



**New York City Transit
Bus Company**

Transit & Bus Committee Meeting

December 2013

Committee Members

M. Lebow, Committee Chairman
F. Ferrer, MTA Vice Chairman
J. Banks III, Committee Vice Chairman
S. Metzger
J. Sedore, Jr.
M. Page
J. Kay
A. Albert
C. Moerdler
D. Paterson
A. Cappelli
J. Molloy
E. Watt



MEETING AGENDA

NEW YORK CITY TRANSIT & BUS COMMITTEE

December 16, 2013 - 10:30 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

AGENDA ITEMS

PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES – NOVEMBER 12, 2013 1.1
2. COMMITTEE WORK PLAN 2.1
3. OPERATIONS PERFORMANCE SUMMARY 3.1
 - October Operations Report 3.1
4. FINANCIAL REPORTS
 - October NYCT Financial & Ridership Report 4.1
 - October SIR Financial & Ridership Report 4.26
 - October MTA Bus Financial & Ridership Report 4.39
 - September NYCT Financial & Ridership Report 4.54
 - September SIR Financial & Ridership Report 4.76
 - September MTA Bus Financial & Ridership Report 4.87
 - Capital Program Status Report 4.100
5. PROCUREMENTS 5.1
 - NYCT Non-Competitive 5.5
 - NYCT Competitive 5.7
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6. ACTION ITEMS
 - TAB Senior Hearing Officers Retainer Agreement 6.1
 - NYCT 2013 November Forecast and November Financial Plan 2014–2017 6.3
 - SIR 2013 November Forecast and November Financial Plan 2014–2017 6.13
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7. SPECIAL REPORTS & PRESENTATIONS 7.1
 - MetroCard Report 7.1
8. MTACC REPORT 8.1

Date of next meeting: January 27, 2014 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

November 12, 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
Hon. David A. Paterson
Hon. James L. Sedore, Jr.

The following Members were absent:

Hon. John H. Banks III, Vice-Chair
Hon. Ed Watt

Also present were:

Carmen Bianco, President, New York City Transit
Robert Bergen, Executive Vice President
Joe Leader, Senior Vice President, Subways
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Peter Cafiero, Chief, Operations Planning
Thomas Charles, Vice-President, Paratransit (DOB)
Fred Smith, Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Lebow opened the meeting.

II. Public Speakers

Oren Goetz criticized the practice of having certain MetroCards written only in Spanish, and also commented on the need for additional MetroCard vending machines and station clerks at Penn Station to alleviate congestion in accessing the 1, 2 and 3 trains.

Murray Bodin commended NYCT on the impact the FASTRACK program had in facilitating the recovery of the subway system following Superstorm Sandy. He presented President Bianco with two menorahs made of recycled anchor chains to commemorate NYCT's innovative thinking.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the September 16, 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

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

In response to Member Moerdler's concerns regarding the performance of the 2, 4 and 5 lines, SVP Leader outlined measures being considered to better address incidents that cause delay and noted that schedules for these lines, which have not been revised in over ten years, will be re-evaluated in order to improve on-time performance. President Bianco added that regular spacing of subway service has the greatest effect on customer experience and that the statistics in that area have remained relatively constant.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, comparing performance statistics in September 2013 with those of September 2012.

Vice President Kennedy presented the monthly Safety Report.

In response to a question from Member Albert, VP Kennedy explained that the increase in the number of system fires was due to right-of-way debris. President Bianco noted the importance of vacuum trains to control the accumulation of such debris and the plan to procure new ones to replace or supplement those which have reached the end of their useful lives. President Bianco also noted that, at an upcoming meeting, the Committee will be provided with the results of a pilot program to remove trash cans from certain stations.

In response to a question from Member Cappelli regarding an increase in bus collisions, President Irick explained that the number of bus collisions is driven primarily by pedestrian density and driving conditions in Manhattan and the relative inexperience of newly hired drivers.

Chief Fox presented the NYPD Transit Bureau statistics.

Member Cappelli requested that Chief Fox meet with the newly elected Brooklyn District Attorney to convey the need for the full cooperation of the DA's office in prosecuting crimes that occur in the transit system. President Bianco informed Member Cappelli that a report on the Eagle Team's efforts at reducing fare evasion would be forthcoming. He also noted that a significant percentage of this highly effective team is made up of veterans.

B. Financial Reports

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

In response to a question from Member Moerdler, President Bianco noted that the increase in the amount of overtime charged is attributable to a variety of factors, including the need to cover for existing job vacancies, delays in buses returning to the depots due to construction related street traffic, and high attrition rates.

In response to a question from Member Moerdler, President Irick explained that bus operators are discouraged from "angling" into bus stops and urged to "parallel" and kneel the bus whenever the stop is unobstructed. He noted that measures, such as an increased number of observation rides, are being implemented to help ensure appropriate operation.

Member Kay urged consideration of the concept to more fully integrate MTA Bus and NYC Transit financially and operationally. President Irick commented that, to the public, bus service is fully integrated, and that the financial separation is attributable to the difference in funding sources. Member Page noted that having the MTA take over private bus company service was a success, but questioned the practice of having the City continue to bear the deficit in the cost of that bus service.

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

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 15 procurement action items totaling approximately \$1.7 Billion in proposed expenditures.

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

NYCT's non-competitive procurements requiring a majority vote (Schedule E 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 E, G, H and J in the Agenda). The proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) was also approved and forwarded to the full Board for consideration.

In response to a question from Member Moerdler, EVP Bergen noted that the exercise of contract options extending medical health care benefits for two years did not require further union approval.

Member Moerdler abstained from the vote on the exercise of contract options extending medical health benefits for a two-year period.

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

V. Service Changes

Peter Cafiero, Chief, Operations Planning, presented routine schedule adjustments to the ②, ③, ④, ⑤, ⑥, ⑦, ⑧ and ⑨ subway lines to the Committee for its information, and Mark Holmes, Director, Operations Planning, MTA Bus, presented a permanent revision to the path of the Q39 bus in Long Island City, Queens.

President Irick noted the retirement of Norman Silverman, VP Operations Planning, MTA Bus, recognizing his achievements.

President Bianco invited Committee Members to attend the public hearing being held November 14, 2013, at 5:00 pm at Two Broadway regarding bus service changes affecting the Bx24, B37, B70, B8 and X17 routes.

Member Cappelli commented that the subway schedule adjustments referenced by Chief Cafiero were notable improvements, and Member Albert noted the effect that CBTC (Communications Based Train Control) had on improving the frequency of ② line service.

VI. Special Reports and Presentations

The MetroCard Report, the Final 2013 Subway and Local Bus Passenger Satisfaction Surveys, the 2014 Preliminary NYC Transit, SIR and MTA Bus Budgets, and the Review of the NYC Transit and MTA Bus Committee Charter, were presented to the Committee for its information.

VII. Standard Follow-Up Reports

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

President Bianco spoke regarding his personal commitment to equal employment opportunity (EEO) principles and expressed NYC Transit's dedication to hiring and maintaining a diverse work force. President Irick also expressed his commitment to EEO principles and, like President Bianco, highlighted his agency's efforts to promote EEO.

Member Moerdler complimented President Bianco and others for being forthcoming in acknowledging areas of under representation issues.

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 7 Extension projects.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bettina Quintas', with a stylized flourish at the end.

Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN

2013 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2013

NYCT 2013 Nov Forecast & Nov Financial Plan 2014 – 2017	Management & Budget
SIR 2013 Nov Forecast & Nov Financial Plan 2014 – 2017	Management & Budget
MTA Bus 2013 Nov Forecast & Nov Financial Plan 2014 – 2017	Management & Budget

January 2014

Approval of 2014 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2014

Preliminary Review of NYC Transit 2013 Operating 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
MTA Bus Adopted Budget & Financial Plan 2014-2017	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report – 2013 Year-End Report	EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2014

2013 Year-End Safety Report and 2015 Safety Agenda

System Safety

April 2014

Final Review of NYC Transit 2013 Operating Results

Management & Budget

Final Review of SIR 2013 Operating Results

Management & Budget

Final Review of MTA Bus 2013 Operating Results

Management & Budget

May 2014

Transit Adjudication Bureau Report

Law

Elevator & Escalator Service Report

Subways

NYCT & MTA Bus EEO & Diversity Report

EEO & Human Resources

June 2014

July 2014

August 2014

No Meetings Held

September 2014

Public comment/Committee review of budget

2014 NYC Transit Mid-Year Forecast Monthly Allocation

Management & Budget

2014 SIR Mid-Year Forecast Monthly Allocation

Management & Budget

2014 MTA Bus Mid-Year Forecast Monthly Allocation

Management & Budget

2015 Preliminary NYC Transit Budget

Management & Budget

2015 Preliminary SIR Budget

Management & Budget

2015 Preliminary MTA Bus Budget

Management & Budget

Service Quality Indicators (including PES & MTA Bus PES)

Operations Planning

Elevator & Escalator Service Report

Subways

Transit Adjudication Bureau Report

Law

NYCT & MTA Bus EEO & Diversity Report

EEO & Human Resources

October 2014

Public Comment/Committee review of budget

2015 Preliminary NYC Transit Budget

Management & Budget

2015 Preliminary SIR Budget

Management & Budget

2015 Preliminary MTA Bus Budget

Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

November 2014

Public comment/Committee review of budget

Charter for Transit Committee

2015 Preliminary NYC Transit Budget

2015 Preliminary SIR Budget

2015 Preliminary MTA Bus Budget

Elevator & Escalator Service Report

Transit Adjudication Bureau Report

NYCT & MTA Bus EEO & Diversity Report

Law

Management & Budget

Management & Budget

Management & Budget

Subways

Law

EEO & Human Resources



2013 Transit Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

DECEMBER 2013

NYCT 2013 November Forecast & November Financial Plan 2014 – 2017

The Committee will recommend action to the Board on the NYCT 2013 November Forecast and November Financial Plan 2014 – 2017.

SIR 2013 November Forecast & November Financial Plan 2014 – 2017

The Committee will recommend action to the Board on the SIR 2013 November Forecast and November Financial Plan 2014 – 2017.

MTA Bus 2013 November Forecast & November Financial Plan 2014 – 2017

The Committee will recommend action to the Board on the MTA Bus 2013 November Forecast and November Financial Plan 2014 – 2017.

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.

FEBRUARY 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 2011 Operating Results

NYC Transit will present a brief review of SIR's 2011 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 2013 Adopted Budget and an updated Financial Plan for 2014-2017 reflecting the out-year impact of any changes incorporated into the 2013 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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

MARCH 2014

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

MAY 2014

Transit Adjudication Bureau Report

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

Elevator & Escalator Service Report

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

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.

JUNE 2014

No Items

JULY 2014

No Items

AUGUST 2014

No Meetings Held

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.

II. SPECIFIC AGENDA ITEMS (con't)

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

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.

OCTOBER 2014

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 SIR 2015 Preliminary Budget.

2015 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2015 Preliminary Budget.

NOVEMBER 2014

2015 Preliminary NYC Transit Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

Public comments will be accepted on the SIR 2015 Preliminary Budget.

2015 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2015 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

Charter for Transit Committee

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

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.

3. OPERATIONS PERFORMANCE SUMMARY

MONTHLY OPERATIONS REPORT

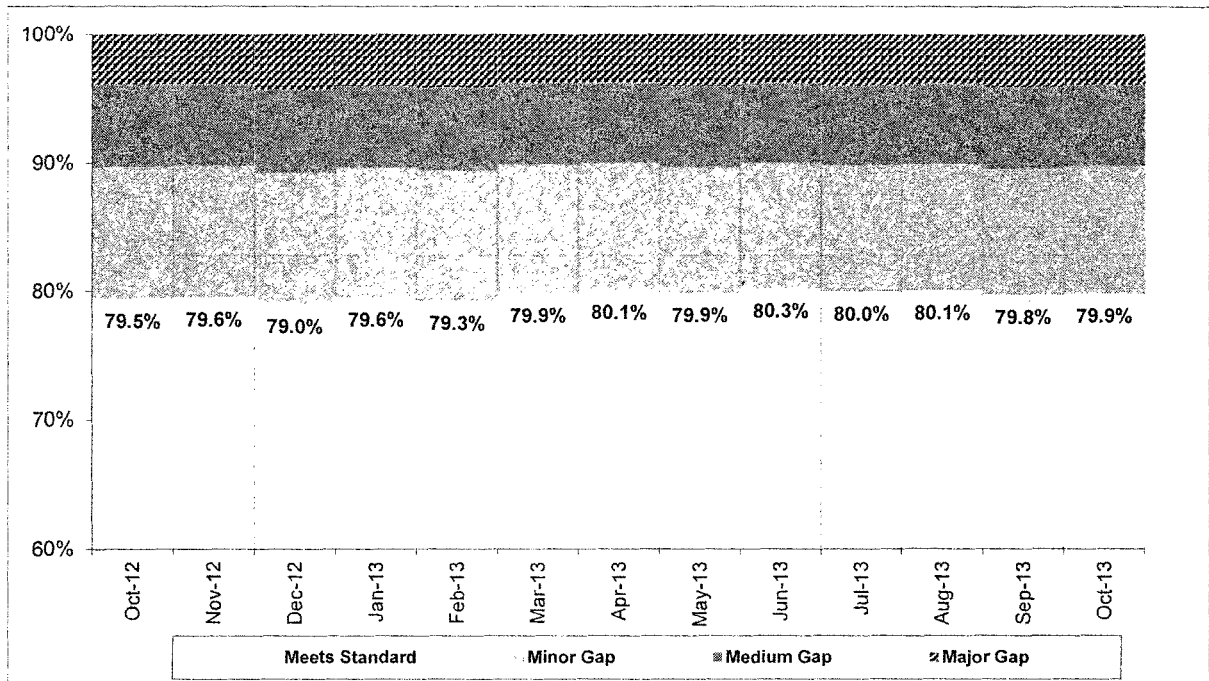
- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				79.9%	79.5%	+0.4%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	75.8%	76.7%	-0.9%			
A Division Weekday Wait Assessment - (All Lines)				76.2%	76.9%	-0.7%
B Division Weekday Wait Assessment	80.8%	82.8%	-2.0%	81.6%	80.7%	+0.9%
System Weekend Wait Assessment (Charts 3)				85.4%	85.1%	+0.3%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	86.6%	86.2%	+0.4%			
A Division Weekend Wait Assessment - (All Lines)				86.0%	85.2%	+0.8%
B Division Weekend Wait Assessment	79.3%	88.0%	-8.7%	85.1%	85.1%	0.0%
System Weekday Terminal On-Time Performance (Charts 4-5)	81.1%	82.6%	-1.5%	81.4%	84.0%	-2.6%
A Division Weekday Terminal On-Time Performance	74.6%	74.1%	+0.5%	73.1%	77.4%	-4.3%
B Division Weekday Terminal On-Time Performance	86.3%	88.6%	-2.3%	87.0%	88.6%	-1.6%
System Number of Terminal Delays (Charts 6)	34,521	24,532	+40.7%	27,457	23,591	+16.4%
System Weekend Terminal On-Time Performance (Charts 7-8)	84.3%	87.7%	-3.4%	86.0%	88.4%	-2.4%
A Division Weekend Terminal On-Time Performance	84.5%	81.1%	+3.4%	79.7%	82.7%	-3.0%
B Division Weekend Terminal On-Time Performance	84.1%	91.8%	-7.7%	89.7%	91.9%	-2.2%
System Number of Weekend Terminal Delays (Charts 9)	7,003	4,793	+46.1%	6,392	5,315	+20.3%
Mean Distance Between Failures (Charts 10-11)	163,587	147,905	+10.6%	157,729	164,538	-4.1%
A Division Mean Distance Between Failures	139,002	141,961	-2.1%	146,848	149,733	-1.9%
B Division Mean Distance Between Failures	188,717	152,508	+23.7%	167,010	177,346	-5.8%
System Weekday Service-KPI (Charts 12-13)	81.7%	82.2%	-0.5%	N/A		
A Division Weekday Service-KPI	76.9%	77.3%	-0.4%			
B Division Weekday Service-KPI	84.8%	85.0%	-0.2%			
System Weekday PES-KPI (Charts 14-16)	91.8%	90.9%	+0.9%			
Staten Island Railway						
24 Hour On-Time Performance	93.9%	93.3%	+0.6%	93.1%	94.9%	-1.8%
AM Rush On-Time Performance	96.6%	96.4%	+0.2%	97.7%	98.1%	-0.4%
PM Rush On-Time Performance	94.0%	96.5%	-2.5%	96.7%	97.9%	-1.2%
Percentage of Completed Trips	99.8%	99.0%	+0.8%	99.7%	99.3%	+0.4%
Mean Distance Between Failures	39,934	94,070	-57.5%	67,304	94,306	-28.6%
Staten Island Railway PES-KPI (Charts 17)	93.1%	91.6%	+1.5%			

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide 12-Month Average					Annual Results (Meets Standard)
	Meets Standard	GAP			
		Minor	Medium	Major	
October 2013	79.9%	9.9%	6.3%	3.9%	2013 GOAL: 79.4%
October 2012	79.5%	10.2%	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.

- October 2012 trip data missing for the 29th, 30th and 31st due to Super Storm Sandy

Chart 1

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

<u>October 2013</u>					<u>October 2012</u>					
<u>Line</u>	<u>Meets</u> <u>Standard</u>	<u>Headways*</u> <u>GAP</u>			<u>Meets</u> <u>Standard</u>	<u>Meets</u> <u>Standard</u>	<u>Headways*</u> <u>GAP</u>			<u>Standard</u> <u>Difference</u>
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>			<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	83.8%	8.1%	5.0%	3.1%	84.9%	7.2%	4.3%	3.6%	-1.1%	
②	74.0%	10.7%	8.8%	6.5%	74.5%	10.9%	8.5%	6.1%	-0.5%	
③	78.7%	10.4%	6.4%	4.5%	77.6%	10.5%	6.8%	5.1%	+1.1%	
④	72.8%	9.8%	8.4%	9.1%	73.1%	10.0%	8.1%	8.7%	-0.3%	
⑤	69.9%	10.5%	9.5%	10.1%	71.0%	9.9%	8.8%	10.3%	-1.1%	
⑥	75.9%	8.1%	7.0%	9.1%	79.0%	8.1%	5.9%	7.0%	-3.1%	
⑦	78.6%	10.5%	7.1%	3.8%	78.0%	12.4%	7.0%	2.6%	+0.6%	
⑤ 42nd	91.2%	4.0%	1.7%	3.0%	N/A**	N/A**	N/A**	N/A**		
Subdivision A**	76.2%	9.7%	7.4%	6.6%	76.9%	9.8%	7.1%	6.2%	-0.7%	
①	74.3%	10.4%	9.0%	6.3%	73.0%	10.5%	9.4%	7.1%	+1.3%	
②	79.2%	11.3%	6.9%	2.6%	79.4%	12.0%	6.3%	2.4%	-0.2%	
③	83.7%	10.7%	4.1%	1.4%	79.6%	11.2%	6.0%	3.2%	+4.1%	
④	79.5%	12.1%	6.4%	2.1%	78.8%	12.4%	6.1%	2.7%	+0.7%	
⑤	75.0%	11.9%	8.5%	4.6%	75.5%	11.5%	8.4%	4.6%	-0.5%	
⑥	76.6%	10.4%	8.3%	4.7%	73.7%	11.3%	9.4%	5.5%	+2.9%	
⑤ Fkln	97.3%	2.0%	0.6%	0.1%	96.1%	2.9%	0.9%	0.1%	+1.2%	
⑦	82.9%	10.6%	4.8%	1.7%	84.2%	10.9%	3.5%	1.4%	-1.3%	
⑤ Rock	96.7%	2.4%	0.4%	0.4%	93.1%	5.1%	1.1%	0.6%	+3.6%	
① ②	80.6%	11.4%	5.7%	2.4%	82.4%	9.7%	6.0%	1.9%	-1.8%	
④	81.9%	11.0%	5.2%	1.9%	80.4%	11.5%	6.2%	1.8%	+1.5%	
⑤	77.7%	12.9%	6.7%	2.7%	78.1%	12.3%	7.2%	2.3%	-0.4%	
⑥	78.8%	10.6%	7.1%	3.6%	79.5%	12.1%	6.0%	2.4%	-0.7%	
⑦	78.8%	12.0%	6.6%	2.5%	79.8%	11.6%	6.0%	2.6%	-1.0%	
⑧	80.3%	10.8%	6.1%	2.9%	76.7%	11.1%	8.6%	3.6%	+3.6%	
Subdivision B	81.6%	10.0%	5.8%	2.7%	80.7%	10.4%	6.1%	2.8%	+0.9%	
Systemwide**	79.9%	9.9%	6.3%	3.9%	79.5%	10.2%	6.4%	3.9%	+0.4%	

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

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

*** Headway
Definitions**

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

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

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

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

- October 2012 trip data missing for the 29th, 30th and 31st due to Super Storm Sandy

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

October 2013					October 2012				
Line	Headways*				Headways*				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
①	93.9%	3.6%	1.7%	0.7%	89.7%	7.4%	2.4%	0.5%	+4.2%
②	83.1%	9.5%	6.0%	1.5%	84.5%	8.9%	4.8%	1.8%	-1.4%
③	93.2%	5.4%	1.1%	0.2%	88.5%	7.2%	2.2%	2.1%	+4.7%
④	81.0%	9.4%	6.1%	3.5%	78.3%	9.2%	6.1%	6.5%	+2.7%
⑤	84.0%	9.1%	4.8%	2.1%	90.6%	5.6%	3.4%	0.4%	-6.6%
⑥	84.4%	9.4%	4.3%	2.0%	85.7%	8.0%	4.4%	1.8%	-1.3%
⑦	82.6%	10.6%	4.9%	1.9%	78.8%	13.4%	6.5%	1.3%	+3.8%
⑤ 42nd	98.8%	0.8%	0.3%	0.1%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	86.0%	8.1%	4.1%	1.7%	85.2%	8.5%	4.3%	2.1%	+0.8%
①	79.1%	11.2%	7.5%	2.2%	76.2%	11.9%	8.3%	3.6%	+2.9%
③	80.3%	8.7%	6.9%	4.1%	85.5%	9.3%	4.6%	0.6%	-5.2%
④	82.6%	10.5%	5.6%	1.3%	81.6%	11.7%	5.5%	1.2%	+1.0%
⑤	87.2%	8.9%	3.2%	0.7%	86.6%	7.6%	2.8%	3.0%	+0.6%
⑥	80.0%	11.3%	6.0%	2.6%	82.1%	11.3%	5.8%	0.8%	-2.1%
⑤ Fkln	96.4%	3.4%	0.2%	0.0%	95.1%	4.0%	0.7%	0.2%	+1.3%
⑦	88.3%	6.2%	3.8%	1.7%	88.1%	9.1%	1.9%	0.8%	+0.2%
① ②	89.1%	8.1%	1.9%	0.9%	88.0%	8.2%	2.9%	1.0%	+1.1%
④	86.0%	8.9%	3.5%	1.7%	86.3%	8.8%	3.5%	1.4%	-0.3%
⑥	82.9%	10.1%	5.4%	1.6%	87.1%	8.0%	4.1%	0.7%	-4.2%
⑦	85.7%	8.3%	4.3%	1.7%	84.4%	11.2%	3.6%	0.8%	+1.3%
⑧	83.6%	11.9%	3.4%	1.1%	79.8%	14.2%	4.7%	1.4%	+3.8%
Sub Division B	85.1%	9.0%	4.3%	1.6%	85.1%	9.6%	4.0%	1.3%	+0.0%
Systemwide**	85.4%	8.7%	4.2%	1.7%	85.1%	9.2%	4.1%	1.6%	+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. The weekend ④ and Rockaway Shuttle are not reported as sufficient sample was not collected.

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

*** Headway
Definitions**

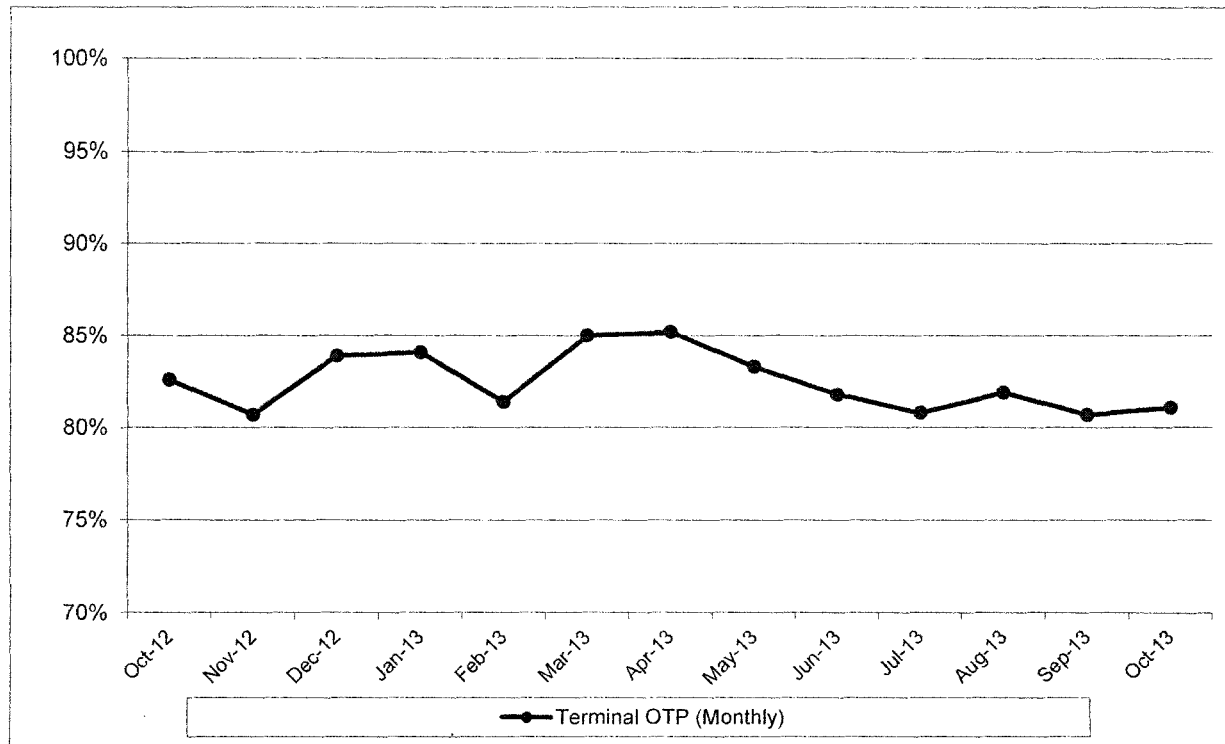
Minor Gap: from 25% to 50% over scheduled headway

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 ④ 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

Oct 2013: 81.1%
 Oct 2012: 82.6%
 12-Mon Avg: 81.4%
 (Nov '12-Oct '13)

Subdivision A

Monthly Results

Oct 2013: 74.6%
 Oct 2012: 74.1%
 12-Mon Avg: 73.1%
 (Nov '12-Oct '13)

Subdivision B

Monthly Results

Oct 2013: 86.3%
 Oct 2012: 88.6%
 12-Mon Avg: 87.0%
 (Nov '12-Oct '13)

Discussion of Results

In October 2013, Right Of Way (8,035 delays), Track Gangs (7,633 delays), and Over Crowding (6,614 delays) were the highest categories of delays, representing 64.5% of the total 34,521 delays.

- October 2012 trip data missing for the 29th, 30th and 31st due to Super Storm Sandy

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '12 - Oct '13</u>	<u>Nov '11 - Oct '12</u>	<u>% Difference</u>
1	84.3%	89.0%	-4.7%
2	57.3%	61.6%	-4.3%
3	72.0%	73.0%	-1.0%
4	56.5%	65.3%	-8.8%
5	58.1%	67.0%	-8.9%
6	75.1%	79.1%	-4.0%
7	89.8%	90.8%	-1.0%
S 42 St	N/A*	N/A*	
Subdivision A	73.1%	77.4%	-4.3%
A	83.7%	83.1%	+0.6%
B	85.7%	87.8%	-2.1%
C	91.4%	91.1%	+0.3%
D	84.3%	89.1%	-4.8%
E	82.6%	86.1%	-3.5%
F	76.0%	79.7%	-3.7%
S Fkln	99.3%	99.3%	0.0%
G	86.0%	92.3%	-6.3%
S Rock	97.3%	96.4%	+0.9%
J Z	95.0%	95.6%	-0.6%
L	95.0%	95.2%	-0.2%
M	86.2%	90.5%	-4.3%
N	82.1%	81.0%	+1.1%
Q	86.0%	87.1%	-1.1%
R	87.6%	88.8%	-1.2%
Subdivision B	87.0%	88.6%	-1.6%
Systemwide	81.4%	84.0%	-2.6%

* Performance data unavailable pending ATS system software upgrade.

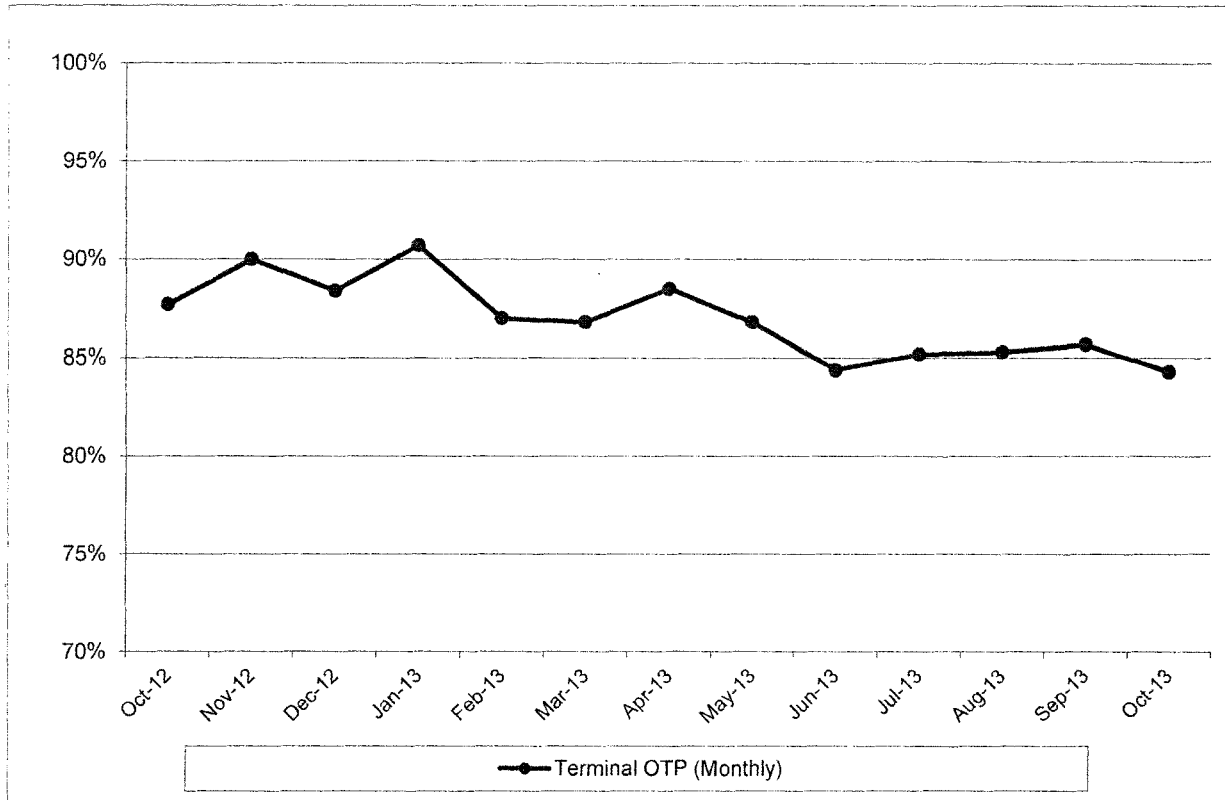
- October 2012 trip data missing for the 29th, 30th and 31st due to Super Storm Sandy

**October 2013 Weekday Terminal Delays
Systemwide Summary**

Categories	Delays
Row Delays	8,035
Track Gangs	7,633
Over Crowding	6,614
Police	3,089
Sick Customer	2,250
Car Equipment	1,871
Work Equipment/G. O.	1,870
Unruly Customer	1,117
Fire	498
Employee	398
Operational Diversions	386
Infrastructure	380
External	316
Inclement Weather	64
Total Delays	<u><u>34,521</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

Oct 2013: 84.3%
Oct 2012: 87.7%
12-Mon Avg: 86.0%
(Nov '12-Oct '13)

Subdivision A Monthly Results

Oct 2013: 84.5%
Oct 2012: 81.1%
12-Mon Avg: 79.7%
(Nov '12-Oct '13)

Subdivision B Monthly Results

Oct 2013: 84.1%
Oct 2012: 91.8%
12-Mon Avg: 89.7%
(Nov '12-Oct '13)

Discussion of Results

In October 2013, Track Gangs (2,313 delays), Work Equipment/G.O. (1,923 delays), Right Of Way (643 delays) were the highest categories of delays, representing 69.7% of the total 7,003 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '12 - Oct '13</u>	<u>Nov '11 - Oct '12</u>	<u>% Difference</u>
①	84.0%	84.9%	-0.9%
②	65.2%	67.3%	-2.1%
③	83.3%	85.4%	-2.1%
④	71.0%	74.3%	-3.3%
⑤	83.7%	87.0%	-3.3%
⑥	73.9%	79.6%	-5.7%
⑦	92.7%	94.0%	-1.3%
⑤ 42 St	N/A*	N/A*	
Subdivision A	79.7%	82.7%	-3.0%
①	82.6%	85.1%	-2.5%
③	81.1%	88.1%	-7.0%
④	86.0%	92.4%	-6.4%
⑤	89.6%	91.0%	-1.4%
⑥	78.0%	83.6%	-5.6%
⑤ Fkln	99.7%	99.3%	0.4%
⑦	95.4%	97.4%	-2.0%
⑤ Rock	98.1%	97.0%	+1.1%
① ②	96.8%	96.5%	+0.3%
④	96.0%	96.8%	-0.8%
⑤	98.2%	95.7%	+2.5%
⑥	81.1%	84.7%	-3.6%
⑦	91.7%	94.5%	-2.8%
⑧	88.2%	92.9%	-4.7%
Subdivision B	89.7%	91.9%	-2.2%
Systemwide	86.0%	88.4%	-2.4%

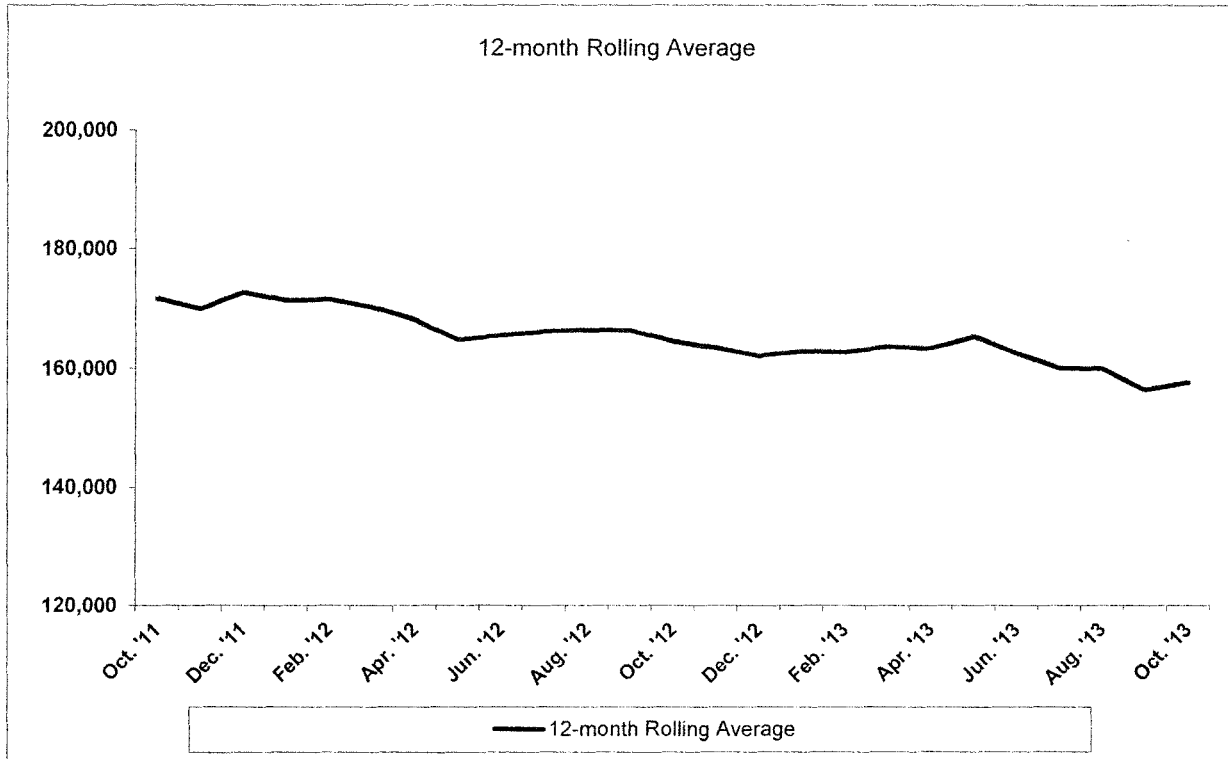
* Performance data unavailable pending ATS system software upgrade.

**October 2013 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	2,313
Work Equipment/G. O.	1,923
ROW Delays	643
Over Crowding	611
Police	482
Employee	348
Sick Customer	205
Unruly Customer	158
Car Equipment	149
Fire	87
Operational Diversions	57
Infrastructure	17
External	7
Inclement Weather	4
Total Delays	<u><u>7,003</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

Oct 2013: 163,587

Oct 2012: 147,905

12-Month Average

Nov 12 - Oct 13: 157,729

Nov 11 - Oct 12: 164,538

Annual Result

2013 Goal: 166,000

2012 Actual: 162,138

Discussion of Results

MDBF in October 2013 increased 10.6% from October 2012. Over the past year, the MDBF 12-month average decreased 4.1%.

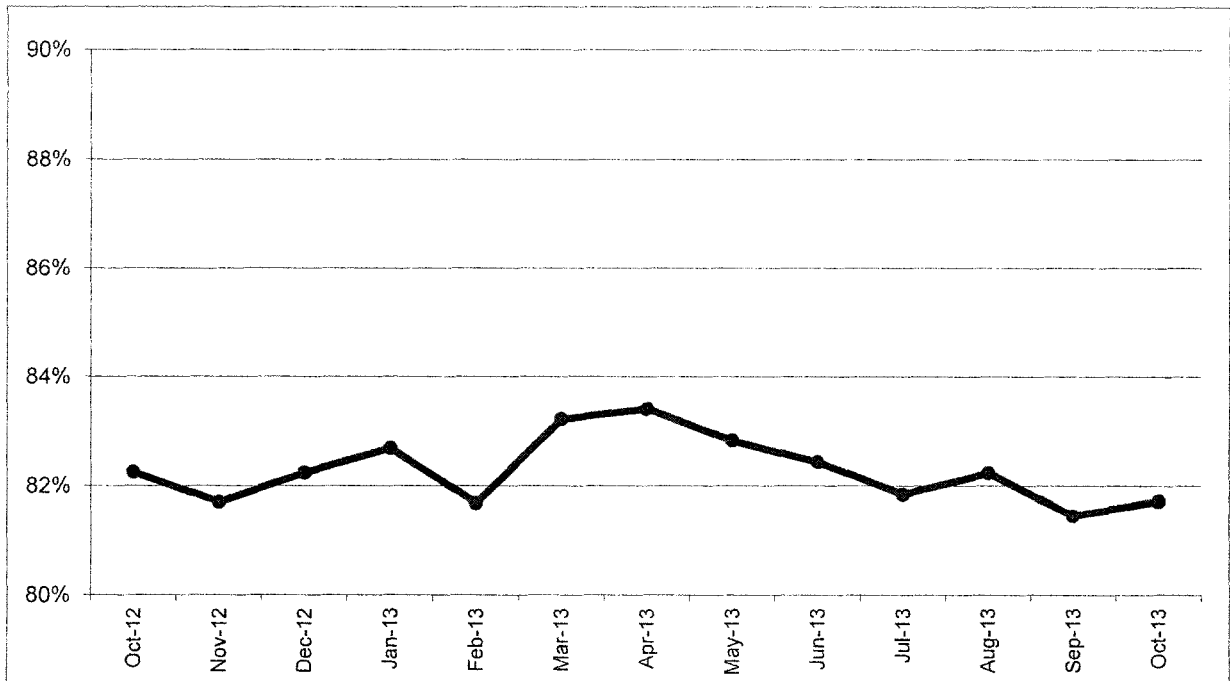
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	Oct '13	Octt '12	% Change
R32	222	52,606	62,887	-16.35%
R42	50	36,028	49,250	-26.85%
R46	752	98,767	86,756	13.84%
R62	315	211,146	178,654	18.19%
R62A	824	158,342	133,787	18.35%
R68	425	175,549	130,661	34.35%
R68A	200	100,865	144,977	-30.43%
R142	1,030	156,021	197,475	-20.99%
R142A	570	108,877	107,882	0.92%
R143	212	80,734	155,785	-48.18%
R160	1,662	465,573	630,769	-26.19%
FLEET	6,262	157,729	164,538	-4.14%

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and, beginning November 2011, the monthly ATS-A 42nd Street Shuttle.
- 30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.
- 10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

S-KPI Results

Systemwide Monthly Results	Goal
October 2013: 81.7%	2013 GOAL: 85.2%
October 2012: 82.2%	

- October 2012 trip data missing for the 29th, 30th and 31st due to Super Storm Sandy

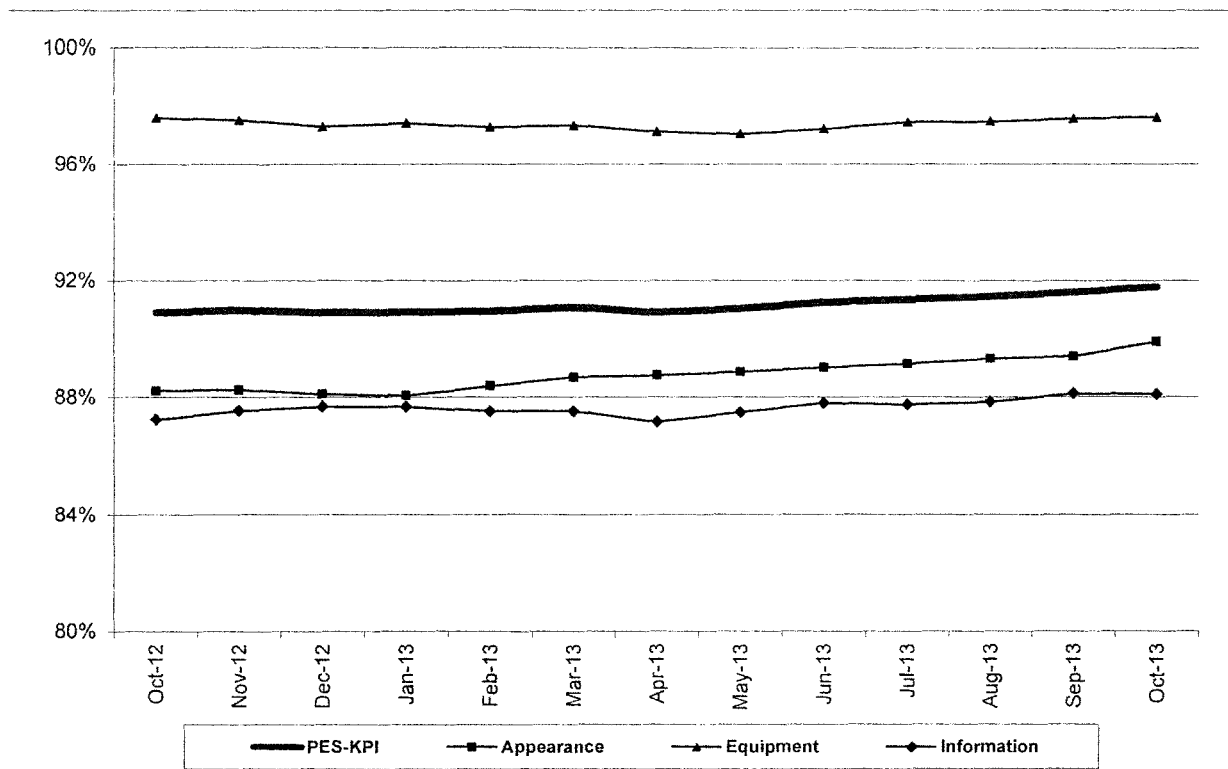
Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>October 2013</u>	<u>October 2012</u>	<u>% Difference</u>
①	83.6%	83.8%	-0.2%
②	68.8%	71.1%	-2.3%
③	78.4%	76.8%	+1.6%
④	65.8%	69.8%	-4.0%
⑤	67.0%	71.0%	-4.0%
⑥	72.6%	77.4%	-4.8%
⑦	83.9%	84.1%	-0.2%
⑤ 42nd	85.8%	N/A*	N/A*
SubDivision A*	76.9%	77.3%	-0.4%
①	75.4%	73.3%	+2.1%
②	79.2%	81.3%	-2.1%
③	80.8%	77.9%	+2.9%
④	81.4%	82.1%	-0.7%
⑤	79.0%	81.3%	-2.3%
⑥	76.0%	79.2%	-3.2%
⑤ Fkln	94.4%	90.3%	+4.1%
⑦	80.9%	83.5%	-2.6%
⑤ Rock	95.7%	88.1%	+7.6%
① ②	85.6%	88.5%	-2.9%
③	83.0%	86.7%	-3.7%
④	83.0%	83.8%	-0.8%
⑤	82.2%	82.2%	+0.0%
⑥	84.3%	84.3%	+0.0%
⑦	82.3%	78.1%	+4.2%
SubDivision B	84.8%	85.0%	-0.2%
Systemwide*	81.7%	82.2%	-0.5%

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

- October 2012 trip data missing for the 29th, 30th and 31st due to Super Storm Sandy

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>
October 2013:	91.8%	89.9%	97.6%	88.1%
October 2012:	90.9%	88.2%	97.6%	87.2%
% Difference:	+0.9%	+1.7%	+0.0%	+0.9%

