.6%  | 92.5%                      | 41      | 40            | 1         | 0           |
| 6   | ES307   | 12        | Lawrence St <b>R</b>               | 89.2%                         | 94.9%  | 82.3%  | 89.1%                      | 147     | 143           | 4         | 0           |
| 7   | ES303   | 8         | Borough Hall <b>2 3 4 5</b>        | 91.3%                         | 93.5%  | 91.6%  | 96.4%                      | 32      | 26            | 6         | 0           |
| 8   | ES331   | 16        | Broadway Junction <b>A C J L Z</b> | 91.6%                         | 95.0%  | 90.3%  | 90.9%                      | 67      | 62            | 5         | 0           |
| 9   | ES322   | 14        | High St <b>A C</b>                 | 92.9%                         | 92.1%  | 93.1%  | 99.3%                      | 72      | 65            | 7         | 0           |
| 10  | ES324   | 12        | High St <b>A C</b>                 | 93.9%                         | 92.9%  | 94.8%  | 96.0%                      | 41      | 36            | 5         | 0           |
| 11  | ES347   | 15        | Broadway Junction <b>A C J L Z</b> | 95.3%                         | 98.6%  | 93.5%  | 91.1%                      | 35      | 30            | 5         | 0           |
| 12  | ES335   | 8         | West 8 St-NY Aquarium <b>F Q</b>   | 95.5%                         | 91.9%  | 97.3%  | 92.1%                      | 37      | 33            | 4         | 0           |
| 13  | ES332   | 9         | Myrtle-Wyckoff Avs <b>L M</b>      | 95.5%                         | 98.6%  | 92.4%  | 98.0%                      | 48      | 43            | 5         | 0           |
| 14  | ES356   | 1         | Jay St <b>A C F R</b>              | 95.8%                         | 97.7%  | 96.8%  | 92.9%                      | 21      | 15            | 6         | 0           |
| 15  | ES333   | 9         | Myrtle-Wyckoff Avs <b>L M</b>      | 96.4%                         | 99.4%  | 95.3%  | 95.4%                      | 34      | 29            | 5         | 0           |
| 16  | ES352   | 12        | Franklin Av <b>S</b>               | 96.9%                         | 99.1%  | 97.7%  | 98.4%                      | 20      | 14            | 6         | 0           |
| 17  | ES306   | 9         | Court St <b>R</b>                  | 97.0%                         | 99.6%  | 96.0%  | 96.4%                      | 31      | 28            | 3         | 0           |
| 18  | ES304   | 10        | President St <b>2 5</b>            | 97.1%                         | 99.0%  | 98.9%  | 96.6%                      | 16      | 7             | 9         | 0           |
| 19  | ES316   | 11        | Smith 9th St <b>F G</b>            | 97.2%                         | 99.2%  | 97.8%  | 0.0%                       | 18      | 10            | 8         | 0           |
| 20  | ES314   | 11        | Smith 9th St <b>F G</b>            | 97.4%                         | 97.3%  | 98.7%  | 0.0%                       | 13      | 8             | 5         | 0           |
| 21  | ES318   | 12        | Jay St <b>A C F</b>                | 97.5%                         | 99.2%  | 97.4%  | 96.5%                      | 22      | 18            | 4         | 0           |
| 22  | ES309   | 12        | DeKalb Av <b>B Q R</b>             | 97.5%                         | 99.5%  | 97.0%  | 91.4%                      | 19      | 13            | 6         | 0           |
| 23  | ES330   | 15        | Broadway Junction <b>A C J L Z</b> | 97.6%                         | 99.2%  | 98.3%  | 95.5%                      | 28      | 18            | 10        | 0           |
| 24  | ES320   | 14        | Jay St <b>A C F</b>                | 97.6%                         | 97.5%  | 97.8%  | 98.2%                      | 26      | 20            | 6         | 0           |
| 25  | ES321   | 14        | High St <b>A C</b>                 | 97.9%                         | 100.0% | 97.7%  | 99.0%                      | 25      | 15            | 10        | 0           |
| 26  | ES323   | 13        | High St <b>A C</b>                 | 98.0%                         | 97.0%  | 98.1%  | 93.7%                      | 21      | 15            | 6         | 0           |
| 27  | ES357   | 1         | Jay St <b>A C F R</b>              | 98.1%                         | 100.0% | 99.7%  | 83.7%                      | 25      | 11            | 14        | 0           |
| 28  | ES348   | 12        | Smith 9th St <b>F G</b>            | 98.4%                         | 99.0%  | 97.5%  | 0.0%                       | 25      | 22            | 3         | 0           |
| 29  | ES313   | 11        | Smith 9th St <b>F G</b>            | 98.5%                         | 100.0% | 100.0% | 0.0%                       | 13      | 6             | 7         | 0           |
| 30  | ES315   | 11        | Smith 9th St <b>F G</b>            | 98.6%                         | 100.0% | 99.1%  | 0.0%                       | 11      | 6             | 5         | 0           |
| 31  | ES319   | 14        | Jay St <b>A C F</b>                | 98.6%                         | 99.7%  | 99.3%  | 98.7%                      | 13      | 6             | 7         | 0           |
| 32  | ES308   | 12        | DeKalb Av <b>B Q R</b>             | 98.6%                         | 99.7%  | 98.0%  | 97.9%                      | 17      | 14            | 3         | 0           |
| 33  | ES350   | 15        | High St <b>A C</b>                 | 99.2%                         | 100.0% | 99.2%  | 99.0%                      | 11      | 6             | 5         | 0           |
|   | 33      | 11.1      | Escalator Subtotal:                | 94.6%                         | 95.9%  | 94.1%  | 95.0%                      | 1059    | 866           | 193       | 0           |
| *Note the number of entrapments are included in the non scheduled outage count. |         |           |                                    |                               |        |        |                            |         |               |           |             |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

| Borough: |         | Queens       |   |                               |            |            |                                  |         |                  |           |                 |  |  |
|----------|---------|--------------|---|-------------------------------|------------|------------|----------------------------------|---------|------------------|-----------|-----------------|--|--|
|          | Unit ID | Age<br>(Yrs) | Station                                 | 2013 3rd Quarter Availability |            |            | 2012<br>3rd Qtr.<br>Availability | Outages |                  |           | Entrap<br>ments |  |  |
|          |         |              |   | 24 Hr                         | AM<br>Peak | PM<br>Peak | 24 Hr                            | Total   | Non<br>Scheduled | Scheduled |                 |  |  |
| 1        | EL405   | 22           | 21 St-Queensbridge <b>F</b>             | 86.0%                         | 86.8%      | 87.7%      | 95.0%                            | 18      | 14               | 4         | 0               |  |  |
| 2        | EL413   | 23           | Jamaica Center <b>E J Z</b>             | 88.2%                         | 89.5%      | 89.6%      | 96.7%                            | 14      | 10               | 4         | 1               |  |  |
| 3        | EL421   | 6            | Jackson Hts-Roosevelt Av <b>E F M R</b> | 91.4%                         | 96.0%      | 94.8%      | 98.5%                            | 25      | 21               | 4         | 0               |  |  |
| 4        | EL411   | 23           | Sutphin Blvd-Archer Av-JFK <b>E J Z</b> | 93.8%                         | 94.1%      | 94.0%      | 98.1%                            | 11      | 8                | 3         | 0               |  |  |
| 5        | EL425   | 5            | Junction Blvd <b>7</b>                  | 94.1%                         | 96.6%      | 91.9%      | 93.1%                            | 24      | 20               | 4         | 1               |  |  |
| 6        | EL412   | 23           | Jamaica Center <b>E J Z</b>             | 95.7%                         | 98.2%      | 94.5%      | 90.1%                            | 22      | 15               | 7         | 2               |  |  |
| 7        | EL427   | 5            | Junction Blvd <b>7</b>                  | 96.6%                         | 99.0%      | 96.6%      | 98.1%                            | 16      | 11               | 5         | 1               |  |  |
| 8        | EL409   | 23           | Jamaica-Van Wyck <b>E</b>               | 97.4%                         | 98.4%      | 98.6%      | 98.4%                            | 9       | 4                | 5         | 0               |  |  |
| 9        | EL432   | 7            | Jamaica-179 St <b>F</b>                 | 97.4%                         | 98.9%      | 98.6%      | 98.3%                            | 11      | 4                | 7         | 1               |  |  |
| 10       | EL434   | 4            | Kew Gardens-Union Tpke <b>E F</b>       | 97.7%                         | 98.9%      | 98.1%      | 98.2%                            | 9       | 4                | 5         | 0               |  |  |
| 11       | EL420   | 6            | 74 St-Broadway <b>7</b>                 | 97.7%                         | 99.1%      | 99.7%      | 97.7%                            | 15      | 9                | 6         | 0               |  |  |
| 12       | EL498   | 0            | Mott Avenue <b>A</b>                    | 98.2%                         | 98.2%      | 98.9%      | 92.1%                            | 8       | 5                | 3         | 0               |  |  |
| 13       | EL406   | 22           | 21 St-Queensbridge <b>F</b>             | 98.2%                         | 99.0%      | 98.9%      | 98.4%                            | 11      | 8                | 3         | 0               |  |  |
| 14       | EL431   | 7            | Jamaica-179 St <b>F</b>                 | 98.2%                         | 97.1%      | 99.1%      | 98.4%                            | 14      | 9                | 5         | 0               |  |  |
| 15       | EL403   | 22           | Roosevelt Island <b>F</b>               | 98.3%                         | 98.2%      | 99.3%      | 99.2%                            | 20      | 17               | 3         | 0               |  |  |
| 16       | EL404   | 22           | Roosevelt Island <b>F</b>               | 98.4%                         | 98.9%      | 98.6%      | 93.7%                            | 11      | 8                | 3         | 0               |  |  |
| 17       | EL433   | 7            | Jamaica-179 St <b>F</b>                 | 98.4%                         | 99.5%      | 100.0%     | 66.3%                            | 13      | 7                | 6         | 0               |  |  |
| 18       | EL414   | 12           | Flushing-Main St <b>7</b>               | 98.5%                         | 98.7%      | 99.0%      | 98.3%                            | 12      | 8                | 4         | 0               |  |  |
| 19       | EL407   | 22           | 21 St-Queensbridge <b>F</b>             | 98.5%                         | 98.6%      | 99.3%      | 99.1%                            | 17      | 14               | 3         | 0               |  |  |
| 20       | EL497   | 0            | Mott Avenue <b>A</b>                    | 98.8%                         | 100.0%     | 100.0%     | 89.7%                            | 9       | 4                | 5         | 1               |  |  |
| 21       | EL422   | 6            | Jackson Hts-Roosevelt Av <b>E F M R</b> | 98.8%                         | 100.0%     | 100.0%     | 98.9%                            | 7       | 1                | 6         | 0               |  |  |
| 22       | EL429   | 6            | Queens Plaza <b>E M R</b>               | 98.9%                         | 100.0%     | 100.0%     | 98.4%                            | 8       | 3                | 5         | 0               |  |  |
| 23       | EL428   | 6            | Queens Plaza <b>E M R</b>               | 99.0%                         | 100.0%     | 100.0%     | 98.8%                            | 9       | 5                | 4         | 0               |  |  |
| 24       | EL408   | 23           | Jamaica-Van Wyck <b>E</b>               | 99.0%                         | 99.8%      | 99.3%      | 99.1%                            | 7       | 6                | 1         | 0               |  |  |
| 25       | EL436   | 4            | Kew Gardens-Union Tpke <b>E F</b>       | 99.1%                         | 98.3%      | 100.0%     | 99.4%                            | 5       | 3                | 2         | 0               |  |  |
| 26       | EL446   | 1            | CitiCorp/Court Square <b>7 E G</b>      | 99.1%                         | 100.0%     | 99.3%      | 99.2%                            | 6       | 3                | 3         | 1               |  |  |
| 27       | EL423   | 6            | 74 St-Broadway <b>7</b>                 | 99.2%                         | 100.0%     | 100.0%     | 99.7%                            | 5       | 1                | 4         | 0               |  |  |
| 28       | EL447   | 1            | CitiCorp/Court Square <b>7 E G</b>      | 99.3%                         | 100.0%     | 100.0%     | 99.4%                            | 4       | 1                | 3         | 0               |  |  |
| 29       | EL430   | 6            | Queens Plaza <b>E M R</b>               | 99.3%                         | 100.0%     | 100.0%     | 97.3%                            | 4       | 1                | 3         | 0               |  |  |
| 30       | EL426   | 5            | Junction Blvd <b>7</b>                  | 99.4%                         | 100.0%     | 100.0%     | 96.4%                            | 5       | 2                | 3         | 0               |  |  |
| 31       | EL435   | 4            | Kew Gardens-Union Tpke <b>E F</b>       | 99.7%                         | 100.0%     | 99.7%      | 99.3%                            | 3       | 2                | 1         | 0               |  |  |
|          | 31      | 10.6         | Elevator Subtotal:                      | 97.2%                         | 98.1%      | 97.9%      | 96.2%                            | 352     | 228              | 124       | 8               |  |  |