PES-KPI - Subway Car

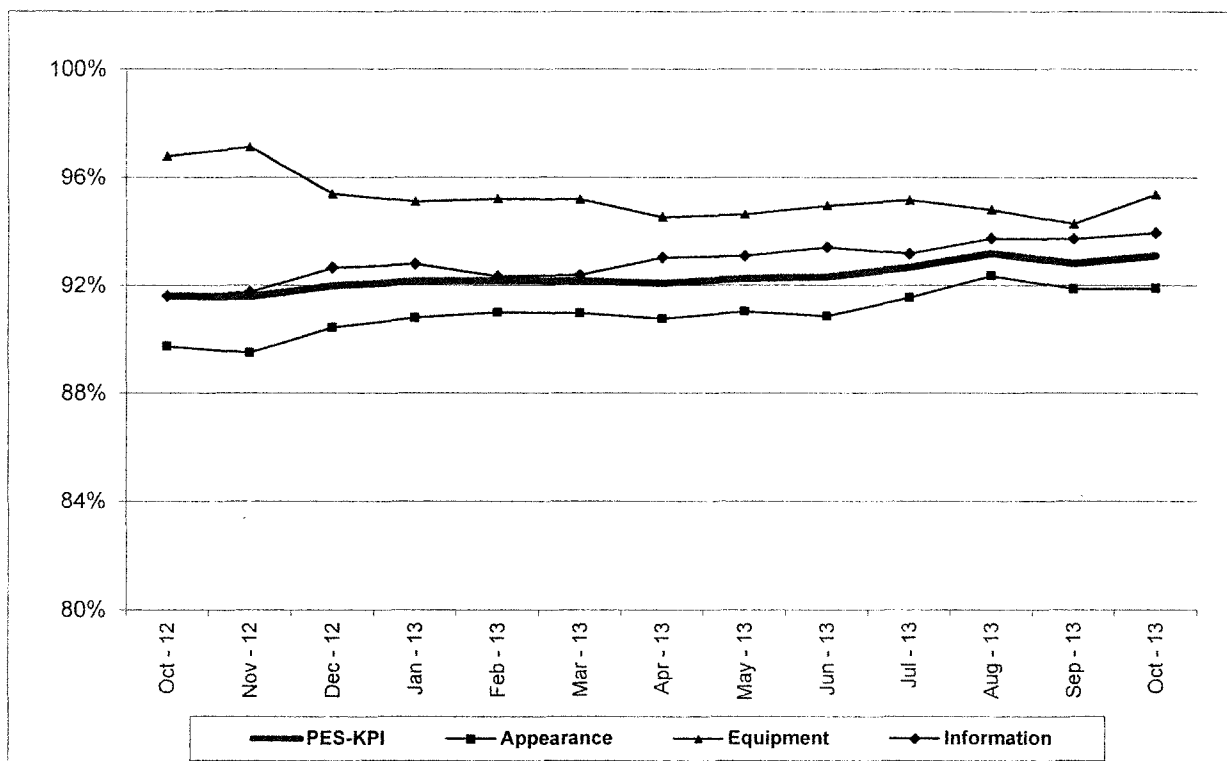
<u>Line</u>	October 2013				October 2012				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	94.7%	96.2%	97.0%	90.8%	92.4%	96.9%	95.6%	84.5%	+2.3%
②	95.7%	94.6%	96.2%	96.4%	96.8%	96.0%	95.7%	98.8%	-1.1%
③	95.3%	93.4%	97.9%	94.5%	93.4%	94.9%	99.2%	86.0%	+1.9%
④	96.2%	94.9%	96.9%	96.9%	97.4%	94.6%	98.8%	98.8%	-1.2%
⑤	96.9%	96.9%	95.6%	98.1%	96.3%	94.1%	97.3%	97.5%	+0.6%
⑥	96.3%	91.0%	98.7%	99.4%	96.5%	95.2%	95.2%	99.2%	-0.2%
⑦	94.1%	96.2%	92.3%	93.6%	94.1%	94.9%	96.5%	90.8%	+0.0%
⑤ 42nd	96.1%	96.4%	96.5%	95.5%	93.3%	99.5%	96.6%	83.6%	+2.8%
SubDivision A	95.6%	94.9%	96.4%	95.5%	95.2%	95.4%	96.8%	93.2%	+0.4%
①	94.3%	95.1%	95.7%	92.1%	94.7%	95.2%	97.3%	91.6%	-0.4%
②	92.5%	89.8%	96.6%	91.2%	92.0%	87.1%	98.1%	91.1%	+0.5%
③	94.8%	94.6%	96.3%	93.5%	92.4%	90.0%	97.1%	90.3%	+2.4%
④	92.7%	89.8%	95.4%	92.9%	94.2%	92.1%	98.0%	92.5%	-1.5%
⑤	98.3%	96.3%	99.2%	99.4%	96.7%	95.3%	96.8%	98.0%	+1.6%
⑥	97.2%	95.2%	97.9%	98.5%	96.0%	93.2%	96.8%	98.0%	+1.2%
⑤ Fkln	94.4%	94.9%	95.6%	92.7%	90.5%	88.7%	94.4%	88.5%	+3.9%
⑦	95.5%	95.7%	98.4%	92.3%	96.2%	97.2%	98.7%	92.8%	-0.7%
①/②	96.8%	97.0%	94.4%	98.9%	95.3%	91.3%	96.5%	98.3%	+1.5%
③	97.3%	94.5%	99.6%	97.9%	96.5%	94.7%	95.5%	99.4%	+0.8%
④	96.4%	92.7%	97.5%	99.1%	96.5%	94.1%	97.7%	97.8%	-0.1%
⑤	96.5%	91.4%	99.5%	98.8%	95.8%	92.8%	95.9%	98.8%	+0.7%
⑥	96.8%	93.8%	98.0%	98.7%	96.7%	91.6%	99.5%	99.3%	+0.1%
⑦	94.5%	93.6%	97.4%	92.6%	93.7%	92.0%	99.2%	90.0%	+0.8%
SubDivision B	95.7%	93.8%	97.4%	95.9%	95.1%	92.8%	97.4%	95.3%	+0.6%
Systemwide	95.6%	94.2%	97.0%	95.7%	95.1%	93.8%	97.2%	94.5%	+0.5%

Chart 15

PES-KPI - Station

<u>Borough</u>	October 2013				October 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>
Bronx	86.2%	83.3%	97.7%	78.5%	86.0%	81.7%	97.9%	79.6%	+0.2%
Manhattan	87.8%	84.0%	98.2%	82.1%	87.1%	81.6%	97.9%	83.1%	+0.7%
Brooklyn	87.7%	87.0%	98.4%	78.2%	85.8%	83.8%	98.2%	76.1%	+1.9%
Queens	89.9%	89.2%	98.5%	82.5%	88.2%	86.2%	98.6%	80.4%	+1.7%
Systemwide	87.9%	86.0%	98.3%	80.2%	86.7%	83.1%	98.1%	79.8%	+1.2%

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

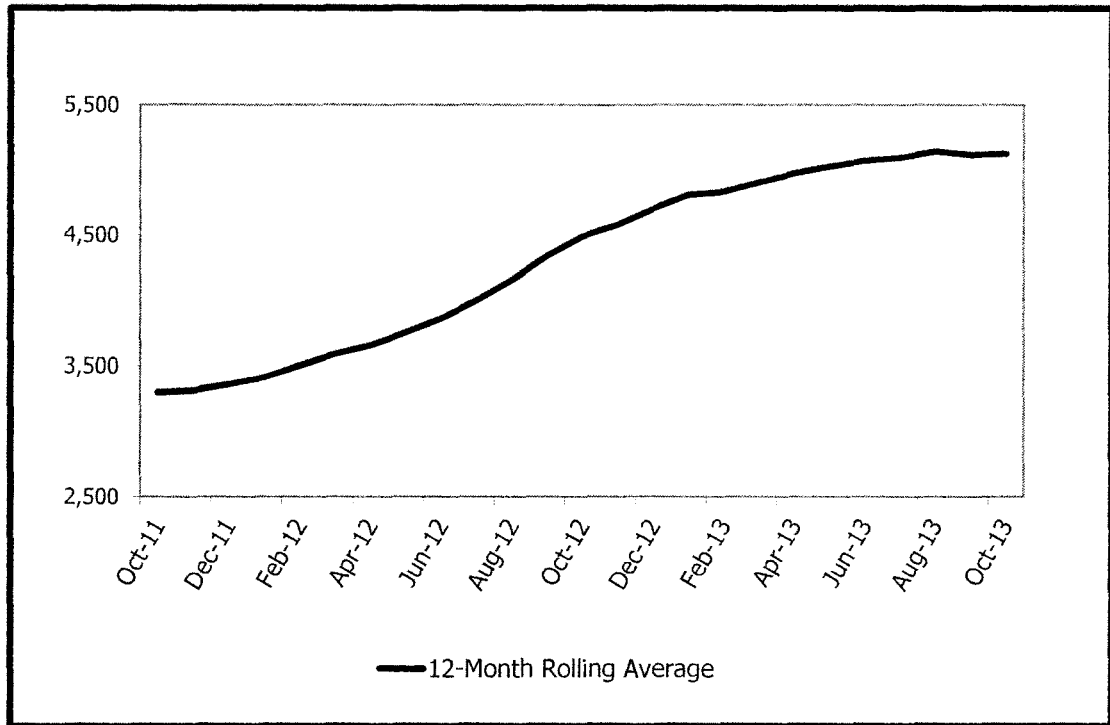
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
October 2013:	93.1%	91.9%	95.4%	94.0%
October 2012:	91.6%	89.7%	96.8%	91.6%
% Difference:	+1.5%	+2.2%	-1.4%	+2.4%

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,337	5,275	+1.2%	5,123	4,489	+14.1%
NYCT Bus	5,159	5,103	+1.1%	4,984	4,344	+14.7%
MTA Bus	6,000	5,920	+1.4%	5,624	5,034	+11.7%
System MDBSI (chart 2)	2,691	2,972	-9.4%	2,759	2,567	+7.5%
NYCT Bus	2,649	2,905	-8.8%	2,730	2,513	+8.6%
MTA Bus	2,837	3,211	-11.6%	2,857	2,757	+3.6%
System Trips Completed (chart 3)	99.24%	99.28%	-0.0%	99.22%	98.75%	+0.5%
NYCT Bus	99.30%	99.28%	+0.0%	99.23%	98.79%	+0.4%
MTA Bus	98.98%	99.29%	-0.3%	99.16%	98.60%	+0.6%
System AM Pull Out (chart 4)	99.67%	99.78%	-0.1%	99.65%	99.22%	+0.4%
NYCT Bus	99.82%	99.82%	-0.0%	99.68%	99.31%	+0.4%
MTA Bus	99.16%	99.65%	-0.5%	99.52%	98.92%	+0.6%
System PM Pull Out (chart 5)	99.87%	99.88%	-0.0%	99.85%	99.56%	+0.3%
NYCT Bus	99.95%	99.88%	+0.1%	99.85%	99.61%	+0.2%
MTA Bus	99.57%	99.88%	-0.3%	99.83%	99.37%	+0.5%
System Buses >= 12 years	25%	27%				
NYCT Bus	29%	30%				
MTA Bus	13%	19%				
System Fleet Age	7.70	7.55				
NYCT Bus	7.86	7.67				
MTA Bus	7.16	7.15				
Paratransit						
% of Trips Completed	94.87%	94.27%	+0.6%	93.96%	94.40%	-0.4%
Trips Requested	721,905	633,617	+13.9%	657,454	668,513	-1.7%
Trips Scheduled	646,945	573,898	+12.7%	590,784	605,652	-2.5%
Trips Completed	613,782	541,004	+13.5%	555,094	571,759	-2.9%
Early Cancellations as a Percentage of Trips Requested	9.57%	8.76%	+0.8%	9.40%	8.70%	+0.7%
Late Cancellations as a Percentage of Trips Scheduled	3.29%	3.78%	-0.5%	3.85%	3.64%	+0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.37%	1.60%	-0.2%	1.72%	1.64%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.46%	0.35%	+0.1%	0.48%	0.32%	+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	0.81%	0.67%	+0.1%	0.74%	0.70%	+0.0%
New Applications Received	3,578	1,258	+184.4%	2,951	2,686	+9.9%

Bus Mean Distance Between Failures - System*



Definition

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

Monthly Results

October 2013: 5,337
October 2012: 5,275

12-Month Average

Nov 12 - Oct 13 5,123
Nov 11 - Oct 12 4,489

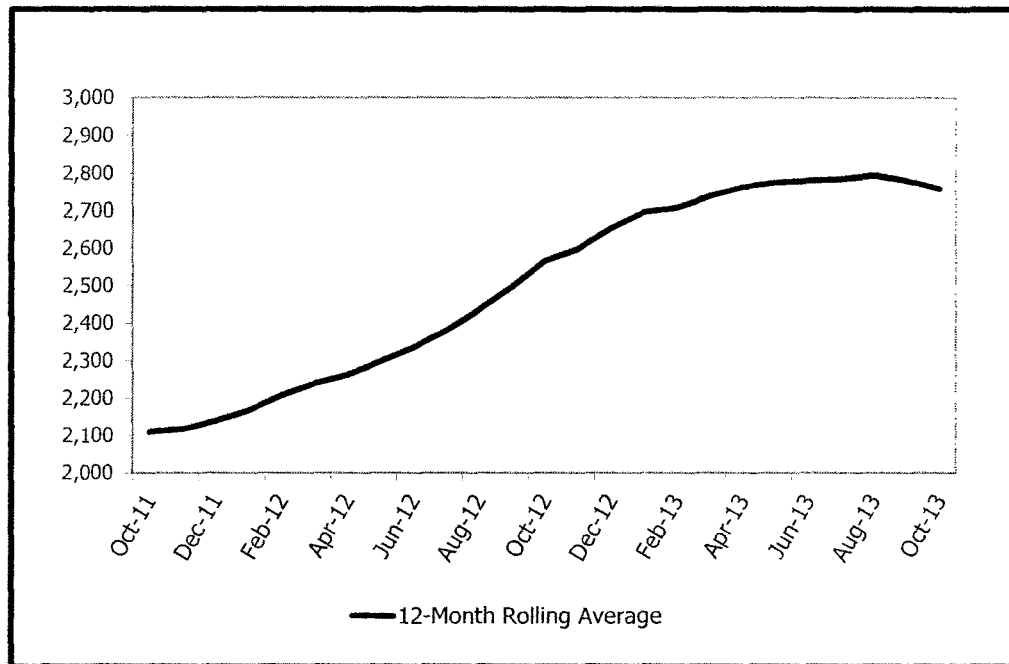
Annual Results

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

October 2013: 2,691
October 2012: 2,972

12-Month Average

Nov 12 - Oct 13 2,759
Nov 11 - Oct 12 2,567

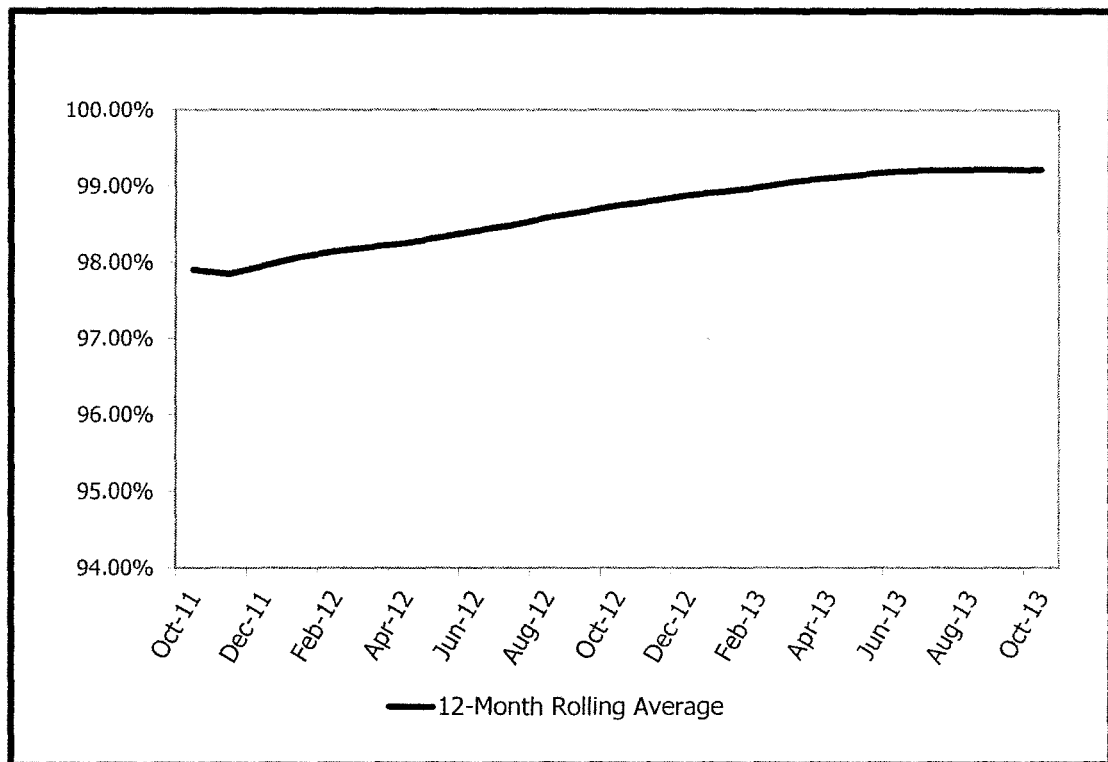
Annual Results

2013 YTD: 2,729
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

October 2013: 99.24%
 October 2012: 99.28%

12-Month Average

Nov 12 - Oct 13 99.22%
 Nov 11 - Oct 12 98.75%

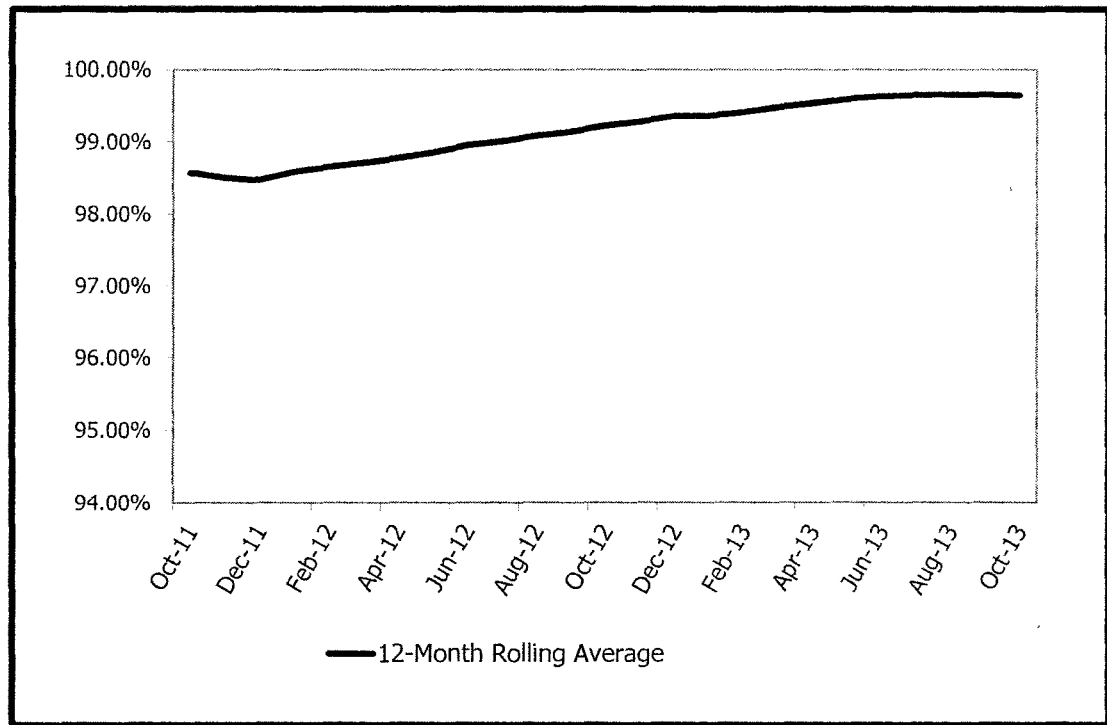
Annual Results

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

October 2013: 99.67%
 October 2012: 99.78%

12-Month Average

Nov 12 - Oct 13 99.65%
 Nov 11 - Oct 12 99.22%

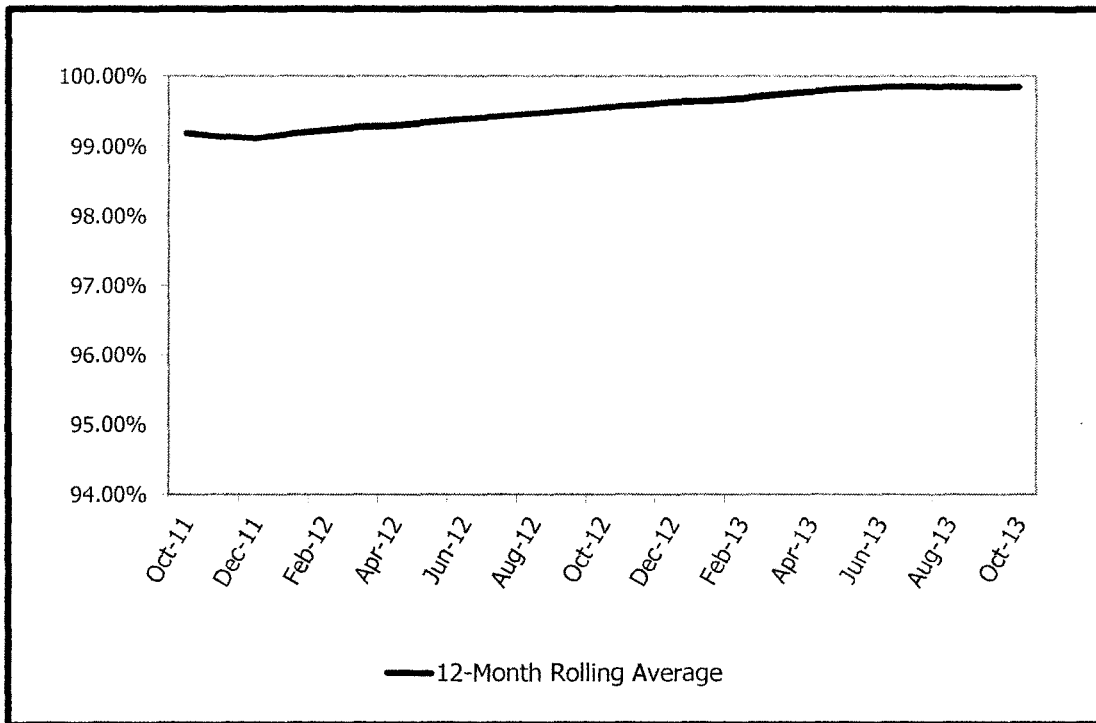
Annual Results

2013 YTD: 99.68%
 2012 Actual: 99.36%

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

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results		12-Month Average	Annual Results	
October 2013:	99.87%	Nov 12 - Oct 13	99.85%	2013 YTD: 99.88%
October 2012:	99.88%	Nov 11 - Oct 12	99.56%	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: October 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ¹ (chart 1)	2.56	2.77	-7.5%	2.89	2.79	+3.6%
Subway Customer Injuries per Million Customers ¹ (chart 2)	2.59	3.15	-17.7%	2.93	2.82	+3.9%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	2	1	+100.0%
Subway Fires ² (charts 5-6)	79	68	+16.2%	873	805	+8.4%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.92	2.79	+4.6%	2.70	2.44	+10.8%

Bus Collisions Per Million Miles (chart 7)						
Regional	52.49	47.43	+10.7%	49.29	45.30	+8.8%
NYCT Bus	53.72	48.01	+11.9%	50.68	46.35	+9.3%
MTA Bus	48.56	45.57	+6.6%	44.82	41.90	+7.0%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	8.87	8.37	+6.1%	6.67	6.57	+1.5%
NYCT Bus	8.61	8.52	+1.1%	7.18	6.98	+2.8%
MTA Bus	9.71	7.88	+23.2%	5.03	5.24	-4.1%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.12	0.99	+13.6%	1.04	1.14	-8.3%
NYCT Bus	1.17	0.95	+23.0%	1.06	1.10	-3.4%
MTA Bus	0.86	1.19	-27.7%	0.94	1.35	-30.5%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.31	1.07	+23.0%	1.13	1.18	-4.2%
NYCT Bus	1.39	1.04	+33.6%	1.14	1.14	+0.3%
MTA Bus	0.86	1.19	-27.7%	1.05	1.40	-24.5%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.52	4.74	+16.5%	5.20	5.68	-8.5%
MTA Bus	6.11	6.92	-11.8%	6.70	9.08	-26.2%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)						
	3.43	3.20	+7.2%	3.24	3.24	0.0%

Subways Crime Report						
Performance Indicator	Current Month: November 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	216	211	+2.4%	2,329	2,482	-6.2%
Robberies ^{3,4}	50	51	-2.0%	559	727	-23.1%

SIR Crime Report						
Performance Indicator	Current Month: November 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	4	0	+100.0%	23	27	-14.8%
Robberies ^{3,4}	1	0	+100.0%	8	12	-33.3%

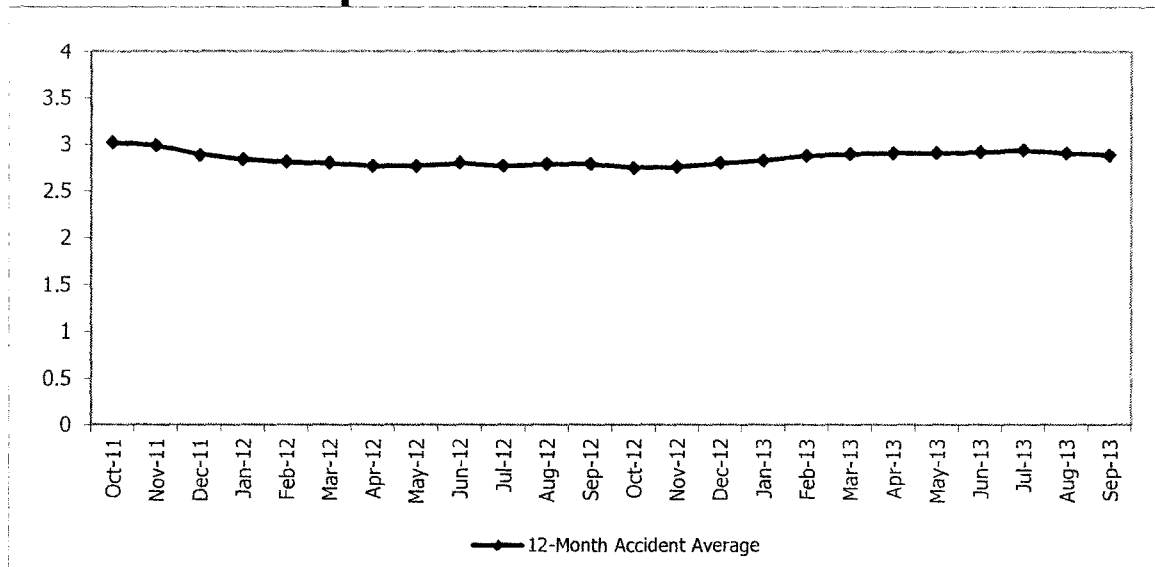
¹ Current month data is for September 2013.

² 12-month figures shown are totals rather than averages.

³ The table shows year-to-date figures rather than 12-month averages.

⁴ Current month data is for November 2013.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

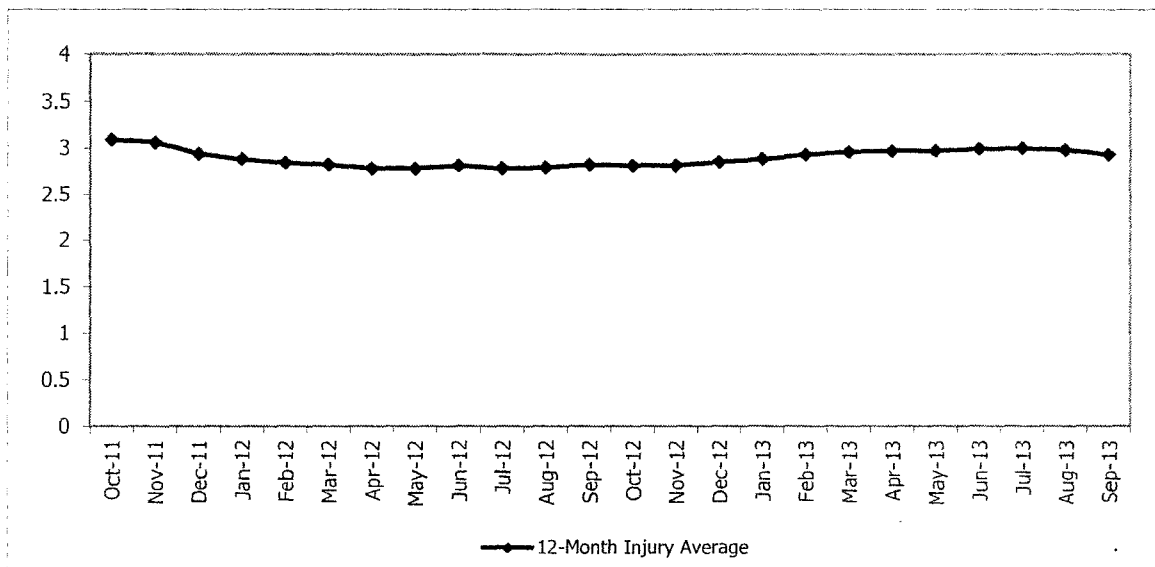
Sep 2013: 2.56
Sep 2012: 2.77

12-Month Average

Oct 12 - Sep 13: 2.89
Oct 11 - Sep 12: 2.79

Annual Results

2013 YTD: 2.89
2012 Actual: 2.80



Monthly Results

Sep 2013: 2.59
Sep 2012: 3.15

12-Month Average

Oct 12 - Sep 13: 2.93
Oct 11 - Sep 12: 2.82

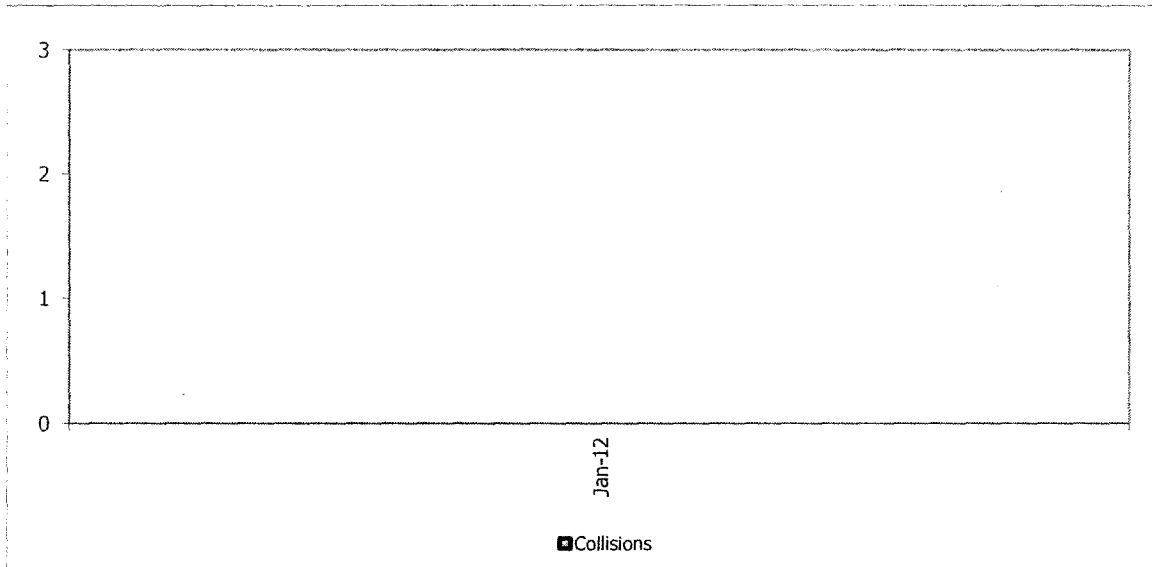
Annual Results

2013 YTD: 2.91
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

Nov 2013: 0

Nov 2012: 0

12-Month Average

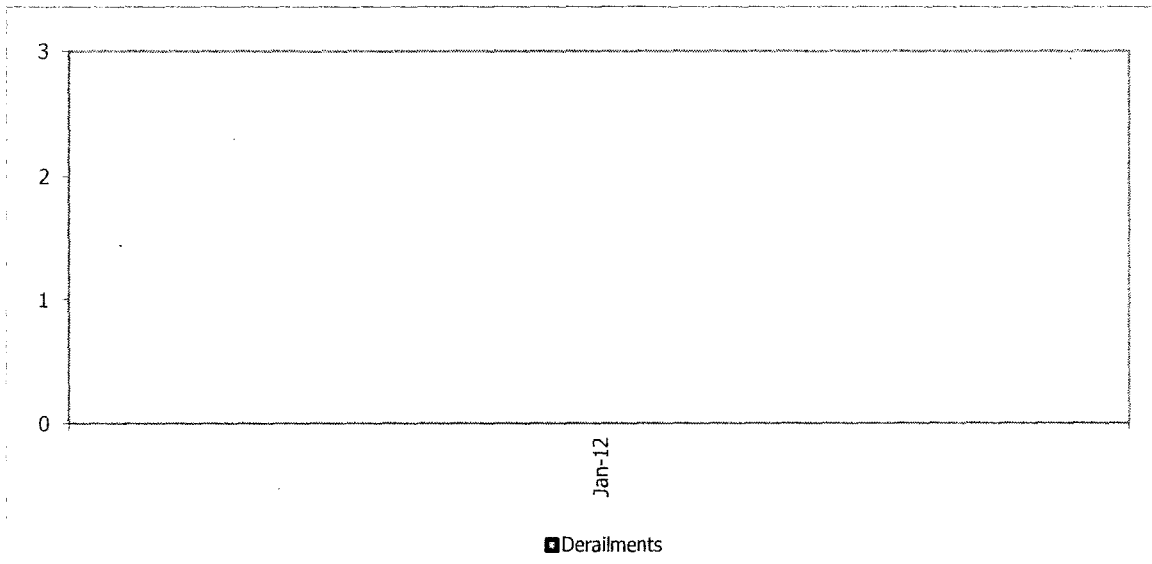
Dec 12 – Nov 13: 0

Dec 11 – Nov 12: 0

Annual Results

2013 YTD: 0

2012 Actual: 0



Monthly Results

Nov 2013: 0

Nov 2012: 0

12-Month Average

Dec 12 – Nov 13: 2

Dec 11 – Nov 12: 1

Annual Results

2013 YTD: 1

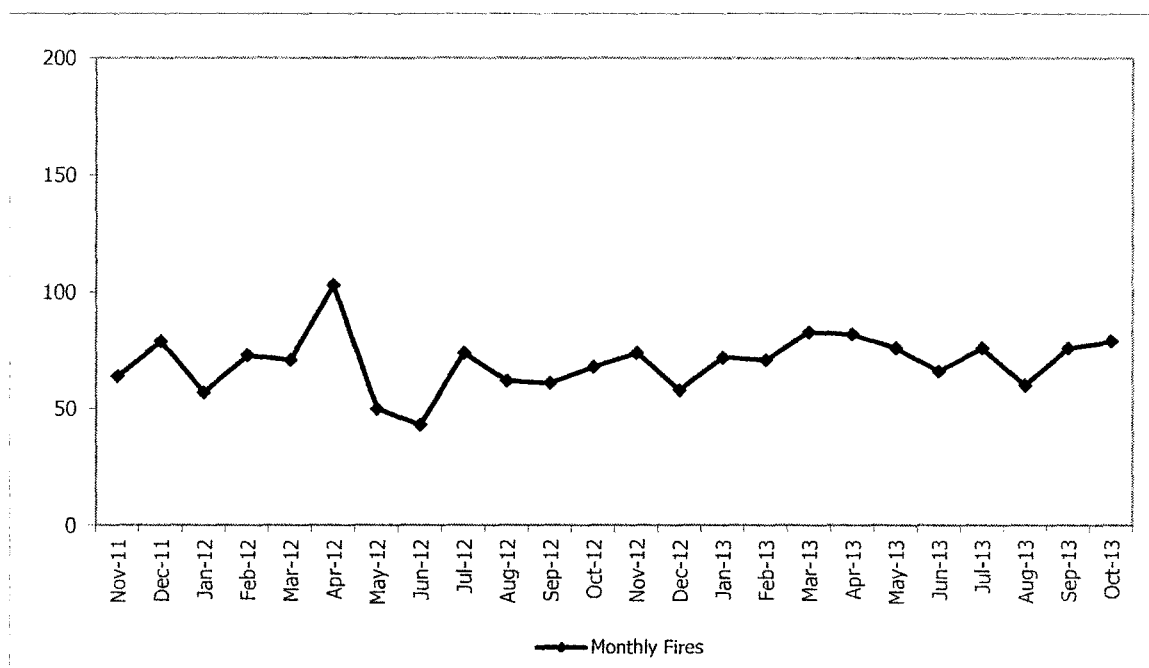
2012 Actual: 2

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

Oct 2013: 79

Oct 2012: 68

12-Month Average

Nov 12 – Oct 13: 873

Nov 11 – Oct 12: 805

Annual Results

2013 YTD: 741

2012 Actual: 794

Subway Fires

Fire severity is classified as follows:

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

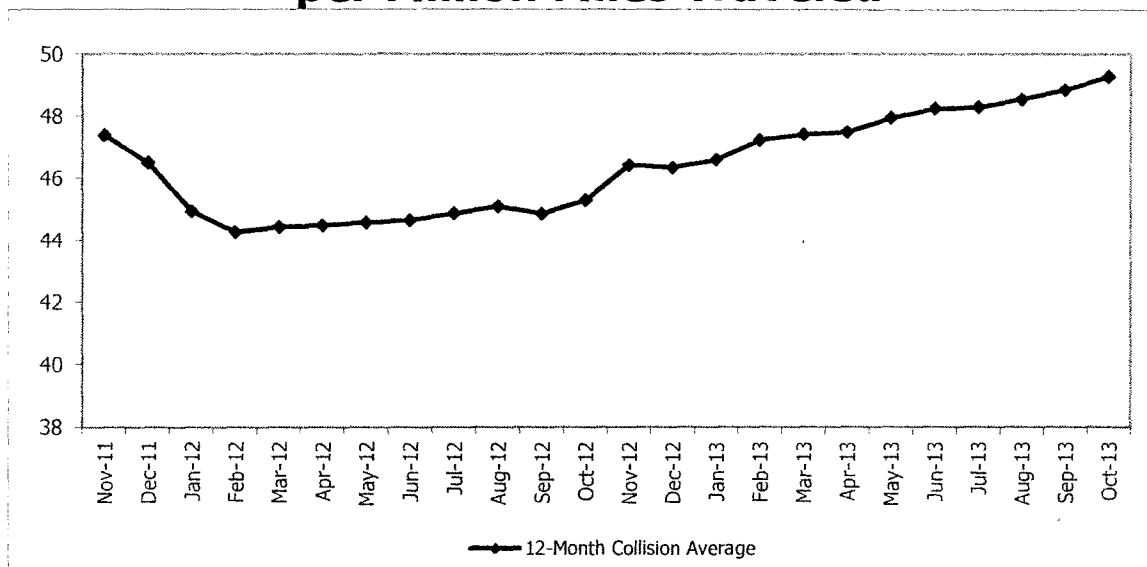
Severity & Location of fires during the current month were as follows:

Low:	88.6%	Train:	10
Average:	11.4%	Right-of-way:	55
Above Average:	0.0%	Station:	12
High:	0.0%	Other:	2
		Total:	79

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

Train:		Right-of-Way:		Station:	
Brake Shoes	4	Debris:	38	Debris:	10
Debris	2	Tie:	13	Light Fixture:	1
Hot Wheels	2	Cable:	2	Advertisement:	1

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

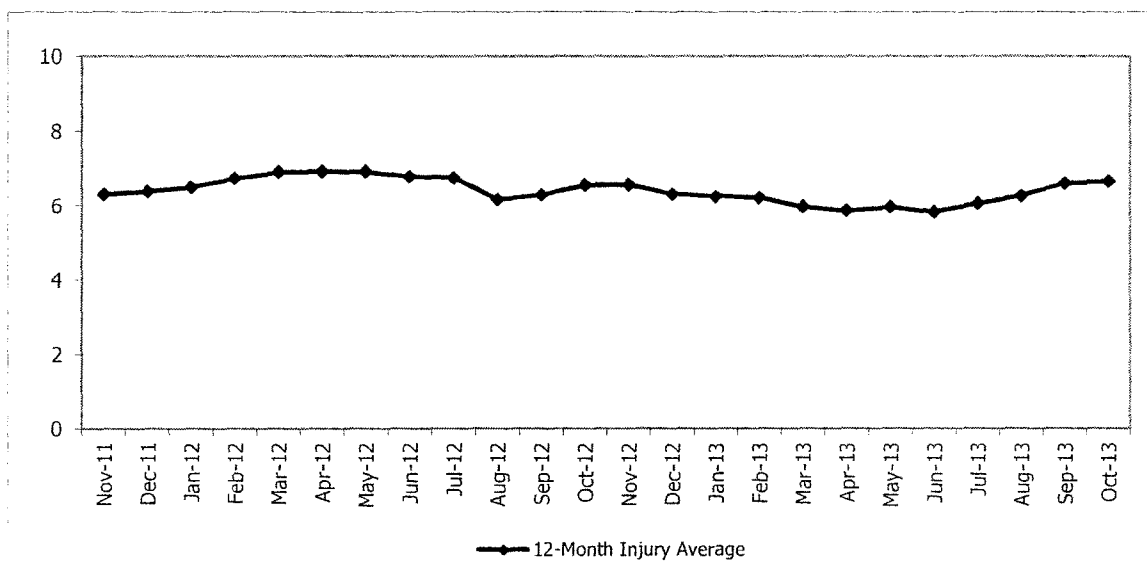
Oct 2013: 52.49
Oct 2012: 47.43

12-Month Average

Nov 12 – Oct 13: 49.29
Nov 11 – Oct 12: 45.30

Annual Results

2013 YTD: 48.80
2012 Actual: 46.35



Monthly Results

Oct 2013: 8.87
Oct 2012: 8.37

12-Month Average

Nov 12 – Oct 13: 6.67
Nov 11 – Oct 12: 6.57

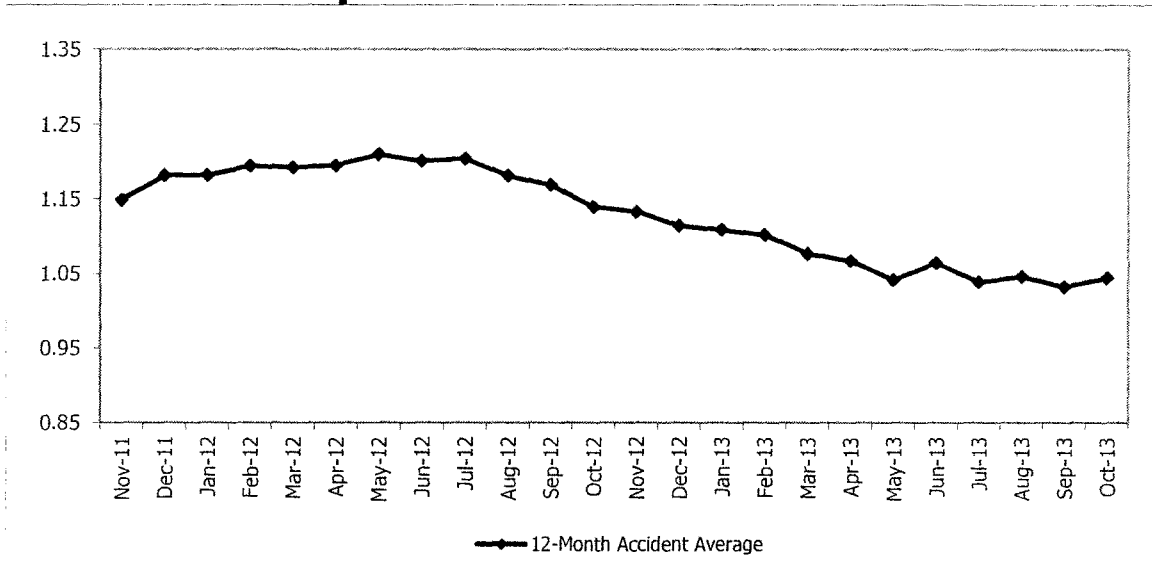
Annual Results

2013 YTD: 6.94
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

Oct 2013: 1.12

Oct 2012: 0.99

12-Month Average

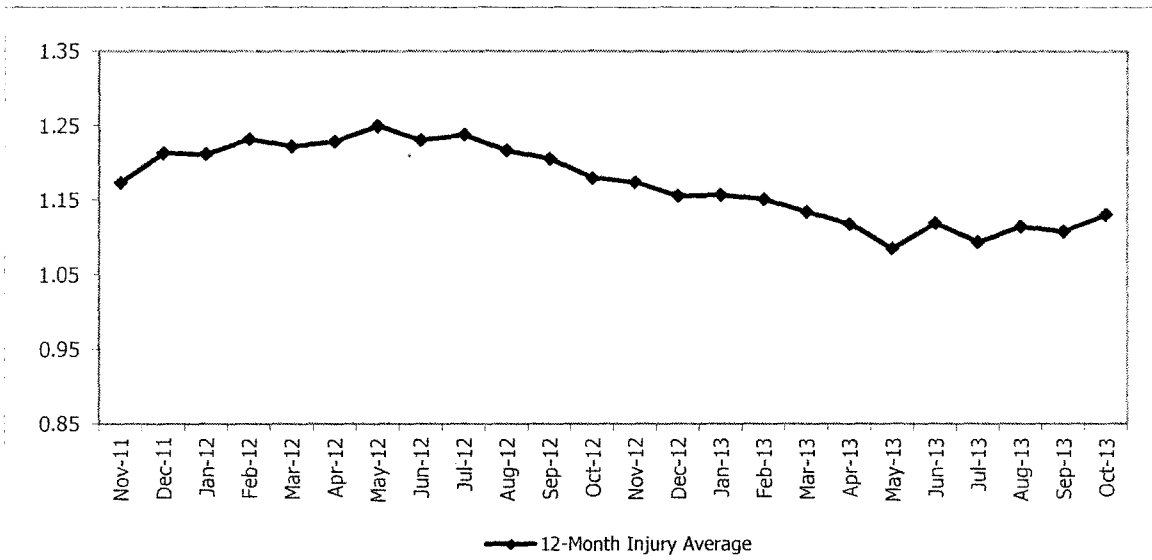
Nov 12 - Oct 13: 1.04

Nov 11 - Oct 12: 1.14

Annual Results

2013 YTD: 1.04

2012 Actual: 1.11



Monthly Results

Oct 2013: 1.31

Oct 2012: 1.07

12-Month Average

Nov 12 - Oct 13: 1.13

Nov 11 - Oct 12: 1.18

Annual Results

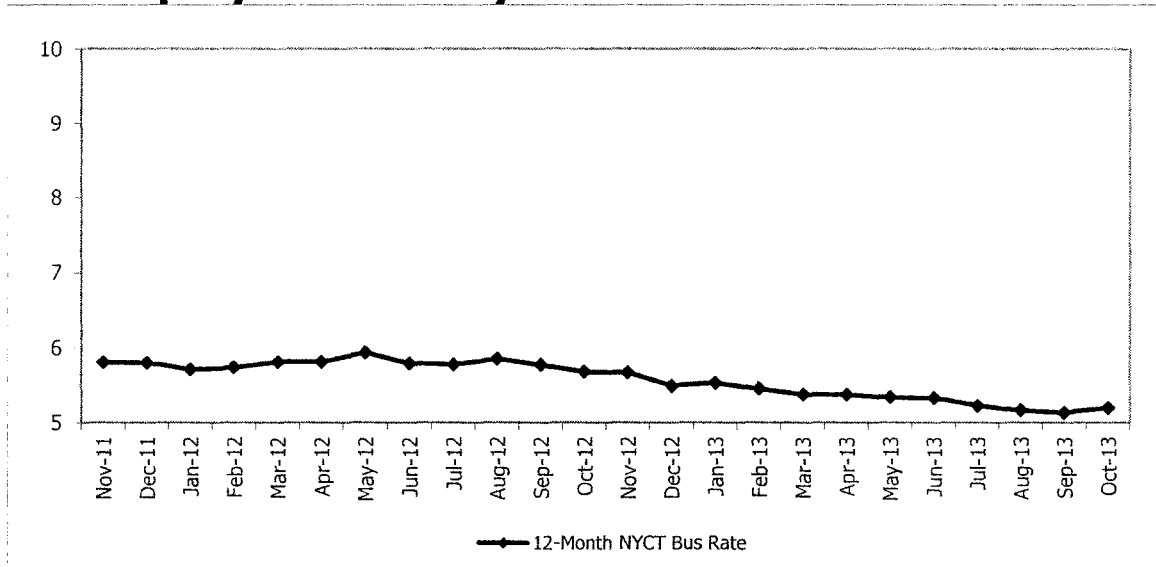
2013 YTD: 1.14

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

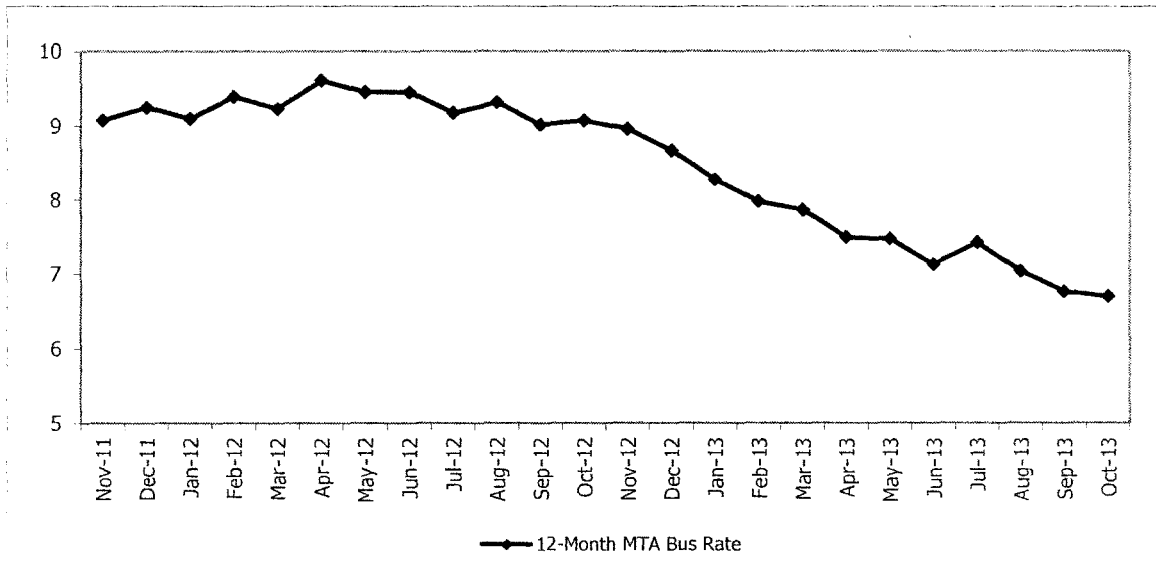
Oct 2013: 5.52
Oct 2012: 4.74

12-Month Average

Nov 12 – Oct 13: 5.20
Nov 11 – Oct 12: 5.68

Annual Results

2013 Goal: 5.13
2012 Actual: 5.50



Monthly Results

Oct 2013: 6.11
Oct 2012: 6.92

12-Month Average

Nov 12 – Oct 13: 6.70
Nov 11 – Oct 12: 9.08

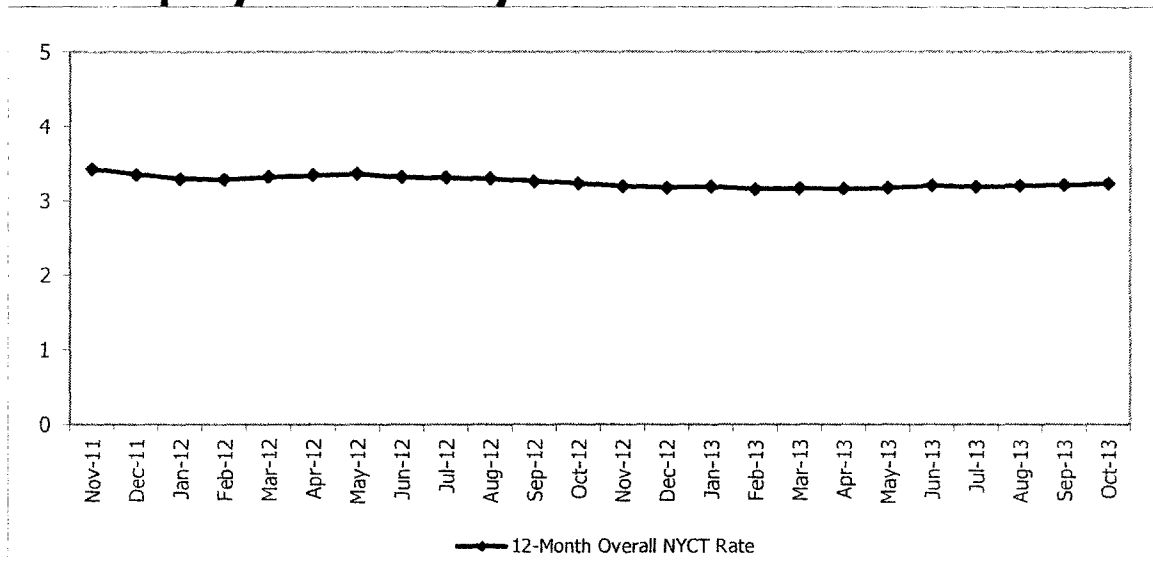
Annual Results

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

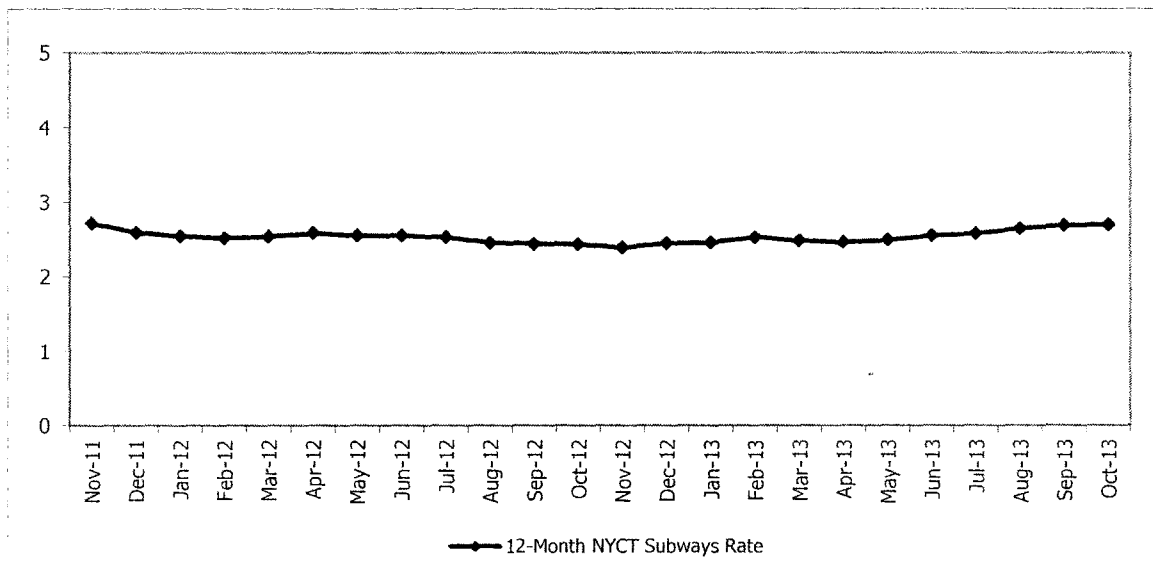
Oct 2013: 3.43
Oct 2012: 3.20

12-Month Average

Nov 12 – Oct 13: 3.24
Nov 11 – Oct 12: 3.24

Annual Results

2013 Goal: 2.97
2012 Actual: 3.18



Monthly Results

Oct 2013: 2.92
Oct 2012: 2.79

12-Month Average

Nov 12 – Oct 13: 2.70
Nov 11 – Oct 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
City of New York