**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2013**

| Borough:  |             | Queens    |   |                               |              |              |                            |            |            |            |             |
|-----------|-------------|-----------|---|-------------------------------|--------------|--------------|----------------------------|------------|------------|------------|-------------|
|           | Unit ID     | Age (Yrs) | Station                                 | 2013 3rd Quarter Availability |              |              | 2012 3rd Qtr. Availability | Outages    |            |            | Entrapments |
|           |             |           |   | 24 Hr                         | AM           | PM           |                            | Total      | Non        | Scheduled  |             |
|           |             |           |   |                               | Peak         | Peak         |                            |            | Scheduled  |            |             |
| 1         | ES435       | 23        | Sutphin Blvd-Archer Av-JFK <b>E J Z</b> | 68.1%                         | 69.1%        | 69.5%        | 98.7%                      | 11         | 8          | 3          | 0           |
| 2         | ES455       | 13        | Flushing-Main St <b>7</b>               | 83.6%                         | 82.4%        | 85.7%        | 95.2%                      | 21         | 16         | 5          | 0           |
| 3         | ES444       | 4         | Jamaica Center <b>E J Z</b>             | 89.4%                         | 90.1%        | 90.5%        | 97.4%                      | 30         | 25         | 5          | 0           |
| 4         | ES430       | 4         | Jamaica-Van Wyck <b>E</b>               | 90.6%                         | 91.6%        | 91.0%        | 97.1%                      | 29         | 23         | 6          | 0           |
| 5         | ES450       | 13        | 74 St-Broadway <b>7</b>                 | 94.4%                         | 95.9%        | 95.1%        | 97.2%                      | 47         | 40         | 7          | 0           |
| 6         | ES441       | 4         | Jamaica Center <b>E J Z</b>             | 94.4%                         | 95.7%        | 95.1%        | 98.9%                      | 47         | 42         | 5          | 0           |
| 7         | ES412       | 3         | Roosevelt Island <b>F</b>               | 94.7%                         | 93.9%        | 96.5%        | 90.2%                      | 20         | 15         | 5          | 0           |
| 8         | ES446       | 3         | Jamaica Center <b>E J Z</b>             | 94.8%                         | 96.8%        | 93.7%        | 98.6%                      | 47         | 40         | 7          | 0           |
| 9         | ES442       | 4         | Jamaica Center <b>E J Z</b>             | 95.0%                         | 95.8%        | 95.7%        | 98.7%                      | 26         | 19         | 7          | 0           |
| 10        | ES457       | 13        | Flushing-Main St <b>7</b>               | 95.2%                         | 97.7%        | 95.0%        | 95.5%                      | 30         | 18         | 12         | 0           |
| 11        | ES449       | 13        | 74 St-Broadway <b>7</b>                 | 95.6%                         | 96.6%        | 95.7%        | 95.4%                      | 49         | 43         | 6          | 0           |
| 12        | ES422       | 22        | 21 St-Queensbridge <b>F</b>             | 96.1%                         | 98.2%        | 96.5%        | 91.3%                      | 28         | 23         | 5          | 0           |
| 13        | ES439       | 4         | Jamaica Center <b>E J Z</b>             | 96.2%                         | 97.5%        | 97.3%        | 93.5%                      | 30         | 23         | 7          | 0           |
| 14        | ES413       | 16        | Roosevelt Island <b>F</b>               | 96.3%                         | 96.3%        | 96.4%        | 97.9%                      | 21         | 16         | 5          | 0           |
| 15        | ES436       | 23        | Sutphin Blvd-Archer Av-JFK <b>E J Z</b> | 96.4%                         | 98.1%        | 96.2%        | 98.4%                      | 38         | 34         | 4          | 0           |
| 16        | ES411       | 4         | Roosevelt Island <b>F</b>               | 96.5%                         | 97.7%        | 94.8%        | 98.7%                      | 25         | 22         | 3          | 0           |
| 17        | ES456       | 13        | Flushing-Main St <b>7</b>               | 96.6%                         | 98.1%        | 96.8%        | 96.6%                      | 32         | 23         | 9          | 0           |
| 18        | ES452       | 20        | 74 St-Broadway <b>7</b>                 | 96.8%                         | 100.0%       | 95.4%        | 98.0%                      | 26         | 22         | 4          | 0           |
| 19        | ES414       | 4         | Roosevelt Island <b>F</b>               | 97.0%                         | 97.7%        | 96.7%        | 97.7%                      | 17         | 14         | 3          | 0           |
| 20        | ES448       | 12        | Woodside-61 St <b>7</b>                 | 97.1%                         | 98.5%        | 97.1%        | 98.3%                      | 25         | 16         | 9          | 0           |
| 21        | ES438       | 3         | Jamaica Center <b>E J Z</b>             | 97.1%                         | 99.2%        | 96.3%        | 96.7%                      | 24         | 21         | 3          | 0           |
| 22        | ES451       | 14        | 74 St-Broadway <b>7</b>                 | 97.3%                         | 97.5%        | 96.7%        | 90.2%                      | 19         | 12         | 7          | 0           |
| 23        | ES443       | 4         | Jamaica Center <b>E J Z</b>             | 97.5%                         | 97.7%        | 99.5%        | 98.1%                      | 16         | 11         | 5          | 0           |
| 24        | ES453       | 20        | 74 St-Broadway <b>7</b>                 | 97.5%                         | 99.0%        | 96.9%        | 96.7%                      | 27         | 23         | 4          | 0           |
| 25        | ES437       | 23        | Sutphin Blvd-Archer Av-JFK <b>E J Z</b> | 97.7%                         | 99.8%        | 98.7%        | 98.3%                      | 18         | 12         | 6          | 0           |
| 26        | ES431       | 4         | Jamaica-Van Wyck <b>E</b>               | 97.8%                         | 99.2%        | 99.2%        | 97.6%                      | 19         | 12         | 7          | 0           |
| 27        | ES445       | 3         | Jamaica Center <b>E J Z</b>             | 97.9%                         | 99.7%        | 98.5%        | 96.3%                      | 32         | 26         | 6          | 0           |
| 28        | ES440       | 3         | Jamaica Center <b>E J Z</b>             | 98.2%                         | 100.0%       | 99.7%        | 97.9%                      | 18         | 11         | 7          | 0           |
| 29        | ES418       | 4         | Roosevelt Island <b>F</b>               | 98.2%                         | 99.3%        | 98.5%        | 98.0%                      | 21         | 16         | 5          | 0           |
| 30        | ES428       | 3         | Jamaica-Van Wyck <b>E</b>               | 98.2%                         | 99.9%        | 99.2%        | 97.9%                      | 19         | 14         | 5          | 0           |
| 31        | ES417       | 4         | Roosevelt Island <b>F</b>               | 98.4%                         | 97.9%        | 99.2%        | 99.4%                      | 17         | 13         | 4          | 0           |
| 32        | ES421       | 22        | 21 St-Queensbridge <b>F</b>             | 98.5%                         | 99.5%        | 98.3%        | 97.1%                      | 19         | 15         | 4          | 0           |
| 33        | ES427       | 3         | Jamaica-Van Wyck <b>E</b>               | 98.5%                         | 98.5%        | 100.0%       | 97.8%                      | 20         | 16         | 4          | 0           |
| 34        | ES424       | 22        | 21 St-Queensbridge <b>F</b>             | 98.6%                         | 99.6%        | 99.0%        | 99.0%                      | 9          | 6          | 3          | 0           |
| 35        | ES429       | 3         | Jamaica-Van Wyck <b>E</b>               | 98.6%                         | 99.5%        | 100.0%       | 97.9%                      | 10         | 5          | 5          | 0           |
| 36        | ES434       | 23        | Sutphin Blvd-Archer Av-JFK <b>E J Z</b> | 98.7%                         | 100.0%       | 99.9%        | 98.5%                      | 8          | 3          | 5          | 0           |
| 37        | ES447       | 4         | Jamaica Center <b>E J Z</b>             | 98.8%                         | 99.9%        | 99.9%        | 98.7%                      | 14         | 10         | 4          | 0           |
| 38        | ES423       | 22        | 21 St-Queensbridge <b>F</b>             | 99.0%                         | 100.0%       | 99.0%        | 98.8%                      | 8          | 6          | 2          | 0           |
| 39        | ES426       | 22        | 21 St-Queensbridge <b>F</b>             | 99.1%                         | 100.0%       | 100.0%       | 96.7%                      | 8          | 4          | 4          | 0           |
| 40        | ES419       | 4         | Roosevelt Island <b>F</b>               | 99.2%                         | 99.4%        | 100.0%       | 98.5%                      | 7          | 5          | 2          | 0           |
| 41        | ES420       | 4         | Roosevelt Island <b>F</b>               | 99.2%                         | 99.5%        | 99.5%        | 99.0%                      | 9          | 6          | 3          | 0           |
| 42        | ES416       | 16        | Roosevelt Island <b>F</b>               | 99.3%                         | 100.0%       | 99.2%        | 97.2%                      | 5          | 3          | 2          | 0           |
| 43        | ES425       | 22        | 21 St-Queensbridge <b>F</b>             | 99.3%                         | 100.0%       | 99.6%        | 98.7%                      | 8          | 5          | 3          | 0           |
| 44        | ES415       | 3         | Roosevelt Island <b>F</b>               | 99.8%                         | 100.0%       | 100.0%       | 99.0%                      | 2          | 1          | 1          | 0           |
| <b>44</b> | <b>10.7</b> |           | <b>Escalator Subtotal:</b>              | <b>96.1%</b>                  | <b>97.1%</b> | <b>96.5%</b> | <b>97.2%</b>               | <b>956</b> | <b>738</b> | <b>218</b> | <b>0</b>    |

\*Note the number of entrapments are included in the non scheduled outage count.



| 2013 3RD QUARTER ENTRAPMENT FINDINGS |                   |                     |   |
|--------------------------------------|-------------------|---------------------|---|
| Borough/<br>Unit                     | Location          | # of<br>Entrapments | Comments  |
| <b>BRONX</b>                         |                   |                     |   |
| EL121                                | Pelham Bay Park ⑥ | 1                   | The entrapment that occurred on 7/26/13 was a result of a loose wiring connection on the door open relay. The connection was tightened; the machine was tested and returned to service.   |
| EL127                                | Simpson St ②⑤     | 2                   | The entrapment that occurred on 7/15/13 was a result of the hydraulic fluid over heating; the fluid was allowed to cool to an acceptable operating temperature; the machine was tested and returned to service. The entrapment that occurred on 9/13/13 was a result of the car not leveling properly. The up leveling speed was adjusted; the machine was tested and returned to service.  |
| EL182                                | Gun Hill Rd ②⑤    | 1                   | MOW Control operator # 18 reported passengers were entrapped on 7/31/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.  |
| EL183                                | Gun Hill Rd ②⑤    | 6                   | The three entrapments that occurred on 7/22/13 & two incidents on 7/23/13 were a result of the elevator not leveling due to an intermittent problem with the upper landing slow down limit switch. The limit switch was replaced; the machine was tested and returned to service. The entrapment that occurred on 9/10/13 was a result of the upper landing doors becoming jammed due to loose hardware on the door linkage. The hardware was tightened; the machine was tested and returned to service. The entrapment that occurred on 9/12/13 was caused by a power outage. The power to the station was restored; the machine was tested and returned to service. The entrapment that occurred on 9/21/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock contacts were replaced; the car was tested and returned to service. |
| EL185                                | 231st St ①        | 1                   | MOW Control operator # 5 reported passengers were entrapped on 7/26/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.   |
| EL186                                | Fordham Rd ④      | 1                   | The entrapment that occurred on 8/24/13 was a result of a defective door open control relay. The relay was replaced; the machine was tested and returned to service.  |
| <b>MANHATTAN</b>                     |                   |                     |   |
| EL103                                | 191 St ①          | 1                   | The entrapment that occurred on 8/8/13 was caused by the door reopening device cable becoming caught in the door linkage assembly. The cable was replaced and the linkage assembly was adjusted; the machine was tested and returned to service.  |
| EL104                                | 191 St ①          | 1                   | MOW Control operator # 30 reported passengers were entrapped on 7/31/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.  |
| EL110                                | 181 St ①          | 1                   | The entrapment that occurred on 8/15/13 was a result of the hatch doors not opening properly due to the release roller assembly being out of adjustment. The release roller assembly was adjusted; the machine was tested and returned to service.  |
| EL111                                | 168 St ①          | 1                   | The entrapment that occurred on 8/2/13 was a result of worn car top guide rollers. The guide rollers were replaced; the machine was tested and returned to service.   |



| 2013 3RD QUARTER ENTRAPMENT FINDINGS |                 |                     |  |
|--------------------------------------|-----------------|---------------------|--|
| Borough/<br>Unit                     | Location        | # of<br>Entrapments | Comments   |
| EL114                                | 168 St ①        | 3                   | The entrapment that occurred on 7/12/13 was caused by defective electrical contacts. The control relays were replaced; the machine was tested and returned to service. The entrapment that occurred on 8/22/13 was a result of a defective motor control relay. The relay was replaced; the machine was tested and returned to service. The entrapment that occurred on 8/27/13 was the result of a broken left side upper landing release roller assembly. The assembly was replaced; the machine was tested and returned to service.   |
| EL116                                | 190 St ①        | 4                   | Both entrapments that occurred on 7/2/13 & 7/4/13 were a result of the lower landing interlock contacts not making a proper connection. The interlock was adjusted; the machine was tested and returned to service. The entrapment that occurred on 7/18/13 was a result of a control circuit short to ground that damaged several printed circuit boards. The circuit boards were replaced and reprogrammed; the machine was tested and returned to service. MOW Control operator # 51 reported passengers were entrapped on 8/29/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. |
| EL119                                | 181 St ①        | 1                   | The entrapment that occurred on 8/8/13 was the result of control relay contacts that were fused together. The damaged contacts were replaced; the machine was tested and returned to service.  |
| EL124                                | 175 St ①        | 1                   | Station Agent S. Blount reported passengers were entrapped on 9/14/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.   |
| EL126                                | 125 St ④⑤⑥      | 2                   | The entrapment that occurred on 9/3/13 was a result of a broken lower landing release roller assembly. The lower landing release roller assembly and hatch door gibbs were replaced; the machine was tested and returned to service. The entrapment that occurred on 9/5/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock was adjusted. The car was tested and returned to service.  |
| EL139                                | 168 St ①①③      | 2                   | The entrapment that occurred on 7/16/13 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted. The car was tested and returned to service. The entrapment that occurred on 9/13/13 was a result of the lower landing release roller assembly being out of adjustment. The lower landing release roller assembly was adjusted; the machine was tested and returned to service.   |
| EL142                                | 125 St ①②③④     | 1                   | The entrapment that occurred on 9/12/13 was a result of debris in the upper landing hatch door saddle preventing the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service.  |
| EL148                                | Inwood-207 St ① | 1                   | The entrapment that occurred on 7/19/13 was a result of the car not leveling properly. The leveling switches were adjusted; the car was tested and returned to service.  |
| EL180                                | 135 St ②③       | 1                   | MOW Control operator # 16 reported passengers were entrapped on 7/10/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.   |
| EL181                                | 135 St ②③       | 1                   | The entrapment that occurred on 8/24/13 was a result of improper door operations. The upper landing spirator (spring loaded retractable door closer), door stop roller and door operator drive belt were replaced; the machine was tested and returned to service.   |



| 2013 3RD QUARTER ENTRAPMENT FINDINGS |   |                     |   |
|--------------------------------------|---|---------------------|---|
| Borough/<br>Unit                     | Location                                    | # of<br>Entrapments | Comments  |
| EL210                                | 34 St-Herald Sq <b>B D F M</b>              | 1                   | The entrapment that occurred on 7/7/13 was a result of a screw stuck in the lower landing hatch door saddle that prevented the doors from closing completely. The screw was removed; the machine was tested and returned to service.  |
| EL211                                | 34 St-Herald Sq <b>N Q R</b>                | 1                   | The entrapment that occurred on 7/11/13 was a result of the release rollers not being secured in the assembly. The release rollers were adjusted and tightened; the machine was tested and returned to service.   |
| EL212                                | 34 St-Herald Sq <b>N Q R</b>                | 1                   | MOW Control operator # 52 reported passengers were entrapped on 8/15/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.  |
| EL213                                | 34 St-Herald Sq <b>B D F M N Q R</b>        | 2                   | The entrapment that occurred on 8/18/13 was a result of a defective control relay. The relay was replaced and the lower landing hatch door interlock was adjusted. The machine was tested and returned to service. The entrapment that occurred on 9/1/13 was a result of the lower landing release rollers not being secured in the assembly. The release rollers were adjusted and tightened; the machine was tested and returned to service.                           |
| EL218                                | 14 St-Union Sq <b>L</b>                     | 1                   | The entrapment that occurred on 7/25/13 was a result of the lower landing car door coming off the guide track. The doors were remounted on the guide track; the machine was tested and returned to service.   |
| EL232                                | Times Sq-42 St <b>1 2 3 7</b>               | 2                   | Both entrapments that occurred on 7/18/13 & 8/3/13 were a result of a blown fuse in the door operator circuit. The door operator fuse was replaced; the circuit was checked. The machine was tested and returned to service.  |
| EL234                                | 47-50 Sts-Rockefeller Center <b>B D F M</b> | 3                   | Both entrapments that occurred on 7/9/13 & 8/11/13 were a result of debris in the upper landing hatch door saddle preventing the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service. The entrapment that occurred on 9/26/13 was a result of the upper landing doors not opening due to the door restrictor being out of adjustment. The door restrictor was adjusted; the machine was tested and returned to service. |
| EL244                                | Grand Central-42 St <b>7</b>                | 1                   | The entrapment that occurred on 9/4/13 was caused by the activation of the governor switch. The governor switch was re-set; the machine was tested and returned to service.   |
| EL245                                | Lexington Av-53 St <b>E M</b>               | 2                   | MOW Control operator # 17 reported passengers were entrapped on 7/13/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 8/9/13 was caused by the activation of the governor switch. The governor switch was re-set; the machine was tested and returned to service.  |
| EL277                                | 59th St-Columbus Circle <b>A B C D 1</b>    | 7                   | The seven entrapments were a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers. The car was not running "true" in the shaft due to the car guide rollers not being adjusted properly. The car guide rollers were adjusted and the hatch and car doors were aligned; the machine was tested and returned to service.   |
| EL278                                | 59th St-Columbus Circle <b>A B C D 1</b>    | 1                   | The entrapment that occurred on 7/4/13 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.  |



# 2013 3RD QUARTER ENTRAPMENT FINDINGS

| Borough/<br>Unit | Location                                 | # of<br>Entrapments | Comments   |
|------------------|--|---------------------|--|
| EL279            | 59th St-Columbus Circle <b>A B C D 1</b> | 1                   | The entrapment that occurred on 7/24/13 was a result of a defective car door clutch roller. The clutch roller was replaced; the machine was tested and returned to service.  |
| EL314            | Brooklyn Bridge <b>4 5 6</b>             | 1                   | The entrapment that occurred on 8/29/13 was a result of the car not leveling properly while traveling in the up direction. The up transition assembly of the hydraulic control valve was adjusted and hydraulic fluid was added to the reservoir; the machine was tested and returned to service.  |
| EL329            | Bleecker St <b>D F B M 6</b>             | 2                   | The entrapment that occurred on 8/2/13 was caused by a plastic bottle that was jammed between the car and hatch doors preventing the doors from closing completely. The bottle was removed and the car door restrictor was adjusted. The machine was tested and returned to service. The entrapment that occurred on 9/1/13 was a result of debris in the upper landing hatch door saddle preventing the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service.  |
| EL330            | Bleecker St <b>D F B M 6</b>             | 1                   | The entrapment that occurred on 7/24/13 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock; gate switch and release rollers were adjusted. The car was tested and returned to service.  |
| EL331            | Bleecker St <b>D F B M 6</b>             | 2                   | On 8/29/13 a customer moved a barricade and entered the elevator while personnel were performing scheduled maintenance. The maintenance personnel released the customer and completed the assigned maintenance. The entrapment on 9/9/13 was a result of the upper landing release rollers being out of adjustment. The release rollers were adjusted; the machine was tested and returned to service.   |
| EL335            | West 4 St <b>A B C D E F M</b>           | 1                   | The entrapment that occurred on 9/7/13 was a result of worn selector tape guide shoes. The guide shoes were replaced and the leveling magnets were adjusted; the machine was tested and returned to service.   |
| EL710            | Bowling Green <b>4 5</b>                 | 5                   | The entrapment that occurred on 7/7/13 was caused by a broken upper landing release roller assembly. The release roller assembly was replaced; the machine was tested and returned to service. MOW Control operator # 31 reported passengers were entrapped on 8/10/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 9/7/13 was caused by a contractor that was replacing tile in the station; the dust that was created activated the fire alarm system. The fire alarm was reset; the machine was tested and returned to service. The first entrapment that occurred on 9/14/13 was a result of the upper landing release rollers being out of adjustment. The release rollers were adjusted; the machine was tested and returned to service. The second entrapment that occurred on 9/14/13 was a result of debris (a penny) in the door saddle. The debris was removed; the machine was tested and returned to service. |
| EL711            | Bowling Green <b>4 5</b>                 | 1                   | The entrapment that occurred on 7/29/13 was caused by a Station cleaner that wedged a scrubber machine into the cab. The machine blocked the doors from closing completely; the employee was released and the scrubber machine was removed. The elevator was tested and returned to service.   |
| EL732            | Fulton St <b>2 3</b>                     | 2                   | Both entrapments that occurred on 9/4/13 & 9/5/13 were a result of a malfunctioning motor drive unit. The drive unit was replaced; the machine was tested and returned to service.   |