REPORT

CRIME STATISTICS NOVEMBER

	2013	2012	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	50	51	-1	-2.0%
FELASSAULT	16	22	-6	-27.3%
BURGLARY	2	3	-1	-33.3%
GRLARCENY	148	134	14	10.4%
<u>TOTAL MAJOR FELONIES</u>	<u>216</u>	<u>211</u>	<u>5</u>	<u>2.4%</u>

During November the daily Robbery average remained the same at 1.7

During November the daily Major Felony average increased from 7 to 7.2

CRIME STATISTICS JANUARY THRU NOVEMBER

	2013	2012	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	5	9	-4	-44.4%
ROBBERY	559	727	-168	-23.1%
FELASSAULT	180	186	-6	-3.2%
BURGLARY	32	26	6	23.1%
GRLARCENY	1552	1534	18	1.2%
<u>TOTAL MAJOR FELONIES</u>	<u>2329</u>	<u>2482</u>	<u>-153</u>	<u>-6.2%</u>

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

Year to date, the daily Major Felony average decreased from 7.4 to 7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

NOVEMBER ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	4169	2712	1457	53.7%
TosArrest	2198	1600	598	37.4%
Summ	6774	5117	1657	32.4%

JANUARY - NOVEMBER ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	47899	44750	3149	7.0%
TosArrest	26229	23962	2267	9.5%
Summ	79878	84296	-4418	-5.2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-NOVEMBER																
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<i>Murder</i>	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1
<i>Rape</i>	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5
<i>Robbery</i>	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	643	709	727	559
<i>Assault</i>	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	186	180
<i>Burglary</i>	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32
<i>GL</i>	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1126	1407	1534	1552
<i>TOTAL MAJOR FELONIES</i>	5798	4441	4117	3921	3477	3373	2926	2964	2864	2467	2105	2086	1842	1952	2312	2482	2329
<i>Major Fel Per Day</i>	17.36	13.30	12.33	11.74	10.41	10.10	8.76	8.87	8.57	7.39	6.30	6.25	5.51	5.84	6.92	7.43	6.97



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

November 2013 vs. 2012

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

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	8	12	-4	-33%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	13	12	1	8%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	23	27	-4	-15%

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	October Results		October Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	7.5	2.1	3,332.5	3,360.3	27.8	0.8
Nonreimb. Exp. before Dep./OPEB	(6.0)	(1.1)	5,880.7	5,839.4	41.3	0.7
Net Cash Deficit*	42.2	25.6	(1,927.3)	(2,020.5)	(93.2)	(4.8)

*Excludes Subsidies and Debt Service

October 2013 **farebox revenue** was \$367.9 million, \$7.5 million (2.1 percent) above forecast. Subway revenue was \$6.4 million (2.4 percent) above forecast, bus revenue was \$1.2 million (1.5 percent) above forecast, and paratransit revenue was \$0.2 million (10.7 percent) below forecast. Year-to-date revenue was \$27.8 million (0.8 percent) above forecast, mostly due to subway revenue, which was \$25.9 million (1.0 percent) above forecast; bus revenue was \$2.8 million (0.4 percent) above forecast and paratransit revenue was \$0.9 million (6.1 percent) below forecast. Accrued fare media liability was equal to the forecast for both the month and year-to-date. The October 2013 non-student **average fare** of \$1.774 increased 8.3¢ from October 2012 due to the March 2013 fare increase; the subway fare increased 8.8¢, the local bus fare increased 6.2¢, and the express bus fare increased 37.0¢.

Total **ridership** in October 2013 of 220.5 million was 2.1 percent (4.6 million trips) above forecast. Average weekday ridership in October 2013 was 8.1 million, an increase of 1.0 percent from October 2012. Average weekday ridership for the twelve months ending October 2013 was 7.6 million, an increase of 0.4 percent from the twelve months ending October 2012.

Nonreimbursable expenses before depreciation and OPEB in October exceeded forecast by \$6.0 million (1.1 percent). Labor expenses were unfavorable by \$1.9 million (0.5 percent), due largely to higher overtime and fringe benefit expenses, mostly offset by payroll underruns, primarily due to vacancies, and favorable reimbursable overhead credits. Non-labor expenses were above forecast by \$4.1 million (2.8 percent), including a catch-up in electric power bill payments and some overruns in professional service contract expenses. These unfavorable results were partly offset by underruns in materials & supplies and paratransit expenses. Year-to-date, nonreimbursable expenses were \$41.3 million (0.7 percent) below forecast. Labor expenses were lower than forecast by \$33.2 million (0.7 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 were \$8.1 million (0.6 percent) under forecast, mostly from favorable results in paratransit service contracts, materials & supplies and maintenance contracts, partly offset by unfavorable results in professional service contracts, fuel and claims.

The **net cash deficit** for October year-to-date was \$2,020.5 million, unfavorable to forecast by \$93.2 million (4.8 percent), due largely to the unfavorable timing of NYC paratransit expense reimbursements and Capital Program reimbursements, and increased claims payouts.

FINANCIAL RESULTS

Farebox Revenue

October 2013 Farebox Revenue - (\$ in millions)

	October				October Year-to-Date			
	Forecast	Preliminary Actual	Favorable/(Unfavorable)		Forecast	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	270.0	276.4	6.4	2.4%	2,488.9	2,514.9	25.9	1.0%
NYCT Bus	84.4	85.7	1.2	1.5%	785.7	788.5	2.8	0.4%
Paratransit	1.7	1.5	(0.2)	(10.7%)	14.3	13.4	(0.9)	(6.1%)
Subtotal	356.1	363.6	7.5	2.1%	3,288.9	3,316.8	27.8	0.8%
Fare Media Liability	4.4	4.4	0.0	0.0%	43.5	43.5	0.0	0.0%
Total - NYCT	360.4	367.9	7.5	2.1%	3,332.5	3,360.3	27.8	0.8%
MTA Bus Company	17.4	18.2	0.7	4.3%	164.6	166.7	2.1	1.3%
Total - Regional Bus	101.8	103.8	2.0	2.0%	950.3	955.2	4.9	0.5%

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.
- Paratransit revenue continued to run below forecast, due in part to initiatives that diverted riders to more efficient modes.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change		2012	Prelim. 2013	Change	
			Amount	Percent			Amount	Percent
Subway	1.772	1.860	0.088	4.9%	1.428	1.490	0.062	4.3%
Local Bus	1.414	1.476	0.062	4.4%	1.428	1.490	0.062	4.3%
Subway & Local Bus	1.676	1.757	0.081	4.8%	1.428	1.490	0.062	4.3%
Express Bus	4.580	4.950	0.370	8.1%	4.578	4.936	0.358	7.8%
Total	1.692	1.774	0.083	4.9%	1.696	1.769	0.072	4.3%

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the October average fare of \$1.16 was 22¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenues were above forecast by \$6.1 million (17.7 percent) in the month and by \$7.7 million (1.8 percent) year-to-date. These favorable results were due largely to higher paratransit Urban Tax and advertising revenues.

Nonreimbursable Expenses

In October, nonreimbursable expenses before depreciation and OPEB exceeded forecast by \$6.0 million (1.1 percent). Year-to-date, expenses were \$41.3 million (0.7 percent) less than forecast. The major causes of these variances are reviewed below:

Labor expenses in the month of October were unfavorable to forecast by \$1.9 million (0.5 percent). Overtime expenses exceeded forecast by \$7.4 million (29.1 percent), due primarily to additional bus unscheduled service and subway/bus maintenance/vacancy coverage requirements. Health & welfare/OPEB current expenses overran by \$1.1 million (1.3 percent). Other fringe benefits were also above forecast by \$1.1 million (4.5 percent), due mainly to higher FICA and Workers' Compensation expenses. Pension expenses were above forecast by \$1.0 million (5.0 percent), due to the unfavorable timing of MaBSTOA pension expenses. Partly offsetting these negative results were payroll expenses which underran by \$4.7 million (1.9 percent), mostly from vacancies, and favorable reimbursable overhead credits of \$3.9 million (25.7 percent), resulting mainly from higher reimbursable salaries & wages. Year-to-date, labor costs were lower than forecast by \$33.2 million (0.7 percent). Health & welfare/OPEB current expenses underran forecast by \$28.3 million (3.5 percent), due to lower rates. Payroll expenses were favorable by \$18.7 million (0.8 percent), due largely to vacancies. Reimbursable overhead credits were favorable by \$11.3 million (7.1 percent), resulting mainly from higher reimbursable salaries & wages. Overtime expenses exceeded forecast by \$25.0 million (8.6 percent), due primarily to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy/adverse weather requirements.

Non-labor expenses exceeded forecast in October by \$4.1 million (2.8 percent). Electric power expenses were higher than forecast by \$7.8 million (30.5 percent), due largely to a catch-up of bill payments. Professional service contract expenses were over by \$5.5 million (63.5 percent), mostly due to overruns of bond services and Workers' Compensation Board expenses. Insurance expenses were also higher by \$2.0 million (39.1 percent), caused by the unfavorable timing of interagency payments. Materials & supplies expenses were below forecast by 7.1 million (26.9 percent), due largely to favorable inventory/obsolescence adjustments and underruns in vehicle and non-vehicle maintenance requirements. Paratransit service contract expenses were favorable by \$2.9 million (8.1 percent), due mostly to lower completed trips and call center activity, partly offset by the unfavorable timing of expenses. Fuel expenses were lower by \$1.0 million (7.4 percent), due largely to the favorable timing of expenses, partly offset by higher prices and consumption. Other business expenses were under by \$1.0 million (15.2 percent), mainly from stationery expense savings and favorable miscellaneous expenses/credits. Year-to-date, non-labor expenses were \$8.1 million (0.6 percent) under forecast, including the following:

- Paratransit service contracts were below forecast by \$16.2 million (5.0 percent), due mainly to lower completed trips, call center activity and vehicle rehabs, partly offset by the unfavorable timing of expenses.
- Materials and supplies expenses were under forecast by \$11.7 million (4.8 percent), primarily from retroactive reclassification adjustments, offset in other non-labor accounts, favorable inventory/obsolescence adjustments, and higher scrap/surplus sales.
- Maintenance contract expenses were less than forecast by \$9.9 million (6.1 percent), due primarily to underruns in auto purchases and painting expenses, partly offset by the unfavorable timing of maintenance and repair requirements.

- Other business expenses were favorable by \$1.7 million (3.3 percent), primarily from stationery expense savings.
- Professional service contracts were higher than forecast by \$22.0 million (20.1 percent), mostly due to overruns of bond services and Workers' Compensation Board expenses, unfavorable retroactive reclassification adjustments offset in other non-labor accounts, and the unfavorable timing of data center expenses.
- Fuel expenses were unfavorable to forecast by \$4.3 million (3.2 percent), due mostly to higher consumption and prices, and the unfavorable timing of expenses.
- Claims (public liability) expenses were higher by \$2.9 million (4.0 percent), due to increased claims payouts.
- Insurance expenses exceeded forecast by \$1.7 million (3.4 percent), due to the unfavorable timing of interagency payments.

Depreciation expenses were below forecast year-to-date by \$56.5 million (4.6 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 \$1,026.9 million of accrued expenses year-to-date, \$54.0 million (5.0 percent) lower than forecast, based on current actuarial information.

The **net cash deficit** for October year-to-date was \$2,020.5 million, unfavorable to forecast by \$93.2 million (4.8 percent), due largely to the unfavorable timing of NYC paratransit expense reimbursements and Capital Program reimbursements, and increased claims payouts.

Inventory (see Inventory Note following)

Inventory at the end of October was \$208.0 million, \$24.7 million (13.5 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 45,485 full-time paid incumbents at the end of October, 131 more than in September and an increase of 355 from December 2012 (excluding 199 temporary December paid incumbents).

RIDERSHIP RESULTS

October 2013 Ridership vs. Forecast - (millions)

	October				October Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	152.7	156.5	3.7	2.4%	1,413.1	1,423.5	10.5	0.7%
NYCT Bus	62.2	63.2	1.0	1.6%	567.9	569.2	1.2	0.2%
Subtotal	214.9	219.6	4.7	2.2%	1,981.0	1,992.7	11.7	0.6%
Paratransit	0.9	0.8	(0.1)	(8.5%)	8.1	7.8	(0.3)	(4.1%)
Total - NYCT	215.8	220.5	4.6	2.1%	1,989.1	2,000.5	11.4	0.6%
MTA Bus Company	11.1	11.6	0.5	4.3%	103.4	104.9	1.4	1.4%
Total - Regional Bus	73.3	74.8	1.5	2.0%	671.4	674.0	2.7	0.4%

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.

October Average Weekday and Weekend Ridership vs. Prior Year

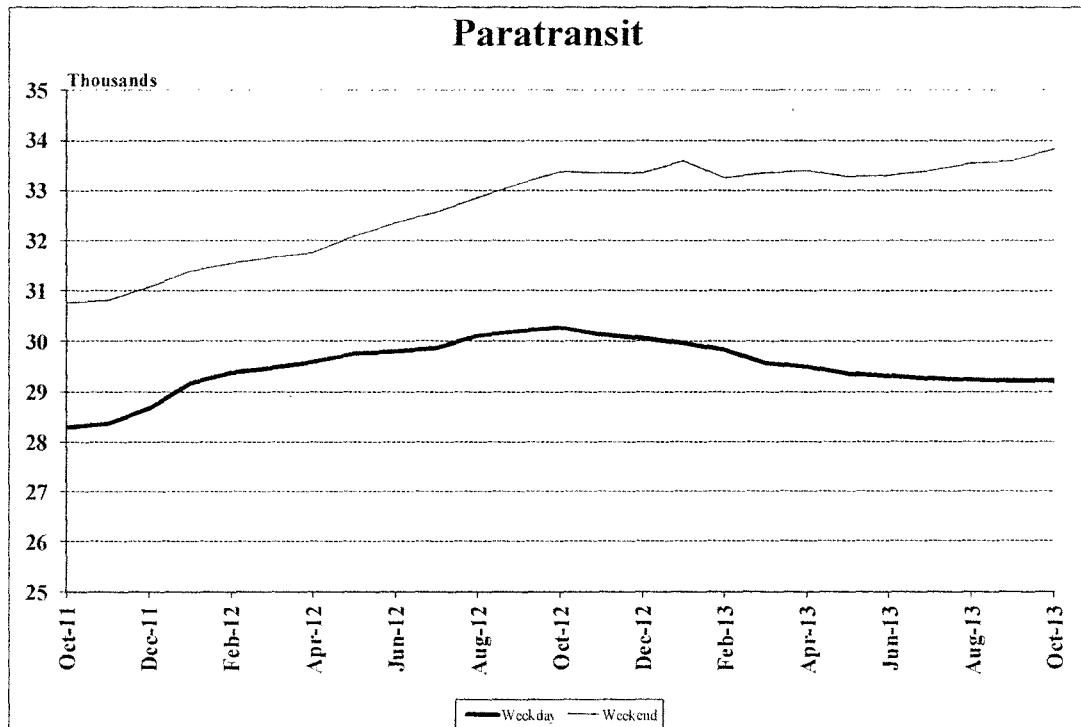
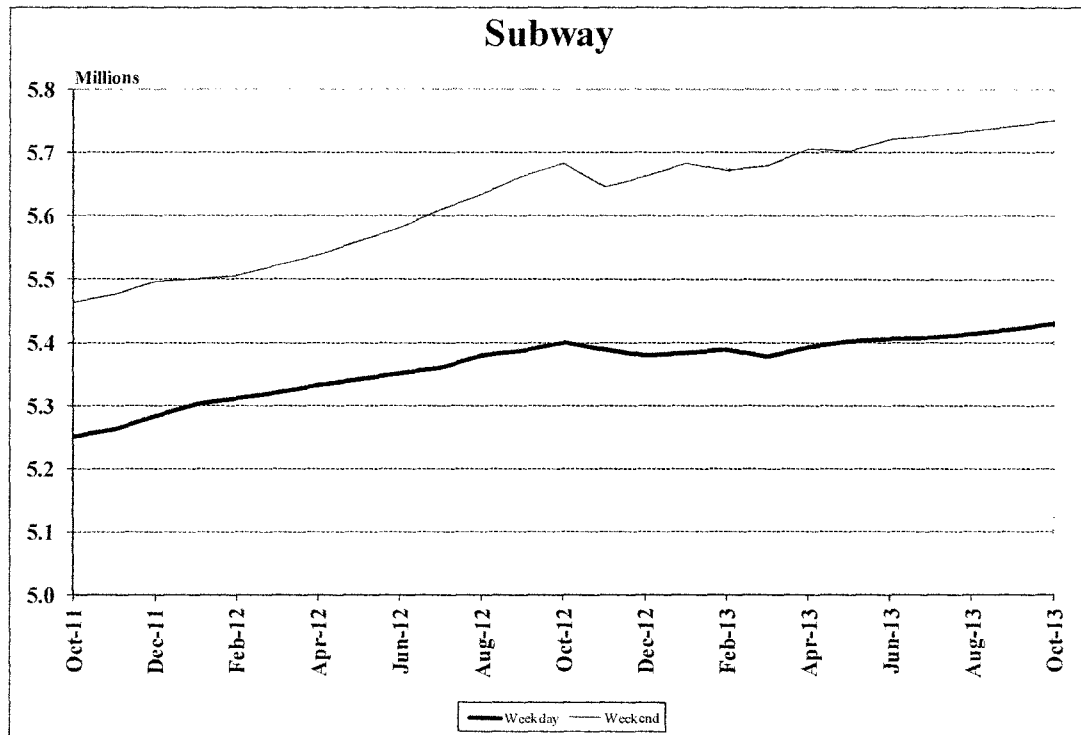
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2012	2013	Amount	Percent	2012	2013	Amount	Percent
Subway	5,679	5,750	+71	+1.2%	5,919	6,041	+122	+2.1%
NYCT Local Bus	2,269	2,278	+9	+0.4%	2,322	2,419	+97	+4.2%
NYCT Express Bus	45	45	+0	+1.0%	12	13	+1	+11.7%
Paratransit	31	30	-0	-0.5%	33	36	+3	+9.0%
TOTAL - NYCT	8,024	8,103	+79	+1.0%	8,286	8,510	+224	+2.7%
MTABC Local Bus	393	401	+8	+2.1%	370	395	+25	+6.7%
MTABC Express Bus	34	33	-1	-4.2%	14	14	+0	+0.7%
Total - MTA Bus	427	434	+7	+1.6%	384	409	+25	+6.5%
Total - Regional Bus	2,741	2,757	16	+0.6%	2,717	2,841	123	+4.5%
12-Month Rolling Average								
Subway	5,400	5,431	+31	+0.6%	5,684	5,751	+67	+1.2%
Local Bus	2,130	2,129	-0	-0.0%	2,298	2,320	+22	+1.0%
Express Bus	43	42	-1	-2.2%	10	12	+2	+16.3%
Paratransit	30	29	-1	-3.6%	33	34	+0	+1.3%
TOTAL - NYCT	7,603	7,632	+29	+0.4%	8,025	8,116	+91	+1.1%
MTABC Local Bus	366	375	+8	+2.3%	365	379	+14	+3.9%
MTABC Express Bus	34	33	-1	-3.9%	14	13	-0	-2.3%
Total - MTA Bus	401	408	+7	+1.7%	378	392	+14	+3.7%
Total - Regional Bus	2,574	2,579	6	+0.2%	2,686	2,724	38	+1.4%

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

- October 2013 average weekday subway ridership was the highest of any October in over forty-five years. October 24, 2013 had 5.985 million riders, the highest ridership on record; four weekdays in the month had over 5.9 million riders.
- October 2013 average weekend subway and total NYCT ridership were both the highest of any October 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.

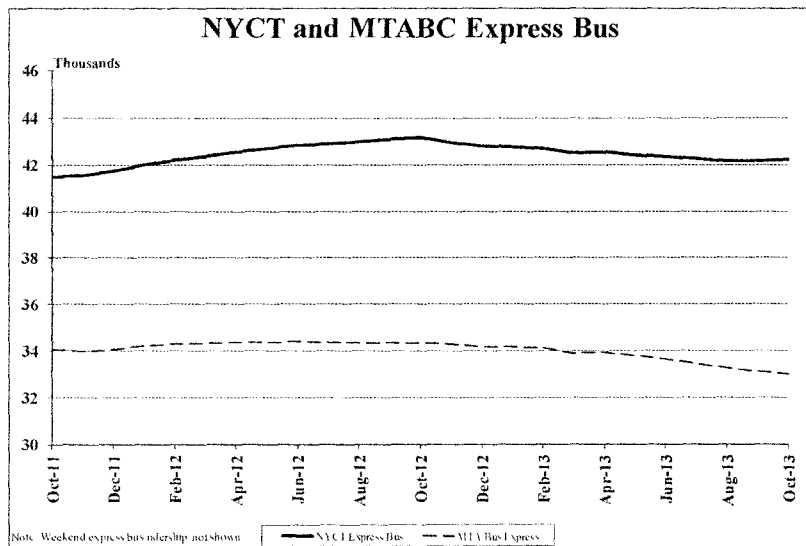
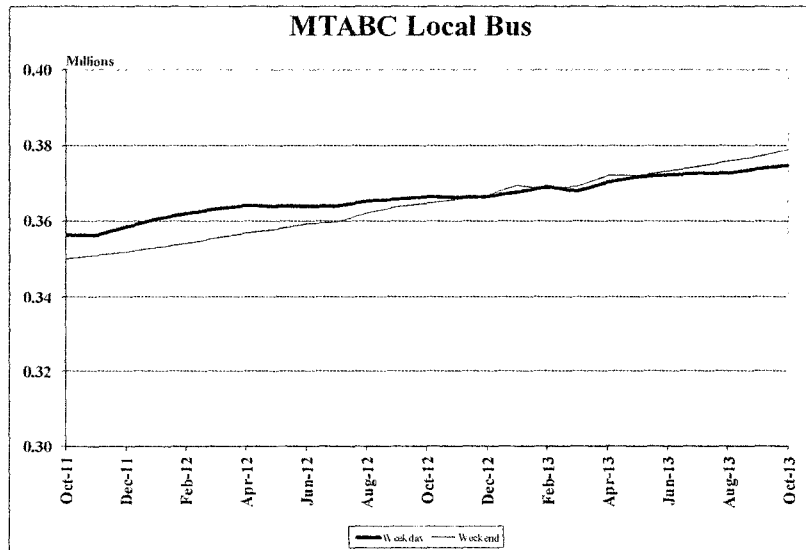
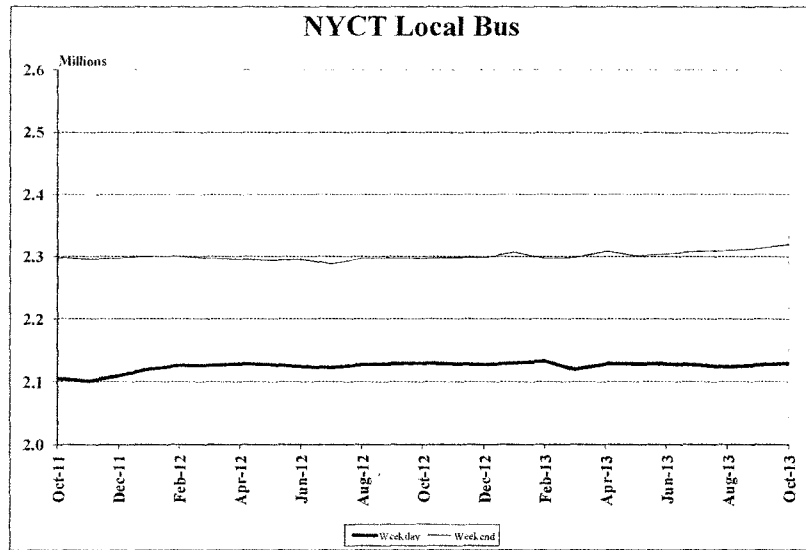
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From October 2012 to October 2013, ridership increased on most services, but decreased on Paratransit, Staten Island Railway, MTA Express Bus, and Staten Island Ferry. The largest increase was on PATH (up 10.9 percent) and the largest decrease was on Staten Island Railway (down 6.6 percent). Average weekend ridership increased on all services, except Staten Island Railway and PATH.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Oct-12	Preliminary Oct-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,679	5,750	+1.2%	+0.6%
NYCT Local Bus	2,269	2,278	+0.4%	-0.0%
NYCT Express Bus	45	45	+1.0%	-2.2%
NYCT Paratransit	31	30	-0.5%	-3.6%
Staten Island Railway	18	17	-6.6%	-8.3%
MTA Local Bus	393	401	+2.1%	+2.3%
MTA Express Bus	34	33	-4.2%	-3.9%
Long Island Rail Road	268	290	+7.9%	-1.6%
Metro-North Railroad	254	279	+10.0%	-0.6%
Staten Island Ferry	67	66	-1.6%	n/a
PATH	234	259	+10.9%	-10.5%
<u>Average Weekend</u>				
NYCT Subway	5,919	6,041	+2.1%	+1.2%
NYCT Local Bus	2,322	2,419	+4.2%	+1.0%
NYCT Express Bus	12	13	+11.7%	+16.3%
NYCT Paratransit	33	36	+9.0%	+1.3%
Staten Island Railway	9	8	-9.9%	-16.2%
MTA Local Bus	370	395	+6.7%	+3.9%
MTA Express Bus	14	14	+0.7%	-2.3%
Long Island Rail Road	170	177	+4.1%	-1.3%
Metro-North Railroad	200	204	+2.2%	-1.6%
Staten Island Ferry	75	92	+21.8%	n/a
PATH	230	219	-4.7%	-16.5%

MTA Bridges and Tunnels (thousands)				
Average Weekday	736	816	+10.9%	-0.5%
Average Weekend	1,508	1,571	+4.2%	-1.5%

Note: Percentages are based on unrounded data

Economy

From October 2012 to October 2013, New York City employment increased 2.0 percent (79,000 jobs). Private sector employment increased 2.5 percent (82,800 jobs) and government employment decreased 0.7 percent (3,800 jobs). The sub-sector with the largest absolute and percentage increase was educational/health services (up 38,700 jobs or 4.8 percent). Manufacturing (down 1,500 jobs or 1.9 percent) and information (down 1,500 jobs or 0.8 percent) were the only sub-sectors with employment decreases.

Some agencies of the federal government were shut down or operating at reduced staffing from October 1, 2013 through October 16, 2013. However, the shutdown had little discernible effect on government employment, as most of the losses in this sector were state and local government 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.

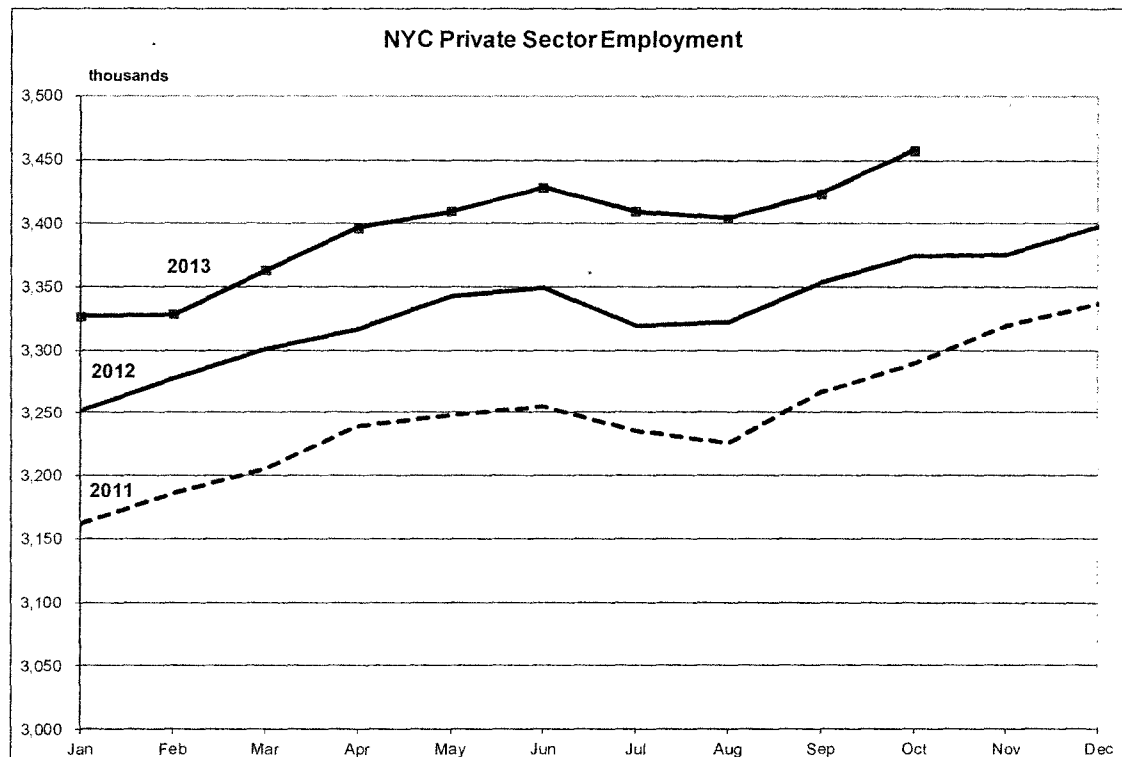


Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue												
Subway	\$269,962	\$276,399	\$6,437	2.4	\$0,000	\$0,000	\$0,000	-	\$269,962	\$276,399	\$6,437	2.4
Bus	84,421	85,659	1,238	1.5	0,000	0,000	0,000	-	84,421	85,659	1,238	1.5
Paratransit	1,686	1,506	(0,180)	(10.7)	0,000	0,000	0,000	-	1,686	1,506	(0,180)	(10.7)
Fare Media Liability	4,351	4,351	0,000	0.0	0,000	0,000	0,000	-	4,351	4,351	0,000	0.0
Total Farebox Revenue	360,420	367,915	7,495	2.1	0,000	0,000	0,000	-	360,420	367,915	7,495	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	9,408	9,408	0,000	0.0	0,000	0,000	0,000	-	9,408	9,408	0,000	0.0
Paratransit Reimbursement	13,408	16,641	3,233	24.1	0,000	0,000	0,000	-	13,408	16,641	3,233	24.1
Other	11,958	14,863	2,905	24.3	0,000	0,000	0,000	-	11,958	14,863	2,905	24.3
Total Other Operating Revenue	34,774	40,912	6,138	17.7	0,000	0,000	0,000	-	34,774	40,912	6,138	17.7
Capital and Other Reimbursements	0,000	0,000	0,000	-	73,412	85,397	11,985	16.3	73,412	85,397	11,985	16.3
Total Revenue	\$395,194	\$408,827	\$13,633	3.4	\$73,412	\$85,397	\$11,985	16.3	\$468,606	\$494,224	\$25,618	5.5
Expenses												
Labor												
Payroll	247,799	243,081	4,718	1.9	37,464	28,252	9,212	24.6	285,263	271,333	13,930	4.9
Overtime	25,251	32,602	(7,351)	(29.1)	0,312	11,743	(11,431)	-	25,563	44,345	(18,782)	(73.5)
Total Salaries & Wages	273,050	275,683	(2,633)	(1.0)	37,776	39,995	(2,219)	(5.9)	310,826	315,678	(4,852)	(1.6)
Health and Welfare	53,415	51,717	1,698	3.2	2,309	1,668	0,641	27.8	55,724	53,385	2,339	4.2
OPEB Current Payment	29,670	32,482	(2,812)	(9.5)	0,000	0,000	0,000	-	29,670	32,482	(2,812)	(9.5)
Pensions	19,511	20,479	(0,968)	(5.0)	0,407	0,412	(0,005)	(1.2)	19,918	20,891	(0,973)	(4.9)
Other Fringe Benefits	23,721	24,799	(1,078)	(4.5)	10,725	10,416	0,309	2.9	34,446	35,215	(0,769)	(2.2)
Total Fringe Benefits	126,317	129,477	(3,160)	(2.5)	13,441	12,496	0,945	7.0	139,758	141,973	(2,215)	(1.6)
Reimbursable Overhead	(15,102)	(18,980)	3,878	25.7	15,102	18,980	(3,878)	(25.7)	0,000	0,000	0,000	-
Total Labor Expenses	\$384,265	\$386,180	(\$1,916)	(0.5)	\$66,319	\$71,471	(\$5,152)	(7.8)	\$450,584	\$457,651	(\$7,067)	(1.6)
Non-Labor												
Electric Power	25,603	33,408	(7,805)	(30.5)	0,021	0,038	(0,017)	(81.0)	25,624	33,446	(7,822)	(30.5)
Fuel	13,370	12,378	0,992	7.4	0,002	0,002	0,000	0.0	13,372	12,380	0,992	7.4
Insurance	5,225	7,266	(2,041)	(39.1)	0,000	0,000	0,000	-	5,225	7,266	(2,041)	(39.1)
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	36,072	33,158	2,914	8.1	0,000	0,000	0,000	-	36,072	33,158	2,914	8.1
Misc. and Other Operating Contracts	16,742	17,360	(0,638)	(3.8)	(0,224)	2,561	(2,785)	-	16,518	19,941	(3,423)	(20.7)
Professional Service Contracts	8,691	14,212	(5,521)	(63.5)	1,686	1,681	0,005	0.3	10,377	15,893	(5,516)	(53.2)
Materials & Supplies	26,248	19,183	7,065	26.9	5,235	9,237	(4,002)	(76.4)	31,483	28,420	3,063	9.7
Other Business Expenses	6,455	5,477	0,978	15.2	0,373	0,407	(0,034)	(9.1)	6,828	5,884	0,944	13.8
Total Non-Labor Expenses	\$145,847	\$149,903	(\$4,056)	(2.8)	\$7,093	\$13,926	(\$6,833)	(96.3)	\$152,940	\$163,829	(\$10,889)	(7.1)
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	\$530,112	\$536,083	(\$5,971)	(1.1)	\$73,412	\$85,397	(\$11,985)	(16.3)	\$603,524	\$621,480	(\$17,956)	(3.0)
Depreciation	137,265	119,839	17,446	12.7	0,000	0,000	0,000	-	137,265	119,839	17,446	12.7
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	-
Total Expenses	\$667,397	\$655,922	\$11,475	1.7	\$73,412	\$85,397	(\$11,985)	(16.3)	\$740,809	\$741,319	(\$0,510)	(0.1)
Net Surplus/(Deficit)	(\$272,203)	(\$247,095)	\$25,108	9.2	\$0,000	\$0,000	\$0,000	-	(\$272,203)	(\$247,095)	\$25,108	9.2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue												
Subway	\$2,488.946	\$2,514.883	\$25.937	1.0	\$0.000	\$0.000	\$0.000	-	\$2,488.946	\$2,514.883	\$25.937	1.0
Bus	785.712	788.466	2.754	0.4	0.000	0.000	0.000	-	785.712	788.466	2.754	0.4
Paratransit	14.290	13.415	(0.875)	(6.1)	0.000	0.000	0.000	-	14.290	13.415	(0.875)	(6.1)
Fare Media Liability	43.519	43.519	0.000	0.0	0.000	0.000	0.000	-	43.519	43.519	0.000	0.0
Total Farebox Revenue	3,332.467	3,360.283	27.816	0.8	0.000	0.000	0.000	-	3,332.467	3,360.283	27.816	0.8
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	69.019	69.021	0.002	0.0	0.000	0.000	0.000	-	69.019	69.021	0.002	0.0
Paratransit Reimbursement	134.981	138.321	3.340	2.5	0.000	0.000	0.000	-	134.981	138.321	3.340	2.5
Other	231.178	235.550	4.372	1.9	0.000	0.000	0.000	-	231.178	235.550	4.372	1.9
Total Other Operating Revenue	435.178	442.892	7.714	1.8	0.000	0.000	0.000	-	435.178	442.892	7.714	1.8
Capital and Other Reimbursements	0.000	0.000	0.000	-	748.950	784.566	35.616	4.8	748.950	784.566	35.616	4.8
Total Revenue	\$3,767.645	\$3,803.175	\$35.530	0.9	\$748.950	\$784.566	\$35.616	4.8	\$4,516.595	\$4,587.741	\$71.146	1.6
Expenses												
Labor												
Payroll	2,399.063	2,380.338	18.725	0.8	298.034	279.279	18.755	6.3	2,697.097	2,659.617	37.480	1.4
Overtime	291.236	316.242	(25.006)	(8.6)	63.628	92.340	(28.712)	(45.1)	354.864	408.582	(53.718)	(15.1)
Total Salaries & Wages	2,690.299	2,696.580	(6.281)	(0.2)	361.662	371.619	(9.957)	(2.8)	3,051.961	3,068.199	(16.238)	(0.5)
Health and Welfare	531.743	504.453	27.290	5.1	21.105	18.442	2.663	12.6	552.848	522.895	29.953	5.4
OPEB Current Payment	273.306	272.300	1.006	0.4	0.000	0.000	0.000	-	273.306	272.300	1.006	0.4
Pensions	892.722	892.885	(0.163)	(0.0)	28.832	29.015	(0.183)	(0.6)	921.554	921.900	(0.346)	(0.0)
Other Fringe Benefits	247.894	247.853	0.041	0.0	93.608	95.498	(1.890)	(2.0)	341.502	343.351	(1.849)	(0.5)
Total Fringe Benefits	1,945.665	1,917.491	28.174	1.4	143.545	142.955	0.590	0.4	2,089.210	2,060.446	28.764	1.4
Reimbursable Overhead	(158.896)	(170.235)	11.339	7.1	158.896	170.235	(11.339)	(7.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$4,477.068	\$4,443.836	\$33.232	0.7	\$664.103	\$684.809	(\$20.706)	(3.1)	\$5,141.171	\$5,128.645	\$12.526	0.2
Non-Labor												
Electric Power	258.065	258.530	(0.465)	(0.2)	0.213	0.292	(0.079)	(37.1)	258.278	258.822	(0.544)	(0.2)
Fuel	133.038	137.340	(4.302)	(3.2)	0.016	0.016	0.002	11.1	133.056	137.356	(4.300)	(3.2)
Insurance	49.511	51.184	(1.673)	(3.4)	0.000	0.000	0.000	-	49.511	51.184	(1.673)	(3.4)
Claims	74.410	77.351	(2.941)	(4.0)	0.000	0.000	0.000	-	74.410	77.351	(2.941)	(4.0)
Paratransit Service Contracts	321.608	305.401	16.207	5.0	0.000	0.964	(0.964)	-	321.608	306.365	15.243	4.7
Mtce. and Other Operating Contracts	161.408	151.508	9.900	6.1	21.609	31.379	(9.770)	(45.2)	183.017	182.887	0.130	0.1
Professional Service Contracts	109.729	131.758	(22.029)	(20.1)	15.150	18.340	(3.190)	(21.1)	124.879	150.098	(25.219)	(20.2)
Materials & Supplies	242.567	230.895	11.672	4.8	46.207	47.399	(1.192)	(2.6)	288.774	278.294	10.480	3.6
Other Business Expenses	53.323	51.575	1.748	3.3	1.650	1.367	0.283	17.2	54.973	52.942	2.031	3.7
Total Non-Labor Expenses	\$1,403.659	\$1,395.542	\$8.117	0.6	\$84.847	\$99.757	(\$14.910)	(17.6)	\$1,488.506	\$1,495.299	(\$6.793)	(0.5)
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	\$5,880.727	\$5,839.378	\$41.349	0.7	\$748.950	\$784.566	(\$35.616)	(4.8)	\$6,629.677	\$6,623.944	\$5.733	0.1
Depreciation	1,234.430	1,177.978	56.452	4.6	0.000	0.000	0.000	-	1,234.430	1,177.978	56.452	4.6
OPEB Account	1,080.869	1,026.880	53.989	5.0	0.000	0.000	0.000	-	1,080.869	1,026.880	53.989	5.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$8,196.026	\$8,044.236	\$151.790	1.9	\$748.950	\$784.566	(\$35.616)	(4.8)	\$8,944.976	\$8,828.802	\$116.174	1.3
Net Surplus/(Deficit)	(\$4,428.381)	(\$4,241.061)	\$187.320	4.2	\$0.000	\$0.000	\$0.000	-	(\$4,428.381)	(\$4,241.061)	\$187.320	4.2

NOTE: Totals may not add due to rounding.