| 2013 3RD QUARTER ENTRAPMENT FINDINGS |                                 |                     |   |
|--------------------------------------|---------------------------------|---------------------|---|
| Borough/<br>Unit                     | Location                        | # of<br>Entrapments | Comments  |
| <b>BROOKLYN</b>                      |                                 |                     |   |
| EL310                                | Clark St 23                     | 1                   | The entrapment that occurred on 7/15/13 was a result of the lower landing release roller assembly being out of adjustment. The lower landing release roller assembly was adjusted; the machine was tested and returned to service.  |
| EL311                                | Clark St 23                     | 1                   | MOW Control operator # 43 reported passengers were entrapped on 9/3/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.   |
| EL319                                | Brooklyn College-Flatbush Av 25 | 2                   | The entrapment that occurred on 7/8/13 was a result of the lower landing doors not opening due to the door restrictor being out of adjustment. The door restrictor was adjusted; the machine was tested and returned to service. The entrapment that occurred on 7/16/13 was a result of the car safety devices activating. The hoist rope shackles were coming in contact with the strike point of the car and activating the car safety devices. The hoist rope shackles were repositioned; the machine was tested and returned to service. |
| EL320                                | Church Av 25                    | 1                   | The entrapment that occurred on 7/26/13 was a result of a blown fuse in the door operator circuit. The door operator fuse was replaced; the circuit was checked. The machine was tested and returned to service.  |
| EL323                                | Crown Hts-Utica Av 34           | 1                   | The entrapment that occurred on 9/20/13 was caused by a defective lower landing hatch door interlock. The lower landing interlock was replaced; the machine was tested and returned to service.   |
| EL339                                | Franklin Av CS                  | 2                   | The entrapment that occurred on 8/29/13 was caused by the activation of the motor limit timer. The motor limit timer was reset; the machine was tested and returned to service. The entrapment that occurred on 9/19/13 was caused by a broken upper landing door stop roller. The door stop roller was replaced; the machine was tested and returned to service.   |
| EL393                                | Flushing Av JM                  | 1                   | The entrapment that occurred on 8/24/13 was a result of improper door operations. The upper landing release roller assembly, door stop roller and door gibbs were replaced; the machine was tested and returned to service.   |
| EL394                                | Flushing Av JM                  | 2                   | MOW Control operator # 16 reported passengers were entrapped on 8/27/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 9/28/13 was a result of debris in the car and hatch door saddles. The saddles were cleaned; the machine was tested and returned to service.  |
| EL706                                | Jay St ACFR                     | 1                   | The entrapment that occurred on 7/24/13 was a result of a blown fuse in the door operator circuit. The door operator fuse was replaced; the circuit was checked. The machine was tested and returned to service.  |
| EL708                                | Jay St ACFR                     | 1                   | The entrapment that occurred on 9/26/13 was a result of the car and hatch doors being out of alignment. The upper landing release roller assembly, clutch and the door restrictor were adjusted; the machine was tested and returned to service.  |
| <b>QUEENS</b>                        |                                 |                     |   |
| EL412                                | Jamaica Center BJZ              | 1                   | The entrapment that occurred on 7/22/13 was a result of a leak in the hydraulic piping. The leak was repaired; the machine was tested and returned to service.  |



# 2013 3RD QUARTER ENTRAPMENT FINDINGS

| Borough/<br>Unit | Location                               | # of<br>Entrapments | Comments  |
|------------------|--|---------------------|---|
| EL413            | Jamaica Center <b>(5)(1)(2)</b>        | 1                   | The entrapment that occurred on 7/30/13 was a result of debris in the middle landing hatch door saddle preventing the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service.              |
| EL425            | Junction Blvd <b>(7)</b>               | 1                   | The entrapment that occurred on 7/7/13 was caused by a newspaper that was jammed under the upper level hatch door preventing the door from closing completely. The newspaper was removed; the machine was tested and returned to service. |
| EL427            | Junction Blvd <b>(7)</b>               | 1                   | The entrapment that occurred on 8/4/13 was a result of debris in the car and hatch door saddles. The saddles were cleaned; the machine was tested and returned to service.  |
| EL432            | Jamaica-179 St <b>(F)</b>              | 1                   | The entrapment that occurred on 9/1/13 was a result of debris in the upper landing car and hatch door saddles. The saddles were cleaned; the machine was tested and returned to service.  |
| EL446            | CitiCorp/Court Square <b>(7)(E)(G)</b> | 1                   | The entrapment that occurred on 9/9/13 was a result of debris in the lower landing car and hatch door saddles. The saddles were cleaned; the machine was tested and returned to service.  |
| EL497            | Mott Avenue <b>(A)</b>                 | 1                   | The entrapment that occurred on 7/4/13 was a result of debris in the upper landing hatch door saddle that prevented the doors from closing completely. The saddle was cleaned; the machine was tested and returned to service.            |



# 2013 3RD QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY

| Borough/ Unit    | Location             | 24 Hr Availability | Comments   |
|------------------|----------------------|--------------------|--|
| <b>BRONX</b>     |                      |                    |  |
| EL129            | 3rd Ave-149 St ②⑤    | 84.11%             | This elevator has been out of service since 9/17/13 to allow for the replacement of the hydraulic piping system. The hydraulic line installed under ground between the power unit and the piston was corroded and as a result was leaking at multiple locations; the expected return to service date is 10/5/13. |
| <b>BROOKLYN</b>  |                      |                    |  |
| EL312            | Clark St ②③          | 63.48%             | This elevator has been out of service since 8/29/13 to allow for the replacement of the hoist motor bearings. The armature shaft also was damaged due to the worn bearings and requires repair. The expected return to service date is 10/4/13.  |
| <b>MANHATTAN</b> |                      |                    |  |
| EL116            | 190 St ①             | 77.55%             | This elevator was out of service from 7/18/13 thru 7/28/13 due to a defective printed circuit board in the motor drive. The board was replaced and reprogrammed with assistance from the controller manufacturers (MCE) technical support. The machine was tested and returned to service.                       |
| EL401            | Lexington Av-63 St ⑥ | 79.76%             | This elevator was out of service from 8/10/13 thru 8/25/13 due to a defective lower landing door operator motor. The motor and several control relays were replaced and the machine was tested and returned to service.  |



**2013 3RD QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY**

| Borough/ Unit    | Location                                | 24 Hr Availability | Comments   |
|------------------|---|--------------------|--|
| <b>BRONX</b>     |   |                    |  |
| ES108            | Intervale Av <b>2 5</b>                 | 81.87%             | This escalator was out of service from 9/4/13 thru 9/19/13 due to the machine brakes malfunctioning. The brake pressure switches and high pressure brake lines (hoses) were replaced; air was removed (bled) from the system; the machine was tested and returned to service.  |
| <b>BROOKLYN</b>  |   |                    |  |
| ES346            | Brighton Beach <b>B Q</b>               | 84.45%             | This escalator was out of service from 7/17/13 thru 7/21/13 to allow for the realignment of the counter shaft and the replacement of the handrail drive chains. The machine was tested and returned to service.  |
| ES349            | Smith 9th St <b>F G</b>                 | 78.91%             | This escalator was out of service from 8/12/13 thru 8/29/13 due to a defective drive motor. The motor was overhauled and reinstalled; the machine was tested and returned to service.  |
| <b>MANHATTAN</b> |   |                    |  |
| ES325            | West 4 St <b>A B C D E F M</b>          | 71.23%             | This escalator was out of service from 7/24/13 thru 8/18/13 due to a defective drive motor. The motor was sent to the vendor for repairs and was returned without the proper thermal overload wiring; the motor was sent back to the vendor and returned with all proper wiring. The overhauled motor was installed; the machine was tested and returned to service. |
| ES410            | Lexington Av-63 St <b>P</b>             | 79.47%             | This escalator was out of service from 8/19/13 thru 8/31/13 due to a defective drive motor. The motor was overhauled by the vendor and reinstalled; the machine was tested and returned to service.  |
| <b>QUEENS</b>    |   |                    |  |
| ES435            | Sutphin Blvd-Archer Av-JFK <b>E J Z</b> | 68.14%             | This escalator has been out of service since 9/2/13 due to defective main drive shaft bearings. The step-chain and steps will also be replaced. The expected return to service date is 10/5/13.  |
| ES455            | Flushing-Main St <b>7</b>               | 83.63%             | This escalator was out of service from 6/25/13 thru 7/13/13 to allow for the replacement of the steps and carriage shaft bearings. The machine was tested and returned to service.   |



**2013 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES**

| <b>Equip #</b> | <b>Station Name:</b>                  | <b>Station / Line</b> | <b># of Inspections<br/>(7/1/13 TO 9/30/13)</b> | <b># of Inspections<br/>Found Out of<br/>Service</b> |
|----------------|---------------------------------------|-----------------------|---|--|
| EL200X         | 34 St - Herald Square                 | 6th Avenue            | 276   | 0  |
| EL203X         | Lexington Av - 53 St                  | Queens Blvd           | 276   | 3  |
| EL207X         | 50 Street                             | 8th Avenue            | 276   | 1  |
| EL208X         | 50 Street                             | 8th Avenue            | 276   | 1  |
| EL231X         | Times Square - 42 St                  | Broadway / 7th Avenue | 276   | 11   |
| EL268X         | 49th Street (Uptown)                  | Broadway              | 276   | 1  |
| EL276X         | 59 St - Columbus Circle               | 8th Avenue            | 276   | 8  |
| EL287X         | 42nd St - Bryant Park                 | 6th Avenue            | 276   | 0  |
| EL288X         | 42nd St - Port Authority Bus Terminal | 8th Avenue            | 276   | 0  |
| EL289X         | 42nd St - Port Authority Bus Terminal | 8th Avenue            | 276   | 0  |
| EL290X         | 42nd St - Port Authority Bus Terminal | 8th Avenue            | 276   | 2  |
| EL291X         | 42nd St - Port Authority Bus Terminal | 8th Avenue            | 276   | 1  |
| EL300X         | Atlantic Avenue                       | LIRR                  | 276   | 2  |
| EL415X         | 61 St - Woodside                      | Flushing              | 276   | 14   |
| EL416X         | 61 St - Woodside                      | Flushing              | 276   | 9  |
| EL417X         | 61 St - Woodside                      | Flushing              | 276   | 2  |
| EL418X         | 61 St - Woodside                      | Flushing              | 276   | 1  |
| EL419X         | 61 St - Woodside                      | Flushing              | 276   | 1  |
| EL445X         | Court Square                          | Flushing              | 276   | 15   |
| EL448X         | Sutphin Blvd - Archer Av JFK          | ARC                   | 276   | 0  |
| EL449X         | Sutphin Blvd - Archer Av JFK          | ARC                   | 276   | 0  |
| EL450X         | Sutphin Blvd - Archer Av JFK          | ARC                   | 276   | 2  |
| EL490X         | Howard Beach - JFK Airport            | Rockaway              | 276   | 3  |
| EL491X         | Howard Beach - JFK Airport            | Rockaway              | 276   | 4  |
| EL492X         | Howard Beach - JFK Airport            | Rockaway              | 276   | 4  |
| EL493X         | Howard Beach - JFK Airport            | Rockaway              | 276   | 0  |
| EL494X         | Howard Beach - JFK Airport            | Rockaway              | 276   | 0  |
| EL495X         | Howard Beach - JFK Airport            | Rockaway              | 276   | 1  |
| EL700X         | Atlantic Avenue                       | Eastern Parkway       | 276   | 9  |
| EL728X         | Fulton Street                         | Lexington Avenue      | 276   | 21   |
| ES250X         | 59 St - Columbus Circle               | 8th Avenue            | 276   | 8  |
| ES251X         | 59 St - Columbus Circle               | 8th Avenue            | 276   | 12   |
| ES253X         | Lexington Av - 53 St                  | Queens Blvd           | 276   | 0  |
| ES254X         | Lexington Av - 53 St                  | Queens Blvd           | 276   | 19   |
| ES257X         | 14 St - Union Square                  | Lexington Avenue      | 276   | 64   |
| ES258X         | 14 St - Union Square                  | Lexington Avenue      | 276   | 15   |



**2013 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES**

| <b>Equip #</b> | <b>Station Name:</b>                  | <b>Station / Line</b> | <b># of Inspections<br/>(7/1/13TO 9/30/13)</b> | <b># of Inspections<br/>Found Out of<br/>Service</b> |
|----------------|---------------------------------------|-----------------------|--|--|
| ES261X         | Times Square - 42 St                  | Broadway / 7th Avenue | 276  | 42   |
| ES262X         | Times Square - 42 St                  | Broadway / 7th Avenue | 276  | 20   |
| ES263X         | 50 Street                             | 8th Avenue            | 276  | 0  |
| ES264X         | 50 Street                             | 8th Avenue            | 276  | 1  |
| ES265X         | Court Square                          | Crosstown             | 276  | 23   |
| ES266X         | Court Square                          | Crosstown             | 276  | 34   |
| ES267X         | Times Square - 42 St                  | Broadway / 7th Avenue | 276  | 161  |
| ES268X         | Times Square - 42 St                  | Broadway / 7th Avenue | 276  | 161  |
| ES358X         | Atlantic Avenue                       | Eastern Parkway       | 276  | 13   |
| ES359X         | Atlantic Avenue                       | Eastern Parkway       | 276  | 15   |
| ES376X         | Fulton St                             | Nassau Loop BMT       | 276  | 0  |
| ES377X         | Fulton St                             | Nassau Loop BMT       | 276  | 0  |
| ES378X         | Wall St                               | Clark Street          | 276  | 0  |
| ES379X         | Wall St                               | Clark Street          | 276  | 0  |
| ES380X         | Cortlandt St                          | Broadway              | 276  | 5  |
| ES432X         | Sutphin Blvd - Archer Av JFK          | ARC                   | 276  | 2  |
| ES433X         | Sutphin Blvd - Archer Av JFK          | ARC                   | 276  | 3  |
| ES461X         | Court Square                          | Flushing              | 276  | 20   |
| ES462X         | Court Square                          | Flushing              | 276  | 33   |
| ES496X         | Howard Beach - JFK Airport            | Rockaway              | 276  | 4  |
| ES497X         | Howard Beach - JFK Airport            | Rockaway              | 276  | 2  |
| ES498X         | Howard Beach - JFK Airport            | Rockaway              | 276  | 1  |
| ES499X         | Howard Beach - JFK Airport            | Rockaway              | 276  | 0  |
| ES600X         | Lexington Av - 53 St                  | Queens Blvd           | 276  | 2  |
| ES606X         | 42nd St - Port Authority Bus Terminal | 8th Avenue            | 276  | 15   |
| ES607X         | 42nd St - Port Authority Bus Terminal | 8th Avenue            | 276  | 17   |
| ES608X         | Grand Central - 42nd St               | Lexington Avenue      | 276  | 0  |
| ES609X         | Grand Central - 42nd St               | Lexington Avenue      | 276  | 1  |
| ES610X         | Grand Central - 42nd St               | Lexington Avenue      | 276  | 20   |
| <b>65</b>      |                                       |                       | <b>17,940</b>                                  | <b>829</b>   |





**Department of Law – Transit Adjudication Bureau**

177 Livingston Street – 4th Floor

Brooklyn, NY 11201

**STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU  
THIRD QUARTER 2013**

Key indicators for the third quarter ending September 2013 are mixed compared with the same period in 2012. Statistical highlights from the report are shown below:

- Summons issuance increased by 15% (from 26,200 in 2012 to 30,100 in 2013).
- TAB received 20,700 payments in 2013, an 11% increase from 2012 third quarter payments of 18,600. Direct payments increased by 8% from the third quarter of 2012 and payments received from state tax refunds increased 100% from 700 to 1,400.
- Overall total revenue for the quarter totaled \$1,877,400, a 14% increase from the 2012 third quarter revenue of \$1,641,200. This includes \$140,700 receipts from state tax refunds relating to outstanding judgments from prior years, and representing a 156% increase from total state tax refunds of \$55,000 in 2012. Receipts from direct payments increased by 9% to \$1,736,000 in 2013 as compared to \$1,592,500 in the third quarter of 2012.
- Expenses increased by 7% (\$1,366,500 compared to \$1,279,500) from the third quarter of 2012.
- TAB revenue exceeded expenses in the third quarter in 2013 by \$510,900 compared to \$361,700 for the third quarter of 2012.

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



**MTA NEW YORK CITY TRANSIT  
TRANSIT ADJUDICATION BUREAU  
KEY INDICATORS  
THIRD QUARTER 2013**

| <b>INDICATOR</b>            | <b>3rd QTR<br/>2013</b> | <b>3rd QTR<br/>2012</b> | <b>Y-T-D<br/>2013</b> | <b>Y-T-D<br/>2012</b> |
|-----------------------------|-------------------------|-------------------------|-----------------------|-----------------------|
| <b>ISSUANCE DATA</b>        |                         |                         |                       |                       |
| Violations Issued           | 30,100                  | 26,200                  | 90,600                | 87,700                |
| % With Telephone Data       | 62%                     | 64%                     | 62%                   | 65%                   |
| % With Employer Data        | 26%                     | 24%                     | 25%                   | 25%                   |
| <b>PAYMENT DATA</b>         |                         |                         |                       |                       |
| Number of Payments          | 20,700                  | 18,600                  | 68,000                | 71,800                |
| Regular                     | 19,300                  | 17,900                  | 58,400                | 59,100                |
| State Tax Refund            | 1,400                   | 700                     | 9,600                 | 12,700                |
| Amount Paid                 | \$1,876,700             | \$1,647,500             | \$6,505,900           | \$6,861,700           |
| Regular                     | \$1,736,000             | \$1,592,500             | \$5,292,500           | \$5,300,600           |
| State Tax Refund            | \$140,700               | \$55,000                | \$1,213,400           | \$1,561,100           |
| Average Payment             | \$90.00                 | \$88.00                 | \$75.00               | \$96.00               |
| Yield per NOV               | \$62.00                 | \$63.00                 | \$72.00               | \$78.00               |
| <b>REVENUE/EXPENSE DATA</b> |                         |                         |                       |                       |
| Revenue                     | \$1,877,400             | \$1,641,200             | \$6,526,000           | \$6,846,200           |
| Expenses                    | \$1,366,500             | \$1,279,500             | \$4,263,200           | \$3,885,600           |
| <b>ADJUDICATIONS</b>        |                         |                         |                       |                       |
| Total Cases Adjudicated     | 6,951                   | 6,933                   | 20,025                | 21,244                |
| Admin Dismissals            | 401                     | 567                     | 1,329                 | 1,874                 |
| Hearings                    | 6,550                   | 6,366                   | 18,700                | 19,370                |



# **NYCT/MTA Bus EEO & Diversity Report**

## **Data as of September 30, 2013**



2013 3RD QUARTER EEO & DIVERSITY REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS\*

As of September 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%       | 46%      | Yes                | 11%       | 48%      | Yes                | 10%       | 10%      | Yes                | 12%       | 15%      | Yes                | 0%        | 0%       | Yes                | 0%        | 0%       | Yes                | 2%        | 3%       | Yes                |
| Protective Services        | 14%       | 22%      | Yes                | 35%       | 58%      | Yes                | 17%       | 17%      | Yes                | 4%        | 7%       | Yes                | 0%        | 0%       | Yes                | 0%        | 0%       | Yes                | 3%        | 1%       | No                 |
| Paraprofessionals          | 52%       | 48%      | No                 | 13%       | 50%      | Yes                | 10%       | 25%      | Yes                | 4%        | 6%       | 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%       | 39%      | 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%        | 1%       | No                 |

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 September 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 3RD QUARTER EEO & DIVERSITY REPORT  
 AGENCY NAME: NEW YORK CITY TRANSIT

**NEW HIRES**  
**January 1, 2013 to September 30, 2013**

| JOB CATEGORY               | TOTAL <sup>1</sup> | FEMALES <sup>2</sup> |            | BLACKS       |            | HISPANICS  |            | ASIANS     |            | AI/AN    |           | NHOPI    |           | OTHER     |           |
|----------------------------|--------------------|----------------------|------------|--------------|------------|------------|------------|------------|------------|----------|-----------|----------|-----------|-----------|-----------|
|                            |                    | #                    | %          | #            | %          | #          | %          | #          | %          | #        | %         | #        | %         | #         | %         |
| Officials & Administrators | 99                 | 19                   | 19%        | 26           | 26%        | 12         | 12%        | 7          | 7%         | 0        | 0%        | 0        | 0%        | 2         | 2%        |
| Professionals              | 207                | 84                   | 41%        | 69           | 33%        | 25         | 12%        | 45         | 22%        | 0        | 0%        | 0        | 0%        | 4         | 2%        |
| Technicians                | 2                  | 1                    | 50%        | 1            | 50%        | 0          | 0%         | 1          | 0%         | 0        | 0%        | 0        | 0%        | 0         | 0%        |
| Protective Services        | 37                 | 10                   | 27%        | 25           | 68%        | 7          | 19%        | 2          | 5%         | 0        | 0%        | 0        | 0%        | 0         | 0%        |
| Paraprofessionals          | 5                  | 3                    | 60%        | 1            | 20%        | 3          | 60%        | 1          | 20%        | 0        | 0%        | 0        | 0%        | 0         | 0%        |
| Administrative Support     | 338                | 145                  | 43%        | 150          | 44%        | 55         | 16%        | 77         | 23%        | 0        | 0%        | 0        | 0%        | 7         | 2%        |
| Skilled Craft              | 833                | 51                   | 6%         | 277          | 33%        | 129        | 15%        | 115        | 14%        | 3        | 0.4%      | 0        | 0%        | 11        | 1%        |
| Service Maintenance        | 1,122              | 254                  | 23%        | 659          | 59%        | 241        | 21%        | 86         | 8%         | 0        | 0%        | 0        | 0%        | 22        | 2%        |
| <b>Total</b>               | <b>2,643</b>       | <b>567</b>           | <b>21%</b> | <b>1,208</b> | <b>46%</b> | <b>472</b> | <b>18%</b> | <b>334</b> | <b>13%</b> | <b>3</b> | <b>0%</b> | <b>0</b> | <b>0%</b> | <b>46</b> | <b>2%</b> |

<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 3RD QUARTER EEO & DIVERSITY REPORT**

**AGENCY NAME:** NEW YORK CITY TRANSIT

**EEO AND TITLE VI COMPLAINTS**

**As of September 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                 | 77                      | 42                | 25     | 42         | 8               | 25  | 60       | 61                 | 340                       | 244                      | 218                          |
| External Complaints | 41                      | 2                 | 17     | 21         | 3               | 14  | 53       | 37                 | 188                       | 136                      | 121                          |
| Internal Complaints | 36                      | 40                | 8      | 21         | 5               | 11  | 7        | 24                 | 152                       | 108                      | 97                           |

8.30

| Category | Race | National Origin | Color | Total Issues <sup>6</sup> | Total Cases | Status (# Open) |
|----------|------|-----------------|-------|---------------------------|-------------|-----------------|
| Title VI | 22   | 1               | 6     | 29                        | 29          | 24              |

<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 Law Department and 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 3RD QUARTER EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS\*