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	6.1	17.7	Primarily due to higher paratransit urban tax and advertising revenues, and miscellaneous income resulting from fare media transactions	7.7	1.8	Primarily due to higher paratransit urban tax and advertising revenues, and miscellaneous income resulting from fare media transactions
Payroll	NR	4.7	1.9	Mostly due to vacancies	18.7	0.8	Primarily due to vacancies
Overtime	NR	(7.4)	(29.1)	Mainly due to additional bus unscheduled service and subway/bus maintenance & vacancy coverage requirements	(25.0)	(8.6)	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				28.3	3.5	Mostly lower rates
Pension	NR	(1.0)	(5.0)	The unfavorable timing of MaBSTOA pension expense			
Other Fringe Benefits	NR	(1.1)	(4.5)	Largely increased FICA and Workers' Compensation expenses			
Reimbursable Overhead	NR	3.9	25.7	Favorable overhead credits, resulting mostly from higher reimbursable salaries & wages	11.3	7.1	Favorable overhead credits, resulting mostly from higher reimbursable salaries & wages
Electric Power	NR	(7.8)	(30.5)	Mainly a catch-up of bill payments			
Fuel	NR	1.0	7.4	Largely the favorable timing of expenses, partly offset by higher prices and consumption.	(4.3)	(3.2)	Due mostly to higher consumption and prices, and the unfavorable timing of expenses
Insurance	NR	(2.0)	(39.1)	The unfavorable timing of interagency payments	(1.7)	(3.4)	The unfavorable timing of interagency payments
Claims	NR				(2.9)	(4.0)	Mostly increased claims payouts
Paratransit Service Contracts	NR	2.9	8.1	Mostly due to lower completed trips and call center activity, partly offset by the unfavorable timing of expenses	16.2	5.0	Mostly due to lower completed trips, call center activity and vehicle rehabs, partly offset by the unfavorable timing of expenses
Maintenance and Other Operating Contracts	NR	(0.6)	(3.8)	Primarily overruns in building-related, safety equipment, and equipment rental expenses, partly offset by underruns in painting and refuse/recycling expenses.	9.9	6.1	Primarily underruns in auto purchases and painting expenses, partly offset by the unfavorable timing of maintenance and repair requirements

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	NR	(5.5)	(63.5)	Mostly due to overruns of bond services and Workers' Compensation Board expenses	(22.0)	(20.1)	Mostly due to overruns of bond services and Workers' Compensation Board expenses, retroactive reclassification adjustments offset in other non-labor accounts, and the unfavorable timing of data center expenses
Materials & Supplies	NR	7.1	26.9	Due largely to favorable inventory/obsolescence adjustments and underruns in vehicle and non-vehicle maintenance requirements	11.7	4.8	Due largely to retroactive reclassification adjustments offset in other non-labor accounts, favorable inventory/obsolescence adjustments, and higher scrap/surplus sales
Other Business Expenses	NR	1.0	15.2	Primarily stationery expense savings and favorable miscellaneous expenses/credits	1.7	3.3	Primarily stationery expense savings
Depreciation	NR	17.4	12.7	Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use	56.5	4.6	Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use
OPEB Long-Term Account	NR				54.0	5.0	Lower accrued expenses, based on current actuarial information
Capital and Other Reimbursements	R	12.0	16.3	Increase to provide for reimbursement of reimbursable expense increase	35.6	4.8	Increase to provide for reimbursement of reimbursable expense increase
Payroll	R	9.2	24.6	Mainly underruns of capital construction and engineering requirements, and a misclassification of forecast expenses offset in reimbursable overtime	18.8	6.3	Mainly underruns of capital construction and engineering requirements, and a misclassification of forecast expenses offset in reimbursable overtime
Overtime	R	(11.4)	n/a	Largely additional work in Subways, specifically for track, operations, station environment and infrastructure, and a misclassification of forecast expenses offset in reimbursable payroll	(28.7)	(45.1)	Largely additional work in Subways, specifically for track, infrastructure, power, station environment and operations requirements, and a misclassification of forecast expenses offset in reimbursable payroll
Health & Welfare	R	0.6	27.8	Lower rates	2.7	12.6	Lower rates
Other Fringe Benefits	R	0.3	2.9	Primarily lower direct overhead expenses	(1.9)	(2.0)	Primarily higher direct overhead expenses, resulting from increased reimbursable net salaries & wages

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Paratransit Service Contracts	R				(1.0)	n/a	Interactive voice response system support costs to enhance riders ability to call into the system to locate available trips
Maintenance and Other Operating Contracts	R	(2.8)	n/a	Largely the unfavorable timing of maintenance services, building-related and operating contract costs	(9.8)	(45.2)	Largely the unfavorable timing of maintenance services, building-related and operating contract costs
Professional Service Contracts	R				(3.2)	(21.1)	Mostly the unfavorable timing of IT hardware, data center and EDP maintenance & repair expenses
Materials & Supplies	R	(4.0)	(76.4)	Mainly the unfavorable timing of non-vehicle maintenance requirements	(1.2)	(2.6)	Mainly the unfavorable timing of vehicle maintenance requirements
Other Business Expenses	R				0.3	17.2	Largely favorable miscellaneous expenses and credits

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$355.690	\$398.013	\$42.323	11.9	\$3,359.123	\$3,414.361	\$55.238	1.6
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6.313	0.000	(6.313)	(100.0)	77.704	71.426	(6.278)	(8.1)
Paratransit Reimbursement	2.700	2.936	0.236	8.7	157.777	104.341	(53.436)	(33.9)
Other	3.722	3.572	(0.150)	(4.0)	147.990	147.142	(0.848)	(0.6)
Total Other Operating Revenue	12.735	6.508	(6.227)	(48.9)	383.471	322.909	(60.562)	(15.8)
Capital and Other Reimbursements	91.412	85.737	(5.675)	(6.2)	749.606	697.732	(51.874)	(6.9)
Total Receipts	\$459.837	\$490.258	\$30.421	6.6	\$4,492.200	\$4,435.002	(\$57.198)	(1.3)
Expenditures								
Labor:								
Payroll	263.839	250.079	13.760	5.2	2,697.859	2,684.951	12.908	0.5
Overtime	23.161	40.015	(16.854)	(72.8)	346.041	373.937	(27.896)	(8.1)
Total Salaries & Wages	287.000	290.094	(3.094)	(1.1)	3,043.900	3,058.888	(14.988)	(0.5)
Health and Welfare	39.724	23.485	16.239	40.9	587.550	576.621	10.929	1.9
OPEB Current Payment	29.670	32.482	(2.812)	(9.5)	273.306	272.300	1.006	0.4
Pensions	79.002	80.194	(1.192)	(1.5)	646.185	646.762	(0.577)	(0.1)
Other Fringe Benefits	29.507	28.522	0.985	3.3	307.214	314.947	(7.733)	(2.5)
Total Fringe Benefits	177.903	164.683	13.220	7.4	1,814.255	1,810.630	3.625	0.2
GASB Account	5.784	5.681	0.103	1.8	54.923	55.296	(0.373)	(0.7)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$470.687	\$460.458	\$10.229	2.2	\$4,913.078	\$4,924.814	(\$11.736)	(0.2)
Non-Labor:								
Electric Power	26.580	25.670	0.910	3.4	256.367	255.789	0.578	0.2
Fuel	11.884	3.087	8.797	74.0	135.172	135.418	(0.246)	(0.2)
Insurance	12.586	15.773	(3.187)	(25.3)	54.796	52.812	1.984	3.6
Claims	6.720	2.997	3.723	55.4	67.604	87.492	(19.888)	(29.4)
Paratransit Service Contracts	35.341	35.928	(0.587)	(1.7)	321.070	316.791	4.279	1.3
Mtce. and Other Operating Contracts	17.587	22.031	(4.444)	(25.3)	195.579	181.720	13.859	7.1
Professional Service Contracts	10.081	11.359	(1.278)	(12.7)	125.912	142.773	(16.861)	(13.4)
Materials & Supplies	26.895	29.594	(2.699)	(10.0)	293.821	299.638	(5.817)	(2.0)
Other Business Expenditures	6.302	6.001	0.301	4.8	56.070	58.211	(2.141)	(3.8)
Total Non-Labor Expenditures	\$153.976	\$152.440	\$1.536	1.0	\$1,506.391	\$1,530.644	(\$24.253)	(1.6)
Other Expenditure Adjustments								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$624.663	\$612.898	\$11.765	1.9	\$6,419.469	\$6,455.458	(\$35.989)	(0.6)
Net Surplus/(Deficit)	(\$164.826)	(\$122.640)	\$42.186	25.6	(\$1,927.269)	(\$2,020.456)	(\$93.187)	(4.8)

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
October 2013
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	42.3	11.9	Mostly due to the favorable timing of the counting and depositing of cash and fare media-related payments	55.2	1.6	Mostly due to the favorable timing of the counting and depositing of cash and fare media-related payments
Other Operating Receipts	(6.2)	(48.9)	Due to the unfavorable timing of receipt of student fare reimbursements	(60.6)	(15.8)	Due to the unfavorable timing of receipt of NYC paratransit partial expense reimbursements
Capital and Other Reimbursements	(5.7)	(6.2)	Mostly the unfavorable timing of reimbursements	(51.9)	(6.9)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	13.4	19.3	Mainly the favorable timing of payments	11.9	1.4	Largely lower rates, partly offset by the unfavorable timing of payments
Other Fringe Benefits				(7.7)	(2.5)	Largely the unfavorable timing of payments
Fuel	8.8	74.0	Primarily the favorable timing of payments			
Insurance	(3.2)	(25.3)	The unfavorable timing of interagency payments	2.0	3.6	The favorable timing of interagency payments
Claims	3.7	55.4	The favorable timing of claims payouts	(19.9)	(29.4)	Higher claims payouts
Maintenance Contracts	(4.4)	(25.3)	Primarily expense overruns and the unfavorable timing of payments	13.9	7.1	Mainly the favorable timing of payments
Professional Service Contracts	(1.3)	(12.7)	Mostly due to overruns of bond services and Workers' Compensation Board expenses, partly offset by the favorable timing of payments	(16.9)	(13.4)	Mostly due to overruns of bond services and Workers' Compensation Board expenses, and the unfavorable timing of data center expenses, partly offset by the favorable timing of payments
Materials & Supplies	(2.7)	(10.0)	Mostly the unfavorable timing of payments, partly offset by expense underruns	(5.8)	(2.0)	Mostly the unfavorable timing of payments, partly offset by expense underruns
Other Business Expenses				(2.1)	(3.8)	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)
October 2013
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$4.730)	\$30.098	\$34.828	736.3	\$26.656	\$54.078	\$27.422	102.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue								
Fare Reimbursement	(3.095)	(9.408)	(6.313)	(204.0)	8.685	2.405	(6.280)	(72.3)
Paratransit Reimbursement	(10.708)	(13.705)	(2.997)	(28.0)	22.796	(33.980)	(56.776)	(249.1)
Other	(8.236)	(11.291)	(3.055)	(37.1)	(83.188)	(88.408)	(5.220)	(6.3)
Total Other Operating Revenue	(22.039)	(34.404)	(12.365)	(56.1)	(51.707)	(119.983)	(68.276)	(132.0)
Capital and Other Reimbursements	18.000	0.340	(17.660)	(98.1)	0.656	(86.834)	(87.490)	-
Total Receipts	(\$8.769)	(\$3.966)	\$4.803	54.8	(\$24.395)	(\$152.739)	(\$128.344)	(526.1)
Expenditures								
Labor:								
Payroll	21.424	21.254	(0.170)	(0.8)	(0.762)	(25.334)	(24.572)	-
Overtime	2.402	4.330	1.928	80.3	8.823	34.645	25.822	292.7
Total Salaries & Wages	23.826	25.584	1.758	7.4	8.061	9.311	1.250	15.5
Health and Welfare	16.000	29.900	13.900	86.9	(34.702)	(53.726)	(19.024)	(54.8)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.303)	(0.219)	(0.4)	275.369	275.138	(0.231)	(0.1)
Other Fringe Benefits	4.939	6.693	1.754	35.5	34.288	28.404	(5.884)	(17.2)
Total Fringe Benefits	(38.145)	(22.710)	15.435	40.5	274.955	249.816	(25.139)	(9.1)
GASB Account	(5.784)	(5.681)	0.103	1.8	(54.923)	(55.296)	(0.373)	(0.7)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$20.103)	(\$2.807)	\$17.296	86.0	\$228.093	\$203.831	(\$24.262)	(10.6)
Non-Labor:								
Electric Power	(0.956)	7.776	8.732	-	1.911	3.033	1.122	58.7
Fuel	1.488	9.293	7.805	524.5	(2.116)	1.938	4.054	191.6
Insurance	(7.361)	(8.507)	(1.146)	(15.6)	(5.285)	(1.628)	3.657	69.2
Claims	0.721	4.444	3.723	516.4	6.806	(10.141)	(16.947)	(249.0)
Paratransit Service Contracts	0.731	(2.770)	(3.501)	(478.9)	0.538	(10.426)	(10.964)	-
Mtce. and Other Operating Contracts	(1.069)	(2.090)	(1.021)	(95.5)	(12.562)	1.167	13.729	109.3
Professional Service Contracts	0.296	4.534	4.238	-	(1.033)	7.325	8.358	809.1
Materials & Supplies	4.588	(1.174)	(5.762)	(125.6)	(5.047)	(21.344)	(16.297)	(322.9)
Other Business Expenses	0.526	(0.117)	(0.643)	(122.2)	(1.097)	(5.269)	(4.172)	(380.3)
Total Non-Labor Expenditures	(\$1.036)	\$11.389	\$12.425	-	(\$17.885)	(\$35.345)	(\$17.460)	(97.6)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$21.139)	\$8.582	\$29.721	140.6	\$210.208	\$168.486	(\$41.722)	(19.8)
Depreciation	137.285	119.839	(17.446)	(12.7)	1,234.430	1,177.978	(56.452)	(4.6)
OPEB Account	0.000	0.000	0.000	-	1,080.869	1,026.880	(53.989)	(5.0)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$116.146	\$128.421	\$12.275	10.6	\$2,525.507	\$2,373.344	(\$152.163)	(6.0)
Total Cash Conversion Adjustments	\$107.377	\$124.455	\$17.078	15.9	\$2,501.112	\$2,220.605	(\$280.507)	(11.2)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>October 2013 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	3,767.6	3,796.7	3,803.2	35.5	0.9	6.5	0.2
Total Expenses before Depreciation, OPEB and Environmental Remediation	5,880.7	5,849.0	5,839.4	41.3	0.7	9.6	0.2
4.18 Depreciation	1,234.4	1,173.1	1,178.0	56.4	4.6	(4.9)	(0.4)
OPEB Account	1,080.9	1,054.4	1,026.9	54.0	5.0	27.5	2.6
Environmental Remediation	0.0	0.0	0.0	0.0	n/a	0.0	0.0
Total Expenses	8,196.0	8,076.5	8,044.3	151.7	1.9	32.2	0.4
Net Surplus/(Deficit)	(4,428.4)	(4,279.8)	(4,241.1)	187.3	4.2	38.7	0.9

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	October 2013 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	6.5	0.2	Primarily higher farebox and advertising revenues
Total Expenses (Nonreimbursable)	32.2	0.4	<p>Operating expense underruns of \$9.6M were due mostly to the following:</p> <ul style="list-style-type: none"> -Lower fringe benefit expenses -Favorable reimbursable overhead credits -Timing of materials & supplies expenses -Overtime expenses were higher <p>Depreciation expenses exceeded the estimate by \$4.9M OPEB account expenses were favorable by \$27.5M</p>

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

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
October 2013

	Mid-Year <u>Forecast</u>	<u>Actual</u>	Variance <u>Fav./(Unfav.)</u>	<u>Explanation</u>
Administration:				
Office of the President	59	47	12	
Law	267	265	2	
Office of the EVP	41	37	4	
Human Resources	230	246	(16)	
Office of Management and Budget	39	37	2	
Capital Planning & Budget	31	29	2	
Corporate Communications	254	234	20	
Technology & Information Services	446	426	20	
Non-Departmental	84	1	83	TWU Apprentice Program-one appointed currently
Labor Relations	96	88	8	
Materiel	252	239	13	
Controller	137	141	(4)	
Total Administration	1,936	1,790	146	
Operations				
Subways Rapid Transit Operations	7,301	7,361	(60)	Mainly Maintenance Hourlies reflected in Nov. Fin. Plan
Subways Operations Support	317	331	(14)	
Subways Stations	2,593	2,608	(15)	
Sub-total Subways	10,211	10,300	(89)	
Buses	10,524	10,473	51	Bus Operator vacancies
Paratransit	209	195	14	
Operations Planning	417	395	22	
Revenue Control	461	432	29	
Total Operations	21,822	21,795	27	
Maintenance				
Subways Operations Support	226	225	1	
Subways Engineering	315	316	(1)	
Subways Car Equipment	4,221	4,166	55	Mainly Maintenance Hourly and prof/tech positions
Subways Infrastructure	1,376	1,364	12	
Subways Elevator & Escalators	381	370	11	
Subways Stations	3,505	3,449	56	Mainly Maintenance Hourly and supervisor positions
Subways Track	2,730	2,679	51	Mainly Maintenance Hourly and managerial positions
Subways Power	585	594	(9)	
Subways Signals	1,418	1,403	15	
Subways Electronic Maintenance	1,431	1,371	60	Mainly PTE's and hourly positions
Sub-total Subways	16,188	15,937	251	
Buses	3,753	3,658	95	Mainly hourly positions
Revenue Control	137	137	0	
Supply Logistics	561	556	5	
System Safety	91	88	3	
Total Maintenance	20,730	20,376	354	
Engineering/Capital				
Capital Program Management	1,319	1,203	116	Hiring delays for positions added in July FP for Sandy and small business mentoring
Total Engineering/Capital	1,319	1,203	116	
Public Safety				
Security	584	569	15	
Total Public Safety	584	569	15	
Total Positions	46,391	45,733	658	
Non-Reimbursable	41,751	41,423	328	
Reimbursable	4,640	4,310	330	
Total Full-Time	46,226	45,491	735	
Total Full-Time Equivalents	165	242	(77)	

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
October 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance	Explanation
			Fav./((Unfav)	
Administration:				
Managers/Supervisors	659	567	92	
Professional, Technical, Clerical	1,162	1,200	(38)	
Operational Hourlies	115	23	92	
Total Administration	1,936	1,790	146	
Operations				
Managers/Supervisors	2,515	2,493	22	
Professional, Technical, Clerical	450	446	4	
Operational Hourlies	18,857	18,856	1	
Total Operations	21,822	21,795	27	
Maintenance				
Managers/Supervisors	3,786	3,629	157	
Professional, Technical, Clerical	1,077	995	82	
Operational Hourlies	15,867	15,752	115	
Total Maintenance	20,730	20,376	354	
Engineering/Capital				
Managers/Supervisors	295	285	10	
Professional, Technical, Clerical	1,022	916	106	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,203	116	
Public Safety				
Managers/Supervisors	210	197	13	
Professional, Technical, Clerical	37	34	3	
Operational Hourlies	337	338	(1)	
Total Public Safety	584	569	15	
Total Positions				
Managers/Supervisors	7,465	7,171	294	
Professional, Technical, Clerical	3,748	3,591	157	
Operational Hourlies	35,178	34,971	207	
Total Positions	46,391	45,733	658	

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

	<u>10/31/13</u>	<u>10/31/12</u>
<u>Operating Inventory</u>		
Gross Inventory	\$284.111	\$261.616
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(75.600)	(74.900)
Net Inventory	\$208.011	\$186.216

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

	October						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	335,268	\$10.3	235,840	\$10.0	99,428	\$0.3 2.6%	3,141,645	\$96.5	2,368,573	\$94.3	773,072	\$2.2 2.3%
<u>Unscheduled Service</u>	202,782	\$6.2	231,201	\$7.8	(28,419)	(\$1.6) (25.4%)	2,125,933	\$65.3	2,157,590	\$76.5	(31,657)	(\$11.3) (17.3%)
<u>Programmatic/Routine Maintenance</u>	278,803	\$8.6	762,208	\$11.2	(483,405)	(\$2.7) (31.4%)	2,719,410	\$83.5	6,765,339	\$96.4	(4,045,929)	(\$12.9) (15.4%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 .0%	0	\$0.0	0	\$0.0	0	\$0.0 .0%
<u>Vacancy/Absentee Coverage</u>	36,963	\$1.1	83,362	\$2.6	(46,398)	(\$1.4) *	415,080	\$12.7	533,152	\$16.4	(118,072)	(\$3.6) (28.4%)
<u>Weather Emergencies</u>	43,912	\$1.3	4,817	\$0.2	39,095	\$1.2 88.8%	986,206	\$30.3	924,618	\$29.0	61,588	\$1.3 4.3%
<u>Safety/Security/Law Enforcement</u>	8,951	\$0.3	736	\$0.0	8,215	\$0.3 91.8%	88,669	\$2.7	7,002	\$0.2	81,667	\$2.5 92.1%
<u>Other</u>	(84,262)	(\$2.6)	33,615	\$0.8	(117,877)	(\$3.4) *	8,616	\$0.3	386,292	\$3.6	(377,677)	(\$3.3) *
Subtotal	822,418	\$25.3	1,351,778	\$32.6	(529,360)	(\$7.4) (29.2%)	9,485,558	\$291.2	13,142,566	\$316.3	(3,657,008)	(\$25.0) (8.6%)
REIMBURSABLE OVERTIME	9,806	\$0.3	337,396	\$11.7	(327,590)	(\$11.4) *	1,987,703	\$63.6	2,790,720	\$92.3	(803,017)	(\$28.7) (45.1%)
TOTAL OVERTIME	832,224	\$25.6	1,689,174	\$44.3	(856,951)	(\$18.8) (73.5%)	11,473,260	\$354.9	15,933,286	\$408.6	(4,460,026)	(\$53.7) (15.1%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	99,428	\$0.3 (3.6%)		773,072	\$2.2 (8.8%)	Mainly due to vacancies in operating titles
<u>Unscheduled Service</u>	(28,419)	(\$1.6)	Mainly due to Subways and FastTrack maintenance program.	(31,657)	(\$11.3)	Mainly due to traffic, breakdowns, related ramp delays in Department of Buses and special events coverage and FastTrack maintenance program in Subways
		21.4%			45.0%	
<u>Programmatic/Routine Maintenance</u>	(483,405)	(\$2.7)	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, FastTrack and Buses maintenance repair / rehab on facilities and depot equipment.	(4,045,929)	(\$12.9)	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, FastTrack and Buses maintenance repair / rehab on facilities and depot equipment.
		36.4%			51.3%	
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(46,398)	(\$1.4)	Mainly due to vacancy / absentee coverage for station agents and bus operators.	(118,072)	(\$3.6)	Mainly due to vacancy / absentee coverage for station agents and bus operators
		19.3%			14.5%	
<u>Weather Emergencies</u>	39,095	\$1.2 (18.2%)		61,588	\$1.3 -5.2%	
<u>Safety/Security/Law Enforcement</u>	8,215	\$0.3 -3.4%		81,667	\$2.5 -10.0%	
<u>Other</u>		(\$3.4) 46.1%		(377,677)	(\$3.3) 13.1%	
Subtotal	(411,484)	(\$7.4) 39.2%		(3,657,008)	(\$25.0) 46.6%	
	(327,590)	(\$11.4)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability other capital program support and greater than anticipated shuttle services support in buses.	(803,017)	(\$28.7)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, other capital program support and greater than anticipated shuttle services support in buses.
		60.8%			53.4%	
REIMBURSABLE OVERTIME						
TOTAL OVERTIME	(739,074)	(\$18.8)		(4,460,026)	(\$53.7)	

Totals may not add due to rounding

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

October 2013

(All data are preliminary and subject to audit)

In the month of October, **operating revenues** were \$0.8 million, \$0.1 million (11.6 percent) above the Mid-Year Forecast (forecast). This result was mainly due to higher ridership, advertising revenue and the favorable timing of student fare reimbursements. Year-to-date, operating revenues were \$8.4 million, \$0.1 million (1.7 percent) above the forecast.

Total **ridership** in October 2013 was 425,023 riders, 4.2 percent (17,078 riders) higher than forecast. Year-to-date, total ridership was 3,521,505 riders, 0.8 percent (26,591 riders) above forecast. October 2013 average weekday ridership was 17,024 riders, 6.6 percent (1,202 riders) lower than October 2012. Average weekday ridership for the twelve months ending October 2013 was 14,969 riders, 8.3 percent (1,349 riders) lower than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in October by \$0.8 million (20.9 percent). Labor expenses were essentially on forecast. Non-labor expenses were below forecast by \$0.8 million (60.6 percent), mostly attributable to the favorable timing of materials & supplies and electric power expenses. Year-to-date, expenses were below forecast by \$4.7 million (12.6 percent). Labor expenses underran by \$1.2 million (4.5 percent), due mostly to the favorable timing of health & welfare and payroll expenses. Non-labor expenses were below forecast by \$3.5 million (30.4 percent), due largely to materials & supplies underruns and favorable electric power expenses due to timing and lower prices.

Depreciation expenses year-to-date were \$1.2 million (15.3 percent) favorable to forecast, due mostly 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 \$1.3 million of accrued expenses year-to-date, \$0.6 million (32.2 percent) below forecast, due to the timing of expenses.

The **operating cash deficit** (excluding subsidies) year-to-date was \$22.7 million, \$6.4 million (22.0 percent) lower than forecast, due to the favorable timing of fringe benefit payments and several expenditures.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.502	0.530	0.028	5.6	-	-	-	-	0.502	0.530	0.028	5.6
Other Operating Revenue	0.233	0.290	0.057	24.5	-	-	-	-	0.233	0.290	0.057	24.5
Capital and Other Reimbursements	-	-	-	-	0.153	-	(0.153)	(100.0)	0.153	-	(0.153)	(100.0)
Total Revenue	\$ 0.735	\$ 0.820	\$ 0.085	11.6	\$ 0.153	\$ -	\$ (0.153)	(100.0)	\$ 0.888	\$ 0.820	\$ (0.068)	(7.7)
Expenses												
Labor												
Payroll	1.354	1.278	0.076	5.6	0.010	\$ -	0.010	100.0	1.364	1.278	0.086	6.3
Overtime	0.100	0.157	(0.057)	(57.0)	0.080	\$ -	0.080	100.0	0.180	0.157	0.023	12.8
Total Salaries & Wages	\$ 1.454	\$ 1.435	\$ 0.019	1.3	\$ 0.090	\$ -	\$ 0.090	100.0	\$ 1.544	\$ 1.435	\$ 0.109	7.1
Health and Welfare	0.370	0.038	0.332	89.7	0.060	\$ -	0.060	100.0	0.430	0.038	0.392	91.2
OPEB Current Portion	0.082	0.414	(0.332)	(404.9)	-	-	-	-	0.082	0.414	(0.332)	(404.9)
Pensions	0.512	0.458	0.054	10.5	\$ -	\$ -	\$ -	-	0.512	0.458	0.054	10.5
Other Fringe Benefits	0.163	0.243	(0.080)	(49.1)	0.003	\$ -	0.003	100.0	0.166	0.243	(0.077)	(46.4)
Total Fringe Benefits	\$ 1.127	\$ 1.153	\$ (0.026)	(2.3)	\$ 0.063	\$ -	\$ 0.063	100.0	\$ 1.190	\$ 1.153	\$ 0.037	3.1
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.581	\$ 2.588	\$ (0.007)	(0.3)	\$ 0.153	\$ -	\$ 0.153	100.0	\$ 2.734	\$ 2.588	\$ 0.146	5.3
Non-Labor												
Electric Power	0.469	0.265	0.204	43.5	-	-	-	-	0.469	0.265	0.204	43.5
Fuel	0.034	0.016	0.018	52.9	-	-	-	-	0.034	0.016	0.018	52.9
Insurance	0.024	(0.048)	0.072	300.0	-	-	-	-	0.024	(0.048)	0.072	300.0
Claims	-	0.002	(0.002)	-	-	-	-	-	-	0.002	(0.002)	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.143	0.014	0.129	90.2	-	-	-	-	0.143	0.014	0.129	90.2
Professional Service Contracts	0.039	0.139	(0.100)	(256.4)	-	-	-	-	0.039	0.139	(0.100)	(256.4)
Materials & Supplies	0.668	0.147	0.521	78.0	-	-	-	-	0.668	0.147	0.521	78.0
Other Business Expenses	-	0.008	(0.008)	-	-	-	-	-	-	0.008	(0.008)	-
Total Non-Labor Expenses	\$ 1.377	\$ 0.543	\$ 0.834	60.6	\$ -	\$ -	\$ -	-	\$ 1.377	\$ 0.543	\$ 0.834	60.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.958	\$ 3.131	\$ 0.827	20.9	\$ 0.153	\$ -	\$ 0.153	100.0	\$ 4.111	\$ 3.131	\$ 0.980	23.8
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
Total Expenses	\$ 4.900	\$ 3.821	\$ 1.079	22.0	\$ 0.153	\$ -	\$ 0.153	100.0	\$ 5.053	\$ 3.821	\$ 1.232	24.4
Net Surplus/(Deficit)	\$ (4.165)	\$ (3.001)	\$ 1.164	27.9	\$ -	\$ -	\$ -	-	\$ (4.165)	\$ (3.001)	\$ 1.164	27.9

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	4.533	4.607	0.074	1.6	-	-	-	-	4.533	4.607	0.074	1.6
Other Operating Revenue	3.726	3.793	0.067	1.8	-	-	-	-	3.726	3.793	0.067	1.8
Capital and Other Reimbursements	-	-	-	-	1.369	1.881	0.512	37.4	1.369	1.881	0.512	37.4
Total Revenue	\$ 8.259	\$ 8.400	\$ 0.141	1.7	\$ 1.369	\$ 1.881	\$ 0.512	37.4	\$ 9.628	\$ 10.281	\$ 0.653	6.8
Expenses												
Labor												
Payroll	14.100	13.469	0.631	4.5	0.267	0.212	0.055	20.6	14.367	13.681	0.686	4.8
Overtime	1.750	1.903	(0.153)	(8.7)	0.546	0.263	0.283	51.8	2.296	2.166	0.130	5.7
Total Salaries & Wages	\$ 15.850	\$ 15.372	\$ 0.478	3.0	\$ 0.813	\$ 0.475	\$ 0.338	41.6	\$ 16.663	\$ 15.847	\$ 0.816	4.9
Health and Welfare	3.295	2.099	1.196	36.3	0.392	-	0.392	100.0	3.687	2.099	1.588	43.1
OPEB Current Portion	0.669	1.315	(0.646)	(96.6)	-	-	-	-	0.669	1.315	(0.646)	(96.6)
Pensions	4.592	4.583	0.009	0.2	0.094	-	0.094	100.0	4.686	4.583	0.103	2.2
Other Fringe Benefits	1.325	1.205	0.120	9.1	0.070	0.304	(0.234)	(334.3)	1.395	1.509	(0.114)	(8.2)
Total Fringe Benefits	\$ 9.881	\$ 9.202	\$ 0.679	6.9	\$ 0.556	\$ 0.304	\$ 0.252	45.3	\$ 10.437	\$ 9.506	\$ 0.931	8.9
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 25.731	\$ 24.574	\$ 1.157	4.5	\$ 1.369	\$ 0.779	\$ 0.590	43.1	\$ 27.100	\$ 25.353	\$ 1.747	6.4
Non-Labor												
Electric Power	4.171	3.263	0.908	21.8	-	-	-	-	4.171	3.263	0.908	21.8
Fuel	0.319	0.207	0.112	35.1	-	-	-	-	0.319	0.207	0.112	35.1
Insurance	0.295	0.439	(0.144)	(48.8)	-	-	-	-	0.295	0.439	(0.144)	(48.8)
Claims	0.080	0.020	0.060	75.0	-	-	-	-	0.080	0.020	0.060	75.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.292	2.682	(1.390)	(107.6)	-	-	-	-	1.292	2.682	(1.390)	(107.6)
Professional Service Contracts	0.344	0.766	(0.422)	(122.7)	-	-	-	-	0.344	0.766	(0.422)	(122.7)
Materials & Supplies	5.159	0.632	4.527	87.7	-	1.102	(1.102)	-	5.159	1.734	3.425	66.4
Other Business Expenses	0.004	0.111	(0.107)	(2,675.0)	-	-	-	-	0.004	0.111	(0.107)	(2,675.0)
Total Non-Labor Expenses	\$ 11.664	\$ 8.120	\$ 3.544	30.4	\$ -	\$ 1.102	\$ (1.102)	-	\$ 11.664	\$ 9.222	\$ 2.442	20.9
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 37.395	\$ 32.694	\$ 4.701	12.6	\$ 1.369	\$ 1.881	\$ (0.512)	(37.4)	\$ 38.764	\$ 34.575	\$ 4.189	10.8
Depreciation	7.500	6.350	1.150	15.3	-	-	-	-	7.500	6.350	1.150	15.3
Other Post Employment Benefits	1.915	1.299	0.616	32.2	-	-	-	-	1.915	1.299	0.616	32.2
Total Expenses	\$ 46.810	\$ 40.343	\$ 6.467	13.8	\$ 1.369	\$ 1.881	\$ (0.512)	(37.4)	\$ 48.179	\$ 42.224	\$ 5.955	12.4
Net Surplus/(Deficit)	\$ (38.551)	\$ (31.943)	\$ 6.608	17.1	\$ -	\$ -	\$ -	-	\$ (38.551)	\$ (31.943)	\$ 6.608	17.1

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	0.028	5.6	Higher-than-expected ridership	0.074	1.6	Higher-than-expected ridership
Other Operating Revenue	Non Reimb.	0.057	24.5	Mostly due to higher advertising revenue and the favorable timing of student reimbursements	0.067	1.8	Mostly due to higher advertising revenue and the favorable timing of student reimbursements
Payroll	Non Reimb.	0.076	5.6	The favorable timing of expenses	0.631	4.5	The favorable timing of expenses
Overtime	Non Reimb.	(0.057)	(57.0)	Mostly Sandy residual requirements	(0.153)	(8.7)	Mostly Sandy residual requirements
Health and Welfare (including OPEB current payment)	Non Reimb.				0.550	13.9	Favorable timing of expenses/lower rates
Pension	Non Reimb.	0.054	10.5	Primarily the favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.080)	(49.1)	The unfavorable timing of expenses	0.120	9.1	Mostly higher reimbursable overhead credits, based on reimbursable capital project work
Electric Power	Non Reimb.	0.204	43.5	The favorable timing of expenses/lower prices	0.908	21.8	The favorable timing of expenses/lower prices
Fuel	Non Reimb.	0.018	52.9	Lower usage, timing of expenses	0.112	35.1	Lower usage, timing of expenses
Insurance	Non Reimb.	0.072	n/a	The favorable timing of interagency payments	(0.144)	(48.8)	The unfavorable timing of interagency payments
Claims	Non Reimb.				0.060	75.0	The favorable timing of payments to third parties
Maintenance Contracts	Non Reimb.	0.129	90.2	Favorable timing of expenses	(1.390)	over (100.0)	Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies
Professional Service Contracts	Non Reimb.	(0.100)	over (100.0)	Higher Workers' Compensation Board and other expenses	(0.422)	over (100.0)	Higher Workers' Compensation Board and other expenses
Materials & Supplies	Non-Reimb.	0.521	78.0	Favorable timing of expenses	4.527	87.7	Mostly classification adjustments to transfer non-revenue vehicle purchases to Maintenance Contracts and expenses to reimbursable
Capital and Other Reimbursements	Reimb.	(0.153)	(100.0)	Timing of Contractor requirements	0.512	37.4	Timing of Contractor requirements
Payroll	Reimb.	0.010	100.0	Timing of Contractor requirements	0.055	20.6	Timing of Contractor requirements
Overtime	Reimb.	0.080	100.0	Timing of Contractor requirements	0.283	51.8	Timing of Contractor requirements
Health and Welfare	Reimb.	0.060	100.0	Timing of Contractor requirements	0.392	100.0	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.003	100.0	Timing of Contractor requirements	(0.234)	over (100.0)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(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
October 2013
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.398	0.486	0.088	22.1	4.189	4.597	0.408	9.7
Other Operating Revenue	0.479	0.002	(0.477)	(99.6)	3.838	3.489	(0.349)	(9.1)
Capital and Other Reimbursements	0.220	1.590	1.370	622.7	1.876	2.366	0.490	26.1
Total Receipts	\$ 1.097	\$ 2.078	\$ 0.981	89.4	\$ 9.903	\$ 10.452	\$ 0.549	5.5
Expenditures								
Labor:								
Payroll	1.436	1.074	0.362	25.2	14.227	13.686	0.541	3.8
Overtime	0.177	0.138	0.039	22.0	2.135	2.171	(0.036)	(1.7)
Health and Welfare	0.466	0.003	0.463	99.4	3.615	1.674	1.941	53.7
OPEB Current Portion	0.088	0.009	0.079	89.8	0.652	0.336	0.316	48.5
Pensions	0.455	-	0.455	100.0	4.800	3.974	0.826	17.2
Other Fringe Benefits	0.201	0.330	(0.129)	(64.2)	1.321	0.826	0.495	37.5
GASB Account	-	-	-	-	0.250	-	0.250	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.823	\$ 1.554	\$ 1.269	45.0	\$ 27.000	\$ 22.667	\$ 4.333	16.0
Non-Labor:								
Electric Power	0.451	0.315	0.136	30.2	4.207	3.730	0.477	11.3
Fuel	0.021	0.001	0.020	95.2	0.344	0.350	(0.006)	(1.7)
Insurance	0.034	0.435	(0.401)	(1,179.4)	0.273	0.735	(0.462)	(169.2)
Claims	0.009	-	0.009	100.0	0.062	0.017	0.045	72.6
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.201	0.033	0.168	83.6	1.581	0.998	0.583	36.9
Professional Service Contracts	0.058	0.129	(0.071)	(122.4)	0.525	0.576	(0.051)	(9.7)
Materials & Supplies	0.560	0.209	0.351	62.7	5.019	4.095	0.924	18.4
Other Business Expenditures	-	-	-	-	0.004	0.004	-	0.0
Total Non-Labor Expenditures	\$ 1.334	\$ 1.122	\$ 0.212	15.9	\$ 12.015	\$ 10.505	\$ 1.510	12.6
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 4.157	\$ 2.676	\$ 1.481	35.6	\$ 39.015	\$ 33.172	\$ 5.843	15.0
Operating Cash Deficit	\$ (3.060)	\$ (0.598)	\$ 2.462	80.5	\$ (29.112)	\$ (22.720)	\$ 6.392	22.0

Table 5

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

<u>Operating Receipts or Disbursements</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	0.088	22.1%	Largely favorable timing of cash receipts/settlements with NYCT and higher ridership	0.408	9.7%	Largely favorable timing of cash receipts/settlements with NYCT and higher ridership
Other Operating Revenue	(0.477)	(99.6%)	Mainly the unfavorable timing of fare reimbursements and advertising receipts	(0.349)	(9.1%)	Mainly the unfavorable timing of fare reimbursements and advertising receipts
Capital Reimbursements	1.370	over 100.0%	Mostly the favorable timing of reimbursements	0.490	26.1%	Mostly the favorable timing of expenses and reimbursements
Payroll	0.362	25.2%	Mainly the favorable timing of payments	0.541	3.8%	Favorable timing of expenses, partly offset by the unfavorable timing of payments
Health and Welfare (including OPEB current payment)	0.542	97.8%	Largely favorable timing of payments	2.257	52.9%	Favorable timing of expenses and payments
Pension	0.455	100.0%	Favorable timing of payments	0.826	17.2%	Favorable timing of payments
Other Fringe Benefits	(0.129)	(64.2%)	Mainly unfavorable timing of expenses	0.495	37.5%	Favorable timing of payments
Electric Power	0.136	30.2%	The favorable timing of expenses/lower prices, partly offset by the unfavorable timing of payments	0.477	11.3%	The favorable timing of expenses/lower prices, partly offset by the unfavorable timing of payments
Insurance	(0.401)	over (100.0)%	Increased insurance requirements	(0.462)	over (100.0)%	Increased insurance requirements
Maintenance Contracts	0.168	83.6%	Mostly the favorable timing of expenses	0.583	36.9%	The favorable timing of payments, partly offset by classification adjustments offset in materials & supplies
Materials and Supplies	0.351	62.7%	The favorable timing of expenses	0.924	18.4%	Mostly classification adjustments for non-revenue vehicle purchases transferred to maintenance contracts

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	(0.104)	(0.044)	0.060	57.7	(0.344)	(0.010)	0.334	97.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.246	(0.288)	(0.534)	(217.1)	0.112	(0.304)	(0.416)	(371.4)
Capital and Other Reimbursements	0.067	1.590	1.523	2,273.1	0.507	0.485	(0.022)	(4.3)
Total Receipts	\$0.209	\$1.258	\$1.049	501.9	\$0.275	\$0.171	(\$0.104)	(37.8)
<u>Expenditures</u>								
Labor:								
Payroll	(0.072)	0.204	0.276	383.3	0.140	(0.005)	(0.145)	(103.6)
Overtime	0.003	0.019	0.016	533.3	0.161	(0.005)	(0.166)	(103.1)
Health and Welfare	(0.036)	0.035	0.071	197.2	0.072	0.425	0.353	490.3
OPEB Current Portion	(0.006)	0.405	0.411	6,850.0	0.017	0.979	0.962	5,658.8
Pensions	0.057	0.458	0.401	703.5	(0.114)	0.609	0.723	634.2
Other Fringe Benefits	(0.035)	(0.087)	(0.052)	(148.6)	0.074	0.683	0.609	823.0
GASB Account	0.000	0.000	0.000	-	(0.250)	0.000	0.250	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.089)	\$1.034	\$1.123	1,261.8	\$0.100	\$2.686	\$2.586	2,586.0
Non-Labor:								
Electric Power	0.018	(0.050)	(0.068)	(377.8)	(0.036)	(0.467)	(0.431)	(1,197.2)
Fuel	0.013	0.015	0.002	15.4	(0.025)	(0.143)	(0.118)	(472.0)
Insurance	(0.010)	(0.483)	(0.473)	(4,730.0)	0.022	(0.296)	(0.318)	(1,445.5)
Claims	(0.009)	0.002	0.011	122.2	0.018	0.003	(0.015)	(83.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.058)	(0.019)	0.039	-	(0.289)	1.684	1.973	682.7
Professional Service Contracts	(0.019)	0.010	0.029	152.6	(0.181)	0.190	0.371	205.0
Materials & Supplies	0.108	(0.062)	(0.170)	(157.4)	0.140	(2.361)	(2.501)	(1,786.4)
Other Business Expenditures	0.000	0.008	0.008	-	0.000	0.107	0.107	-
Total Non-Labor Expenditures	\$0.043	(\$0.579)	(\$0.622)	-	(\$0.351)	(\$1.283)	(\$0.932)	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	(\$0.046)	\$0.455	\$0.501	1,089.1	(\$0.251)	\$1.403	\$1.654	659.0
Depreciation Adjustment	0.750	0.690	(0.060)	(8.0)	7.500	6.350	(1.150)	(15.3)
Other Post Employment Benefits	0.192	0.000	(0.192)	(100.0)	1.915	1.299	(0.616)	(32.2)
Total Expenditures	\$0.896	\$1.145	\$0.249	27.8	\$9.164	\$9.052	(\$0.112)	(1.2)
Total Cash Conversion Adjustments	\$1.105	\$2.403	\$1.298	117.5	\$9.439	\$9.223	(\$0.216)	(2.3)

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>October 2013 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year</u>	<u>November</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>Forecast</u>	<u>Forecast</u>	<u>Results</u>				
	\$	\$	\$	\$	%	\$	%
Total Revenue	8.3	8.3	8.4	0.1	1.7	0.1	1.3
Total Expenses before Depreciation, OPEB and Environmental Remediation	37.4	35.3	32.7	4.7	12.6	2.6	7.4
4.33 Depreciation	7.5	6.6	6.4	1.2	15.3	0.3	4.4
OPEB Account	1.9	1.3	1.3	0.6	32.2	0.0	0.0
Total Expenses	46.8	43.2	40.3	6.5	13.8	2.9	6.7
Net Surplus/(Deficit)	(38.6)	(34.9)	(31.9)	6.6	17.1	3.0	8.6

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	October 2013 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	0.1	1.3	Favorable other operating and farebox revenues
Total Expenses (Nonreimbursable)	2.9	6.7	Major Contributors:
			-Timing of \$0.9M of materials & supplies expenses
			-Timing of \$0.6M of payroll expenses
			-Timing/underrun of \$0.4M of electric power expenses
			-Timing of \$0.3M of maintenance contract expenses
			-Timing of \$0.3M of insurance expenses
			-Lower depreciation expenses of \$0.3M

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

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

<u>Month of October</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.408	0.425	0.017	4.2%	Better than forecasted recovery of ridership losses from Sandy
 <u>Year to Date</u>				
3.495	3.522	0.027	0.8%	

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

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

	Month of October				
			Variance		
	<u>2012</u>	<u>2013</u>	<u>Amount</u>	<u>Percent</u>	<u>Explanation</u>
Average Weekday	0.018	0.017	(0.001)	(6.6%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(9.9%)	Residual ridership losses from Sandy
	12-Month Rolling Average				
Average Weekday	0.016	0.015	(0.001)	(8.3%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.007	(0.001)	(16.2%)	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
October 2013

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	15	17	(2)
General Office	6	5	1
Purchasing/Stores	6	6	0
Total Administration	27	28	(1)
Operations			
Transportation	92	95	(3)
Total Operations	92	95	(3)
Maintenance			
Mechanical	45	40	5
Electronics/Electrical	15	12	3
Power/Signals	26	26	0
Maintenance of Way	46	45	1
Infrastructure	25	27	(2)
Total Maintenance	157	150	7
Total Positions	276	273	3
Non-Reimbursable	273	270	3
Reimbursable	3	3	0
Total Full-Time	276	273	3
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
October 2013

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	11	13	(2)	
Operational Hourlies	0	0	0	
Total Administration	27	28	(1)	
Operations				
Managers/Supervisors	6	2	4	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	91	(8)	Timing of retirees/replacements
Total Operations	92	95	(3)	
Maintenance				
Managers/Supervisors	8	11	(3)	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	146	136	10	
Total Maintenance	157	150	7	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	30	28	2	
Professional, Technical, Clerical	17	18	(1)	
Operational Hourlies	229	227	2	
Total Positions	276	273	3	

**FINANCIAL AND RIDERSHIP REPORT****October 2013**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.1 million in October, \$0.5 million (2.8 percent) above forecast. Farebox revenue exceeded forecast by \$0.7 million (4.3 percent), due mostly to greater than forecasted ridership. Other operating revenue was less than forecast by \$0.2 million (9.8 percent), due to lower advertising revenue, partly offset by unforecasted insurance recoveries. Year-to-date, operating revenue was \$183.2 million, \$1.8 million (1.0 percent) higher than forecast, due mostly to increased farebox revenue, from better-than-expected ridership results.

Total ridership in October was 11.6 million riders, 4.3 percent (0.5 million riders) above forecast, and year-to-date, ridership was 104.9 million riders, 1.4 percent (1.4 million riders) above forecast. October average weekday ridership was 433,829 riders, an increase of 1.6 percent (6,699 riders) from October 2012. Average weekday ridership for the twelve months ending October 2013 was 407,694 riders, an increase of 1.7 percent (6,982 riders) from the twelve months ending October 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$48.8 million in October, \$3.3 million (6.4 percent) below forecast. Labor expenses underran by \$2.2 million (5.8 percent), including favorable results in other fringe benefits of \$1.6 million (33.0 percent), from the timing of Workers' Compensation payments and interagency misclassifications charged to payroll, and the timing of health & welfare/OPEB current expenses of \$1.4 million (20.5 percent). Overtime expenses were unfavorable by \$0.9 million (25.1 percent), due to vacancies and traffic delays. Non-labor expenses were below forecast by \$1.1 million (8.1 percent), primarily resulting from the favorable timing of claims payments of \$1.5 million (69.2 percent) and fuel payments of \$0.8 million (20.3 percent), partly offset by \$1.2 million of net overruns in materials & supplies/maintenance contract expenses, due mainly to prior period expenses. Year-to-date, expenses underran by \$10.4 million (2.2 percent), including labor expenses, which were less than forecast by \$1.7 million (0.5 percent), and non-labor expenses, which were favorable by \$8.6 million (7.2 percent). These variances were caused essentially by the same factors presented above impacting the month results, with the addition of overtime requirements such as accelerated completion of defects identified on scheduled inspections, weather-related bus and facility-related needs, vacancies, lower employee availability, and shuttle service in support of an MNRR power outage.