As of September 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 | 18%       | 11%      | No                 | 14%       | 28%      | Yes                | 11%       | 13%      | Yes                | 3%        | 6%       | Yes                | 0%        | 0%       | Yes                | 0%        | 0%       | Yes                | 1%        | 3%       | Yes                |
| Professionals              | 34%       | 51%      | Yes                | 10%       | 29%      | Yes                | 5%        | 10%      | Yes                | 5%        | 15%      | 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%       | 60%      | Yes                | 15%       | 0%       | No                 | 3%        | 0%       | No                 | 0%        | 0%       | Yes                | 0%        | 0%       | Yes                | 3%        | 20%      | 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%       | 48%      | 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%       | 14%      | No                 | 6%        | 9%       | Yes                | 0%        | 0%       | Yes                | 0%        | 1%       | Yes                | 6%        | 4%       | No                 |
| Service Maintenance        | 10%       | 13%      | Yes                | 26%       | 51%      | Yes                | 26%       | 21%      | No                 | 7%        | 5%       | 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' September 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 3RD QUARTER EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

NEW HIRES

January 1, 2013 to September 30, 2013

| JOB CATEGORY               | TOTAL <sup>1</sup> | FEMALES <sup>2</sup> |     | BLACKS |     | HISPANICS |     | ASIANS |     | AI/AN |      | NHOPI |    | OTHER |    |
|----------------------------|--------------------|----------------------|-----|--------|-----|-----------|-----|--------|-----|-------|------|-------|----|-------|----|
|                            |                    | #                    | %   | #      | %   | #         | %   | #      | %   | #     | %    | #     | %  | #     | %  |
| Officials & Administrators | 33                 | 0                    | 0%  | 7      | 21% | 7         | 21% | 3      | 9%  | 0     | 0%   | 0     | 0% | 1     | 3% |
| Professionals              | 3                  | 1                    | 33% | 0      | 0%  | 0         | 0%  | 1      | 33% | 0     | 0%   | 0     | 0% | 0     | 0% |
| Technicians                | 2                  | 1                    | 50% | 0      | 0%  | 1         | 50% | 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% |
| Paraprofessionals          | 0                  | 0                    | 0%  | 0      | 0%  | 0         | 0%  | 0      | 0%  | 0     | 0%   | 0     | 0% | 0     | 0% |
| Administrative Support     | 6                  | 0                    | 0%  | 2      | 33% | 2         | 33% | 0      | 0%  | 0     | 0%   | 0     | 0% | 0     | 0% |
| Skilled Craft              | 34                 | 0                    | 0%  | 12     | 35% | 8         | 24% | 6      | 18% | 0     | 0.0% | 0     | 0% | 1     | 3% |
| Service Maintenance        | 182                | 30                   | 16% | 98     | 54% | 51        | 28% | 9      | 5%  | 0     | 0%   | 1     | 1% | 3     | 2% |
| Total                      | 260                | 32                   | 12% | 119    | 46% | 69        | 27% | 19     | 7%  | 0     | 0%   | 1     | 0% | 5     | 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 3RD QUARTER EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

## EEO AND TITLE VI COMPLAINTS

As of September 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                 | 6                       | 2                 | 2      | 3          | 2               | 1   | 0        | 5                  | 20                        | 14                       | 13                           |
| External Complaints | 4                       | 0                 | 1      | 3          | 2               | 1   | 0        | 5                  | 17                        | 9                        | 9                            |
| Internal Complaints | 2                       | 2                 | 1      | 0          | 0               | 0   | 0        | 0                  | 3                         | 5                        | 4                            |

8.34

| Category | Race | National Origin | Color | Total Issues <sup>6</sup> | Total Cases | Status (# Open) |
|----------|------|-----------------|-------|---------------------------|-------------|-----------------|
| Title VI | 1    | 1               | 0     | 2                         | 2           | 1               |

<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.

<sup>5</sup> "Status (# Open)" include the number of complaints pending investigation.

<sup>6</sup> In some instances, a single complaint may involve two or more EEO categories based on race, national origin, or color.



**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**

MTA 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 MTA 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 September 30, 2013, there were a total of 2,643 new hires. Approximately 21 percent (or 567) are women and 18 percent (or 472) are Hispanic. At MTA Bus Company, underrepresentation exists for women, Blacks, Hispanics, and Asians in one or more categories. Between January 1 and September 30, 2013, there were a total of 260 new hires. Approximately 12 percent (or 32) are women, 46 percent (or 119) are Black, 27 percent (or 69) are Hispanic, and 7% percent (or 19) are Asian.

**Ongoing Targeted Recruitment and Outreach Efforts**

MTA NYC Transit and MTA Bus Company strategically plan their 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,
- MTA 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,
- In July 2013, the MTA NYC Transit Division of Human Resources began tracking the results of its outreach efforts to veterans. As of September 30, 2013, 37 applicants for employment self-identified as a veteran, and 23 applicants have been hired. In addition, MTA NYC Transit's Department of Security and Division of Human Resources interviewed 150 candidates for the position of Special Inspector. Thirty three (33) of the candidates are being considered for appointment to the position, and 20 (or approximately 61%) are veterans.
- As part of our continued partnership with the local technical schools across the City, MTA 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 cars 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, 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's 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.



## **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 - November 2013

(data thru September 2013; \$s in million)

|                         | Budget            | Expenditures      |
|-------------------------|-------------------|-------------------|
| Construction            | \$ 943.1          | \$ 797.1          |
| Design                  | 105.3             | 104.2             |
| Construction Management | 130.7             | 98.0              |
| Real Estate             | 220.9             | 205.9             |
| <b>Total</b>            | <b>\$ 1,400.0</b> | <b>\$ 1,205.3</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<br>(Bid +<br>Contingency)             | Current Contract<br>(Bid + Approved<br>AWOs)** | Remaining<br>Contingency | Expenditures | Re-Baseline<br>Award Date | Actual/<br>Forecast<br>Award Date | Planned<br>Completion<br>at Award | Customer<br>Benefit<br>Milestone* | Forecast<br>Completion |
|---|--|--|--------------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|-----------------------------------|------------------------|
| 4B: A/C Mezzanine Reconfiguration<br><i>Skanska US Civil Northeast</i> <sup>†</sup> | \$ 136.9                                     | \$ 136.3                                       | \$ 0.6                   | \$ 133.2     | Aug-2009                  | Jul-2009                          | Mar-2013                          | Dec-2013                          | Dec-2014               |
| 4F: Transit Center Building<br><i>Plaza - Schiavone, JV</i> <sup>†</sup>            | 210.3  | 197.2  | 13.2                     | 146.0        | 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

<sup>†</sup> Elevators and escalators will be in use by December 2013. A/C Mezzanine Reconfiguration contract substantial completion has been extended to December 2014 due to additional security work added to the scope of this contract. This additional work may delay the substantial completion of the Transit Center Building contract as well, but will not impact the June 2014 Transit Center Opening.



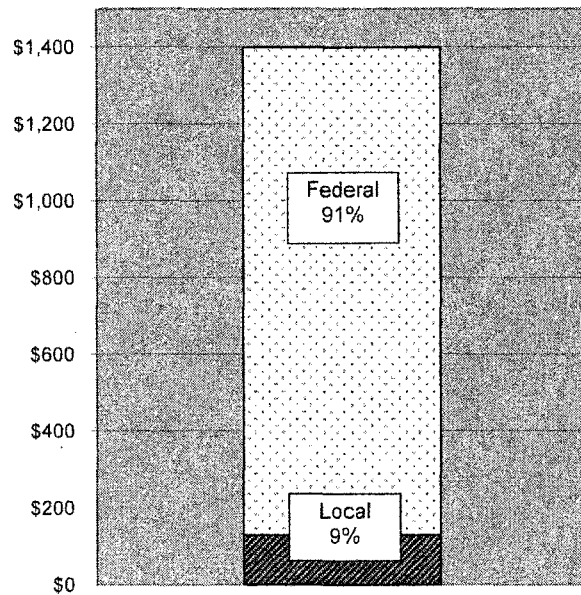
# Fulton Center Status

## Report to the Transit Committee - November 2013

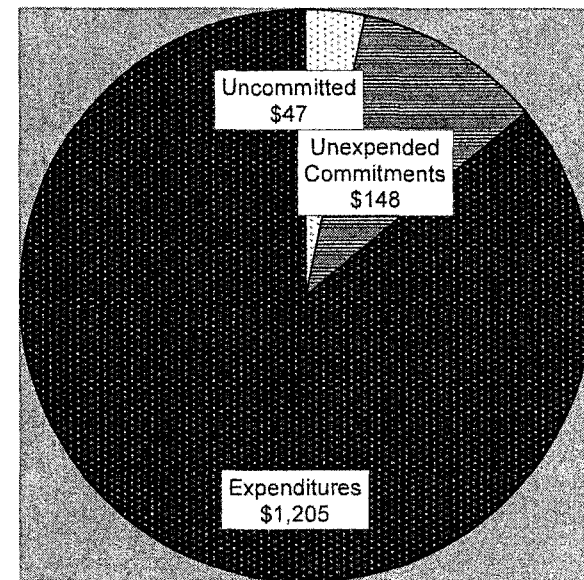
(data thru September 2013)

| MTA Capital Program<br>\$ in Millions | Budgeted        | Funding Sources  |                    |                     | Status of Commitments |              |                 |
|---------------------------------------|-----------------|------------------|--------------------|---------------------|-----------------------|--------------|-----------------|
|                                       |                 | Local<br>Funding | Federal<br>Funding | Federal<br>Received | Committed             | Uncommitted  | Expended        |
| 2000-2004                             | \$ 956          | \$ 130           | \$ 826             | \$ 826              | \$ 930                | \$ 26        | \$ 792          |
| FTA Reserve (2000-2004)               | 21              | -                | 21                 | -                   | -                     | 21           | -               |
| ARRA (Federal Stimulus)               | 423             | -                | 423                | 423                 | 423                   | 0            | 413             |
| <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>\$ 1,205</b> |