Depreciation expenses year-to-date of \$40.8 million were \$3.3 million (8.9 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 \$46.2 million of accrued expenses year-to-date, \$0.4 million (0.9 percent) lower than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$260.3 million, \$49.4 million (16.0 percent) favorable to forecast, due mostly to the timing of payments affecting several accounts.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 17,409	\$ 18,158	\$ 0,749	4.3	\$ -	\$ -	\$ -	-	\$ 17,409	\$ 18,158	\$ 0,749	4.3
Other Operating Revenue	2,124	1,916	(0,208)	(9.8)	-	-	-	-	2,124	1,916	(0,208)	(9.8)
Capital and Other Reimbursements	-	-	-	-	0,949	0,517	(0,432)	(45.5)	0,949	0,517	(0,432)	(45.5)
Total Revenue	\$ 19,533	\$ 20,074	\$ 0,541	2.8	\$ 0,949	\$ 0,517	\$ (0,432)	(45.5)	\$ 20,482	\$ 20,591	\$ 0,109	0.5
Labor												
Payroll	\$ 19,421	\$ 19,322	\$ 0,099	0.5	\$ 0,665	\$ 0,240	\$ 0,425	63.9	\$ 20,086	\$ 19,562	\$ 0,524	2.6
Overtime	3,466	4,337	(0,871)	(25.1)	-	-	-	-	3,466	4,337	(0,871)	(25.1)
Health and Welfare	5,007	4,330	0,677	13.5	0,097	0,097	-	0.0	5,104	4,427	0,677	13.3
OP&B Current Payment	1,966	1,216	0,750	38.1	-	-	-	-	1,966	1,216	0,750	38.1
Pensions	3,924	3,937	(0,013)	(0.3)	0,042	0,048	(0,006)	(14.3)	3,966	3,985	(0,019)	(0.5)
Other Fringe Benefits	4,869	3,262	1,607	33.0	0,024	0,018	0,006	25.0	4,893	3,280	1,613	33.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 38,653	\$ 36,404	\$ 2,249	5.8	\$ 0,828	\$ 0,403	\$ 0,425	51.3	\$ 39,481	\$ 36,807	\$ 2,674	6.8
Non-Labor												
Electric Power	\$ 0,074	\$ 0,133	\$ (0,059)	(79.7)	\$ -	\$ -	\$ -	-	\$ 0,074	\$ 0,133	\$ (0,059)	(79.7)
Fuel	3,850	3,067	0,783	20.3	-	-	-	-	3,850	3,067	0,783	20.3
Insurance	0,248	0,368	(0,120)	(48.4)	-	-	-	-	0,248	0,368	(0,120)	(48.4)
Claims	2,167	0,667	1,500	69.2	-	-	-	-	2,167	0,667	1,500	69.2
Maintenance and Other Operating Contracts	2,702	1,924	0,778	28.8	0,037	0,039	(0,002)	(5.4)	2,739	1,963	0,776	28.3
Professional Service Contracts	1,724	1,616	0,108	6.3	-	-	-	-	1,724	1,616	0,108	6.3
Materials & Supplies	2,318	4,339	(2,021)	(87.2)	0,084	0,075	0,009	10.7	2,402	4,414	(2,012)	(83.8)
Other Business Expense	0,369	0,253	0,116	31.4	-	-	-	-	0,369	0,253	0,116	31.4
Total Non-Labor Expenses	\$ 13,452	\$ 12,367	\$ 1,085	8.1	\$ 0,121	\$ 0,114	\$ 0,007	5.8	\$ 13,573	\$ 12,481	\$ 1,092	8.0
Total Expenses before Non-Cash Liability Adjs.	\$ 52,105	\$ 48,771	\$ 3,334	6.4	\$ 0,949	\$ 0,517	\$ 0,432	45.5	\$ 53,054	\$ 49,288	\$ 3,766	7.1
Depreciation	\$ 3,520	\$ 4,028	(0,508)	(14.4)	\$ -	\$ -	\$ -	-	3,520	4,028	(0,508)	(14.4)
OP&B Obligation	4,691	4,619	0,072	1.5	-	-	-	-	4,691	4,619	0,072	1.5
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 60,316	\$ 57,418	\$ 2,898	4.8	\$ 0,949	\$ 0,517	\$ 0,432	45.5	\$ 61,265	\$ 57,935	\$ 3,330	5.4
Net Surplus/(Deficit)	\$ (40,783)	\$ (37,344)	\$ 3,439	8.4	\$ -	\$ -	\$ -	-	\$ (40,783)	\$ (37,344)	\$ 3,439	8.4

NOTE: Totals may not add due to rounding

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 164,566	\$ 166,710	\$ 2,144	1.3	\$ -	\$ -	\$ -	-	\$ 164,566	\$ 166,710	\$ 2,144	1.3
Other Operating Revenue	16,917	16,529	(0,388)	(2.3)	-	-	-	-	16,917	16,529	(0,388)	(2.3)
Capital and Other Reimbursements	-	-	-	-	6,632	5,061	(1,571)	(23.7)	6,632	5,061	(1,571)	(23.7)
Total Revenue	\$ 181,483	\$ 183,239	\$ 1,756	1.0	\$ 6,632	\$ 5,061	\$ (1,571)	(23.7)	\$ 188,115	\$ 188,300	\$ 0,185	0.1
Expenses												
Labor												
Payroll	\$ 190,936	\$ 192,839	\$ (1,903)	(1.0)	\$ 4,244	\$ 2,649	\$ 1,595	37.6	\$ 195,180	\$ 195,488	\$ (0,308)	(0.2)
Overtime	35,180	40,123	(4,943)	(14.1)	-	-	-	-	35,180	40,123	(4,943)	(14.1)
Health and Welfare	39,940	38,206	1,734	4.3	0,826	0,830	(0,004)	(0.5)	40,766	39,036	1,730	4.2
OPEB Current Payment	14,904	13,826	1,078	7.2	-	-	-	-	14,904	13,826	1,078	7.2
Pensions	38,227	38,246	(0,019)	(0.0)	0,383	0,440	(0,057)	(14.9)	38,610	38,686	(0,076)	(0.2)
Other Fringe Benefits	37,085	31,304	5,781	15.6	0,405	0,383	0,022	5.4	37,490	31,687	5,803	15.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 356,272	\$ 354,544	\$ 1,728	0.5	\$ 5,858	\$ 4,302	\$ 1,556	26.6	\$ 362,130	\$ 358,846	\$ 3,284	0.9
Non-Labor												
Electric Power	\$ 1,013	\$ 1,330	\$ (0,317)	(31.3)	\$ -	\$ -	\$ -	-	\$ 1,013	\$ 1,330	\$ (0,317)	(31.3)
Fuel	32,894	29,499	3,395	10.3	-	-	-	-	32,894	29,499	3,395	10.3
Insurance	2,212	2,007	0,205	9.3	-	-	-	-	2,212	2,007	0,205	9.3
Claims	21,667	17,170	4,497	20.8	-	-	-	-	21,667	17,170	4,497	20.8
Maintenance and Other Operating Contracts	20,037	14,364	5,673	28.3	0,146	0,046	0,100	68.5	20,183	14,410	5,773	28.6
Professional Service Contracts	13,815	13,225	0,590	4.3	-	-	-	-	13,815	13,225	0,590	4.3
Materials & Supplies	24,892	30,440	(5,548)	(22.3)	0,628	0,713	(0,085)	(13.5)	25,520	31,153	(5,633)	(22.1)
Other Business Expense	3,473	3,319	0,154	4.4	-	-	-	-	3,473	3,319	0,154	4.4
Total Non-Labor Expenses	\$ 120,004	\$ 111,355	\$ 8,649	7.2	\$ 0,774	\$ 0,759	\$ 0,015	1.9	\$ 120,778	\$ 112,114	\$ 8,664	7.2
Total Expenses before Non-Cash Liability Adjs.	\$ 476,276	\$ 465,899	\$ 10,377	2.2	\$ 6,632	\$ 5,061	\$ 1,571	23.7	\$ 482,908	\$ 470,960	\$ 11,948	2.5
Depreciation	37,494	40,824	(3,329)	(8.9)	-	-	-	-	37,494	40,824	(3,329)	(8.9)
OPEB Obligation	46,618	46,181	0,437	0.9	-	-	-	-	46,618	46,181	0,437	0.9
Environmental Remediation	-	1,736	(1,736)	-	-	-	-	-	-	1,736	(1,736)	-
Total Expenses	\$ 560,388	\$ 554,639	\$ 5,749	1.0	\$ 6,632	\$ 5,061	\$ 1,571	23.7	\$ 567,020	\$ 559,700	\$ 7,320	1.3
Net Surplus/(Deficit)	\$ (378,905)	\$ (371,401)	\$ 7,505	2.0	\$ -	\$ -	\$ -	-	\$ (378,905)	\$ (371,401)	\$ 7,505	2.0

NOTE Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	OCTOBER 2013				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.749	4.3	Greater than anticipated ridership levels		\$ 2.144	1.3	Greater than anticipated ridership levels	
Other Operating Revenue	NR	\$ (0.208)	(9.8)	Lower advertising offset by unbudgeted insurance recoveries		\$ (0.388)	(2.3)	Lower New York City student /senior fare reimbursements offset by unbudgeted insurance recoveries.	
Capital and Other Reimbursements	R	\$ (0.432)	(45.5)	Timing of reimbursement receipts, delayed funding allocation and vacancies		\$ (1.571)	(23.7)	Timing of reimbursement receipts, delayed funding allocation and vacancies	
Total Revenue Variance		\$ 0.109	0.5			\$ 0.185	0.1		
Payroll	NR	\$ 0.099	0.5	(a)		\$ (1.903)	(1.0)	Mainly due to vacation buyback program, and mischarges of interagency fringe benefits	
Overtime	NR	\$ (0.871)	(25.1)	Mainly due to vacancies, traffic delays and their impact on fueling operations and maintenance requirements.		\$ (4.943)	(14.1)	Accelerated completion of defects found on scheduled inspections, weather related bus and facility maintenance costs, vacancies, lower employee availability and shuttle service in support of MNRRT power outages and traffic delays	
Health and Welfare (including OPEB)	NR	\$ 1.427	20.5	Favorable timing of payments		\$ 2.812	5.1		
Pension	NR	\$ (0.013)	(0.3)	(a)		\$ (0.019)	(0.0)	(a)	
Other Fringe Benefits	NR	\$ 1.607	33.0	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll		\$ 5.781	15.6	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	
Electric Power	NR	\$ (0.058)	(79.7)	Higher than anticipated expenses		\$ (0.317)	(31.3)	Higher than anticipated expenses	
Fuel	NR	\$ 0.783	20.3	Favorable timing of payments and lower average rates		\$ 3.395	10.3	Favorable timing of payments and lower average rates	
Insurance	NR	\$ (0.120)	(48.4)	Prior period charges		\$ 0.205	9.3	Favorable timing of payments	
Claims	NR	\$ 1.500	69.2	Favorable timing of payments		\$ 4.497	20.8	Favorable timing of payments	
Maintenance and Other Operating Contracts	NR	\$ 0.778	28.8	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts		\$ 5.673	28.3	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	
Professional Service Contracts	NR	\$ 0.108	6.3	Lower than anticipated expenses		\$ 0.590	4.3	(a)	
Materials & Supplies	NR	\$ (2.021)	(87.2)	Mainly due to traction motor, and alternator units budgeted in Main and Other Operating Contracts and prior period expenses		\$ (5.548)	(22.3)	Mainly due to traction motor, and alternator units budgeted in Main and Other Operating Contracts and prior period expenses	
Other Business Expense	NR	\$ 0.116	31.4	(a)		\$ 0.154	4.4	(a)	
Depreciation	NR	\$ (0.508)	(14.4)	Non cash expense		\$ (3.329)	(8.9)	Non cash expense	
Other Post Employment Benefits	NR	\$ 0.072	1.5	(a)		\$ 0.437	0.9	(a)	
Environmental Remediation		\$ -	-	Non cash expense unbudgeted		\$ (1.736)	-	Non cash expense unbudgeted	
Payroll	R	\$ 0.425	63.9	Timing of expenses, delayed funding, and vacancies		\$ 1.595	37.6	Timing of expenses, delayed funding, and vacancies	
Health and Welfare	R	\$ -	-			\$ (0.004)	(0.5)		
Pension	R	\$ (0.005)	(14.3)	(a)		\$ (0.057)	(14.9)	(a)	
Other Fringe Benefits	R	\$ 0.006	25.0			\$ 0.022	5.4		
Maintenance and Other Operating Contracts	R	\$ (0.002)	-	(a)		\$ 0.100	*	(a)	
Materials & Supplies	R	\$ 0.009	-	(a)		\$ (0.085)	*	(a)	
Total Expense Variance		\$ 3.330	5.4			\$ 7.320	1.3		
Net Variance		\$ 3.439	8.4			\$ 7.505	2.0		

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

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

(\$ in millions)

	OCTOBER 2013				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$ 17.291	\$ 19.941	\$ 2.650	15.3	\$ 164.780	\$ 166.734	\$ 1.954	1.2
Other Operating Revenue	0.959	0.475	(0.484)	(50.5)	16.253	16.453	0.200	1.2
Capital and Other Reimbursements	1.936	1.040	(0.896)	(46.3)	12.144	5.877	(6.267)	(51.6)
Total Receipts	\$ 20.186	\$ 21.456	\$ 1.270	6.3	\$ 193.176	\$ 189.063	\$ (4.113)	(2.1)
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$ 29.742	\$ 29.536	\$ 0.206	0.7	\$ 200.400	\$ 189.439	\$ 10.961	5.5
Overtime	4.535	4.337	0.198	4.4	35.734	40.545	(4.811)	(13.5)
Health and Welfare	1.000	10.086	(9.086)	*	33.541	32.090	1.451	4.3
OPEB Current Payment	0.425	8.771	(8.346)	*	11.628	11.628	-	0.0
Pensions	4.870	3.937	0.933	19.2	39.357	37.436	1.921	4.9
Other Fringe Benefits	8.612	3.069	5.543	64.4	47.840	30.094	17.746	37.1
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 49.184	\$ 59.736	\$ (10.552)	(21.5)	\$ 368.499	\$ 341.232	\$ 27.268	7.4
<i>Non-Labor:</i>								
Electric Power	\$ 0.092	\$ 0.133	\$ (0.041)	(44.6)	\$ 0.976	\$ 2.364	\$ (1.388)	*
Fuel	5.649	6.873	(1.224)	(21.7)	34.010	30.579	3.431	10.1
Insurance	1.751	0.208	1.543	88.1	2.624	1.064	1.560	59.5
Claims	2.484	1.436	1.048	42.2	23.609	15.513	8.096	34.3
Maintenance and Other Operating Contracts	3.875	0.951	2.924	75.5	26.110	13.873	12.237	46.9
Professional Service Contracts	2.241	0.583	1.658	74.0	14.985	10.258	4.727	31.5
Materials & Supplies	2.746	5.210	(2.464)	(89.7)	27.903	32.585	(4.682)	(16.8)
Other Business Expenses	0.617	0.041	0.576	93.4	4.221	1.940	2.281	54.0
Total Non-Labor Expenditures	\$ 19.455	\$ 15.435	\$ 4.020	20.7	\$ 134.436	\$ 108.174	\$ 26.262	19.5
<u>Other Expenditure Adjustments:</u>								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 68.639	\$ 75.171	\$ (6.532)	(9.5)	\$ 502.936	\$ 449.406	\$ 53.530	10.6
Operating Cash Surplus/(Deficit)	\$ (48.453)	\$ (53.715)	\$ (5.262)	(10.9)	\$ (309.760)	\$ (260.342)	\$ 49.417	16.0

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	OCTOBER 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 2,650	15.3	Greater than anticipated ridership leading to higher receipts	\$ 1,954	1.2	Greater than anticipated ridership leading to higher receipts
Other Operating Revenue	(0,484)	(50.5)	Lower advertising offset by unbudgeted insurance recoveries	0,200	1.2	(a)
Capital and Other Reimbursements	(0,896)	(46.3)	Timing of reimbursement receipts	(6,267)	(51.6)	Timing of reimbursement receipts
Total Receipts	\$ 1,270			\$ (4,113)	(2.1)	
Payroll	\$ 0,206	0.7	Vacancies and favorable other payroll expenses offset by interagency fringe benefits	\$ 10,961	5.5	Vacancies and favorable other payroll expenses including RWA payments for expired TSO union contracts, offset by interagency fringe benefits
Overtime	0,198	4.4	(a)	(4,811)	(13.5)	Accelerated completion of defects found on scheduled inspections, weather related bus and facility maintenance costs, vacancies and lower employee availability and shuttle service in support of MNRRT power outage and traffic delays
Health and Welfare (including OPEB)	(17,432)	*	Payments of prior period expenses	1,451	3.2	Favorable timing
Pension	0,933	19.2	Adjustments in prior period payments	1,921	4.9	Adjustments in prior period payments
Other Fringe Benefits	5,543	64.4	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	17,746	37.1	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll
GASB	-	-	(a)	-	-	(a)
Electric Power	(0,041)	(44.6)	Higher than anticipated expenses	(1,388)	*	Payments for prior periods
Fuel	(1,224)	(21.7)	Payments of prior period expenses	3,431	10.1	Favorable timing and lower average rates
Insurance	1,543	88.1	Favorable timing	1,560	59.5	Favorable timing
Claims	1,048	42.2	Favorable timing	8,096	34.3	Favorable timing
Maintenance and Other Operating Contracts	2,924	75.5	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	12,237	46.9	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts
Professional Service Contracts	1,658	74.0	Favorable timing of payments	4,727	31.5	Favorable timing of payments
Materials & Supplies	(2,464)	(89.7)	Mainly due to traction motors, and alternator units charged to Material & Supplies	(4,682)	(16.8)	Mainly due to traction motors, and alternator units charged to Material & Supplies
Other Business Expenditure	0,576	93.4	Favorable timing of payments	2,281	54.0	Favorable timing of payments
Total Expenditures	\$ (6,532)	(9.5)		\$ 53,530	10.6	
Net Cash Variance	\$ (5,262)	(10.9)		\$ 49,417	16.0	

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

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

	OCTOBER 2013				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ (0.118)	\$ 1.783	\$ 1.901	*	\$ 0.214	\$ 0.024	\$ (0.190)	(88.8)
Other Operating Revenue	(1.165)	(1.441)	(0.276)	(23.7)	(0.664)	(0.076)	0.588	88.5
Capital and Other Reimbursements	0.987	0.523	(0.464)	(47.0)	5.512	0.816	(4.696)	(85.2)
Total Receipts	\$ (0.296)	\$ 0.865	\$ 1.161	*	\$ 5.061	\$ 0.764	\$ (4.298)	(84.9)
Expenditures								
Labor								
Payroll	\$ (9.656)	\$ (9.974)	\$ (0.318)	(3.3)	\$ (5.219)	\$ 6.050	\$ 11.269	*
Overtime	(1.069)	-	1.069	100.0	(0.554)	(0.422)	0.132	23.8
Health and Welfare	4.104	(5.659)	(9.763)	*	7.225	6.946	(0.279)	(3.9)
OPEB Current Payment	1.541	(7.555)	(9.096)	*	3.276	2.198	(1.078)	(32.9)
Pensions	(0.904)	0.048	0.952	*	(0.747)	1.250	1.997	*
Other Fringe Benefits	(3.719)	0.211	3.930	*	(10.350)	1.593	11.943	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (9.703)	\$ (22.929)	\$ (13.226)	*	\$ (6.369)	\$ 17.614	\$ 23.984	*
Non-Labor								
Traction and Propulsion Power	\$ (0.018)	\$ -	0.018	100.0	\$ 0.037	\$ (1.034)	(1.071)	*
Fuel for Buses and Trains	(1.799)	(3.806)	(2.007)	*	(1.116)	(1.080)	0.036	3.2
Insurance	(1.503)	0.160	1.663	*	(0.412)	0.943	1.355	*
Claims	(0.317)	(0.769)	(0.452)	*	(1.942)	1.657	3.599	*
Maintenance and Other Operating Contracts	(1.136)	1.012	2.148	*	(5.927)	0.537	6.464	*
Professional Service Contracts	(0.517)	1.033	1.550	*	(1.170)	2.967	4.137	*
Materials & Supplies	(0.344)	(0.796)	(0.452)	*	(2.382)	(1.432)	0.951	39.9
Other Business Expenditures	(0.248)	0.212	0.460	*	(0.747)	1.380	2.127	*
Total Non-Labor Expenditures	\$ (5.882)	\$ (2.954)	\$ 2.928	49.8	\$ (13.658)	\$ 3.940	\$ 17.598	*
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures :								
Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before								
Non-Cash Liability Adjts.	\$ (15.585)	\$ (25.883)	\$ (10.298)	(66.1)	\$ (20.027)	\$ 21.554	\$ 41.581	*
Depreciation Adjustment	3.520	4.028	0.508	14.4	37.494	40.824	3.328	8.9
Other Post Employment Benefits	4.691	4.619	(0.072)	(1.5)	46.618	46.181	(0.437)	(0.9)
Environmental Remediation	-	-	-	-	-	1.736	1.736	-
Total Expenses/Expenditures	\$ (7.374)	\$ (17.236)	\$ (9.862)	*	\$ 64.084	\$ 110.295	\$ 46.209	72.1
Total Cash Conversion Adjustments	\$ (7.670)	\$ (16.371)	\$ (8.701)	*	\$ 69.146	\$ 111.058	\$ 41.911	60.6

NOTE Totals may not add due to rounding

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

4.46

	October Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>	<u>November Forecast</u>		
	\$	\$	\$	\$	%	\$	%
Total Revenue	181.5	183.1	183.2	1.7	0.9	0.1	0.1
Total Expenses before Non-Cash Liability Adjs	476.3	476.7	465.9	10.4	2.2	10.8	2.3
Depreciation	37.5	35.2	40.8	(3.3)	(8.8)	(5.6)	(15.9)
OPEB Obligation	46.6	46.9	46.2	0.4	0.9	0.7	1.5
Environmental Remediation	-	-	1.7	(1.7)		(1.7)	
Total Expenses	560.4	558.8	554.6	5.8	1.0	4.2	0.8
Net Surplus/(Deficit)	(378.9)	(375.7)	(371.4)	7.5	2.0	4.3	1.1

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.1	0.1	Greater then expected ridership
Total Expenses	\$4.2	0.8	Mainly due to lower Claims, Workers Compensation and Maintenance and Other Operating Expenses

NOTE. Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

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

	OCTOBER 2013			Year-to-date		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.409	\$ 18.158	\$ 0.749	\$ 164.566	\$ 166.710	\$ 2.144
Total Farebox Revenue	\$ 17.409	\$ 18.158	\$ 0.749	\$ 164.566	\$ 166.710	\$ 2.144
Other Operating Revenue	\$ 2.124	\$ 1.916	\$ (0.208)	\$ 16.917	\$ 16.529	\$ (0.388)
Capital & Other Reimbursable	0.949	0.517	(0.432)	6.632	5.061	(1.571)
Total Revenue	\$ 20.482	\$ 20.591	\$ 0.109	\$ 188.115	\$ 188.300	\$ 0.185
<u>Ridership</u>						
Fixed Route	11.130	11.613	0.483	103.405	104.852	1.447
Total Ridership	11.130	11.613	0.483	103.405	104.852	1.447

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
OCTOBER 2013

FUNCTION/DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	16	16	-	
Material	18	15	3	
Controller	15	19	(4)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	24	21	3	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	12	10	2	
Non-Departmental	52	-	52	
Total Administration	178	113	65	Timing of Training
Operations				
Buses	2,139	2,153	(14)	
Office of the Executive VP	1	1	-	
Safety & Training	18	37	(19)	
Road Operations	116	114	2	
Transportation Support	20	21	(1)	
Operations Planning	32	28	4	
Revenue Control	21	20	1	
Total Operations	2,347	2,374	(27)	Students in Training
Maintenance				
Buses	749	714	35	
Maintenance Support/CMF	166	158	8	
Facilities	72	45	27	Vacancies Replaced by MOU
Supply Logistics	92	90	2	
Total Maintenance	1,079	1,007	72	
Capital Program Management	37	29	8	
Total Engineering/Capital	37	29	8	
Security	16	14	2	
Total Public Safety	16	14	2	
Total Positions	3,657	3,537	120	
Non-Reimbursable	3,593	3,483	110	
Reimbursable	64	54	10	
Total Full-Time	3,642	3,520	122	
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
OCTOBER 2013

FUNCTION/OCCUPATIONAL GROUP	Mid Year Forecast	Actual	Favorable (Unfavorable) Vari- ance	Explanation of Variances
Administration				
Managers/Supervisors	58	41	17	
Professional, Technical, Clerical	70	72	(2)	
Operational Hourlies	50	-	50	
Total Administration	178	113	65	Timing of Training Requirements
Operations				
Managers/Supervisors	296	297	(1)	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,000	2,022	(22)	
Total Operations	2,347	2,374	(27)	Students in Training
Maintenance				
Managers/Supervisors	205	197	8	
Professional, Technical, Clerical	16	17	(1)	
Operational Hourlies	858	793	65	
Total Maintenance	1,079	1,007	72	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	18	3	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	29	8	
Public Safety				
Managers/Supervisors	12	9	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	16	14	2	
Total Baseline Positions				
Managers/Supervisors	592	562	30	
Professional, Technical, Clerical	157	158	(1)	
Operational Hourlies	2,908	2,817	91	
Total Baseline Positions	3,657	3,537	120	

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

	October						October Year-to-Date					
	Mid-Year-Forecast		Actuals		Var. - Fav./(Unfav)		0.000		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	52,530	\$2.2	50,309	\$2.1	2,221 4.2%	\$0.1 6.2%	498,519	\$21.0	446,550	\$18.6	51,969 10.4%	\$2.4 11.2%
<u>Unscheduled Service</u>	4,118	\$0.2	6,607	\$0.3	(2,489) -60.4%	(0.1) -55.1%	40,065	\$1.8	54,841	\$2.3	(14,776) -36.9%	(0.5) -28.4%
<u>Programmatic/Routine Maintenance</u>	10,951	\$0.5	22,502	\$0.9	(11,552) -105.5%	(0.4) -91.5%	124,175	\$5.3	192,536	\$8.3	(68,361) -55.1%	(2.9) -55.5%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	(0.0) 0.0%
<u>Vacancy/Absentee Coverage</u>	12,684	\$0.6	22,229	\$1.0	(9,545) -75.3%	(0.5) -82.3%	129,721	\$5.8	208,465	\$8.8	(78,744) -60.7%	(2.9) -50.6%
<u>Weather Emergencies</u>	112	\$0.0	0	\$0.0	112 *	0.0 *	20,243	\$0.9	38,599	\$1.7	(18,356) *	(0.8) *
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	101	\$0.0	130 56.3%	0.0 62.8%	2,185	\$0.1	644	\$0.0	1,541 70.5%	0.1 73.2%
<u>Other</u>	323	\$0.0	709	\$0.0	(386) *	(0.0) *	3,167	\$0.3	8,782	\$0.5	(5,615) *	(0.2) *
Subtotal	80,949	\$3.5	102,458	\$4.3	(21,509) -26.6%	(\$0.9) -25.1%	818,073	\$35.2	950,417	\$40.1	(132,343) -16.2%	(\$5.0) -14.1%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	80,949	\$3.5	102,458	\$4.3	(21,509) -26.6%	(\$0.9) -25.1%	818,073	\$35.2	950,417	\$40.1	(132,343) -16.2%	(\$5.0) -14.1%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	2,221 4.2%	\$0.1 6.2%		51,969 10.4%	\$2.4 11.2%	Operating less than budgeted service
<u>Unscheduled Service</u>	(2,489) -60.4%	(\$0.1) -55.1%	Traffic delays and Metro North Power Outage	(14,776) -36.9%	(\$0.5) -28.4%	Traffic Delays and Metro North Derailment Shuttle service support
<u>Programmatic/Routine Maintenance</u>	(11,552) -105.5%	(\$0.4) -91.5%	MetroNorth Power Outage, accelerated post-inspection defect repair, impact of facility work on depot operations and traffic-related impact on fueling operations.	(68,361) -55.1%	(\$2.9) -55.5%	Maintenance work for accelerated completion of defects found on scheduled inspections, MetroNorth Power Outage and traffic-related impact on fueling operations.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	(\$0.0) 0.0%	
<u>Vacancy/Absentee Coverage</u>	(9,545) -75.3%	(\$0.5) -82.3%	Vacancy and Absentee Coverage.	(78,744) -60.7%	(\$2.9) -50.6%	Vacancy and Absentee Coverage.
<u>Weather Emergencies</u>	112 .	\$0.0 .		(18,356) .	(\$0.8) .	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
<u>Safety/Security/Law Enforcement</u>	130 56.3%	\$0.0 62.8%		1,541 70.5%	\$0.1 73.2%	
<u>Other</u>	(386) .	(\$0.0) .		(5,615) .	(\$0.2) .	
Subtotal	(21,509) -26.6%	(\$0.9) -25.1%		(132,343) -16.2%	(\$5.0) -14.1%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(21,509)	(\$0.9)		(132,343)	(\$5.0)	

4.52

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	September Results		September Year-to-Date Results			
	Variance	Fav/(Unfav)	Forecast	Prel Actual	Variance	Fav/(Unfav)
	\$	%	\$	\$	\$	%
Total Farebox Revenue	7.0	2.1	2,972.0	2,992.4	20.3	0.7
Nonreimb. Exp. before Dep./OPEB	32.0	6.1	5,350.6	5,303.3	47.3	0.9
Net Cash Deficit*	(76.8)	(59.8)	(1,762.4)	(1,897.8)	(135.4)	(7.7)

*Excludes Subsidies and Debt Service

September 2013 **farebox revenue** was \$345.4 million, \$7.0 million (2.1 percent) above forecast, including a \$4.2 million positive retroactive adjustment to subway and bus revenue. Subway revenue was \$6.4 million (2.5 percent) above forecast, bus revenue was \$0.8 million (1.0 percent) above forecast, and paratransit revenue was \$0.2 million (10.7 percent) below forecast. Year-to-date revenue was \$20.3 million (0.7 percent) above forecast, mostly due to subway revenue, which was \$19.5 million (0.9 percent) above forecast; bus revenue was \$1.5 million (0.2 percent) above forecast and paratransit revenue was \$0.7 million (5.5 percent) below forecast. Accrued fare media liability was equal to the forecast for both the month and year-to-date. The September 2013 non-student **average fare** of \$1.781 increased 14.6¢ from September 2012 due to the March 2013 fare increase; the subway fare increased 15.4¢, the local bus fare increased 11.9¢, and the express bus fare increased 39.4¢.

Total **ridership** in September 2013 of 199.5 million was 0.5 percent (1.0 million trips) above forecast. Average weekday ridership in September 2013 was 7.9 million, an increase of 1.6 percent from September 2012. Average weekday ridership for the twelve months ending September 2013 was 7.6 million, an increase of 0.4 percent from the twelve months ending September 2012.

Nonreimbursable expenses before depreciation and OPEB in September were below forecast by \$32.0 million (6.1 percent). Labor expenses were less than forecast by \$16.8 million (4.5 percent), due largely to underruns in health & welfare/OPEB current expenses, payroll and other fringe benefit expenses, and favorable reimbursable overhead credits. These positive results were partly offset by increased overtime expenses. Non-labor expenses were below forecast by \$15.2 million (10.3 percent), due largely to favorable results in maintenance contracts, paratransit service contracts, materials & supplies, insurance and electric power expenses. Fuel expense overruns partly offset these favorable results. Year-to-date, nonreimbursable expenses were \$47.3 million (0.9 percent) below forecast. Labor expenses were lower than forecast by \$35.1 million (0.9 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 were \$12.2 million (1.0 percent) under forecast, mostly from favorable results in paratransit service contracts, maintenance contracts and electric power, partly offset by unfavorable results in professional service contracts, fuel and claims.

The **net cash deficit** for September year-to-date was \$1,897.8 million, unfavorable to forecast by \$135.4 million (7.7 percent), due largely to the unfavorable timing of NYC paratransit expense reimbursements and Capital Program reimbursements, and increased claims payouts.

FINANCIAL RESULTS

Farebox Revenue

September 2013 Farebox Revenue - (\$ in millions)

	September				September Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	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%
Total - NYCT	338.4	345.4	7.0	2.1%	2,972.0	2,992.4	20.3	0.7%
MTA Bus Company	16.6	16.9	0.3	2.1%	147.2	148.6	1.4	0.9%
Total - Regional Bus	97.3	98.5	1.1	1.2%	848.4	851.4	2.9	0.3%

Note: Totals may not add due to rounding.

- September subway and bus revenue includes a positive retroactive adjustment of \$4.2 million resulting from 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%
Total	1.635	1.781	0.146	9.0%	1.634	1.750	0.117	7.1%

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the September average fare of \$1.16 was 22¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenues were above forecast by \$0.6 million (2.0 percent) in the month and by \$1.6 million (0.4 percent) year-to-date. These favorable variances were due largely to higher advertising revenues.

Nonreimbursable Expenses

In September, nonreimbursable expenses before depreciation and OPEB were below forecast by \$32.0 million (6.1 percent). Year-to-date, expenses were \$47.3 million (0.9 percent) less than forecast. The major causes of these variances are reviewed below:

Labor expenses in the month of September were favorable to forecast by \$16.8 million (4.5 percent). Health & welfare/OPEB current expenses were below forecast by \$13.1 million (15.7 percent), due mainly to lower rates. Payroll expenses underran by \$6.3 million (2.7 percent), mostly due to vacancies and lower employee earned separation payments. Other fringe benefit expenses were less than forecast by \$1.3 million (5.4 percent), due to FICA underruns and favorable direct overhead credits, partly offset by higher Workers' Compensation costs. Reimbursable overhead credits were favorable by \$1.0 million (6.5 percent), resulting mainly from higher reimbursable overtime costs. Overtime expenses exceeded forecast by \$4.7 million (17.2 percent), due primarily to additional bus unscheduled service and subway/bus maintenance/vacancy coverage requirements. Year-to-date, labor costs were lower than forecast by \$35.1 million (0.9 percent). Health & welfare/OPEB current expenses underran forecast by \$29.4 million (4.0 percent), again due to lower rates. Payroll expenses were favorable by \$14.0 million (0.7 percent), due largely to vacancies and lower employee earned separation payments. Reimbursable overhead credits were favorable by \$7.5 million (5.2 percent), resulting mainly from higher reimbursable overtime costs. Overtime expenses exceeded forecast by \$17.7 million (6.6 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 September by \$15.2 million (10.3 percent). Maintenance contract expenses were under by \$6.6 million (31.1 percent), primarily from underruns in auto purchases, and the timing of painting & building-related expenses, partly offset by the unfavorable timing of maintenance and repair requirements. Paratransit service contract expenses were favorable by \$6.0 million (17.5 percent), due mostly to lower completed trips and call center activity. Materials & supplies expenses were below forecast by 2.4 million (9.7 percent), due largely to the favorable timing of vehicle maintenance and repair expenses, partly offset by unfavorable inventory adjustments. Insurance expenses were under forecast by \$1.6 million (23.4 percent), due to the favorable timing of interagency payments. Electric power expenses were below forecast by \$1.3 million (5.0 percent), due largely to lower consumption and the favorable timing of expenses, partly offset by higher prices. Professional service contract expenses underran by a net \$0.7 million (6.1 percent), mostly from the favorable timing of IT hardware and bond services expenses, partly offset by the unfavorable timing of data center expenses. Fuel expenses were above forecast by \$3.7 million (38.0 percent), primarily from the unfavorable timing of CNG fuel tax credits, higher prices and consumption. Year-to-date, non-labor expenses were \$12.2 million (1.0 percent) under forecast, including the following:

- Paratransit service contracts were below forecast by \$13.3 million (4.7 percent), due mainly to lower completed trips, call center activity and vehicle rehabs.
- Maintenance contract expenses were less than forecast by \$10.5 million (7.3 percent), due primarily to underruns in auto purchases, and the favorable timing of painting & building-related expenses, partly offset by the unfavorable timing of maintenance and repair requirements.
- Electric power expenses were favorable by \$7.3 million (3.2 percent), mainly caused by lower consumption and the favorable timing of expenses, partly offset by higher prices.

- Materials and supplies expenses were under forecast by \$4.6 million (2.1 percent), primarily from favorable retroactive reclassification adjustments, offset in other non-labor accounts, and higher scrap/surplus sales, partly offset by the unfavorable timing of non-vehicle maintenance requirements.
- Professional service contracts were higher than forecast by \$16.5 million (16.3 percent), due largely to the unfavorable timing of data center, bond services and Workers' Compensation Board expenses, and unfavorable retroactive reclassification adjustments, offset in other non-labor accounts.
- Fuel expenses were unfavorable to forecast by \$5.3 million (4.4 percent), due mostly to higher consumption and prices, and the unfavorable timing of expenses.
- Claims (public liability) expenses were higher by \$2.9 million (4.4 percent), due to increased claims payouts.

Depreciation expenses were below forecast year-to-date by \$39.0 million (3.6 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 \$1,026.9 million of accrued expenses year-to-date, \$54.0 million (5.0 percent) lower than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for September year-to-date was \$1,897.8 million, unfavorable to forecast by \$135.4 million (7.7 percent), due largely to the unfavorable timing of NYC paratransit expense reimbursements and Capital Program reimbursements, and increased claims payouts.

Inventory (see Inventory Note following)

Inventory at the end of September was \$210.0 million, \$26.7 million (14.6 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 45,354 full-time paid incumbents at the end of September, 38 more than in August and an increase of 224 from December 2012 (excluding 199 temporary December paid incumbents).

RIDERSHIP RESULTS

September 2013 Ridership vs. Forecast - (millions)

	September				September Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
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%)
Total - NYCT	198.5	199.5	1.0	0.5%	1,773.3	1,780.0	6.7	0.4%
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

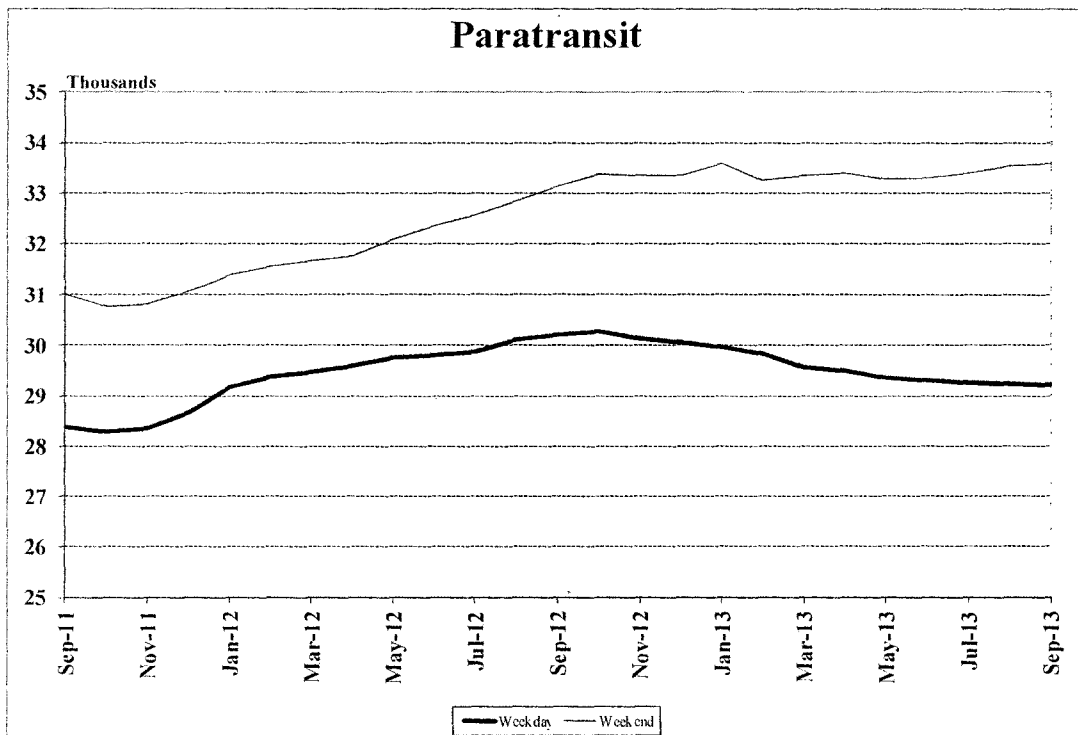
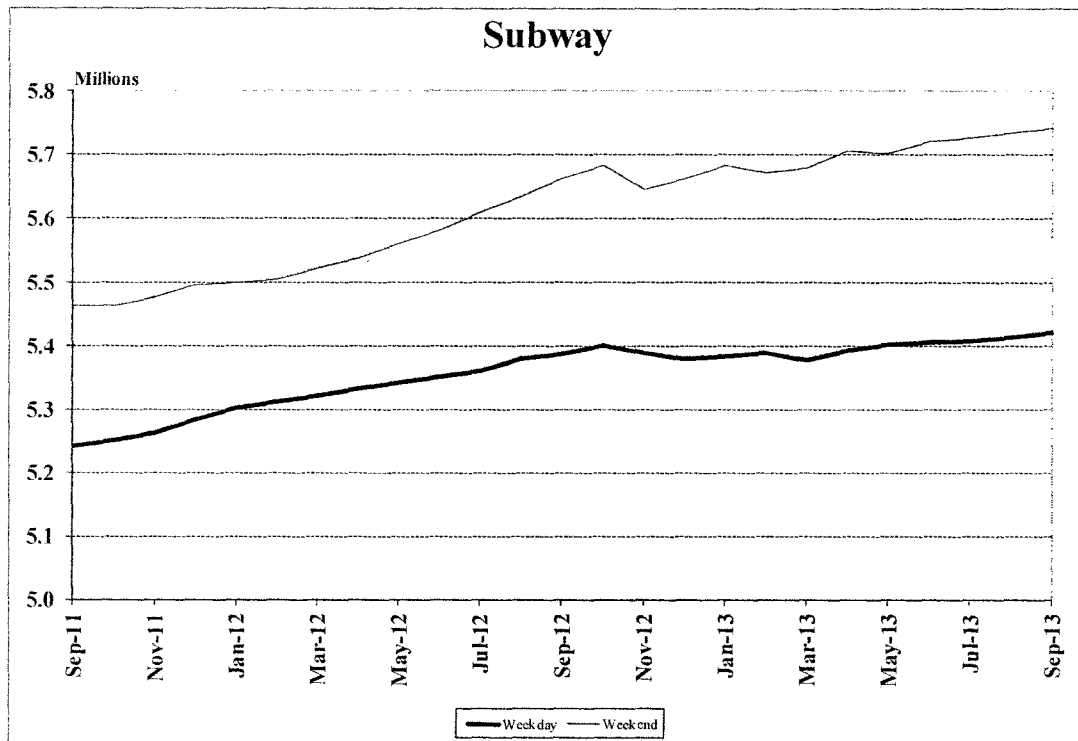
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2012	Preliminary	Change		2012	Preliminary	Change	
		2013	Amount	Percent		2013	Amount	Percent
Subway	5,527	5,626	+99	+1.8%	5,862	5,957	+94	+1.6%
NYCT Local Bus	2,205	2,228	+23	+1.1%	2,373	2,402	+29	+1.2%
NYCT Express Bus	45	45	-0	-0.5%	11	12	+2	+14.6%
Paratransit	30	30	-0	-1.1%	35	35	+1	+2.2%
TOTAL - NYCT	7,807	7,928	+121	+1.6%	8,281	8,407	+125	+1.5%
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>
12-Month Rolling Average								
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%
TOTAL - NYCT	7,589	7,620	+31	+0.4%	8,003	8,099	+95	+1.2%
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.

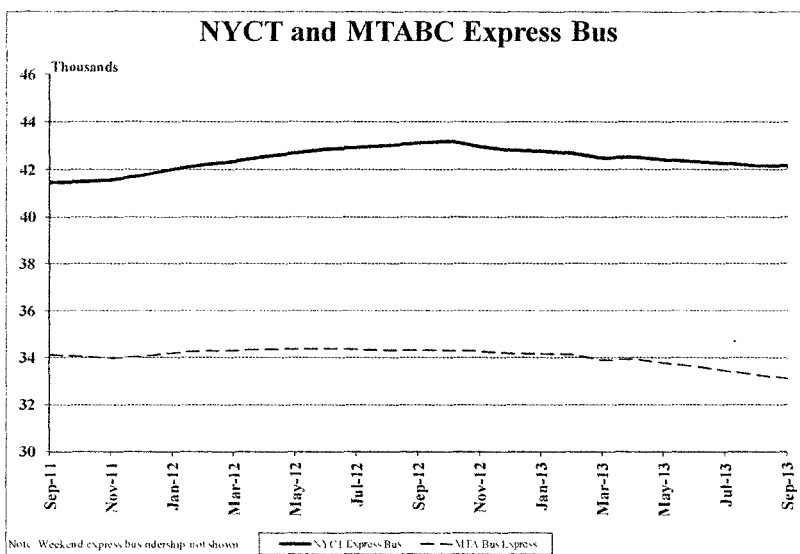
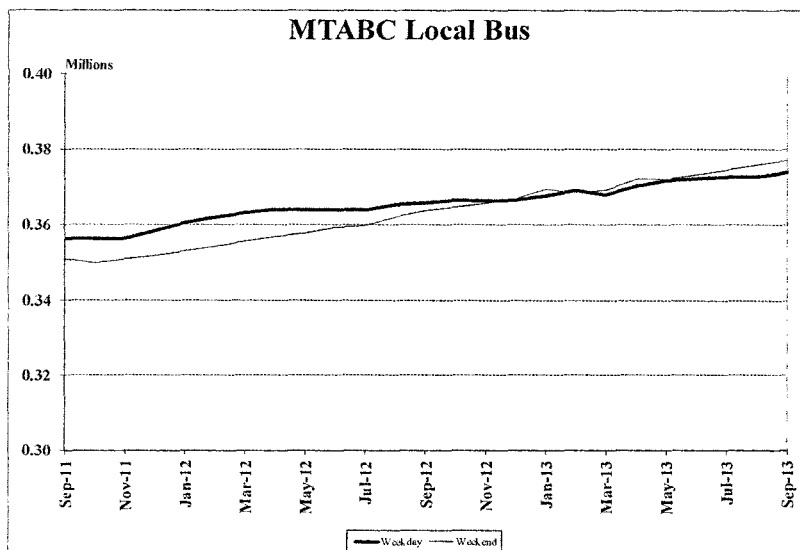
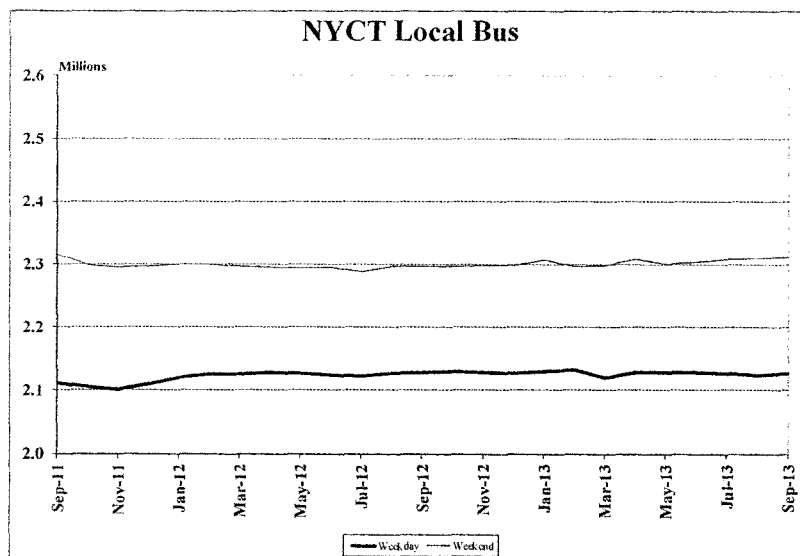
- September 2013 average weekday subway ridership was the highest of any September in over forty-five years. September 24, 2013 had 5.891 million riders, the third highest ridership on record; six weekdays in the month had over 5.8 million riders.
- September 2013 average weekend subway and total NYCT 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.

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 September 2012 to September 2013, ridership increased on the subway and local buses, but decreased on all other services. The largest increase was on MTA local buses (up 3.0 percent) and the largest decrease was on MTA express buses (down 6.0 percent). Average weekend ridership increased on the subway and bus services (except MTA express buses), but decreased on all other rail services and the Staten Island Ferry.

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

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Sep-12	Preliminary Sep-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,527	5,626	+1.8%	+0.6%
NYCT Local Bus	2,205	2,228	+1.1%	-0.1%
NYCT Express Bus	45	45	-0.5%	-2.2%
NYCT Paratransit	30	30	-1.1%	-3.3%
Staten Island Railway	17	16	-5.2%	-7.8%
MTA Local Bus	382	393	+3.0%	+2.2%
MTA Express Bus	35	33	-6.0%	-3.6%
Long Island Rail Road	305	296	-2.8%	-2.7%
Metro-North Railroad	286	282	-1.4%	-2.1%
Staten Island Ferry	69	66	-5.4%	n/a
PATH	267	257	-4.0%	-4.9%
<u>Average Weekend</u>				
NYCT Subway	5,862	5,957	+1.6%	+1.4%
NYCT Local Bus	2,373	2,402	+1.2%	+0.7%
NYCT Express Bus	11	12	+14.6%	+17.4%
NYCT Paratransit	35	35	+2.2%	+1.3%
Staten Island Railway	9	8	-12.3%	-15.6%
MTA Local Bus	384	399	+3.8%	+3.6%
MTA Express Bus	14	13	-3.9%	-2.3%
Long Island Rail Road	193	187	-3.3%	-2.0%
Metro-North Railroad	219	210	-4.1%	-2.0%
Staten Island Ferry	99	96	-3.8%	n/a
PATH	236	221	-6.1%	-17.9%

MTA Bridges and Tunnels (thousands)				
Average Weekday	813	812	-0.1%	-2.0%
Average Weekend	1,532	1,545	+0.9%	-1.7%

Note. Percentages are based on unrounded data.

Economy

New York City employment data for September is not yet available.

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				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			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
Mtca 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	338 129	27 471	7.5	0 000	0 000	0 000	-	365 600	338 129	27 471	7.5
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	\$945.255	\$75.560	7.4	\$72.451	\$78.816	(\$6.365)	(8.8)	\$1,093.266	\$1,024.071	\$69.195	6.3
Net Surplus/(Deficit)	(\$650.565)	(\$567.345)	\$83.220	12.8	\$0.000	\$0.000	\$0.000	-	(\$650.565)	(\$567.345)	\$83.220	12.8

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				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
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
Total Revenue	\$3,372,451	\$3,394,348	\$21,897	0.6	\$675,538	\$699,169	\$23,631	3.5	\$4,047,989	\$4,093,517	\$45,528	1.1
Expenses												
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	-
Total Labor Expenses	\$4,092,802	\$4,067,656	\$25,146	0.9	\$597,784	\$613,338	(\$15,554)	(2.6)	\$4,690,586	\$4,670,994	\$19,592	0.4
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
Misc. 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
Total Non-Labor Expenses	\$1,257,812	\$1,245,639	\$12,173	1.0	\$77,754	\$85,831	(\$8,077)	(10.4)	\$1,335,566	\$1,331,470	\$4,096	0.3
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	\$5,350,614	\$5,303,295	\$47,319	0.9	\$675,538	\$699,169	(\$23,631)	(3.5)	\$6,026,152	\$6,002,464	\$23,688	0.4
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	1,026,880	53,989	5.0	0,000	0,000	0,000	-	1,080,869	1,026,880	53,989	5.0
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$7,528,628	\$7,388,314	\$140,314	1.9	\$675,538	\$699,169	(\$23,631)	(3.5)	\$8,204,166	\$8,087,483	\$116,683	1.4
Net Surplus/(Deficit)	(\$4,156,177)	(\$3,993,966)	\$162,211	3.9	\$0,000	\$0,000	\$0,000	-	(\$4,156,177)	(\$3,993,966)	\$162,211	3.9

NOTE: Totals may not add due to rounding.

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	NR	0.6	2.0	Primarily due to higher advertising and paratransit urban tax revenues	1.6	0.4	Mostly higher advertising revenue
Payroll	NR	6.3	2.7	Mostly due to vacancies and lower employee earned separation payments	14.0	0.7	Mostly due to vacancies and lower employee earned separation payments
Overtime	NR	(4.7)	(17.2)	Mainly due to additional bus unscheduled service and subway/bus maintenance & vacancy coverage requirements	(17.7)	(6.6)	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	13.1	15.7	Mostly lower rates	29.4	4.0	Mostly lower rates
Other Fringe Benefits	NR	1.3	5.4	Largely FICA underruns and favorable direct overhead credits, partly offset by higher Workers' Compensation costs	1.1	0.5	Largely favorable direct overhead credits and FICA underruns, partly offset by higher Workers' Compensation costs
Reimbursable Overhead	NR	1.0	6.5	Favorable overhead credits, resulting mostly from higher reimbursable overtime costs	7.5	5.2	Favorable overhead credits, resulting mostly from higher reimbursable overtime costs
Electric Power	NR	1.3	5.0	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices	7.3	3.2	Mainly due to lower consumption and the favorable timing of expenses, partly offset by higher prices
Fuel	NR	(3.7)	(38.0)	Largely the unfavorable timing of CNG fuel tax credits, higher prices and consumption.	(5.3)	(4.4)	Due mostly to higher consumption and prices, and the unfavorable timing of expenses
Insurance	NR	1.6	23.4	The favorable timing of interagency payments			
Claims	NR				(2.9)	(4.4)	Mostly increased claims payouts
Paratransit Service Contracts	NR	6.0	17.5	Mostly due to lower completed trips and call center activity	13.3	4.7	Mostly due to lower completed trips, call center activity and vehicle rehabs
Maintenance and Other Operating Contracts	NR	6.6	31.1	Primarily underruns in auto purchases, and the favorable timing of vehicle maintenance and repair requirements, and painting expenses	10.5	7.3	Primarily underruns in auto purchases, and the favorable timing of painting & building-related expenses, partly offset by the unfavorable timing of maintenance and repair requirements

4.64

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH				YEAR TO DATE			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Professional Service Contracts	NR	0.7	6.1	Mostly due to the favorable timing of IT hardware and bond services expenses, partly offset by the unfavorable timing of data center expenses		(16.5)	(16.3)	Mostly due to the unfavorable timing of data center, bond services, and Workers' Compensation Board expenses, and retroactive reclassification adjustments offset in other non-labor accounts	
Materials & Supplies	NR	2.4	9.7	Due largely to the favorable timing of vehicle maintenance and repair expenses, partly offset by unfavorable inventory adjustments		4.6	2.1	Mainly due to favorable retroactive reclassification adjustments and higher scrap/surplus sales, partly offset by the unfavorable timing of non-vehicle maintenance requirements	
Other Business Expenses	NR	0.3	5.4	Primarily savings in stationery expenses		0.8	1.6	Primarily savings in stationery expenses	
Depreciation	NR	16.1	12.3	Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use		39.0	3.6	Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use	
OPEB Long-Term Account	NR	27.5	7.5	Lower accrued expenses, based on current actuarial information		54.0	5.0	Lower accrued expenses, based on current actuarial information	
Capital and Other Reimbursements	R	6.4	8.8	Increase to provide for reimbursement of reimbursable expense increase		23.6	3.5	Increase to provide for reimbursement of reimbursable expense increase	
Payroll	R	4.1	13.3	Mainly the favorable timing of engineering and capital construction requirements		9.5	3.7	Mainly the favorable timing of capital construction and engineering requirements	
Overtime	R	(4.7)	(86.6)	Largely additional work in Subways, specifically for track, operations, station environment, infrastructure, power and signals requirements		(17.3)	(27.3)	Largely additional work in Subways, specifically for track, infrastructure, power, station environment and operations requirements	
Health & Welfare	R	1.2	51.5	Lower rates		2.0	10.8	Lower rates	
Other Fringe Benefits	R	(0.3)	(3.2)	Primarily higher direct overhead expenses, resulting from increased reimbursable overtime expenses		(2.2)	(2.7)	Primarily higher direct overhead expenses, resulting from increased reimbursable overtime expenses	
Paratransit Service Contracts	R	(1.0)	n/a	Interactive voice response system support costs to enhance riders ability to call into the sytem to locate available trips		(1.0)	n/a	Interactive voice response system support costs to enhance riders ability to call into the sytem to locate available trips	

9.65

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	R	(2.9)	over (100.0)	Largely the unfavorable timing of maintenance services, building-related and operating contract costs	(7.0)	(32.0)	Largely the unfavorable timing of maintenance services, building-related and operating contract costs
Professional Service Contracts	R	(1.2)	(67.0)	Mostly the unfavorable timing of data center and various professional service expenses	(3.2)	(23.7)	Mostly the unfavorable timing of IT hardware, data center and EDP maintenance & repair expenses
Materials & Supplies	R	(0.7)	(13.7)	Mainly the unfavorable timing of non-vehicle maintenance requirements	2.8	6.9	Mainly the favorable timing of non-vehicle maintenance requirements
Other Business Expenses	R	0.2	45.3	Largely the favorable timing of various miscellaneous expenses	0.3	24.8	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
September 2013
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$337.202	\$323.888	(\$13.314)	(3.9)	\$3,003.433	\$3,016.348	\$12.915	0.4
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	71.391	71.426	0.035	0.0
Paratransit Reimbursement	56.149	2.866	(53.283)	(94.9)	155.077	101.405	(53.672)	(34.6)
Other	3.722	3.331	(0.391)	(10.5)	144.268	143.570	(0.698)	(0.5)
Total Other Operating Revenue	59.871	6.197	(53.674)	(89.6)	370.736	316.401	(54.335)	(14.7)
Capital and Other Reimbursements	90.451	83.557	(6.894)	(7.6)	658.194	611.995	(46.199)	(7.0)
Total Receipts	\$487.524	\$413.642	(\$73.882)	(15.2)	\$4,032.363	\$3,944.744	(\$87.619)	(2.2)
Expenditures								
Labor:								
Payroll	246.032	240.620	5.412	2.2	2,434.019	2,434.872	(0.853)	(0.0)
Overtime	30.330	37.589	(7.259)	(23.9)	322.881	333.922	(11.041)	(3.4)
Total Salaries & Wages	276.362	278.209	(1.847)	(0.7)	2,756.900	2,768.794	(11.894)	(0.4)
Health and Welfare	55.810	53.337	2.473	4.4	547.826	553.136	(5.310)	(1.0)
OPEB Current Payment	29.718	27.840	1.878	6.3	243.636	239.818	3.818	1.6
Pensions	79.957	80.197	(0.240)	(0.3)	567.183	566.568	0.615	0.1
Other Fringe Benefits	28.849	29.501	(0.652)	(2.3)	277.707	286.425	(8.718)	(3.1)
Total Fringe Benefits	194.334	190.875	3.459	1.8	1,636.352	1,645.947	(9.595)	(0.6)
GASB Account	5.784	6.098	(0.314)	(5.4)	49.139	49.615	(0.476)	(1.0)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$476.480	\$475.182	\$1.298	0.3	\$4,442.391	\$4,464.356	(\$21.965)	(0.5)
Non-Labor:								
Electric Power	26.141	25.891	0.250	1.0	229.787	230.119	(0.332)	(0.1)
Fuel	5.746	17.021	(11.275)	(196.2)	123.288	132.331	(9.043)	(7.3)
Insurance	1.622	0.000	1.622	100.0	42.210	37.039	5.171	12.3
Claims	6.720	6.151	0.569	8.5	60.884	84.495	(23.611)	(38.8)
Paratransit Service Contracts	33.298	31.752	1.546	4.6	285.729	280.863	4.866	1.7
Mtce. and Other Operating Contracts	23.261	14.180	9.081	39.0	177.992	159.689	18.303	10.3
Professional Service Contracts	11.717	13.143	(1.426)	(12.2)	115.831	131.414	(15.583)	(13.5)
Materials & Supplies	25.684	29.653	(3.969)	(15.5)	266.926	270.044	(3.118)	(1.2)
Other Business Expenditures	5.233	5.859	(0.626)	(12.0)	49.768	52.210	(2.442)	(4.9)
Total Non-Labor Expenditures	\$139.422	\$143.650	(\$4.228)	(3.0)	\$1,352.415	\$1,378.204	(\$25.789)	(1.9)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$615.902	\$618.832	(\$2.930)	(0.5)	\$5,794.806	\$5,842.560	(\$47.754)	(0.8)
Net Surplus/(Deficit)	(\$128.378)	(\$205.190)	(\$76.812)	(59.8)	(\$1,762.443)	(\$1,897.816)	(\$135.373)	(7.7)

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
September 2013
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(13.3)	(3.9)	Mostly due to the unfavorable timing of the counting and depositing of cash	12.9	0.4	Mostly due to increased ridership and the favorable timing of the counting and depositing of cash
Other Operating Receipts	(53.7)	(89.6)	Due to the unfavorable timing of receipt of NYC paratransit partial expense reimbursements	(54.3)	(14.7)	Due to the unfavorable timing of receipt of NYC paratransit partial expense reimbursements
Capital and Other Reimbursements	(6.9)	(7.6)	Mostly the unfavorable timing of reimbursements	(46.2)	(7.0)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB current payment)	4.4	5.1	Mainly expense underruns due to lower rates, partly offset by the unfavorable timing of payments			
Other Fringe Benefits				(8.7)	(3.1)	Largely the unfavorable timing of payments
GASB Account	(0.3)	(5.4)	The unfavorable timing of payments			
Fuel	(11.3)	over (100.0)	Largely the unfavorable timing of CNG fuel tax credits and fuel payments, higher prices and consumption.	(9.0)	(7.3)	Due mostly to higher consumption and prices, and the unfavorable timing of expenses and payments
Insurance	1.6	100.0	The favorable timing of interagency payments	5.2	12.3	The favorable timing of interagency payments
Claims	0.6	8.5	The favorable timing of claims payouts	(23.6)	(38.8)	Higher claims payouts
Paratransit Service Contracts	1.5	4.6	Mostly due to lower completed trips and call center activity, partly offset by the unfavorable timing of payments	4.9	1.7	Mostly due to lower completed trips, call center activity and vehicle rehabs, partly offset by the unfavorable timing of payments
Maintenance Contracts	9.1	39.0	Primarily underruns in auto purchases, and the favorable timing of vehicle maintenance and repair requirements, painting expenses, and payments	18.3	10.3	Primarily underruns in auto purchases, and the favorable timing of painting & building-related expenses and payments, partly offset by the unfavorable timing of maintenance and repair requirements
Professional Service Contracts	(1.4)	(12.2)	Mostly due to the unfavorable timing of payments	(15.6)	(13.5)	Mostly due to the unfavorable timing of data center, bond services, and Workers' Compensation Board expenses
Materials & Supplies	(4.0)	(15.5)	Mainly the unfavorable timing of payments, partly offset by the favorable timing of vehicle maintenance and repair expenses			
Other Business Expenses	(0.6)	(12.0)	Largely due to the unfavorable timing of payments	(2.4)	(4.9)	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)
September 2013
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$1.170)	(\$21.515)	(\$20.345)	-	\$31.386	\$23.980	(\$7.406)	(23.6)
Vehicle Toll Revenue	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)	11.780	11.813	0.033	0.3
Paratransit Reimbursement	42.741	(10.668)	(53.409)	(125.0)	33.504	(20.275)	(53.779)	(160.5)
Other	(8.236)	(9.129)	(0.893)	(10.8)	(74.952)	(77.117)	(2.165)	(2.9)
Total Other Operating Revenue	27.993	(26.310)	(54.303)	(194.0)	(29.668)	(85.579)	(55.911)	(188.5)
Capital and Other Reimbursements	18.000	4.741	(13.259)	(73.7)	(17.344)	(87.174)	(69.830)	(402.6)
Total Receipts	\$44.823	(\$43.084)	(\$87.907)	(196.1)	(\$15.626)	(\$148.773)	(\$133.147)	(852.1)
Expenditures								
Labor:								
Payroll	21.424	16.375	(5.049)	(23.6)	(22.186)	(46.588)	(24.402)	(110.0)
Overtime	2.402	4.515	2.113	88.0	6.420	30.315	23.895	372.2
Total Salaries & Wages	23.826	20.890	(2.936)	(12.3)	(15.766)	(16.273)	(0.507)	(3.2)
Health and Welfare	0.000	(9.908)	(9.908)	-	(50.702)	(83.626)	(32.924)	(64.9)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.087)	(0.003)	(0.0)	334.453	334.441	(0.012)	(0.0)
Other Fringe Benefits	4.939	3.270	(1.669)	(33.8)	29.349	21.711	(7.638)	(26.0)
Total Fringe Benefits	(54.145)	(65.725)	(11.580)	(21.4)	313.100	272.526	(40.574)	(13.0)
GASB Account	(5.784)	(6.098)	(0.314)	(5.4)	(49.139)	(49.615)	(0.476)	(1.0)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$36.103)	(\$50.933)	(\$14.830)	(41.1)	\$248.195	\$206.638	(\$41.557)	(16.7)
Non-Labor:								
Electric Power	0.000	(1.025)	(1.025)	-	2.867	(4.743)	(7.610)	(265.4)
Fuel	4.017	(3.550)	(7.567)	(188.4)	(3.604)	(7.355)	(3.751)	(104.1)
Insurance	5.103	5.153	0.050	1.0	2.076	6.879	4.803	231.4
Claims	0.721	1.290	0.569	78.9	6.085	(14.585)	(20.670)	(339.7)
Paratransit Service Contracts	0.731	(2.724)	(3.455)	(472.6)	(0.193)	(7.656)	(7.463)	-
Mtce. and Other Operating Contracts	(1.069)	4.355	5.424	507.4	(11.493)	3.257	14.750	128.3
Professional Service Contracts	2.250	1.323	(0.927)	(41.2)	(1.329)	2.791	4.120	310.0
Materials & Supplies	4.588	(1.127)	(5.715)	(124.6)	(9.635)	(20.170)	(10.535)	(109.3)
Other Business Expenses	0.526	(0.566)	(1.092)	(207.6)	(1.623)	(5.152)	(3.529)	(217.4)
Total Non-Labor Expenditures	\$16.867	\$3.129	(\$13.738)	(81.4)	(\$16.849)	(\$46.734)	(\$29.885)	(177.4)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$19.236)	(\$47.804)	(\$28.568)	(148.5)	\$231.346	\$159.904	(\$71.442)	(30.9)
Depreciation	131.000	114.914	(16.086)	(12.3)	1,097.145	1,058.139	(39.006)	(3.6)
OPEB Account	365.600	338.129	(27.471)	(7.5)	1,080.869	1,026.880	(53.989)	(5.0)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$477.364	\$405.239	(\$72.125)	(15.1)	\$2,409.360	\$2,244.923	(\$164.437)	(6.8)
Total Cash Conversion Adjustments	\$522.187	\$362.155	(\$160.032)	(30.6)	\$2,393.734	\$2,096.150	(\$297.584)	(12.4)

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
September 2013

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	59	42	17	
Law	267	260	7	
Office of the EVP	41	38	3	
Human Resources	230	242	(12)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	29	2	
Corporate Communications	254	228	26	
Technology & Information Services	446	432	14	
Non-Departmental	84	-	84	TWU Apprentice Program-none appointed currently
Labor Relations	96	89	7	
Materiel	252	238	14	
Controller	137	141	(4)	
Total Administration	1,936	1,775	161	
Operations				
Subways Rapid Transit Operations	7,310	7,321	(11)	
Subways Operations Support	317	329	(12)	
Subways Stations	2,611	2,594	17	
Sub-total Subways	10,238	10,244	(6)	
Buses	10,561	10,425	136	Bus Operator vacancies
Paratransit	209	194	15	
Operations Planning	417	382	35	
Revenue Control	461	431	30	
Total Operations	21,886	21,676	210	
Maintenance				
Subways Operations Support	226	215	11	
Subways Engineering	321	314	7	
Subways Car Equipment	4,225	4,180	45	
Subways Infrastructure	1,376	1,374	2	
Subways Elevator & Escalators	381	374	7	
Subways Stations	3,517	3,434	83	Mainly Maintenance Hourly and Supervisor Positions
Subways Track	2,730	2,689	41	
Subways Power	585	590	(5)	
Subways Signals	1,436	1,403	33	
Subways Electronic Maintenance	1,431	1,374	57	Mainly PTE's and Hourly Positions
Sub-total Subways	16,228	15,947	281	
Buses	3,753	3,646	107	Mainly Hourly Positions
Revenue Control	137	137	0	
Supply Logistics	561	556	5	
System Safety	91	89	2	
Total Maintenance	20,770	20,375	395	
Engineering/Capital				
Capital Program Management	1,319	1,187	132	Hiring delays for positions added in July FP for Sandy and small business mentoring
Total Engineering/Capital	1,319	1,187	132	
Public Safety				
Security	584	565	19	
Total Public Safety	584	565	19	
Total Positions	46,495	45,578	917	
Non-Reimbursable	41,822	41,537	285	
Reimbursable	4,673	4,041	632	
Total Full-Time	46,330	45,336	994	
Total Full-Time Equivalents	165	242	(77)	

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
September 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance	Explanation
			Fav./(Unfav)	
Administration:				
Managers/Supervisors	659	562	97	
Professional, Technical, Clerical	1,162	1,190	(28)	
Operational Hourlies	115	23	92	
Total Administration	1,936	1,775	161	
Operations				
Managers/Supervisors	2,515	2,502	13	
Professional, Technical, Clerical	450	445	5	
Operational Hourlies	18,921	18,729	192	
Total Operations	21,886	21,676	210	
Maintenance				
Managers/Supervisors	3,789	3,643	146	
Professional, Technical, Clerical	1,083	985	98	
Operational Hourlies	15,898	15,747	151	
Total Maintenance	20,770	20,375	395	
Engineering/Capital				
Managers/Supervisors	295	271	24	
Professional, Technical, Clerical	1,022	914	108	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,187	132	
Public Safety				
Managers/Supervisors	210	189	21	
Professional, Technical, Clerical	37	33	4	
Operational Hourlies	337	343	(6)	
Total Public Safety	584	565	19	
Total Positions				
Managers/Supervisors	7,468	7,167	301	
Professional, Technical, Clerical	3,754	3,567	187	
Operational Hourlies	35,273	34,844	429	
Total Positions	46,495	45,578	917	

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

	<u>9/30/13</u>	<u>9/30/12</u>
<u>Operating Inventory</u>		
Gross Inventory	\$287.975	\$269.365
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(77.500)	(77.000)
Net Inventory	\$209.975	\$191.865

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

	September						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	307,809	\$9.5	308,176	\$9.1	(367)	\$0.4 3.9%	2,806,376	\$86.2	2,852,937	\$84.2	(46,561)	\$1.9 2.2%
<u>Unscheduled Service</u>	197,024	\$6.0	243,102	\$7.2	(46,078)	(\$1.2) (19.6%)	1,923,150	\$59.0	2,206,259	\$69.2	(283,109)	(\$10.1) (17.2%)
Programmatic/Routine Maintenance	273,857	\$8.4	343,505	\$10.7	(69,648)	(\$2.3) (27.5%)	2,440,607	\$74.9	2,469,467	\$82.0	(28,861)	(\$7.1) (9.5%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 .0%	0	\$0.0	0	\$0.0	0	\$0.0 .0%
<u>Vacancy/Absentee Coverage</u>	36,963	\$1.1	98,279	\$3.0	(61,316)	(\$1.9) *	378,117	\$11.6	450,939	\$13.8	(72,822)	(\$2.2) (19.3%)
<u>Weather Emergencies</u>	44,854	\$1.4	17,459	\$0.5	27,396	\$0.8 60.2%	942,294	\$28.9	919,475	\$28.8	22,820	\$0.1 .3%
<u>Safety/Security/Law Enforcement</u>	8,960	\$0.3	8,410	\$0.3	549	\$0.0 6.1%	79,718	\$2.4	78,026	\$2.4	1,692	\$0.1 2.1%
<u>Other</u>	20,765	\$0.6	9,693	\$1.1	11,072	(\$0.5) (75.6%)	92,877	\$2.9	98,902	\$3.1	(6,024)	(\$0.3) (9.0%)
Subtotal	890,233	\$27.3	1,028,625	\$32.0	(138,392)	(\$4.6) (17.0%)	8,663,140	\$266.0	9,076,005	\$283.6	(412,865)	(\$17.6) (6.6%)
REIMBURSABLE OVERTIME	169,688	\$5.4	347,664	\$10.1	(177,976)	(\$4.7) (86.8%)	1,987,703	\$63.3	2,453,100	\$80.6	(465,397)	(\$17.3) (27.2%)
TOTAL OVERTIME	1,059,921	\$32.7	1,376,289	\$42.1	(316,368)	(\$9.3) (28.5%)	10,650,843	\$329.3	11,529,105	\$364.2	(878,262)	(\$34.9) (10.6%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(367)	\$0.4 (7.9%)		(46,561)	\$1.9 (11.0%)	Mainly due to vacancies in operating titles
<u>Unscheduled Service</u>	(46,078)	(\$1.2)	Mainly due to traffic, breakdowns, related ramp delays in Department of Buses and special events coverage in Subways normal operations.	(283,109)	(\$10.1)	Mainly due to traffic, breakdowns, related ramp delays in Department of Buses and special events coverage in Subways normal operations.
		25.5%			57.5%	
<u>Programmatic/Routine Maintenance</u>	(69,648)	(\$2.3)	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment.	(28,861)	(\$7.1)	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, Buses maintenance repair / rehab on facilities and depot equipment.
		49.8%			40.2%	
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(61,316)	(\$1.9)	Mainly due to vacancy / absentee coverage in station agents and bus operators.	(72,822)	(\$2.2)	Mainly due to vacancy / absentee coverage in train operators, station agents and bus operators
		40.5%			12.7%	
<u>Weather Emergencies</u>	27,396	\$0.8 (17.8%)		22,820	\$0.1 -0.5%	
<u>Safety/Security/Law Enforcement</u>	549	\$0.0 -0.4%		1,692	\$0.1 -0.3%	
<u>Other</u>		(\$0.5) 10.4%		(6,024)	(\$0.3) 1.5%	
Subtotal	(149,464)	(\$4.6) 49.8%		(412,865)	(\$17.6) 50.6%	
	(177,976)	(\$4.7)	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.	(465,397)	(\$17.3)	Significant overtime due to vacancies and offset by favorable payroll results. In addition, Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability and greater than anticipated
		50.2%			49.4%	
REIMBURSABLE OVERTIME						
TOTAL OVERTIME	(327,440)	(\$9.3)		(878,262)	(\$34.9)	

Totals may not add due to rounding

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

September 2013

(All data are preliminary and subject to audit)

In the month of September, **operating revenues** were \$0.7 million, less than \$0.1 million (6.4 percent) above the Mid-Year Forecast (forecast). Year-to-date, operating revenues were \$7.6 million, less than \$0.1 million (0.7 percent) higher than forecast.

Total **ridership** in September 2013 was 367,732 riders, 0.7 percent (2,381 riders) higher than forecast. Year-to-date, total ridership was 3,096,482 riders, 0.3 percent (9,513 riders) above forecast. September 2013 average weekday ridership was 16,400 riders, 5.2 percent (900 riders) lower than September 2012. Average weekday ridership for the twelve months ending September 2013 was 15,041 riders, 7.8 percent (1,272 riders) lower than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in September by \$0.1 million (3.0 percent). Labor expenses exceeded forecast by \$0.2 million (6.4 percent), mainly from the unfavorable timing of payroll and health & welfare/OPEB current expenses, and residual Sandy overtime expenses, partly offset by the favorable timing of pension expenses. Non-labor expenses were below forecast by \$0.3 million (19.7 percent), mostly attributable to the favorable timing of materials & supplies expenses. Year-to-date, expenses were below forecast by \$3.9 million (11.6 percent). Labor expenses underran by \$1.2 million (5.0 percent), due mostly to the favorable timing of health & welfare expenses and payroll payments. Non-labor expenses were below forecast by \$2.7 million (26.3 percent), due largely to materials & supplies underruns and favorable electric power expenses due to timing and lower prices.

Depreciation expenses year-to-date were \$1.1 million (16.1 percent) favorable to forecast, due mostly 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 \$1.3 million of accrued expenses year-to-date, \$0.4 million (24.6 percent) below forecast, due to the timing of expenses.

The **operating cash deficit** (excluding subsidies) year-to-date was \$22.1 million, \$3.9 million (15.1 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
September 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.465	0.484	0.019	4.1	-	-	-	-	0.465	0.484	0.019	4.1
Other Operating Revenue	0.202	0.226	0.024	11.9	-	-	-	-	0.202	0.226	0.024	11.9
Capital and Other Reimbursements	-	-	-	-	0.153	-	(0.153)	(100.0)	0.153	-	(0.153)	(100.0)
Total Revenue	\$ 0.667	\$ 0.710	\$ 0.043	6.4	\$ 0.153	\$ -	\$ (0.153)	(100.0)	\$ 0.820	\$ 0.710	\$ (0.110)	(13.4)
Expenses												
Labor												
Payroll	1.354	1.429	(0.075)	(5.5)	0.009	\$ -	0.009	100.0	1.363	1.429	(0.066)	(4.8)
Overtime	0.100	0.140	(0.040)	(40.0)	0.080	\$ -	0.080	100.0	0.180	0.140	0.040	22.2
Total Salaries & Wages	\$ 1.454	\$ 1.569	\$ (0.115)	(7.9)	\$ 0.089	\$ -	\$ 0.089	100.0	\$ 1.543	\$ 1.569	\$ (0.026)	(1.7)
Health and Welfare	0.370	0.167	0.203	54.9	0.060	\$ -	0.060	100.0	0.430	0.167	0.263	61.2
OPEB Current Portion	0.082	0.390	(0.308)	(375.6)	-	-	-	-	0.082	0.390	(0.308)	(375.6)
Pensions	0.512	0.458	0.054	10.5	0.001	\$ -	0.001	100.0	0.513	0.458	0.055	10.7
Other Fringe Benefits	0.163	0.163	\$ -	0.0	0.003	\$ -	0.003	100.0	0.166	0.163	0.003	1.8
Total Fringe Benefits	\$ 1.127	\$ 1.178	\$ (0.051)	(4.5)	\$ 0.064	\$ -	\$ 0.064	100.0	\$ 1.191	\$ 1.178	\$ 0.013	1.1
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.581	\$ 2.747	\$ (0.166)	(6.4)	\$ 0.153	\$ -	\$ 0.153	100.0	\$ 2.734	\$ 2.747	\$ (0.013)	(0.5)
Non-Labor												
Electric Power	0.469	0.693	(0.224)	(47.8)	-	-	-	-	0.469	0.693	(0.224)	(47.8)
Fuel	0.034	(0.003)	0.037	108.8	-	-	-	-	0.034	(0.003)	0.037	108.8
Insurance	0.099	0.181	(0.082)	(82.8)	-	-	-	-	0.099	0.181	(0.082)	(82.8)
Claims	-	0.002	(0.002)	-	-	-	-	-	-	0.002	(0.002)	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.143	0.081	0.062	43.4	-	-	-	-	0.143	0.081	0.062	43.4
Professional Service Contracts	0.039	0.084	(0.045)	(115.4)	-	-	-	-	0.039	0.084	(0.045)	(115.4)
Materials & Supplies	0.669	0.122	0.547	81.8	-	-	-	-	0.669	0.122	0.547	81.8
Other Business Expenses	-	0.007	(0.007)	-	-	-	-	-	-	0.007	(0.007)	-
Total Non-Labor Expenses	\$ 1.453	\$ 1.167	\$ 0.286	19.7	\$ -	\$ -	\$ -	-	\$ 1.453	\$ 1.167	\$ 0.286	19.7
Other Expenses Adjustments												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 4.034	\$ 3.914	\$ 0.120	3.0	\$ 0.153	\$ -	\$ 0.153	100.0	\$ 4.187	\$ 3.914	\$ 0.273	6.5
Depreciation	0.750	0.475	0.275	36.7	-	-	-	-	0.750	0.475	0.275	36.7
Other Post Employment Benefits	0.192	0.228	(0.036)	(18.8)	-	-	-	-	0.192	0.228	(0.036)	(18.8)
Total Expenses	\$ 4.976	\$ 4.617	\$ 0.359	7.2	\$ 0.153	\$ -	\$ 0.153	100.0	\$ 5.129	\$ 4.617	\$ 0.512	10.0
Net Surplus/(Deficit)	\$ (4.309)	\$ (3.907)	\$ 0.402	9.3	\$ -	\$ -	\$ -	-	\$ (4.309)	\$ (3.907)	\$ 0.402	9.3

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	4.031	4.077	0.046	1.1	-	-	-	-	4.031	4.077	0.046	1.1
Other Operating Revenue	3.493	3.503	0.010	0.3	-	-	-	-	3.493	3.503	0.010	0.3
Capital and Other Reimbursements	-	-	-	-	1.216	1.881	0.665	54.7	1.216	1.881	0.665	54.7
Total Revenue	\$ 7.524	\$ 7.580	\$ 0.056	0.7	\$ 1.216	\$ 1.881	\$ 0.665	54.7	\$ 8.740	\$ 9.461	\$ 0.721	8.2
Expenses												
Labor												
Payroll	12.746	12.191	0.555	4.4	0.257	0.212	0.045	17.5	13.003	12.403	0.600	4.6
Overtime	1.650	1.746	(0.096)	(5.8)	0.466	0.263	0.203	43.6	2.116	2.009	0.107	5.1
Total Salaries & Wages	\$ 14.396	\$ 13.937	\$ 0.459	3.2	\$ 0.723	\$ 0.475	\$ 0.248	34.3	\$ 15.119	\$ 14.412	\$ 0.707	4.7
Health and Welfare	2.925	2.061	0.864	29.5	0.332	-	0.332	100.0	3.257	2.061	1.196	36.7
OPEB Current Portion	0.587	0.901	(0.314)	(53.5)	-	-	-	-	0.587	0.901	(0.314)	(53.5)
Pensions	4.080	4.125	(0.045)	(1.1)	0.094	-	0.094	100.0	4.174	4.125	0.049	1.2
Other Fringe Benefits	1.162	0.962	0.200	17.2	0.067	0.304	(0.237)	(353.7)	1.229	1.266	(0.037)	(3.0)
Total Fringe Benefits	\$ 8.754	\$ 8.049	\$ 0.705	8.1	\$ 0.493	\$ 0.304	\$ 0.189	38.3	\$ 9.247	\$ 8.353	\$ 0.894	9.7
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 23.150	\$ 21.986	\$ 1.164	5.0	\$ 1.216	\$ 0.779	\$ 0.437	35.9	\$ 24.366	\$ 22.765	\$ 1.601	6.6
Non-Labor												
Electric Power	3.702	2.998	0.704	19.0	-	-	-	-	3.702	2.998	0.704	19.0
Fuel	0.285	0.191	0.094	33.0	-	-	-	-	0.285	0.191	0.094	33.0
Insurance	0.271	0.487	(0.216)	(79.7)	-	-	-	-	0.271	0.487	(0.216)	(79.7)
Claims	0.080	0.018	0.062	77.5	-	-	-	-	0.080	0.018	0.062	77.5
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.149	2.668	(1.519)	(132.2)	-	-	-	-	1.149	2.668	(1.519)	(132.2)
Professional Service Contracts	0.305	0.627	(0.322)	(105.6)	-	-	-	-	0.305	0.627	(0.322)	(105.6)
Materials & Supplies	4.491	0.485	4.006	89.2	-	1.102	(1.102)	-	4.491	1.587	2.904	64.7
Other Business Expenses	0.004	0.103	(0.099)	(2,475.0)	-	-	-	-	0.004	0.103	(0.099)	(2,475.0)
Total Non-Labor Expenses	\$ 10.287	\$ 7.577	\$ 2.710	26.3	\$ -	\$ 1.102	\$ (1.102)	-	\$ 10.287	\$ 8.679	\$ 1.608	15.6
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 33.437	\$ 29.563	\$ 3.874	11.6	\$ 1.216	\$ 1.881	\$ (0.665)	(54.7)	\$ 34.653	\$ 31.444	\$ 3.209	9.3
Depreciation	6.750	5.660	1.090	16.1	-	-	-	-	6.750	5.660	1.090	16.1
Other Post Employment Benefits	1.723	1.299	0.424	24.6	-	-	-	-	1.723	1.299	0.424	24.6
Total Expenses	\$ 41.910	\$ 36.522	\$ 5.388	12.9	\$ 1.216	\$ 1.881	\$ (0.665)	(54.7)	\$ 43.126	\$ 38.403	\$ 4.723	11.0
Net Surplus/(Deficit)	\$ (34.386)	\$ (28.942)	\$ 5.444	15.8	\$ -	\$ -	\$ -	-	\$ (34.386)	\$ (28.942)	\$ 5.444	15.8

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Operating Revenue	Non Reimb.	0.024	11.9	Mostly due to the favorable timing of advertising revenue			
Payroll	Non Reimb.	(0.075)	(5.5)	The unfavorable timing of expenses	0.555	4.4	The favorable timing of payments
Overtime	Non Reimb.	(0.040)	(40.0)	Mostly Sandy residual requirements	(0.096)	(5.8)	Mostly residual Sandy requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.105)	(23.2)	The unfavorable timing of expenses	0.550	15.7	Favorable timing of expenses/lower rates
Pension	Non Reimb.	0.054	10.5	Primarily the favorable timing of expenses			
Other Fringe Benefits	Non Reimb.				0.200	17.2	Mostly higher reimbursable overhead credits, based on reimbursable capital project work
Electric Power	Non Reimb.	(0.224)	(47.8)	The unfavorable timing of expenses	0.704	19.0	The favorable timing of expenses/lower prices
Fuel	Non Reimb.	0.037	over 100.0	Lower usage, timing of expenses	0.094	33.0	Lower usage, timing of expenses
Insurance	Non Reimb.	(0.082)	(82.8)	The unfavorable timing of interagency payments	(0.216)	(79.7)	The unfavorable timing of interagency payments
Claims	Non Reimb.				0.062	77.5	The favorable timing of payments to third parties
Maintenance Contracts	Non Reimb.	0.062	43.4	Favorable timing of expenses	(1.519)	over (100.0)	Classification transfer of the purchases of non-revenue vehicles forecasted in Materials & Supplies
Professional Service Contracts	Non Reimb.	(0.045)	over (100.0)	Higher Workers' Compensation Board and other expenses	(0.322)	over (100.0)	Higher Workers' Compensation Board and other expenses
Materials & Supplies	Non-Reimb.	0.547	81.8	Favorable timing of expenses	4.006	89.2	Mostly classification adjustments to transfer non-revenue vehicle purchases to Maintenance Contracts and expenses to reimbursable
Capital and Other Reimbursements	Reimb.	(0.153)	(100.0)	Timing of Contractor requirements	0.665	54.7	Timing of Contractor requirements
Payroll	Reimb.	0.009	100.0	Timing of Contractor requirements	0.045	17.5	Timing of Contractor requirements
Overtime	Reimb.	0.080	100.0	Timing of Contractor requirements	0.203	43.6	Timing of Contractor requirements
Health and Welfare	Reimb.	0.060	100.0	Timing of Contractor requirements	0.332	100.0	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.003	100.0	Timing of Contractor requirements	(0.237)	over (100.0)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(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
September 2013
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.398	0.488	0.090	22.6	3.791	4.111	0.320	8.4
Other Operating Revenue	0.479	0.089	(0.390)	(81.4)	3.359	3.487	0.128	3.8
Capital and Other Reimbursements	0.220	-	(0.220)	(100.0)	1.656	0.776	(0.880)	(53.1)
Total Receipts	\$ 1.097	\$ 0.577	\$ (0.520)	(47.4)	\$ 8.806	\$ 8.374	\$ (0.432)	(4.9)
<u>Expenditures</u>								
Labor:								
Payroll	1.436	1.433	0.003	0.2	12.791	12.612	0.179	1.4
Overtime	0.177	0.129	0.048	27.1	1.958	2.033	(0.075)	(3.8)
Health and Welfare	0.465	0.042	0.423	91.0	3.149	1.671	1.478	46.9
OPEB Current Portion	0.088	0.008	0.080	90.9	0.564	0.327	0.237	42.0
Pensions	0.455	-	0.455	100.0	4.345	3.974	0.371	8.5
Other Fringe Benefits	0.201	0.065	0.136	67.7	1.120	0.496	0.624	55.7
GASB Account	0.250	-	0.250	100.0	0.250	-	0.250	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 3.072	\$ 1.677	\$ 1.395	45.4	\$ 24.177	\$ 21.113	\$ 3.064	12.7
Non-Labor:								
Electric Power	0.451	0.250	0.201	44.6	3.756	3.415	0.341	9.1
Fuel	0.020	0.001	0.019	95.0	0.323	0.349	(0.026)	(8.0)
Insurance	0.109	-	0.109	100.0	0.239	0.300	(0.061)	(25.5)
Claims	0.009	-	0.009	100.0	0.053	0.017	0.036	67.9
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.201	0.143	0.058	28.9	1.380	0.965	0.415	30.1
Professional Service Contracts	0.058	0.054	0.004	6.9	0.467	0.447	0.020	4.3
Materials & Supplies	0.560	0.443	0.117	20.9	4.459	3.886	0.573	12.9
Other Business Expenditures	0.001	0.001	-	0.0	0.004	0.004	-	0.0
Total Non-Labor Expenditures	\$ 1.409	\$ 0.892	\$ 0.517	36.7	\$ 10.681	\$ 9.383	\$ 1.298	12.2
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 4.481	\$ 2.569	\$ 1.912	42.7	\$ 34.858	\$ 30.496	\$ 4.362	12.5
Operating Cash Deficit	\$ (3.384)	\$ (1.992)	\$ 1.392	41.1	\$ (26.052)	\$ (22.122)	\$ 3.930	15.1

Table 5

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

<u>Operating Receipts or Disbursements</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	0.090	22.6%	Largely favorable timing of cash receipts/settlements with NYCT	0.320	8.4%	Largely favorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	(0.390)	(81.4%)	Mainly the unfavorable timing of fare reimbursements and advertising receipts	0.128	3.8%	Mainly the favorable timing of receipts
Capital Reimbursements	(0.220)	(100.0%)	Mostly the unfavorable timing of reimbursements	(0.880)	(53.1%)	Mostly the unfavorable timing of reimbursements
Payroll				0.179	1.4%	Favorable timing of expenses, partly offset by the unfavorable timing of payments
Overtime	0.048	27.1%	Favorable timing of payments	(0.075)	(3.8%)	Unfavorable timing of payments
Health and Welfare (including OPEB current payment)	0.503	91.0%	Favorable timing of payments	1.715	46.2%	Favorable timing of payments
Other Fringe Benefits	0.136	67.7%	Favorable timing of payments	0.624	55.7%	Favorable timing of payments
Electric Power	0.201	44.6%	The favorable timing of payments, partly offset by the unfavorable timing of expenses	0.341	9.1%	The favorable timing of expenses/lower prices, partly offset by the unfavorable timing of payments
Insurance	0.109	100.0%	The favorable timing of payments			
Maintenance Contracts				0.415	30.1%	The favorable timing of payments
Materials and Supplies				0.573	12.9%	The favorable timing of expenses

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	(0.067)	0.004	0.071	106.0	(0.240)	0.034	0.274	114.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.277	(0.137)	(0.414)	(149.5)	(0.134)	(0.016)	0.118	88.1
Capital and Other Reimbursements	0.067	0.000	(0.067)	(100.0)	0.440	(1.105)	(1.545)	(351.1)
Total Receipts	\$0.277	(\$0.133)	(\$0.410)	(148.0)	\$0.066	(\$1.087)	(\$1.153)	(1,747.0)
<u>Expenditures</u>								
Labor:								
Payroll	(0.073)	(0.004)	0.069	94.5	0.212	(0.209)	(0.421)	(198.6)
Overtime	0.003	0.011	0.008	266.7	0.158	(0.024)	(0.182)	(115.2)
Health and Welfare	(0.035)	0.125	0.160	457.1	0.108	0.390	0.282	261.1
OPEB Current Portion	(0.006)	0.382	0.388	6,466.7	0.023	0.574	0.551	2,395.7
Pensions	0.058	0.458	0.400	689.7	(0.171)	0.151	0.322	188.3
Other Fringe Benefits	(0.035)	0.098	0.133	380.0	0.109	0.770	0.661	606.4
GASB Account	(0.250)	0.000	0.250	100.0	(0.250)	0.000	0.250	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.338)	\$1.070	\$1.408	416.6	\$0.189	\$1.652	\$1.463	774.1
Non-Labor:								
Electric Power	0.018	0.443	0.425	2,361.1	(0.054)	(0.417)	(0.363)	(672.2)
Fuel	0.014	(0.004)	(0.018)	(128.6)	(0.038)	(0.158)	(0.120)	(315.8)
Insurance	(0.010)	0.181	0.191	1,910.0	0.032	0.187	0.155	484.4
Claims	(0.009)	0.002	0.011	122.2	0.027	0.001	(0.026)	(96.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.058)	(0.062)	(0.004)	-	(0.231)	1.703	1.934	837.2
Professional Service Contracts	(0.019)	0.030	0.049	257.9	(0.162)	0.180	0.342	211.1
Materials & Supplies	0.109	(0.321)	(0.430)	(394.5)	0.032	(2.299)	(2.331)	(7,284.4)
Other Business Expenditures	(0.001)	0.006	0.007	-	0.000	0.099	0.099	-
Total Non-Labor Expenditures	\$0.044	\$0.275	\$0.231	-	(\$0.394)	(\$0.704)	(\$0.310)	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	(\$0.294)	\$1.345	\$1.639	557.5	(\$0.205)	\$0.948	\$1.153	562.4
Depreciation Adjustment	0.750	0.475	(0.275)	(36.7)	6.750	5.660	(1.090)	(16.1)
Other Post Employment Benefits	0.192	0.228	0.036	18.8	1.723	1.299	(0.424)	(24.6)
Total Expenditures	\$0.648	\$2.048	\$1.400	216.0	\$8.268	\$7.907	(\$0.361)	(4.4)
Total Cash Conversion Adjustments	\$0.925	\$1.915	\$0.990	107.0	\$8.334	\$6.820	(\$1.514)	(18.2)

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

<u>Month of September</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.365	0.368	0.002	0.7%	

<u>Year to Date</u>				
3.087	3.096	0.010	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)**

	Month of September				Explanation
	2012	2013	Variance		
			Amount	Percent	
Average Weekday	0.017	0.016	(0.001)	(5.2%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.008	(0.001)	(12.3%)	Residual ridership losses from Sandy
12-Month Rolling Average					
Average Weekday	0.016	0.015	(0.001)	(7.8%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.007	(0.001)	(15.6%)	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
September 2013

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	15	17	(2)
General Office	6	7	(1)
Purchasing/Stores	6	6	0
Total Administration	27	30	(3)
Operations			
Transportation	92	95	(3)
Total Operations	92	95	(3)
Maintenance			
Mechanical	45	40	5
Electronics/Electrical	15	9	6
Power/Signals	26	26	0
Maintenance of Way	46	45	1
Infrastructure	25	26	(1)
Total Maintenance	157	146	11
Total Positions	276	271	5
Non-Reimbursable	273	268	5
Reimbursable	3	3	0
Total Full-Time	276	271	5
Total Full-Time-Equivalents	0	0	0

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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	15	1	
Professional, Technical, Clerical	11	15	(4)	
Operational Hourlies	0	0	0	
Total Administration	27	30	(3)	
Operations				
Managers/Supervisors	6	2	4	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	91	(8)	Timing of retirees/replacements
Total Operations	92	95	(3)	
Maintenance				
Managers/Supervisors	8	11	(3)	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	146	134	12	
Total Maintenance	157	146	11	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	30	28	2	
Professional, Technical, Clerical	17	18	(1)	
Operational Hourlies	229	225	4	
Total Positions	276	271	5	

FINANCIAL AND RIDERSHIP REPORT**September 2013**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.6 million in September, \$0.4 million (2.0 percent) above forecast. Farebox revenue exceeded forecast by \$0.3 million (2.1 percent), due mostly to greater than forecasted ridership. Other operating revenue was less than \$0.1 million (1.8 percent) over forecast. Year-to-date, operating revenue was \$163.2 million, \$1.2 million (0.7 percent) higher than forecast, due mostly to increased farebox revenue, from better-than-expected ridership results.