Project Budget: \$1,400 Million

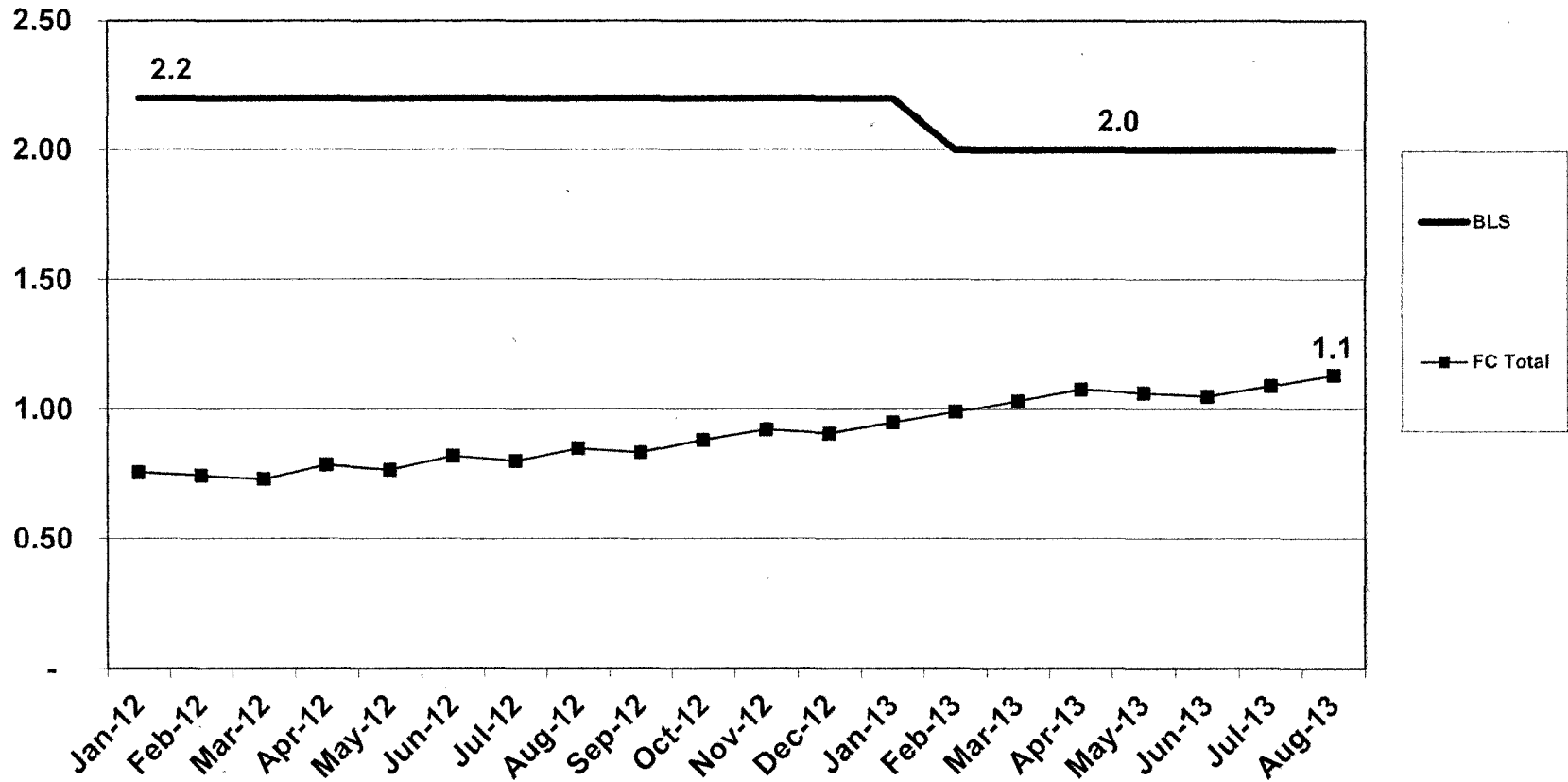


Commitments and Expenditures (\$ in Millions)





# 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 - November 2013

(data thru September 2013; \$s in million)

|  | Budget            | Expenditures      |
|--|-------------------|-------------------|
| Final Design   | \$ 114.0          | \$ 110.9          |
| Construction   | 1,870.9           | 1,634.4           |
| Construction Management                                | 40.0              | 28.6              |
| Subway Project Reserve                                 | 75.9              | -                 |
| <b>Total of HYDC-Funded Subway Work</b>                | <b>\$ 2,100.8</b> | <b>\$ 1,773.9</b> |
| HYDC-Funded Non-Subway Work <sup>†</sup>               | 266.0             | 209.9             |
| <b>Total of HYDC-Funded Subway and Non-Subway Work</b> | <b>\$ 2,366.8</b> | <b>\$ 1,983.8</b> |
| MTA-Funded PE/EIS Work and Other                       | 53.1              | 53.0              |
| <b>Total</b>   | <b>\$ 2,419.9</b> | <b>\$ 2,036.9</b> |

|                                       | Schedule       |
|---------------------------------------|----------------|
| Project Design Start                  | September-2002 |
| Project Design Completion             | March-2011     |
| Project Construction Start            | December-2007  |
| Systems Testing and Integration Start | October-2013   |
| Revenue Service Date                  | June-2014      |

| Project Description  | Budget<br>(Bid +<br>Contingency) | Current Contract<br>(Bid + Approved<br>AWOs)* | Remaining<br>Contingency | Expenditures | Actual/<br>Forecast<br>Award Date | Planned<br>Completion<br>at Award | Forecast<br>Completion |
|--|----------------------------------|---|--------------------------|--------------|-----------------------------------|-----------------------------------|------------------------|
| Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell<br><i>Yonkers Contracting</i>    | 124.8                            | 120.0   | 4.8                      | 118.6        | Oct-2010                          | Dec-2012                          | Dec-2013               |
| Systems, Finishes, and Core & Shell of Site A (Vent Building)<br><i>Skanska/Railworks JV</i>                             | 542.4                            | 524.5   | 17.9                     | 364.6        | Aug-2011                          | Jun-2014                          | Jun-2014               |
| Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes <sup>††</sup><br><i>John P. Picone Inc.</i> | 92.3                             | 84.1  | 8.1                      | 15.3         | Sep-2012                          | Apr-2016                          | Apr-2016               |

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

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

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



## 7 Line Extension Status

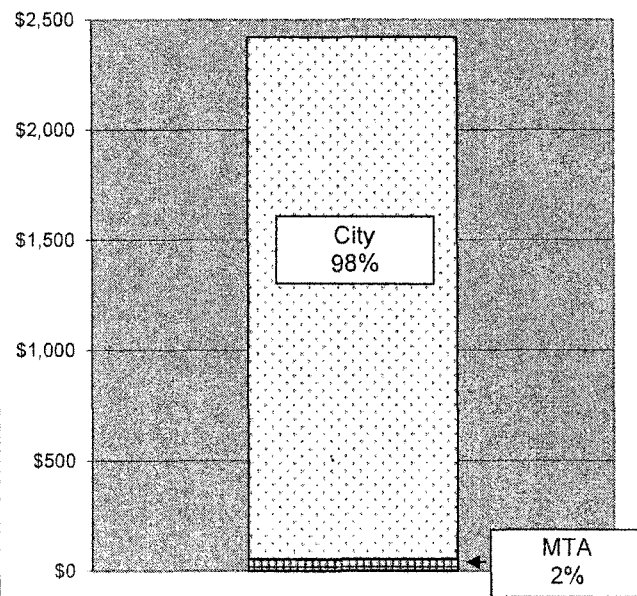
Report to the Transit Committee - November 2013

(data thru September 2013)

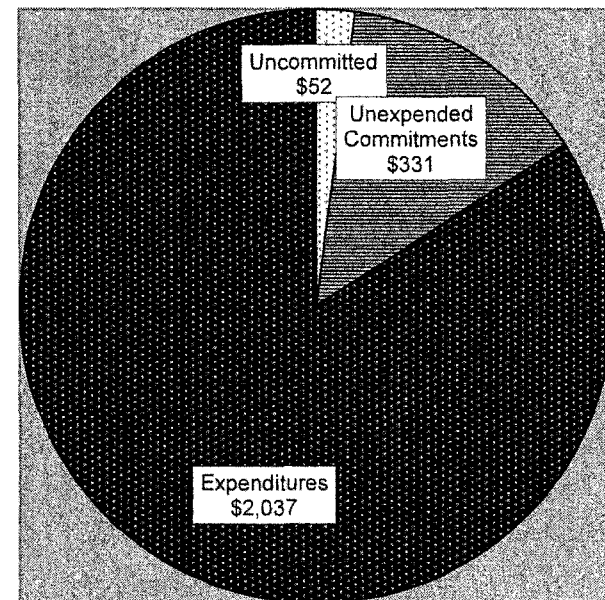
| MTA Capital Program<br>\$ in Millions | Budgeted | Funding Sources |               |                        | Status of Commitments |             |          |
|---------------------------------------|----------|-----------------|---------------|------------------------|-----------------------|-------------|----------|
|                                       |          | MTA<br>Funds*   | City<br>Funds | City Funds<br>Received | Committed             | Uncommitted | Expended |
| 2000-2004                             | \$ 53    | \$ 53           | \$ -          | \$ -                   | \$ 53                 | \$ 0        | \$ 53    |
| 2005-2009                             | 2,367    | -               | 2,367         | 2,315                  | 2,315                 | 51          | 1,984    |
| Total Authorized                      | \$ 2,420 | \$ 53           | \$ 2,367      | \$ 2,315               | \$ 2,368              | \$ 52       | \$ 2,037 |

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

Project Budget: \$2,420 Million

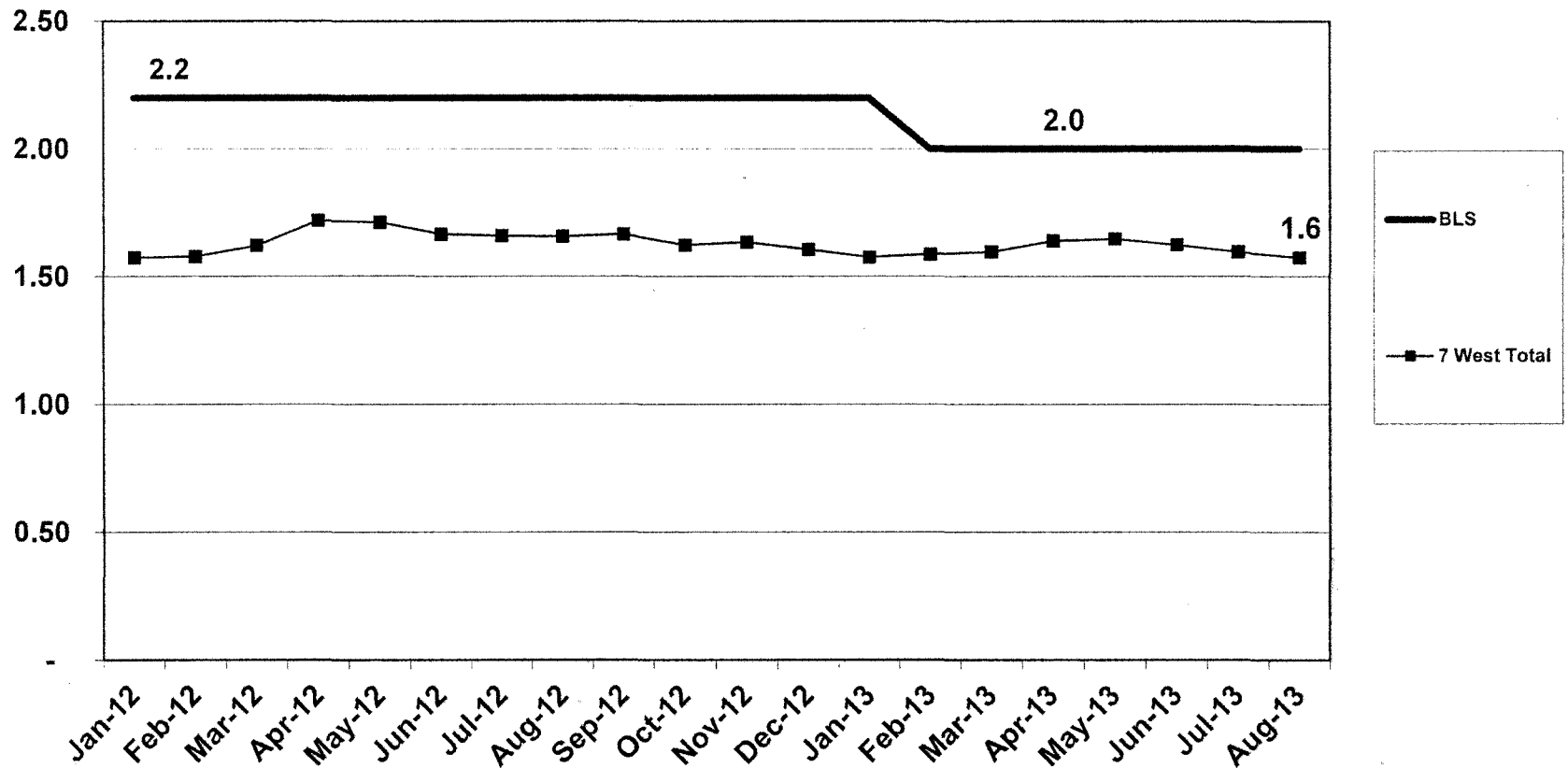


Commitments and Expenditures  
(\$ in Millions)