Total ridership in September was 10.5 million riders, 2.4 percent (0.2 million riders) above forecast, and year-to-date, ridership was 93.2 million riders, 1.0 percent (1.0 million riders) above forecast. September average weekday ridership was 425,722 riders, an increase of 2.3 percent (9,458 riders) from September 2012. Average weekday ridership for the twelve months ending September 2013 was 406,840 riders, an increase of 1.7 percent (6,681 riders) from the twelve months ending September 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.4 million in September, \$3.2 million (6.6 percent) below forecast. Labor expenses were higher by a net \$0.3 million (0.8 percent). Overtime expenses were unfavorable by \$1.1 million (34.8 percent), due to vacancies, shuttle support for the MNRR blackout, and traffic delays. Payroll expenses were also higher by \$1.0 million (5.8 percent), due to reimbursable underruns and misclassifications offset in other fringe benefits. These unfavorable results were partly offset by underruns in other fringe benefits of \$1.4 million (31.7 percent), from the timing of Workers' Compensation payments and the aforementioned misclassifications offset in payroll. Non-labor expenses were below forecast by \$3.5 million (26.3 percent), primarily resulting from the favorable timing of claims payments of \$1.5 million (69.2 percent) and fuel payments of \$0.5 million (13.3 percent), and \$0.7 million of net underruns in maintenance contract/materials & supplies expenses. Year-to-date, expenses underran by \$7.0 million (1.7 percent), including labor expenses, which were above forecast by \$0.5 million (0.2 percent), and non-labor expenses, which were favorable by \$7.6 million (7.1 percent). These variances were caused essentially by the same factors presented above impacting the month results, with the addition of other overtime requirements such as accelerated completion of defects identified on scheduled inspections and weather-related bus and facility-related needs.

Depreciation expenses year-to-date of \$36.8 million were \$2.8 million (8.3 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 \$41.6 million of accrued expenses year-to-date, \$0.4 million (0.9 percent) lower than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$210.6 million, \$50.7 million (19.4 percent) favorable to forecast, due mostly to the timing of payments affecting several accounts.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 16 604	\$ 16.947	\$ 0.343	2.1	\$ -	\$ -	\$ -	-	\$ 16 604	\$ 16.947	\$ 0.343	2.1
Other Operating Revenue	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)
Total Revenue	\$ 18.230	\$ 18.603	\$ 0.373	2.0	\$ 0.877	\$ 0.590	\$ (0.287)	(32.7)	\$ 19.107	\$ 19.193	\$ 0.086	0.5
Labor												
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	3.998	(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	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 35.392	\$ 35.664	\$ (0.272)	(0.8)	\$ 0.756	\$ 0.492	\$ 0.264	34.9	\$ 36.148	\$ 36.156	\$ (0.008)	(0.0)
Non-Labor												
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
Total Non-Labor Expenses	\$ 13.179	\$ 9.707	\$ 3.472	26.3	\$ 0.121	\$ 0.098	\$ 0.023	19.0	\$ 13.300	\$ 9.805	\$ 3.495	26.3
Total Expenses before Non-Cash Liability Adjs.	\$ 48.571	\$ 45.371	\$ 3.200	6.6	\$ 0.877	\$ 0.590	\$ 0.287	32.7	\$ 49.448	\$ 45.961	\$ 3.487	7.1
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)	-
Total Expenses	\$ 56.782	\$ 54.099	\$ 2.683	4.7	\$ 0.877	\$ 0.590	\$ 0.287	32.7	\$ 57.659	\$ 54.689	\$ 2.970	5.2
Net Surplus/(Deficit)	\$ (38.552)	\$ (35.496)	\$ 3.056	7.9	\$ -	\$ -	\$ -	-	\$ (38.552)	\$ (35.496)	\$ 3.056	7.9

NOTE: Totals may not add due to rounding

TABLE 2

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2013 Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 147,157	\$ 148,551	\$ 1,394	0.9	\$ -	\$ -	\$ -	-	\$ 147,157	\$ 148,551	\$ 1,394	0.9
Other Operating Revenue	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)
Total Revenue	\$ 161,950	\$ 163,164	\$ 1,214	0.7	\$ 5,683	\$ 4,544	\$ (1,139)	(20.0)	\$ 167,633	\$ 167,708	\$ 0.075	0.0
Expenses												
Labor												
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	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 317,619	\$ 318,140	\$ (0,521)	(0.2)	\$ 5,030	\$ 3,898	\$ 1,131	22.5	\$ 322,649	\$ 322,039	\$ 0,610	0.2
Non-Labor												
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	19,500	16,503	2,997	15.4	-	-	-	-	19,500	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
Total Non-Labor Expenses	\$ 106,552	\$ 98,988	\$ 7,564	7.1	\$ 0,653	\$ 0,645	\$ 0,008	1.2	\$ 107,205	\$ 99,633	\$ 7,572	7.1
Total Expenses before Non-Cash Liability Adj.	\$ 424,171	\$ 417,128	\$ 7,043	1.7	\$ 5,683	\$ 4,544	\$ 1,139	20.0	\$ 429,854	\$ 421,672	\$ 8,182	1.9
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)	-
Total Expenses	\$ 500,072	\$ 497,221	\$ 2,851	0.6	\$ 5,683	\$ 4,544	\$ 1,139	20.0	\$ 505,755	\$ 501,765	\$ 3,990	0.8
Net Surplus/(Deficit)	\$ (338,122)	\$ (334,058)	\$ 4,065	1.2	\$ -	\$ -	\$ -	-	\$ (338,122)	\$ (334,058)	\$ 4,065	1.2

NOTE: Totals may not add due to rounding

TABLE 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER 2013				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.343	2.1	Greater than anticipated ridership levels		\$ 1.394	0.9	Greater than anticipated ridership levels	
Other Operating Revenue	NR	\$ 0.030	1.8	(a)		\$ (0.180)	(1.2)	Lower New York City student /senior fare reimbursements offset by unbudgeted insurance recoveries	
Capital and Other Reimbursements	R	\$ (0.267)	(32.7)	Timing of reimbursement receipts, delayed funding allocation and vacancies		\$ (1.139)	(20.0)	Timing of reimbursement receipts, delayed funding allocation and vacancies	
Total Revenue Variance		\$ 0.086	0.5			\$ 0.075	0.0		
Payroll	NR	\$ (1.032)	(5.8)	Mainly due to reimbursable underruns and interagency fringe benefits		\$ (2.002)	(1.2)	Mainly due to vacation buyback program and reimbursable underruns and interagency benefits	
Overtime	NR	\$ (1.136)	(34.6)	Mainly due to vacancies, shuttle service in support of MNRR blackout and traffic delays		\$ (4.072)	(12.8)	Accelerated completion of defects found on scheduled inspections, weather related bus and facility maintenance costs, vacancies, lower employee availability and shuttle service in support of MNRR blackout and traffic delays	
Health and Welfare (including OPEB)	NR	\$ 0.837	13.1	Favorable timing of payments		\$ 1.385	2.9	Favorable timing of payments	
Pension	NR	\$ (0.351)	(9.8)	Prior period payments		\$ (0.006)	(0.0)	(a)	
Other Fringe Benefits	NR	\$ 1.410	31.7	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll		\$ 4.174	13.0	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	
Electric Power	NR	\$ (0.060)	(81.1)	Higher than anticipated expenses		\$ (0.258)	(27.5)	Higher than anticipated expenses	
Fuel	NR	\$ 0.472	13.3	Favorable timing of payments		\$ 2.612	9.0	Favorable timing of payments	
Insurance	NR	\$ 0.141	49.3	Favorable timing of payments		\$ 0.325	16.5	Favorable timing of payments	
Claims	NR	\$ 1.496	69.2	Favorable timing of payments		\$ 2.997	15.4	Favorable timing of payments	
Maintenance and Other Operating Contracts	NR	\$ 1.429	52.9	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts		\$ 4.895	28.2	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	
Professional Service Contracts	NR	\$ 0.632	36.7	Lower than anticipated expenses		\$ 0.482	4.0	(a)	
Materials & Supplies	NR	\$ (0.710)	(30.6)	Mainly due to traction motor, and alternator units budgeted in Main, and Other Operating Contracts and prior period expenses		\$ (3.527)	(15.6)	Mainly due to traction motor, and alternator units budgeted in Main, and Other Operating Contracts and prior period expenses	
Other Business Expense	NR	\$ 0.069	18.7	(a)		\$ 0.038	1.2	(a)	
Depreciation	NR	\$ (0.506)	(14.4)	Non cash expense		\$ (2.821)	(8.3)	Non cash expense	
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)		\$ 0.365	0.9	(a)	
Environmental Remediation		\$ (0.084)	-	Non cash expense unbudgeted		\$ (1.736)	-	Non cash expense unbudgeted	
Payroll	R	\$ 0.330	54.3	(a)		\$ 1.170	32.7	(a)	
Health and Welfare	R	\$ (0.041)	(46.1)			\$ (0.004)	(0.5)		
Pension	R	\$ (0.026)	(65.4)	(a)		\$ (0.051)	(15.0)	(a)	
Other Fringe Benefits	R	\$ 0.001	4.8			\$ 0.016	4.2		
Maintenance and Other Operating Contracts	R	\$ 0.015	*	(a)		\$ 0.102	*	(a)	
Materials & Supplies	R	\$ 0.008	*	(a)		\$ (0.094)	*	(a)	
Total Expense Variance		\$ 2.970	5.2			\$ 3.990	0.8		
Net Variance		\$ 3.056	7.9			\$ 4.065	1.2		

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

TABLE 4

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

	SEPTEMBER 2013					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 16.491	\$ 15.658	\$ (0.833)	(5.1)		\$ 147.489	\$ 146.793	\$ (0.696)	(0.5)	
Other Operating Revenue	0.653	0.878	0.225	34.5		15.294	15.978	0.684	4.5	
Capital and Other Reimbursements	1.936	0.184	(1.752)	(90.5)		10.208	4.837	(5.371)	(52.6)	
Total Receipts	\$ 19.080	\$ 16.720	\$ (2.360)	(12.4)		\$ 172.990	\$ 167.607	\$ (5.383)	(3.1)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 19.828	\$ 14.467	\$ 5.361	27.0		\$ 170.658	\$ 159.903	\$ 10.755	6.3	
Overtime	3.024	4.401	(1.377)	(45.5)		31.199	36.208	(5.009)	(16.1)	
Health and Welfare	15.361	0.229	15.132	98.5		32.541	22.004	10.537	32.4	
OPEB Current Payment	6.528	-	6.528	100.0		11.203	2.857	8.346	74.5	
Pensions	3.247	3.934	(0.687)	(21.2)		34.487	37.433	(2.946)	(8.5)	
Other Fringe Benefits	5.741	2.230	3.511	61.2		39.228	27.025	12.203	31.1	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 53.729	\$ 25.261	\$ 28.468	53.0		\$ 319.315	\$ 285.430	\$ 33.886	10.6	
<i>Non-Labor:</i>										
Electric Power	\$ 0.092	\$ 0.133	\$ (0.041)	(44.6)		\$ 0.884	\$ 2.231	\$ (1.347)	*	
Fuel	5.194	(0.340)	5.534	*		28.361	23.706	4.655	16.4	
Insurance	0.038	0.110	(0.072)	*		0.873	0.856	0.017	1.9	
Claims	2.484	0.516	1.968	79.2		21.125	14.077	7.048	33.4	
Maintenance and Other Operating Contracts	3.874	0.679	3.195	82.5		22.235	12.922	9.313	41.9	
Professional Service Contracts	2.241	0.247	1.994	89.0		12.744	9.675	3.069	24.1	
Materials & Supplies	2.746	2.804	(0.058)	(2.1)		25.157	27.375	(2.218)	(8.8)	
Other Business Expenses	0.617	0.246	0.371	60.1		3.604	1.899	1.705	47.3	
Total Non-Labor Expenditures	\$ 17.286	\$ 4.395	\$ 12.891	74.6		\$ 114.981	\$ 92.739	\$ 22.242	19.3	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 71.015	\$ 29.656	\$ 41.359	58.2		\$ 434.297	\$ 378.169	\$ 56.128	12.9	
Operating Cash Surplus/(Deficit)	\$ (51.935)	\$ (12.936)	\$ 38.999	75.1		\$ (261.307)	\$ (210.561)	\$ 50.745	19.4	

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	SEPTEMBER 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0 833)	(5 1)	Timing of receipts	\$ (0 696)	(0 5)	(a)
Other Operating Revenue	0 225	34 5	Greater than anticipated receipts of miscellaneous recoveries	0 684	4 5	Greater than anticipated senior reimbursement receipts and receipts of miscellaneous recoveries
Capital and Other Reimbursements	(1 752)	(90 5)	Timing of reimbursement receipts, delayed funding allocation and vacancies	(5 371)	(52 6)	Timing of reimbursement receipts, delayed funding allocation and vacancies
Total Receipts	\$ (2 360)			\$ (5 383)	(3 1)	
Payroll	\$ 5 361	27 0	Vacancies and favorable other payroll expenses offset by interagency fringe benefits	\$ 10 755	6 3	Vacancies and favorable other payroll expenses offset by interagency fringe benefits
Overtime	(1 377)	(45 5)	Mainly due to vacancies, lower employee availability and shuttle service in support of MNRR blackout and traffic delays	(5 009)	(16 1)	Accelerated completion of defects found on scheduled inspections, weather related bus and facility maintenance costs, vacancies and lower employee availability and shuttle service in support of MNRR blackout and traffic delays
Health and Welfare (including OPEB)	21 660	99 0	Favorable timing of payments	18 883	43 2	Favorable timing of payments
Pension	(0 687)	(21 2)	Adjustments in prior period payments	(2 946)	(8 5)	Adjustments in prior period payments
Other Fringe Benefits	3 511	61 2	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	12 203	31 1	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll
GASB	-	-	(a)	-	-	(a)
Electric Power	(0 041)	(44 6)	Higher than anticipated expenses	(1 347)	*	Payments for prior periods
Fuel	5 534	*	Favorable timing	4 655	16 4	Favorable timing
Insurance	(0 072)	*	(a)	0 017	1 9	(a)
Claims	1 968	79 2	Favorable timing	7 048	33 4	Favorable timing
Maintenance and Other Operating Contracts	3 195	82 5	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	9 313	41 9	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts
Professional Service Contracts	1 994	89 0	Timing of payments	3 069	24 1	Timing of payments
Materials & Supplies	(0 058)	(2 1)	(a)	(2 218)	(8 8)	Mainly due to traction motors, and alternator units charged to Material & Supplies
Other Business Expenditure	0 371	60 1	Timing of payments	1 705	47 3	Timing of payments
Total Expenditures	\$ 41 359	58 2		\$ 56 128	12 9	
Net Cash Variance	\$ 38 999	75 1		\$ 50 745	18 4	

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

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

	SEPTEMBER 2013				Year-To-Date			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ (0.113)	\$ (1.289)	\$ (1.176)	*	\$ 0.332	\$ (1.758)	\$ (2.090)	*
Other Operating Revenue	(0.973)	(0.778)	0.195	20.0	0.501	1.365	0.864	*
Capital and Other Reimbursements	1.059	(0.406)	(1.465)	*	4.525	0.293	(4.232)	(93.5)
Total Receipts	\$ (0.027)	\$ (2.473)	\$ (2.446)	*	\$ 5.357	\$ (0.100)	\$ (5.458)	*
Expenditures								
Labor								
Payroll	\$ (1.489)	\$ 4.574	\$ 6.063	*	\$ 4.437	\$ 16.024	\$ 11.587	*
Overtime	0.241	-	(0.241)	(100.0)	0.515	(0.422)	(0.937)	*
Health and Welfare	(10.700)	3.598	14.298	*	3.121	12.605	9.484	*
OPEB Current Payment	(4.733)	1.833	6.566	*	1.735	9.753	8.018	*
Pensions	0.374	0.064	(0.310)	(82.9)	0.157	(2.732)	(2.889)	*
Other Fringe Benefits	(1.274)	0.826	2.100	*	(6.631)	1.382	8.013	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ (17.581)	\$ 10.895	\$ 28.476	*	\$ 3.334	\$ 36.609	\$ 33.276	*
Non-Labor								
Traction and Propulsion Power	\$ (0.018)	\$ 0.001	0.019	*	\$ 0.055	\$ (1.034)	\$ (1.089)	*
Fuel for Buses and Trains	(1.654)	3.408	5.062	*	0.683	2.726	2.043	*
Insurance	0.248	0.035	(0.213)	(85.9)	1.091	0.783	(0.308)	(28.2)
Claims	(0.318)	0.151	0.469	*	(1.625)	2.426	4.051	*
Maintenance and Other Operating Contracts	(1.135)	0.616	1.751	*	(4.791)	(0.475)	4.316	90.1
Professional Service Contracts	(0.517)	0.845	1.362	*	(0.653)	1.934	2.587	*
Materials & Supplies	(0.344)	0.300	0.644	*	(2.038)	(0.636)	1.403	68.8
Other Business Expenditures	(0.248)	0.054	0.302	*	(0.499)	1.168	1.667	*
Total Non-Labor Expenditures	\$ (3.986)	\$ 5.410	\$ 9.396	*	\$ (7.776)	\$ 6.894	\$ 14.670	*
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
Additional Actions for Budget Balance. Expenditures	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non Cash Liability Adjs.	\$ (21.567)	\$ 16.305	\$ 37.872	*	\$ (4.442)	\$ 43.503	\$ 47.945	*
Depreciation Adjustment	3.520	4.026	0.506	14.4	33.974	36.796	2.820	8.3
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)	41.927	41.562	(0.365)	(0.9)
Environmental Remediation	-	0.084	0.084	-	-	1.736	1.736	-
Total Expenses/Expenditures	\$ (13.356)	\$ 25.033	\$ 38.389	*	\$ 71.458	\$ 123.597	\$ 52.137	73.0
Total Cash Conversion Adjustments	\$ (13.383)	\$ 22.560	\$ 35.943	*	\$ 76.816	\$ 123.496	\$ 46.679	60.8

NOTE Totals may not add due to rounding

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

	SEPTEMBER 2013			Year-to-date		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.604	\$ 16.947	\$ 0.343	\$ 147.157	\$ 148.551	\$ 1.394
Total Farebox Revenue	\$ 16.604	\$ 16.947	\$ 0.343	\$ 147.157	\$ 148.551	\$ 1.394
Other Operating Revenue	\$ 1.626	\$ 1.656	\$ 0.030	\$ 14.793	\$ 14.613	\$ (0.180)
Capital & Other Reimbursable	0.877	0.590	(0.287)	5.683	4.544	(1.139)
Total Revenue	\$ 19.107	\$ 19.193	\$ 0.086	\$ 167.633	\$ 167.708	\$ 0.075
<u>Ridership</u>						
Fixed Route	10.264	10.509	0.245	92.275	93.239	0.964
Total Ridership	10.264	10.509	0.245	92.275	93.239	0.964

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
SEPTEMBER 2013

FUNCTION/DEPARTMENT	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	16	16	-	
Material	18	16	2	
Controller	15	20	(5)	
Office of the President	6	5	1	
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	
Total Administration	178	116	62	Timing of Training
Operations				
Buses	2,139	2,166	(27)	
Office of the Executive VP	1	1	-	
Safety & Training	18	59	(41)	
Road Operations	116	114	2	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	19	2	
Total Operations	2,347	2,409	(62)	Students in Training
Maintenance				
Buses	749	720	29	
Maintenance Support/CMF	166	163	3	
Facilities	72	44	28	
Supply Logistics	92	88	4	Vacancies Replaced by MOU
Total Maintenance	1,079	1,015	64	
Capital Program Management	37	28	9	
Total Engineering/Capital	37	28	9	
Security	16	15	1	
Total Public Safety	16	15	1	
Total Positions	3,657	3,583	74	
Non-Reimbursable	3,593	3,530	63	
Reimbursable	64	53	11	
Total Full-Time	3,642	3,566	76	
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
SEPTEMBER 2013

FUNCTION/OCCUPATIONAL GROUP	Mid Year Forecast	Actual	Favorable (Unfavorable) Vari- ance	Explanation of Variances
Administration				
Managers/Supervisors	58	43	15	
Professional, Technical, Clerical	70	73	(3)	
Operational Hourlies	50	-	50	
Total Administration	178	116	62	Timing of Training Requirements
Operations				
Managers/Supervisors	296	297	(1)	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,000	2,057	(57)	
Total Operations	2,347	2,409	(62)	Students in Training
Maintenance				
Managers/Supervisors	205	197	8	
Professional, Technical, Clerical	16	16	-	
Operational Hourlies	858	802	56	
Total Maintenance	1,079	1,015	64	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	18	3	
Professional, Technical, Clerical	16	10	6	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	28	9	
Public Safety				
Managers/Supervisors	12	10	2	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	16	15	1	
Total Baseline Positions				
Managers/Supervisors	592	565	27	
Professional, Technical, Clerical	157	157	-	
Operational Hourlies	2,908	2,861	47	
Total Baseline Positions	3,657	3,583	74	

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

	September						September Year-to-Date					
	Mid-Year-Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year-Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	48,296	\$2.0	44,375	\$2.0	3,921	\$0.1	445,989	\$18.8	396,241	\$16.6	49,748	\$2.2
					8.1%	3.9%					11.2%	11.8%
<u>Unscheduled Service</u>	3,704	\$0.2	6,255	\$0.3	(2,552)	(0.1)	35,947	\$1.6	48,234	\$2.0	(12,287)	(0.4)
					-68.9%	-55.1%					-34.2%	-25.4%
<u>Programmatic/Routine Maintenance</u>	10,188	\$0.4	26,070	\$1.1	(15,882)	(0.7)	113,224	\$4.8	170,033	\$7.3	(56,809)	(2.5)
					-155.9%	-157.8%					-50.2%	-51.9%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	12,427	\$0.6	23,975	\$1.0	(11,548)	(0.4)	117,036	\$5.2	186,236	\$7.7	(69,199)	(2.5)
					-92.9%	-73.5%					-59.1%	-47.1%
<u>Weather Emergencies</u>	100	\$0.0	0	\$0.0	100	0.0	20,131	\$0.9	38,599	\$1.7	(18,468)	(0.8)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	99	\$0.0	126	0.0	1,953	\$0.1	543	\$0.0	1,410	0.1
					56.0%	61.9%					72.2%	75.5%
<u>Other</u>	312	\$0.0	762	\$0.0	(450)	(0.0)	2,844	\$0.2	8,073	\$0.4	(5,229)	(0.2)
					*	*					*	*
Subtotal	75,251	\$3.3	101,535	\$4.4	(26,284)	(\$1.1)	737,124	\$31.7	847,959	\$35.8	(110,835)	(\$4.1)
					-34.9%	-34.8%					-15.0%	-12.8%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	75,251	\$3.3	101,535	\$4.4	(26,284)	(\$1.1)	737,124	\$31.7	847,959	\$35.8	(110,835)	(\$4.1)
					-34.9%	-34.8%					-15.0%	-12.8%

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 - Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	3,921 8.1%	\$0.1 3.9%		49,748 11.2%	\$2.2 11.8%	Operating less than budgeted service
<u>Unscheduled Service</u>	(2,552) -68.9%	(\$0.1) -55.1%	Traffic delays and Metro North Power Outage.	(12,287) -34.2%	(\$0.4) -25.4%	Metro North Derailment Shuttle service support and Power Outage.
<u>Programmatic/Routine Maintenance</u>	(15,882) -155.9%	(\$0.7) -157.8%	MetroNorth Power Outage, accelerated post-inspection defect repair, impact of facility work on depot operations and traffic-related impact on fueling operations.	(56,809) -50.2%	(\$2.5) -51.9%	Maintenance work for accelerated completion of defects found on scheduled inspections, and MetroNorth Power Outage.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(11,548) -92.9%	(\$0.4) -73.5%	Vacancy and Absentee Coverage.	(69,199) -59.1%	(\$2.5) -47.1%	Vacancy and Absentee Coverage.
<u>Weather Emergencies</u>	100 *	\$0.0 *		(18,468) *	(\$0.8) *	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
<u>Safety/Security/Law Enforcement</u>	126 56.0%	\$0.0 61.9%		1,410 72.2%	\$0.1 75.5%	
<u>Other</u>	(450) *	(\$0.0) *		(5,229) *	(\$0.2) *	
Subtotal	(26,284) -34.9%	(\$1.1) -34.8%		(110,835) -15.0%	(\$4.1) -12.8%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(26,284)	(\$1.1)		(110,835)	(\$4.1)	

4.98

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$54.7	\$147.5	270
Design Completions	104.1	84.0	81
Awards	2,198.6	1,718.2	78
Substantial Completions	1,743.5	1,152.2	66
Closeouts	7,980.8	1,814.0	23

During October, NYCT awarded projects totaling \$64.7 million including three repair projects to address damage due to flooding from Superstorm Sandy:

- signal equipment replacement - Montague Tube;
- track replacement and pump room repair - Steinway Tube; and
- fan plant and pump room repair - Greenpoint Tube.

During the same period, NYCT substantially completed projects totaling \$132.1 million including:

- station rehabilitation work and installation of an ADA elevator at Dyckman Street Station on the Broadway-7th Avenue Line in Manhattan;
- station improvements and component repairs at various stations on the Broadway-7th Avenue Line in the Bronx and Manhattan;
- rehabilitation of the electrical distribution system at the 207th Street Overhaul Shop in Manhattan; and
- upgrade of the heating, ventilation and air conditioning at six communication rooms in Brooklyn and Manhattan in order to protect telecommunications equipment.

Also during October, NYCT started five design projects for \$6.0 million, completed six designs for \$5.0 million, and closed out seven projects for \$122.4 million.

Capital Program Status
October 2013
(December 2013)

During October, NYCT awarded projects totaling \$64.7 million. Many of these projects were repairs to damaged equipment in three under river tubes (Montague, Steinway and Greenpoint) that were the result of severe flooding due to Superstorm Sandy.

NYCT awarded a \$29.0 million project to replace damaged signal equipment in the Montague Tube resulting from Superstorm Sandy. Items to be addressed include: installation of new signals, track switch operating layouts, cases, racks, panels, signs, code system and cabling, and cable support systems. Many of these items will be relocated along with other resiliency measures to avoid damage from future flooding.

NYCT also awarded two projects totaling \$18.3 million to replace track and repair a pump room in the Steinway Tube that were damaged by extensive flooding resulting from Superstorm Sandy. Track work will include replacement of running rails, new ties and tie blocks, and the replacement of the third rail with new composite contact rail. Pump room repairs will include replacement of damaged pumping equipment and associated systems and components, and relocation of much of this equipment to a higher location and made resilient to avoid damage from future flooding. In addition, discharge lines that were damaged will be replaced with new upgraded equipment.

Additionally, NYCT awarded two projects totaling \$14.9 million to repair a fan plant and pump room in the Greenpoint Tube that were damaged by Superstorm Sandy. Repairs to the fan plant include the replacement of track isolation dampers, actuators, limit switches and wiring, and the replacement of the supervisory and electrical control systems. Much of this equipment will be raised to a higher location and made resilient in the event of a future flood. The project scope also includes pump room repairs.

During October, NYCT substantially completed projects totaling \$132.1 million including \$57.7 million for station rehabilitation work and the installation of an ADA elevator at Dyckman Street Station on the Broadway-7th Avenue Line in Manhattan. This work included the repair of select elements within the Dyckman Street Station including the rehabilitation of the station platform, canopies, railings, and structural repairs at the station. NYCT also reconfigured the control area and sidewalks, and installed a new ADA elevator from the control area to the southbound platform.

NYCT completed several projects totaling \$31.8 million to address station components at various stations on the Broadway-7th Avenue Line in the Bronx and Manhattan. The stations addressed included: 207th Street, 215th Street, 225th Street, 238th Street and 242nd Street Stations. The work varied by location and included platform edge repairs, canopy repair and replacement, stair repair, and painting.

NYCT also substantially completed the \$20.9 million rehabilitation of the electrical distribution system at the 207th Street Overhaul Shop in Manhattan. This project scope included relocation of the Electrical Distribution Room (EDR), upgrade of the transformer house and other improvements to the electrical system.

Also substantially completed in October was a \$7.9 million project to address HVAC cooling solutions at six communication rooms at various stations in Brooklyn and Manhattan. Work varied by location but included the modification or relocation of fans, installation of self-contained or wall mounted air conditioning (AC) units, or installation of split AC units with associated duct work and refrigerant piping. The communication rooms addressed included: Court Street (Broadway) and Atlantic Avenue (Eastern Parkway) in Brooklyn and Cathedral Parkway (Broadway-7th Avenue), 125th Street (Lenox), and Grand Central (Flushing) in Manhattan. Preparation work was completed at Wall Street (Clark Street), however, the installation of equipment will be completed as part of a separate project.

Also during October, NYCT started five design projects for \$6.0 million, completed six designs for \$5.0 million, and closed out seven projects for \$122.4 million.

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

Projects Closed During October 2013
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Signal Room Fire Suppression, Phase 1	\$7.6	\$7.8	12/2012	10
Manhattanville Brick Facade Repair [SBMP]	\$2.2	\$1.0	03/2012	7
Mainline Track Replacement 2012 – Jamaica Line	\$0.9	\$0.9	03/2013	7
Jay Street Substation: DC Feeders / CBH #579	\$31.5	\$39.2	09/2013	1
Modernize 10th Street Substation / Culver Line	\$20.5	\$20.6	10/2013	0
Greeley Substation / 6th Avenue Line	\$29.6	\$30.8	10/2013	0
Chassis Wash Lifts: Manhattanville Depot [SBMP]	\$0.9	\$0.9	11/2013	(1)

The closeout of the Signal Room Fire Suppression project was delayed by 10 months and the closeout of the Manhattanville Brick Facade Repair project was delayed by seven months, both due to late submission and approval of final as-built documentation.

The closeout of the Mainline Track Replacement Project 2012 - Jamaica Line was delayed by seven months due to a delay in the completion of final inspections. Since GO's on the Jamaica Line are limited, it is more cost effective to schedule these final inspections by coordinating them with 2013 track work on the line.

CAPITAL PROJECT MILESTONE SUMMARY
2013
 (THROUGH OCTOBER 31, 2013)

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

October

Design Starts	\$1.3	2	\$6.0	5	465.8	250.0
Design Completions	1.7	4	5.0	6	290.9	150.0
Construction Awards	11.8	1	64.7	8	550.4	800.0
Substantial Completions	78.8	5	132.1	14	167.7	280.0
Closeouts	3,352.8	13	122.4	7	3.6	53.8

2013 Year-To-Date

Design Starts	\$54.7	50	\$147.5	106	269.6	212.0
Design Completions	104.1	77	84.0	68	80.7	88.3
Construction Awards	2,198.6	107	1,718.2	137	78.1	128.0
Substantial Completions	1,743.5	117	1,152.2	86	66.1	73.5
Closeouts	7,980.8	177	1,814.0	110	22.7	62.1

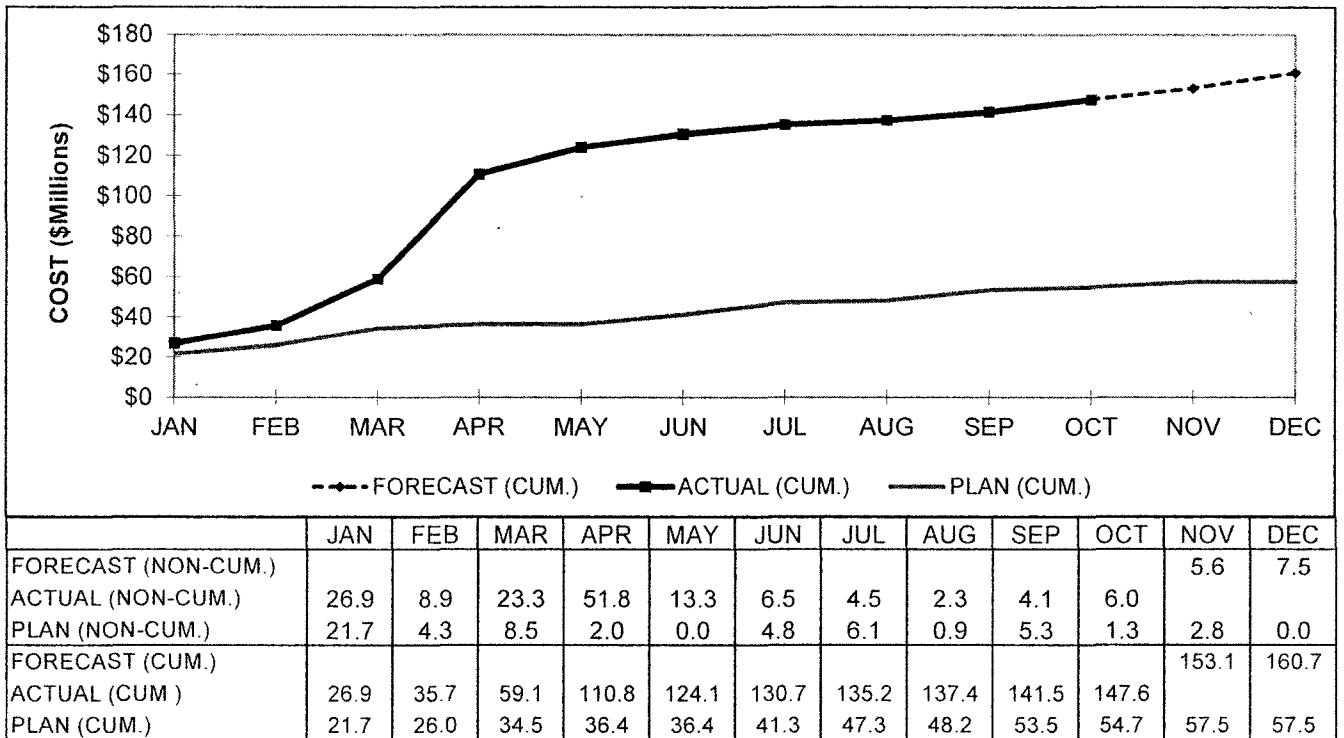
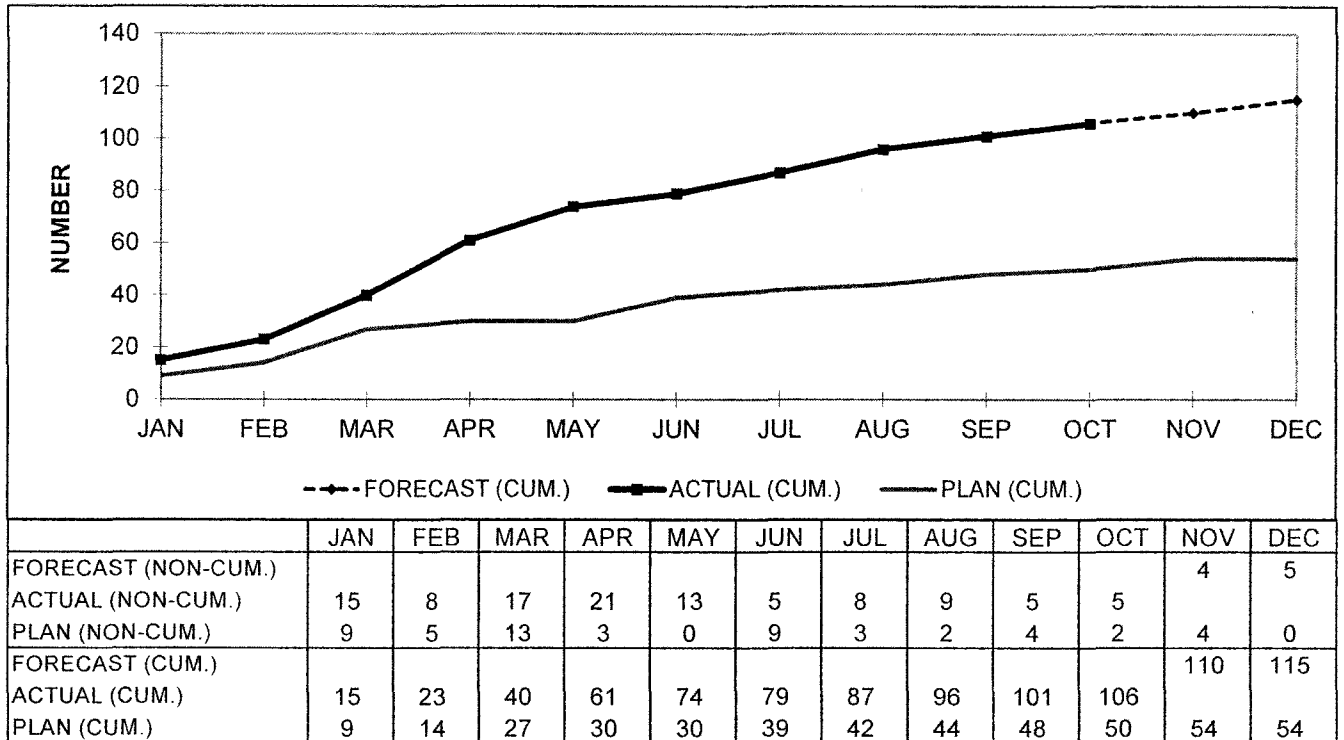
2013 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$57.5	54	\$160.7	115	279.3	213.0
Design Completions	118.5	98	150.1	109	126.7	111.2
Construction Awards	2,511.2	119	2,716.2	179	108.2	150.4
Substantial Completions	2,046.0	152	1,631.7	134	79.8	88.2
Closeouts	8,630.4	200	8,445.5	183	97.9	91.5

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

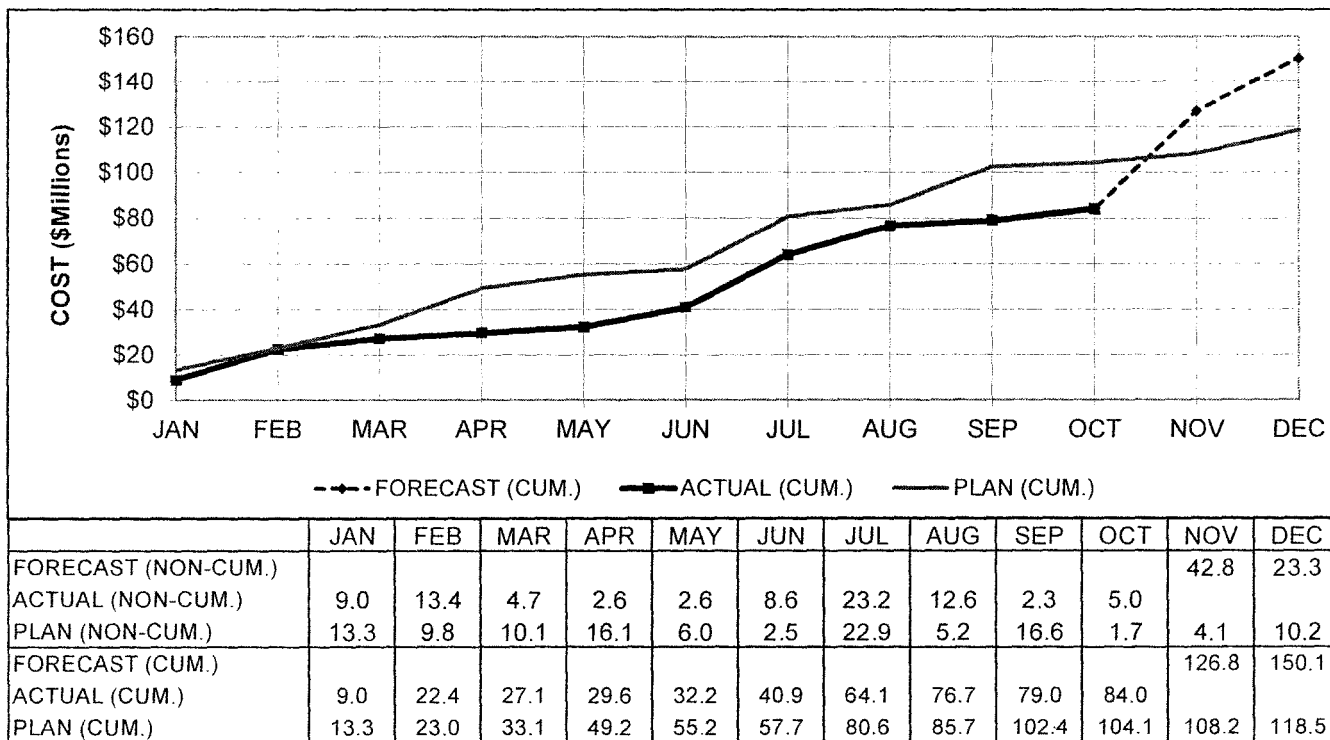
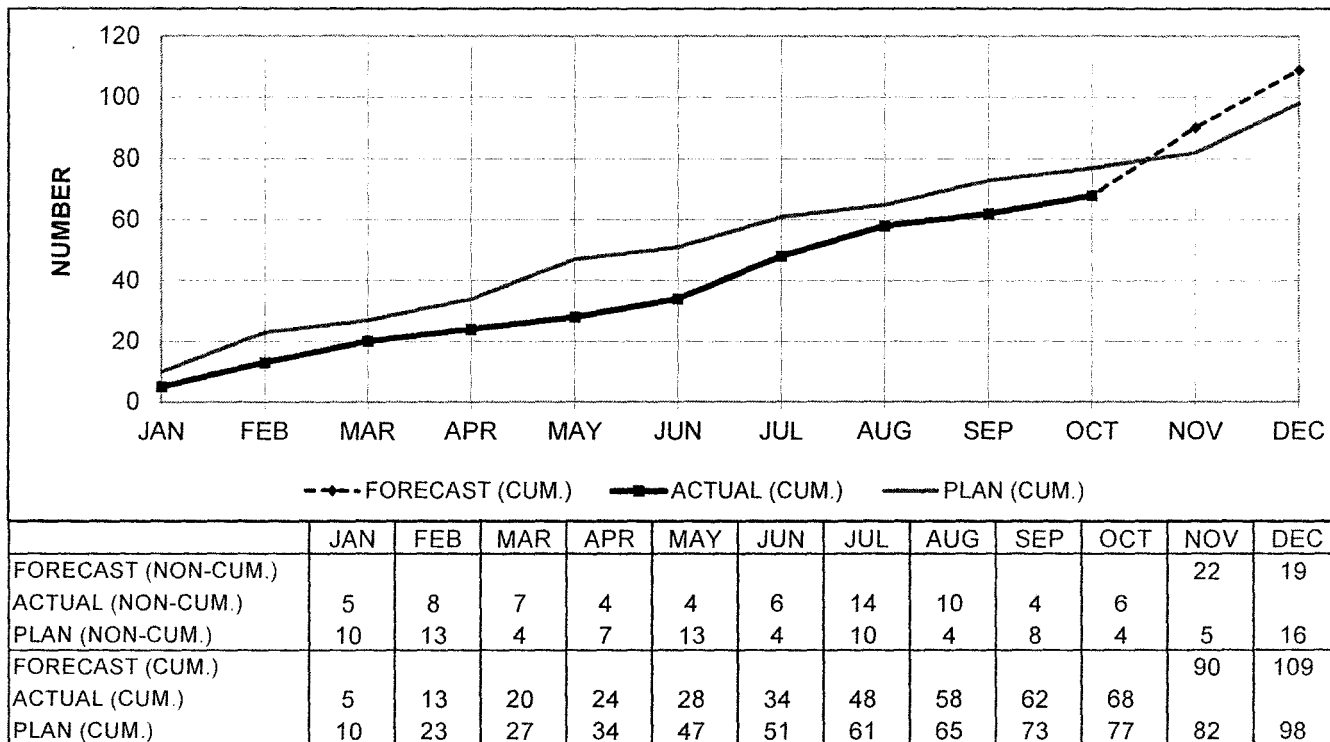
2013 Design Starts Charts