# **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 - November 2013

(data thru September 2013; \$s in million)

|                         | Budget            | Expenditures      |
|-------------------------|-------------------|-------------------|
| Construction            | \$ 3,450.6        | \$ 1,730.2        |
| Design                  | 497.7             | 448.7             |
| Construction Management | 221.3             | 103.9             |
| Real Estate             | 281.5             | 205.7             |
| <b>Total</b>            | <b>\$ 4,451.0</b> | <b>\$ 2,488.4</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<br>(Bid +<br>Contingency) | Current Contract<br>(Bid + Approved +<br>Pending AWOs)* | Remaining<br>Contingency | Expenditures | Re-Baseline<br>Award Date | Actual/<br>Forecast<br>Award Date | Planned<br>Completion<br>at Award | Forecast<br>Completion |
|--|----------------------------------|---|--------------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|------------------------|
| 96th St Station Structure<br><i>EE Cruz &amp; Tully, JV</i>                        | 370.3                            | 366.1   | 4.2                      | 353.9        | Feb-2009                  | May-2009                          | Jan-2013                          | Oct-2013               |
| 72nd St Station Structure<br><i>SSK Constructors, JV</i>                           | 469.5                            | 452.1   | 17.4                     | 386.9        | Jun-2010                  | Oct-2010                          | Oct-2013                          | Jan-2014               |
| 63rd St Station Upgrade<br><i>Judlau Contracting</i>                               | 185.3                            | 184.1   | 1.2                      | 95.2         | Jul-2010                  | Jan-2011                          | May-2014                          | Jan-2015               |
| 86th St Station Structure<br><i>Skanska/Traylor, JV</i>                            | 332.0                            | 310.1   | 21.9                     | 187.9        | Jan-2011                  | Aug-2011                          | Sep-2014                          | Feb-2015               |
| Track, Signals, Power and<br>Communications Systems<br><i>Comstock/Skanska, JV</i> | 282.9                            | 263.9   | 19.0                     | 34.5         | Mar-2011                  | Jan-2012                          | Aug-2016                          | Aug-2016               |
| 96th St Station Finishes<br><i>EE Cruz &amp; Tully, JV</i>                         | 347.3                            | 329.4   | 17.9                     | 62.8         | Mar-2011                  | Jun-2012                          | Dec-2015                          | Mar-2016               |
| 72nd St Station Finishes<br><i>Judlau Contracting</i>                              | 276.4                            | 258.4   | 18.1                     | 4.0          | Nov-2012                  | Feb-2013                          | Nov-2015                          | Nov-2015               |
| 86th St Station Finishes<br><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

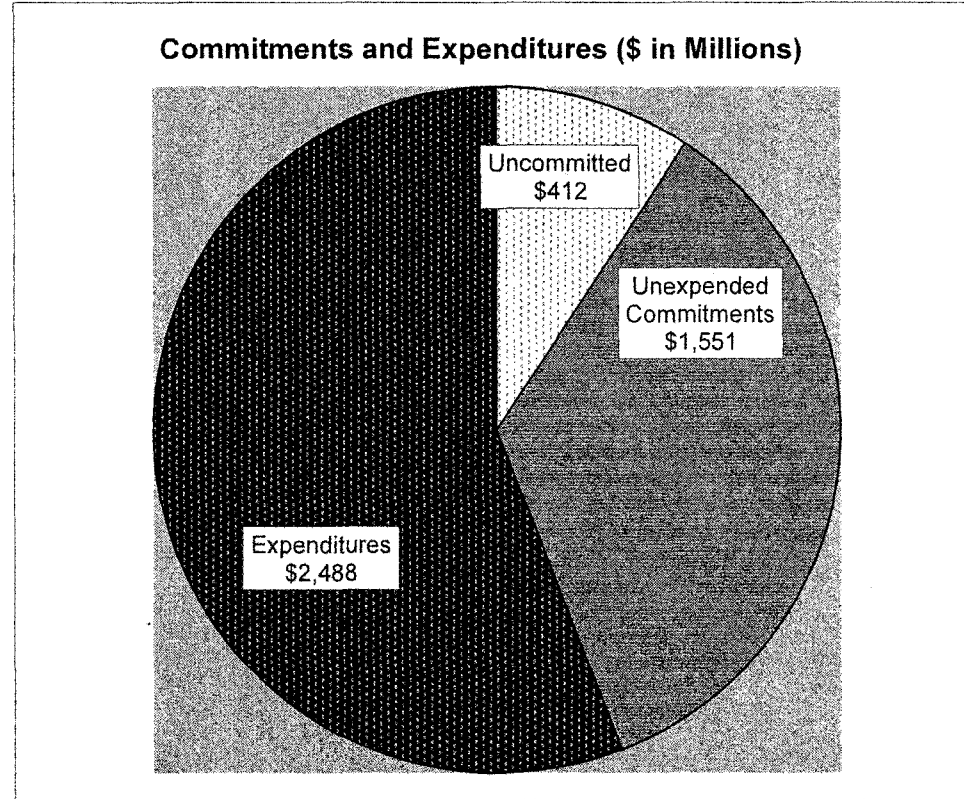
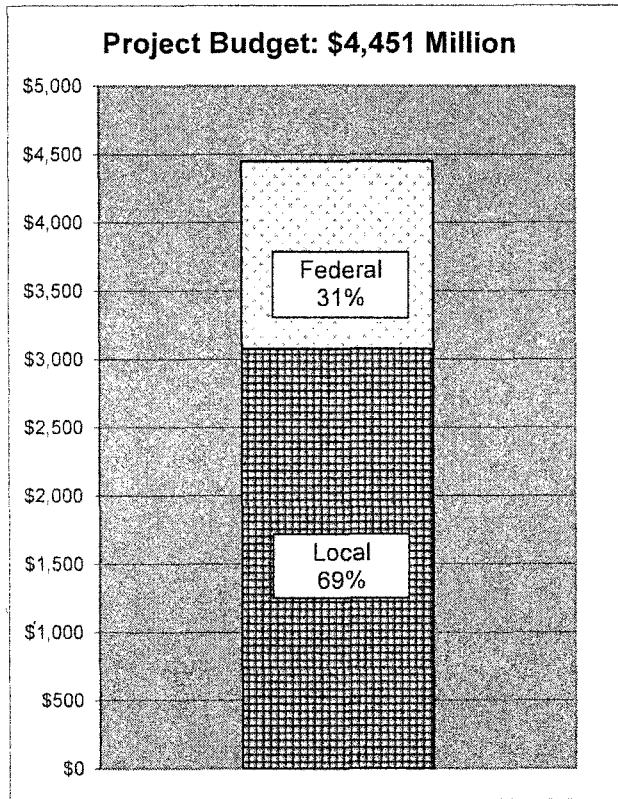


# Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - November 2013

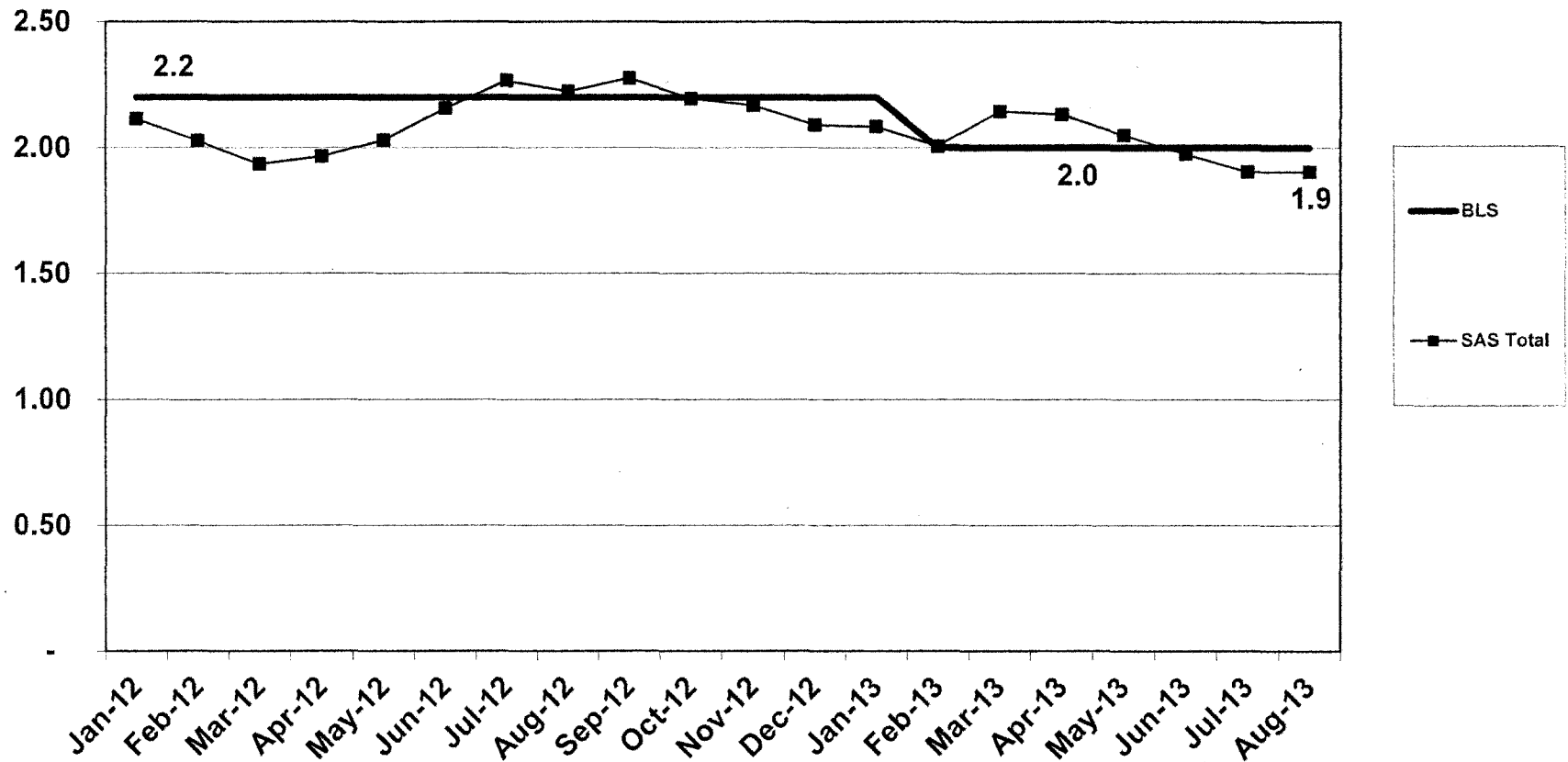
(data thru September 2013)

| MTA Capital Program<br>\$ in Millions | Budgeted | Funding Sources  |                    |                     | Status of Commitments |             |          |
|---------------------------------------|----------|------------------|--------------------|---------------------|-----------------------|-------------|----------|
|                                       |          | Local<br>Funding | Federal<br>Funding | Federal<br>Received | Committed             | Uncommitted | Expended |
| 2000-2004                             | \$ 1,050 | \$ 744           | \$ 306             | \$ 306              | \$ 1,050              | \$ 0        | \$ 1,012 |
| 2005-2009                             | 1,914    | 846              | 1,068              | 758                 | 1,816                 | 97          | 1,285    |
| 2010-2014                             | 1,487    | 1,487            | -                  | -                   | 1,173                 | 314         | 192      |
| Total                                 | \$ 4,451 | \$ 3,077         | \$ 1,374           | \$ 1,064            | \$ 4,039              | \$ 412      | \$ 2,488 |





# 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)