As of October 2013



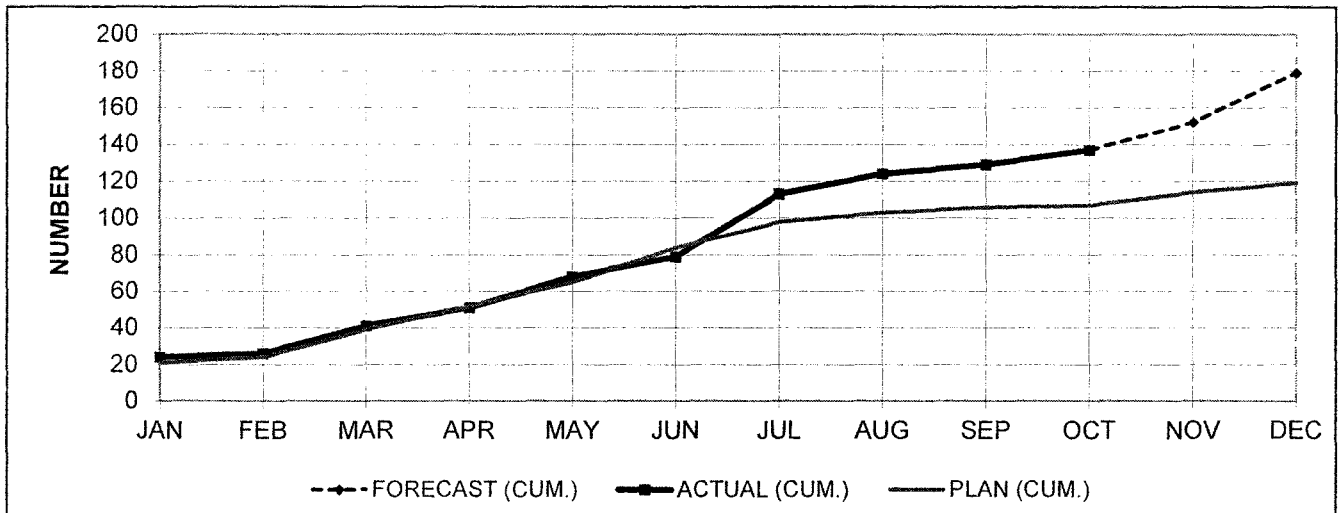
2013 Design Completions Charts

As of October 2013

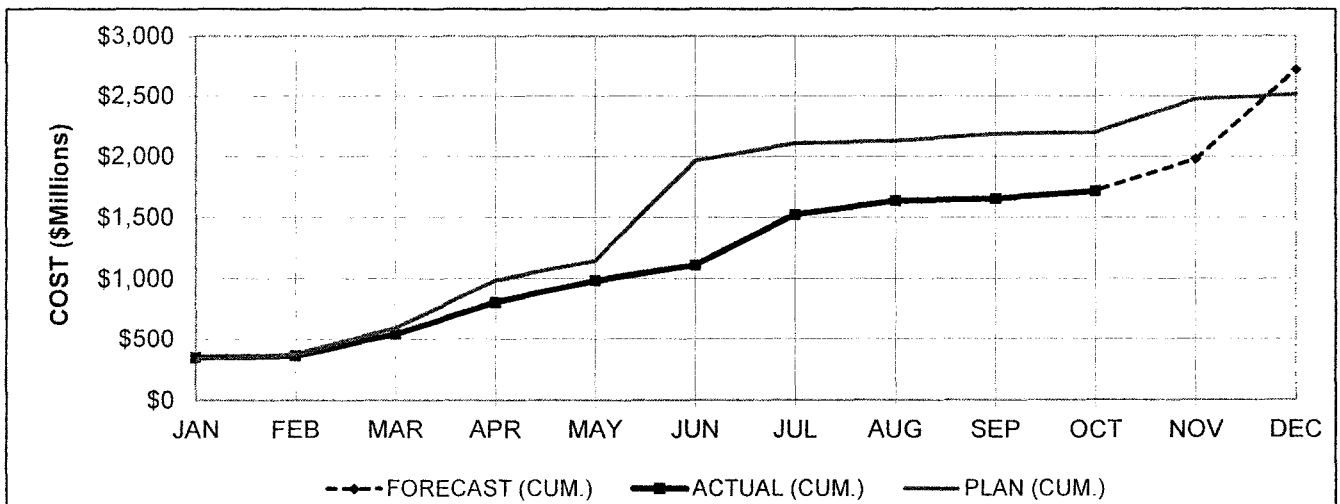


2013 Awards Charts

As of October 2013



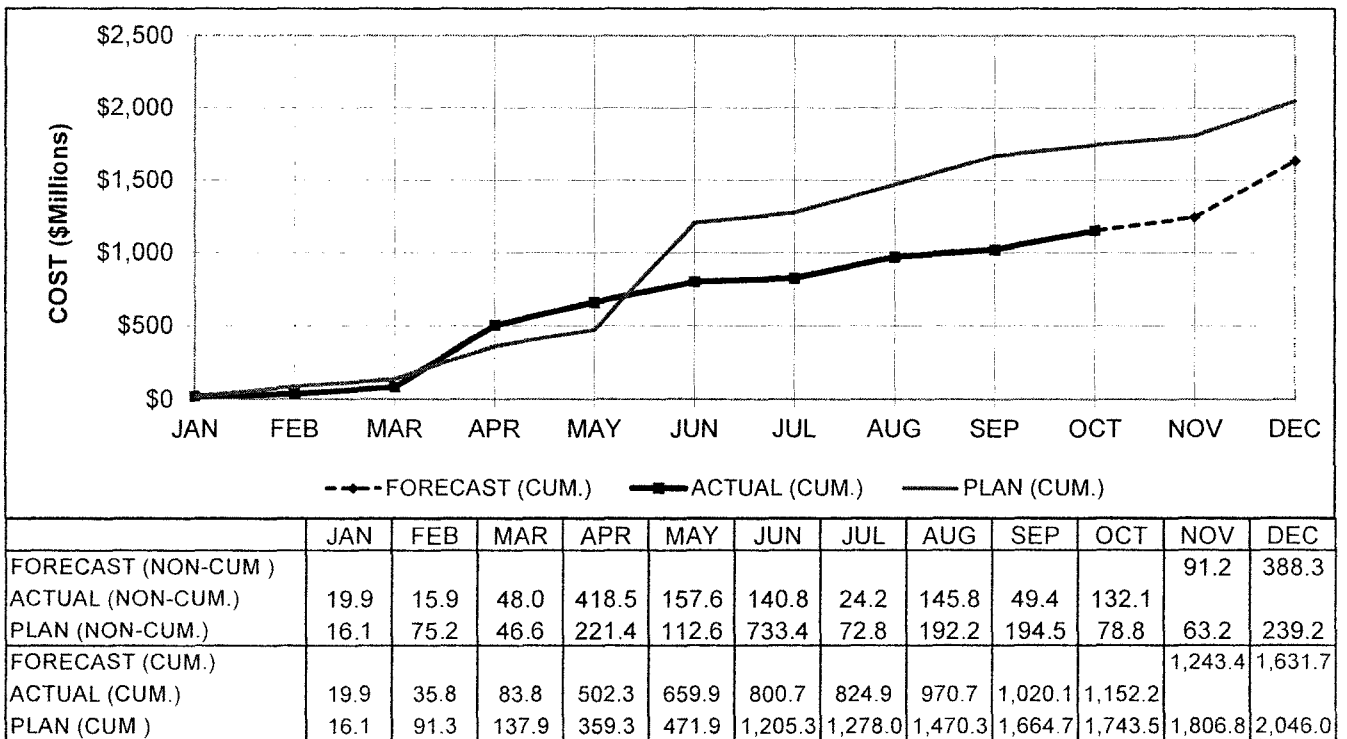
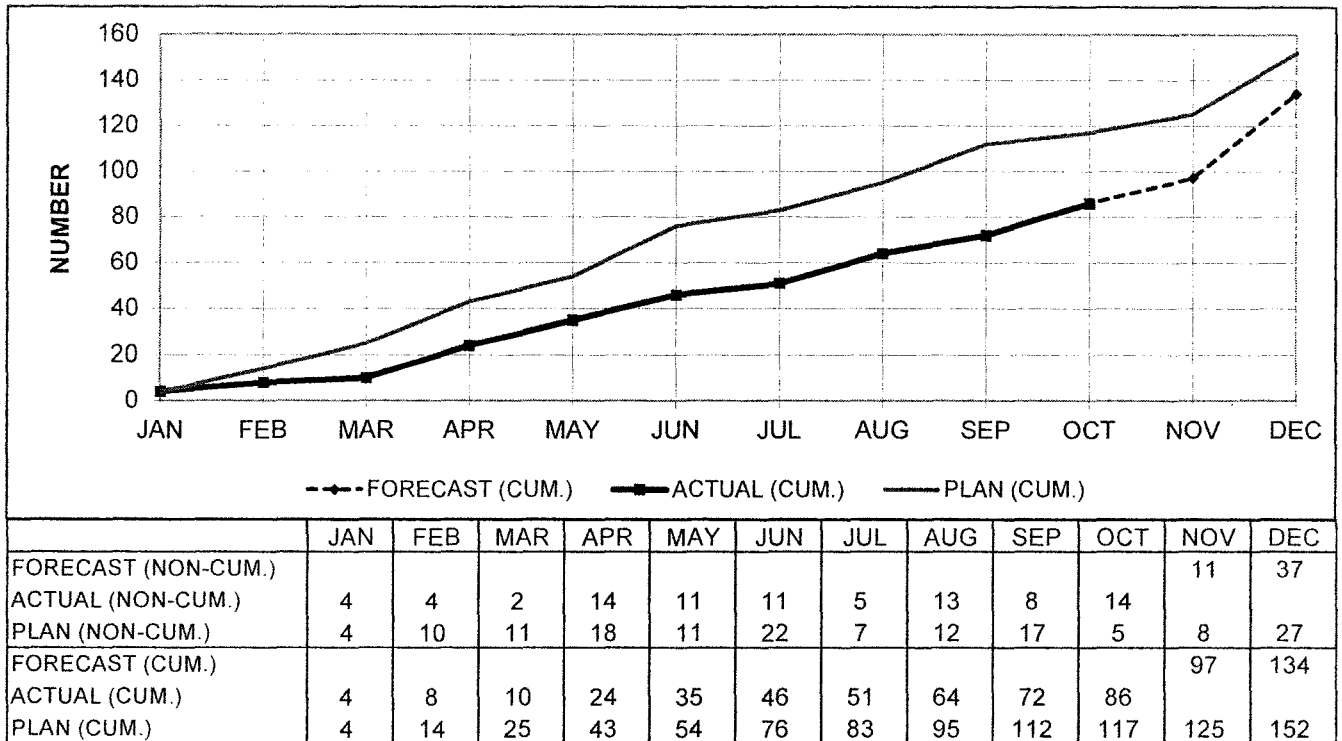
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											15	27
ACTUAL (NON-CUM.)	24	2	15	10	17	11	34	11	5	8	7	5
PLAN (NON-CUM.)	21	3	15	13	13	19	14	5	3	1		
FORECAST (CUM.)											152	179
ACTUAL (CUM.)	24	26	41	51	68	79	113	124	129	137	114	119
PLAN (CUM.)	21	24	39	52	65	84	98	103	106	107		



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											260.1	737.9
ACTUAL (NON-CUM.)	353.1	12.8	175.3	262.9	179.4	125.5	412.2	114.8	17.5	64.7		
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.)											1,978.3	2,716.2
ACTUAL (CUM.)	353.1	365.9	541.2	804.1	983.5	1,109.0	1,521.3	1,636.1	1,653.5	1,718.2	2,472.4	2,511.2
PLAN (CUM.)	338.7	378.9	594.7	982.9	1,147.4	1,965.5	2,106.5	2,129.8	2,186.9	2,198.6		

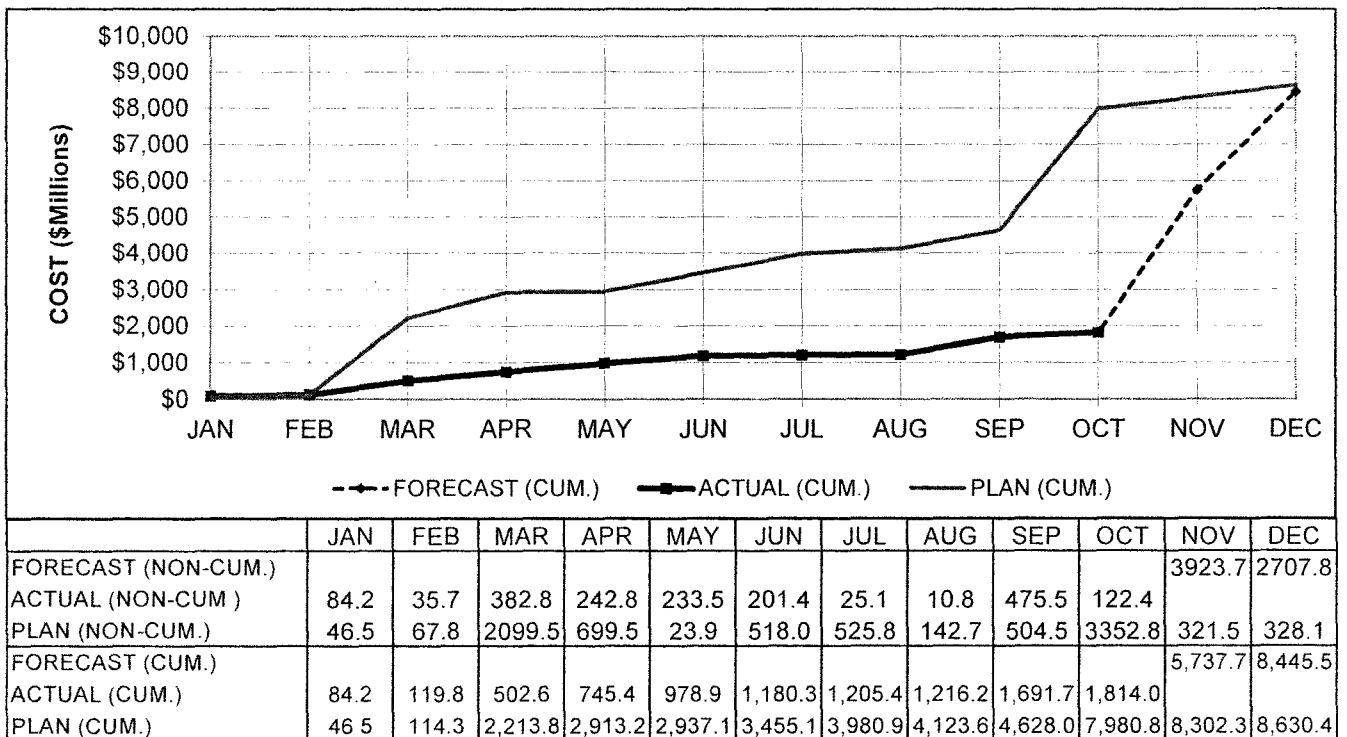
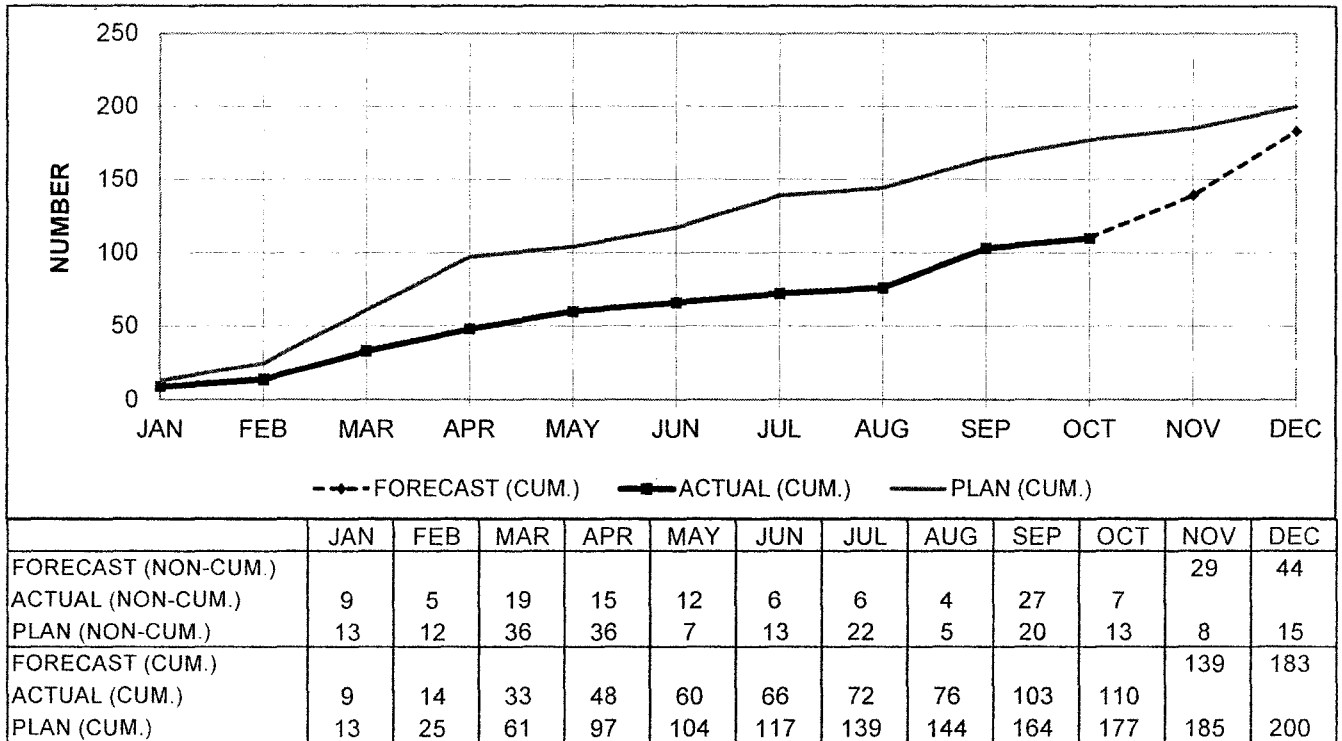
2013 Substantial Completions Charts

As of October 2013



2013 Closeouts Charts

As of October 2013

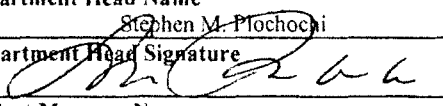


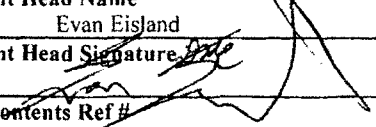
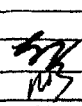
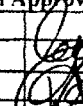
5. PROCUREMENTS

Report

PROCUREMENTS

The Procurement Agenda this month includes 11 actions for a proposed expenditure of \$360.4M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochocni					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	12/16/13			
2	Board	12/18/13			

December 6, 2013			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Table of Contents Ref #			
Internal Approvals			
Approval		Approval	
	President NYCT		President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:		# of Actions	\$ Amount
Schedule A:	Non-Competitive Purchases and Public Work Contracts	2	\$ 8.2 M
	• Esterline-Leach International		\$ 0.2 M
	• Westcode Incorporated		\$ 8.0 M
<u>Schedules Requiring Majority Vote</u>			
Schedule F:	Personal Service Contracts	1	\$ 12.8 M
	• Siemens Industry, Inc.		\$ 12.8M
SUBTOTAL		3	\$ 21.0 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	2	\$ TBD M
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 332.6 M
<u>Schedules Requiring Majority Vote:</u>			
Schedule F:	Personal Service Contracts	1	\$ 4.5 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$ 0.5 M
Schedule L:	Budget Adjustments to Estimated Quantity Contracts	1	\$ 0.5 M
SUBTOTAL		7	\$ 338.1 M

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

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

NYC Transit proposes to award Ratifications in the following categories: NONE

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

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	1.2 M
SUBTOTAL		1	1.2 M
TOTAL		11	\$ 360.4 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

DECEMBER 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

1. Esterline-Leach International \$230,000
Non-Competitive
RFQ# 63124

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law § 1209, subsection 9(d), and approve the purchase of 2,000 tamper proof relays from Esterline-Leach (Leach) for test and evaluation.

This procurement is for the purchase of 2,000 tamper proof relays by the Division of Car Equipment (DCE). A relay is an electrical device, typically incorporating an electromagnet, that is activated by a current or signal in one circuit to open or close another circuit. This tamper-proof relay is a critical component of the subway car door operating system which enables the opening and closing of the subway car doors. Each subway car contains 50 tamper-proof relays.

The qualification process for tamper proof relays consists of the successful completion and performance evaluation of in-service testing of these relays on a series of subway cars. NYC Transit will install these relays on 40 subway cars and operate those cars in-service for six months. If the test is successful and Leach's relay is approved for use by NYC Transit, the Leach relay will be included on the NYC Transit Qualified Products List (QPL) and future requirements for these relays can be solicited competitively. Currently, this relay is sole-source and can only be purchased from Vapor Stone Rail Systems (VSRS).

In order to determine whether the negotiated price is fair and reasonable, Procurement obtained cost data from Leach. Leach's \$115 unit price is 7.5% higher than the \$107 unit price negotiated with VSRS and is based on a quantity of 2,000 relays, while the VSRS price was based on a quantity of 19,000 relays. Based on the review of the cost data and the price analysis, Leach's price is considered fair and reasonable.

In accordance with Public Authorities Law § 1209, paragraph 9, this contract will not be awarded earlier than 30 days from the date on which the Board declares competitive bidding to be impractical or inappropriate.

DECEMBER 2013

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote con't:

A. Non-Competitive Purchases and Public Work Contracts

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

2. Westcode Incorporated \$8,000,000 (Est.) *Staff Summary Attached*
Sole Source – Three-year omnibus
Omnibus approval request for the purchase of inventory and non-inventory replacement air brake, door operator and HVAC parts.

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

3. Siemens Industry, Inc. \$12,838,471 (Est.) *Staff Summary Attached*
Thirty-six month contract plus one 2-year option
RFQ# 63035
Provide system software enhancement support for the PA/CIS Phase II system.

DECEMBER 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.)

- | | | |
|--|-------------------------------------|--------------------------------------|
| <p>1. Contractor To Be Determined
 Sixty-one month contract
 Contract# S-48004
 RFP Authorizing Resolution for Signal System modernization for CBTC on the Queens Boulevard Line.</p> | <p>Cost To Be Determined</p> | <p><u>Staff Summary Attached</u></p> |
| | | |
| <p>2. Contractor To Be Determined
 Thirty-six month contract
 Contract# S-48002
 RFP Authorizing Resolution for CBTC equipment supplier interoperability.</p> | <p>Cost To Be Determined</p> | <p><u>Staff Summary Attached</u></p> |

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

- | | | |
|--|------------------------------------|--------------------------------------|
| <p>3-4. Nova Bus LFS, a Division of Prevost
 Car (US), Inc. and New Flyer of America, Inc.
 Eighty-eight month contract
 Contract# B-40656
 Purchase and delivery of 690 low floor 40-foot diesel buses with an option to purchase up to 700 additional buses.</p> | <p>\$332,583,617 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
|--|------------------------------------|--------------------------------------|

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

- | | | |
|---|---------------------------|--------------------------------------|
| <p>5. CH2M HILL New York, Inc.
 Fifty-four month contract
 Contract# A-86071
 Consulting Services for NYC Transit's New Fare Payment System.</p> | <p>\$4,498,136</p> | <p><u>Staff Summary Attached</u></p> |
|---|---------------------------|--------------------------------------|

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.)

- | | | |
|---|--------------------------------|--------------------------------------|
| <p>6. Intertek USA, Inc.
 Contract# 5675.1
 Modification to the contract for chemical and physical testing, in order to cover costs associated with the increased frequency of sample tests of Engine Coolant/Anti-Freeze and to add seven new tests.</p> | <p>\$540,590 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
|---|--------------------------------|--------------------------------------|

DECEMBER 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

L. Budget Adjustments to Estimated Quantity Contracts

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

7. Cummins Power Systems, LLC 10G0296A May 2011 – May 2014	Original Amount:	\$ 369,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 49,000
	Current Amount:	\$ 418,000
	This Request:	\$ 480,000
	% of This Request to Current Amount:	114.8%
	% of Mods/Budget Adjustments (including	
	This Request) to Original Amount:	143.4%

Discussion:

This budget adjustment will add additional funding to estimated quantity Contract #10G0296A with Cummins Power Systems, LLC (Cummins) for the repair of Cummins diesel engines used on NYC Transit and MTA Bus Company (MTABC) bus fleets. This three-year estimated value miscellaneous service contract was awarded May 2011 in the amount of \$369,000. A prior budget adjustment added \$49,000 to the contract, bringing the total contract value to \$418,000. However, to complete the work required under this contract term, an additional \$480,000 is required.

The additional funds are predominantly needed to support repairs on the diesel engines in MTABC's fleet of hybrid electric buses and to accommodate the unanticipated work previously performed on MTA Long Island Bus fleet of buses prior to those buses having been transferred to Nassau County.

The original solicitation for this contract took place in 2011 and received two bids, of which Cummins was the lower at \$390,000. Prior to award of the contract, Procurement was able to obtain a price concession of \$21,000 in which Cummins reduced its hourly rate from \$105 to \$102 and increased its parts discount from 20% to 30%. Procurement attempted to secure additional price concessions in connection with this budget adjustment; however, Cummins would only hold its previously reduced pricing. Additionally, Cummins indicated that NYC Transit already receives the best pricing Cummins offers. The pricing for this contract was considered fair and reasonable based on competition at the time of the original solicitation.

DECEMBER 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. Skanska/Traylor, JV | \$1,200,000 | <u>Staff Summary Attached</u> |
| Contract# C-26008.55 | | |
| Modification to the contract for station cavern mining and heavy civil/structural work for the Second Avenue Subway, 86th Street Station, in order to address changes to the north support of excavation wall for Entrance 2. | | |

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 2

Vendor Name (& Location) Westcode Incorporated (West Chester, PA)
Description Purchase of inventory and non-inventory replacement air brake, door operator and HVAC parts
Contract Term (including Options, if any) Three years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

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

Discussion:

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

There are approximately 1,622 items covered by this approval for the purchase of Westcode provided subway car air brake, door and HVAC systems parts for various NYC Transit subway cars. These items are identified as obtainable only from Westcode for the following reasons: sole pre-qualified source on the Qualified Products List, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Westcode. These items are advertised a minimum of once every twelve months to seek competition. A list of Westcode sole source items, as well as NYC Transit's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be purchased on an as-required basis. NYC Transit's Division of Car Equipment (DCE) will utilize these sole source parts on approximately 3,498 subway cars: 222 R32 cars, 50 R42 cars, 752 R46 cars, 600 R142A cars, 212 R143 cars, and 1,662 R160 cars for Scheduled Maintenance System (SMS) and running repair requirements. The current omnibus approval for \$6,000,000 was approved by the Board in January 2011 and expires on December 30, 2013. There is a remaining balance of \$3,841,081 on the current omnibus approval.

This omnibus approval will be used to obtain sole source material needed for 2014 through 2017. The R46 subway cars will undergo a heavy overhaul of the air brake and door systems starting in 2014 and running through 2016. The R142A subway cars are undergoing a heavy overhaul of the HVAC systems through 2014 and again from 2016 through 2019. R143 subway cars will undergo HVAC systems overhaul from 2015 through 2017. Overhaul of the R160 subway car HVAC systems started in 2013 and will run through 2020.

Procurement has performed a price analysis on the 22 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 22 items, 11 items purchased during the term of the current omnibus approval have a comparative price history. A comparative price analysis of these 11 items revealed an annual weighted average price increase of approximately 0.3% over the past three years. These 11 items amount to a total of \$1,768,925 or 64% of the value of the contracts issued under the current omnibus approval. A review of the Producer Price Index for Transportation Equipment Railroad Car Parts and Accessories, Series ID WPU1442, revealed an annual weighted average price increase of 2.37% over the past three years.

Based on the current forecasts as well as projections for 2014 through 2017 as provided by DCE, it is anticipated that DCE will require approximately \$8,000,000 for sole source items from Westcode during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from Westcode for the next three year period. Procurement and DCE will continue to research alternate sources of supply wherever possible.

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

Staff Summary

Item Number 3					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel <i>W</i>	5 X	TIS		
2 X	Law	6 X	CPM		
3 X	Operating Budget	7	Executive VP <i>MB</i>		
4 X	Capital Budget	8 <i>W</i>	President		

SUMMARY INFORMATION	
Vendor Name Siemens Industry, Inc.	Contract Number RFQ No. 63035
Description PA/CIS Phase II System Software & Enhancement Support	
Total Amount \$12,838,471 (Est.)	
Contract Term (including Options, if any) 36 months plus one 2-year option	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval from the Board to award a non-competitive three-year personal services contract to Siemens Industry, Inc. (SII) to provide software and systems support services for the Public Address/Customer Information Screens Phase II, A Division (PA/CIS II). The contract is comprised of two parts: the first part (software support and emergency response) will provide on-call and remote access software and support services for \$502,842. The second part (software enhancement and new initiative support services) will provide software modifications and upgrades to the PA/CIS II system on an as-needed basis through authorized task orders in the estimated amount of \$2,224,958 (Non-Capital) and \$5,000,000 (Capital). The contract also includes a two-year option for extended software support and emergency response services for \$352,212. Task order software enhancement and new initiative support services for the two-year option are estimated at \$1,558,459 (Non-Capital) and \$3,200,000 (Capital). The combined total estimated contract amount including the option is \$12,838,471. Award of the option will be subject to the approval of the Assistant Chief Procurement Officer, subject to available funding.

DISCUSSION:

In 2003, Contract W-32658 (PA/CIS Phase II) was awarded to Siemens Transit Technologies to furnish and install a public address/customer information screen system. PA/CIS Phase II built upon technology initiatives begun in Phase I and developed and installed real-time train arrival and customer information on the A Division (IRT) line, which included 153 passenger stations plus the operator consoles at the Rail Control Center, the backup command center, and the software test facility. The system is fully operational and was under Siemens warranty support through December 31, 2012. Since January 1, 2013, in-house staff has been performing limited maintenance/enhancement tasks to the system as required. PA/CIS is an integrated system of hardware and software that delivers real-time train arrival as well as service disruption information and public service announcements to NYC Transit's ridership. The software at the heart of the system was developed by Siemens and uses the SNET/ATM Network for its communications backbone. The system delivers audio and visual train location/movement data to platform and control area signs.

Technology and Information Services (TIS) and Capital Program Management (CPM) have requested this three-year contract in support of PA/CIS Phase II, which includes software support and emergency response as well as task orders for the provision of system software enhancements. In-house staff has been trained, but still needs access to updates, patches and telephone support for software issues/assistance from SII's design engineers and software developers in the event of a problem that cannot be rectified by in-house staff.

Based on the following reasons, a non-competitive award to SII is requested:

- SII designed and developed the software system that is configured to NYC Transit signaling procedures and rules.
- SII is uniquely qualified to provide assistance to NYC Transit personnel. As developer and integrator of the system software, SII initiates and issues all software updates and upgrades for which they are the only source.
- PA/CIS Phase II, although not mission critical, has come to be relied upon by the riding public to provide reliable train arrival information and safety messaging.

Under this contract, SII will provide software support and emergency response services generally related to critical system failure. The PA/CIS system requires a vast knowledge base, using engineers located in Vienna, Austria. If the SII New York office cannot restore the system, it will utilize its European resources. Software enhancement and new initiative support services will be handled under separate task orders. The services address the need for corrections, enhancements, and adaptation of changes to the software environment resulting from design and field changes to the signal system. Support services, initiated by TIS or CPM, will be based on labor rates and terms and conditions established in the contract.

Staff Summary

Software enhancement and new initiative support services will be handled under separate task orders. The services address the need for corrections, enhancements, and adaptation of changes to the software environment resulting from design and field changes to the signal system. Support services, initiated by TIS or CPM, will be based on labor rates and terms and conditions established in the contract.

SII's initial proposal for software support and emergency response and scheduled software support services was \$4,027,712 for the three years, \$1,437,628 for option year one and \$1,487,945 for option year two for a total of \$6,953,285. After several negotiations focusing on staffing, contract terms and conditions, scope of work and cost factors, SII submitted a BAFO of \$4,638,471 (Non-Capital) as follows:

Software Support and Emergency Response – Siemens AG (SAG) Resources – NYC Transit will pay a total of \$855,054 for this standby support to ensure availability of SII's European-based affiliate who is most familiar with the PA/CIS system. The monthly payment includes SAG's response to requests for emergency support.

Software Enhancement and New Initiative Support Services (Operating and Capital Task Orders) – A pool of 8,016 hours (base contract) valued at \$2,224,958 will be established to ensure availability of third level support resources. NYC Transit will pay SII the full price of all negotiated and awarded task orders. However, upon negotiation and award of a task order, all contract hours for key titles will be deducted from the pool until the pool is reduced to zero. If there is a remaining balance in the pool at the end of the base contract term and again as recalculated after the two-year option, it will be paid by NYC Transit in a lump sum payment. NYC Transit expects to award SII a sufficient amount of task order work to reduce the pool balance to zero, thereby resulting in no final lump sum payment to SII. To achieve this objective, Capital task orders are provided for and estimated at \$5,000,000 for the base term, and \$3,200,000 for the option period. If NYC Transit chooses to exercise its option, a new pool of 5,344 hours valued at \$1,558,459 will be established. The final price of \$12,838,471 is 1.2% above the NYC Transit estimate of \$12,686,030. Pricing is based upon historical negotiated SII rates with annual 2% escalation (reduced from the SII original proposal of 3.5%) and will be maintained for the contract term, including the option period. Based on the results of the negotiations, the overall price was determined to be fair and reasonable by Procurement. CPM and TIS concur and recommend award of the contract. A breakdown of the overall contract amount and its components are detailed in the table below:

Software Enhancement and Emergency Response	\$ 855,054
Software Enhancement and New Initiative Support Services	\$ 3,783,417
Capital Task Orders	\$ 8,200,000
Contract Total	\$ 12,838,471

Background investigations and materials revealed that Siemens had disclosed information that was considered Significant Adverse Information (SAI) within the meaning of the All Agency Responsibility Guidelines. Approval had previously been obtained to find Siemens to be a responsible proposer. That approval extended to future awards, absent the discovery of new SAI. No new SAI was found, therefore Siemens has been determined to be a responsible proposer. This contract is subject to review and approval by the Office of the New York State Comptroller (Comptroller). Award of the contract will not be made until Comptroller approval is obtained.

MBE/WBE PARTICIPATION:

After undertaking a thorough review and based on the scope of work and lack of subcontracting opportunities, the MTA Department of Civil Rights determined the MBE/WBE goals are 0% MBE and 0% WBE for this contract. Siemens Industry has achieved its previous MWDBE goals on previous MTA contracts.

CAPITAL PROGRAM REPORTING:

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital contract awards and the necessary input has been secured from the responsible functional departments.

ALTERNATIVES:

There are no alternatives. NYC Transit lacks the requisite staff or expertise to perform the full scope of the requirements.





IMPACT ON FUNDING:

Funding of \$2.25M is available in TIS' Operating Budget for the three year contract under Account No.711557, Responsibility Center No. 7526, Function No. 940 and Job No. W32658. This amount is \$477,800 less than the three year base negotiated amount of \$2,727,800. Since it is anticipated that Capital-Funded task orders will cover this amount, no additional funds will be needed at this time. Capital task orders will be funded by the requestor as task orders are negotiated and approved and no task order will be awarded until a WAR Certificate has been received. Funding for the option period for non-capital work will be sought at the time the option is exercised. Capital funding for the option period will be handled in the same manner as the base contract.

RECOMMENDATION:

It is recommended that the Board approve the award to Siemens Industry, Inc. as described in the "Purpose" section.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	S-48004
Description	
Signal System Modernization for CBTC on the Queens Boulevard Line	
Total Amount	
TBD	
Contract Term (including Options, if any)	
61 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate in order to procure a contractor to design, furnish, install, test, integrate and implement a contract for a complete Communications Based Train Control (CBTC) signal system overlay on the Queens Boulevard Line (QBL), including Automatic Train Supervision (ATS); 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 award of the contract. There are currently two companies whose systems have been pre-qualified to participate on this project: Siemens Industries Inc. (Siemens) and Thales Transportation Inc. (Thales). Siemens designed, installed and integrated the Canarsie CBTC program and under Phase III of this project, Siemens and Thales successfully demonstrated the feasibility of achieving interoperability between two CBTC systems. Both firms were pre-qualified on the subsequent Flushing CBTC bid, which was awarded to Thales. Under the following Culver Test track project, awarded to Siemens and Thales, both firms are being qualified to provide interoperable CBTC systems and subsystems which, upon successful completion, will make their equipment safety-certified and compliant with the Interoperability Interface Specifications (I2S).

DISCUSSION:

NYC Transit has been moving toward a "state of the art" train control system with the installation of CBTC along with an Auxiliary Wayside Signaling System (AWS) on various subway lines. Since late 2006, CBTC has been operational along the full length of the Canarsie Line (Contract S-32701) from Canarsie Yard and Rockaway Parkway Station in Brooklyn to the 8th Avenue Station in Manhattan. The Flushing CBTC project (Contract S-32723) was awarded in June 2010. The Culver Test Track CBTC project (Contract S-32748) was awarded in September 2011. CBTC operational benefits to NYC Transit include enhanced train control capabilities, improved safety (continuous over speed protection and enforcement of work zone speed restrictions) and shorter headway between trains allowing for more efficient use of the track capacity and car fleet. This will provide for an increase in service and number of trains per hour. Customers will experience improved and more reliable service.

The contractors under the Canarsie and Flushing contracts were not required to achieve full interoperability as these are the only two stand-alone lines in the system. All future CBTC projects, including the QBL project, will be on lines where a train with one manufacturer's equipment could ride on a wayside system installed by another manufacturer, requiring full interoperability. The requirement of the QBL project is to provide a complete CBTC signal system overlay from north of Union Turnpike to north of 47-50th Street Station/6th Avenue Line south of 50th Street/8th Avenue Line. Also included in the work is centralized traffic control through ATS at designated locations and at the Rail Control Center. The new QBL system shall be designed to the latest NYC Transit Interoperability Interface Specifications (I2S) and shall comply with NYC Transit's design, interface, interoperability, maintainability, reliability, availability and safety requirements.

Staff Summary

The QBL RFP will include system integration, ATS, Carborne Equipment for a portion of the R160 fleet, Wayside Equipment and Data Communication System (DCS) network and Radio Transponder.

The QBL work will be achieved through separate contracts due to lack of sufficient funds to award all phases of the project simultaneously because the total project will be funded through separate Capital Programs. One contract will be for the designing and furnishing of all CBTC software and hardware for both Carborne and Wayside equipment, System Integration and ATS, while the second contract will be for the installation of the wayside equipment and the AWS, including DCS and Radio Transponder.

This Authorizing Resolution request is for all contracts related to this project; however, NYC Transit may nevertheless solicit the installation contract using competitive sealed bidding if a sufficiently defined scope of work can be developed and NYC Transit determines that sealed bidding would be more advantageous.

In order to achieve project objectives consistent with the objectives of competitive procurement requirements to obtain a fair and reasonable cost, it is advantageous to NYC Transit to have these two CBTC suppliers, whose equipment can fully interoperate while supporting revenue service, compete for these services. Utilizing the RFP process is the best way to solicit this contract as both qualified contractors need to participate in order to achieve those objectives. While it is advantageous for NYC Transit to have multiple CBTC suppliers, it takes approximately three years or more to fully qualify new suppliers. To be fully qualified, a contractor must modify its CBTC system such that it meets all functional and interface requirements as defined in the CBTC I2S specification; successfully test their modified system in their factory and on NYC Transit's Interoperability Test Facility (ITF) and safety certify their modified system and subsystems. ITF testing verifies that the supplier's modified subsystems successfully interoperate with subsystems from the other qualified suppliers. Testing is conducted in accordance with a defined catalog of test scripts that are designed to demonstrate functional interoperability. Currently only Thales and Siemens are qualified under NYC Transit requirements; however, also in this board package is an Authorizing Resolution to utilize the RFP process to qualify an additional CBTC supplier for future CBTC projects.

IMPACT ON FUNDING:

Any additional funding need for Phase I contract will be identified from 2014 sources before the project proceeds. This project will be managed by NYC Transit under the MTA Capital Program.

ALTERNATIVES:

Use of the sealed bid process is not recommended as factors other than cost must be considered in evaluating proposals to achieve interoperability in revenue service. Assessing critical factors, such as safety, can only be accomplished using the RFP process.

RECOMMENDATION:

It is recommended that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive RFP process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, to award the contract.

Staff Summary



New York City Transit

Page 1 of 2

Item Number 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 <i>WD</i>	5 X	Subways		
2 X	Law	6 <i>WJ</i>	Executive VP		
3 X	Budget	7 <i>WJ</i>	President		
4 X	CPM				

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	S-48002
Description	
CBTC Equipment Supplier Interoperability	
Total Amount	
TBD	
Contract Term (including Options, if any)	
36 Months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(d) of Section 1209 of the Public Authorities Law, the Authority wishes to test a new source for technology to evaluate the reliability of such technology and that it is in the public interest to issue a competitive Request for Proposal (RFP) for the Communication Based Train Control (CBTC) Equipment Supplier Interoperability Project to qualify an additional CBTC supplier. This project will be managed by NYC Transit Capital Program Management (CPM).

DISCUSSION:

The purpose of this project is to qualify and develop an additional CBTC supplier beyond the two suppliers already approved (Siemens and Thales) to increase competition for future CBTC contracts and to insure long-term supply of CBTC systems and subsystems. The selected supplier will develop and demonstrate that their CBTC equipment is interoperable with the existing Siemens and Thales equipment (wayside and on-board). The feasibility of achieving interoperability between two CBTC systems was successfully demonstrated under the Canarsie CBTC Phase III Project (Contract No. S-32701). Under the subsequent Culver Test Track Project (Contract No. S-32748), Siemens and Thales are being qualified to provide interoperable CBTC systems and subsystems and their equipment will be safety-certified and compliant with the Interoperability Interface Specifications (I2S).

This project will utilize the documentation and test facilities developed under the Culver Test Track project to qualify an additional interoperable CBTC supplier. The selected supplier's CBTC systems and subsystems will be tested on the Integrated Test Facility (ITF) developed under the Culver Test Track Project to demonstrate compliance with the requirements.

An Independent Safety Assessor (ISA) will audit the additional CBTC supplier's compliance with the safety program as well as the system development, test processes and safety analysis methods used by the CBTC supplier.

A review of responses to a prior NYC Transit Request for Information (RFI) received in October 2012 to determine the availability of additional interoperable CBTC suppliers identified various alternatives and configurations that meet the requirements of NYC Transit. Compliance with the I2S specifications will be one of the most important requirements. Safety and project schedule will also be key requirements. Utilizing the RFP process will allow NYC Transit to evaluate alternatives as well as take into account proposals that can possibly shorten the project duration and introduce innovations that will be in keeping with NYC Transit's need to get the best possible contractor and solution. Since the selected supplier's costs will be partially offset by the use of a stipend, a project schedule that reduces the overall length of the project and minimizes NYC Transit involvement could potentially result in a lower overall cost for the project. Given the complex nature of this project and its safety requirements, it is in the best interest of NYC Transit to be able to consider other factors such as technical expertise and alternative approaches to the work as well as past performance and experience on similar projects in order to determine which proposal offers the best opportunity to test the interoperability of systems manufactured by different companies. In addition, the RFP process will allow NYC Transit flexibility to negotiate alternative contract terms and conditions while still achieving NYC Transit's requirements.

Staff Summary

ALTERNATIVES:

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide the best method of assessing a proposer's ability to comply with the I2S specifications and provide a system that is interoperable with the approved supplier.

IMPACT ON FUNDING:

The project funding is earmarked from available program savings. This project will be managed by NYC Transit under the MTA Capital Program.

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(d) of Section 1209 of the Public Authorities Law, to award the contract.

Staff Summary

The award to Nova Bus will consist of \$193,508,982 (\$467,413 per bus) for the 414 buses, \$393,609 for qualification testing, diagnostic tools and manuals, \$169,720 for an estimated quantity of training and \$380,358 for capital spares, for a total award amount of \$194,452,669, which is \$8,031,819 or 3.97% below Nova Bus' initial proposal of \$202,484,488.

The award to New Flyer will consist of \$137,169,240 (\$496,990 per bus) for the 276 buses, \$452,143 for qualification testing, diagnostic tools and manuals, \$198,200 for an estimated quantity of training and \$311,365 for capital spares, for a total award amount of \$138,130,948, which is \$6,435,161 or 4.45% below New Flyer's initial proposal of \$144,566,109.

The combined total award amount of \$332,583,617 results in a total savings of \$14,466,980 or 4.17% below the initial pricing received from both bus manufacturers. This final average per bus price of \$482,005 is \$4,731 or 1.0% below DOB's estimate of \$486,736.

Procurement, DOB and the Cost/Price Analysis Unit have determined the final prices to be fair and reasonable.

This split award is anticipated to result in delivery and acceptance of buses in a more expeditious timeframe than from one source, thus enabling NYC Transit to retire over-aged buses sooner while effectively saving on maintenance costs. This split award shortens the delivery schedule by up to 21 weeks versus an award to a single manufacturer. Additionally, a split award will continue to foster price and technological competition and allow DOB to mitigate potential performance and supply risks between two manufacturers instead of relying on only one bus manufacturer for such a large order.

Nova Bus and New Flyer each offered to build four pilot buses in order to accelerate delivery of the production buses. Pilot buses are scheduled to be delivered by New Flyer in August 2014 and Nova Bus in October 2014. One of the pilot buses from each manufacturer will be used for in-service testing while the others will be used for configuration audit and qualification testing. The combined delivery of the production buses manufactured is scheduled to begin in February 2015 and be completed in April 2016, for an overall period of 121 weeks from Notice of Award.

The total New York State Content for this contract will be \$92,835,195, which represents 27.91% of the total award; Nova Bus has committed to meeting a New York State Content of 30.44% and New Flyer has committed to meeting a New York State Content of 24.36%.

Payment Terms: NYC Transit has agreed to make all payments within 10 days after each milestone is completed as a result of incentives offered by both bus manufacturers. The contract with Nova Bus contains provisions for two advance payments of 10% of the value of 414 buses at Notice of Award and 15% of the value of 414 buses upon delivery of the pilot buses; both of these payments will be fully collateralized. The New Flyer contract does not contain any advance payments.

Pricing for option buses, if exercised, will be based on obtaining pricing from both contractors in the form of a "run-off" and will be brought to the Board for approval of award(s). In the event another bus manufacturer is deemed qualified before the "run-off", no option will be exercised and a new RFP will be conducted.

MBE/WBE:

For NYS funded contracts the MTA has established an overall MWBE goal of 20%. However for this procurement, goals of 11% WBE and 1% MBE have been established based upon the availability of MWBE certified suppliers for those areas that can be subcontracted. Both Nova Bus and New Flyer have agreed that they will collaboratively work with NYC Transit in order to maximize the goals attained under this procurement and to establish an expanded MWBE supplier base for future procurements.

IMPACT ON FUNDING:

The contract will be funded with 100% MTA funds. Funds for this procurement have been approved in the MTA 2010-2014 Capital Program. A WAR certificate will be secured prior to award.


ALTERNATIVES:

Conduct another solicitation. This is not recommended as it will seriously undermine NYC Transit's fleet plan and its ability to retire older buses in a competitive environment.

RECOMMENDATION:

It is recommended that the Board approve the purchase, pursuant to subdivision 9 (g) of Section 1209 of the Public Authorities Law, of Low Floor 40-foot Diesel Buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation and training for 414 buses from Nova Bus in the estimated amount of \$194,452,669 and 276 buses from New Flyer in the estimated amount of \$138,130,948 for NYC Transit for a combined total estimated award amount of \$332,583,617.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name	Contract Number
CH2M HILL New York, Inc.	A-86071
Description	
Consulting Services for NYC Transit's New Fare Payment System	
Total Amount	
\$4,498,136	
Contract Term (including Options, if any)	
54 months from NOA	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain Board approval to award a competitively solicited personal services contract to CH2M HILL New York, Inc. (CH2M HILL) to provide consulting services for the upcoming New Fare Payment System (NFPS) contract at a total price of \$4,498,136 for a period of 54 months.

DISCUSSION:

CH2M HILL will provide consulting services for a period of 54 months by assisting NYC Transit with the development of the technical specification, as well as pre and post-award support for the upcoming NFPS contract. The services include: support in defining the NFPS specification; development of an RFP package to solicit a System Integrator (SI) and provide support in the evaluation of proposals and negotiations; assisting NYC Transit in the selection of a SI who will design, procure, install and test the NFPS and post-award support to assist NYC Transit's oversight of the SI's performance in implementing the NFPS.

The RFP was publicly advertised in August 2013 and notification was sent to 11 firms. Seventeen firms picked up the RFP package. On September 30, 2013 six proposals were received. CH2M HILL, Louis T. Klauder and Associates (LTK), Parsons Transportation Group of New York (PTG), Ove Arup & Partners, PC, PricewaterhouseCoopers LLP and Brissett Associates submitted proposals in the respective amounts of \$4,825,255; \$19,982,035; \$4,988,653; \$5,724,983; \$12,412,133 and \$2,643,212.

After evaluating all six proposals, the Selection Committee determined that three proposers, CH2M HILL, LTK and PTG, were qualified to perform the work. The other three proposers were eliminated from further consideration because they did not meet the experience and personnel requirements set forth in the evaluation criteria. The evaluation was conducted in accordance with the stated evaluation criteria, which included plan of approach; experience in relevant areas; experience of project team; experience of prime and sub-consultant key personnel; current workload of prime and sub-consultants; past performance on similar projects; project organizational chart and description of how the contract will be managed; description of quality assurance plan; pricing and other relevant matters including quality of written proposal, quality of oral presentation and compliance with and acceptance of NYC Transit's terms and conditions.

The Selection Committee voted to invite CH2M HILL, LTK, and PTG to give oral presentations. Oral presentations were held October 14, 2013 and October 16, 2013. The Selection Committee then voted to negotiate with CH2M HILL and PTG, while eliminating LTK from further consideration based on the fact that its proposal, even after clarification, was still out of the competitive range.

Staff Summary

Negotiations were held with PTG and CH2M HILL on October 28, 2013 and October 29, 2013, respectively. The negotiations commenced with a line by line review of the scope of work and the proposed level of effort for each of the required deliverables. After the scope of work review, the negotiation team addressed the minor exceptions to the terms and conditions. The pricing negotiations followed with a focus on the proposers' direct hourly labor rates, fixed fees, overhead and out-of-pocket expenses.

On November 8, 2013, NYC Transit requested BAFOs. BAFOs were received on November 14, 2013 as follows:

CH2M HILL

\$4,498,136

PTG

\$4,971,716

CH2M HILL's BAFO is \$173,126 (or 3.7%) lower than the estimate of \$4,671,262 and \$473,580 (or 9.5%) lower than PTG's BAFO. Procurement and the Fare Payment Programs Division (FPP) consider both CH2M HILL's and PTG's BAFO pricing to be fair and reasonable based on the competitive nature of the RFP, as well as a favorable comparison to FPP's in-house estimate.

After review of the BAFOs in accordance with the evaluation criteria, the Selection Committee unanimously chose CH2M HILL for award of this contract. Based on the fact that CH2M HILL was evaluated as being technically superior as well as offering the lower price, its proposal offers the best overall value to NYC Transit.

CH2M HILL has been in business for over 60 years providing specialized engineering consulting services. In 2011, CH2M HILL acquired the portion of Booz Allen Hamilton's (BAH) business that dealt with public transportation. That portion of BAH, now CH2M HILL, has been doing business both directly with NYC Transit and as a subconsultant for over 20 years. CH2M HILL has assisted with many of the largest transit agencies in the US, including pre and post-award support for the implementation of NFPS in Chicago, as well as pre and post-award support and development of the technical specifications for NFPS in Washington, DC, San Diego, Los Angeles, and San Francisco.

Significant Adverse Information was discovered concerning CH2M HILL. An award will not be made until the required approvals are obtained and CH2M HILL has been determined to be a responsible proposer.

M/WBE:

The goals for the project have been established at 10% Minority Business Enterprise (MBE) and 10% Women owned Business Enterprise (WBE). The D/M/WBE Utilization Plan has been approved by DDCR. CH2M HILL has not completed any MTA contracts; therefore no assessment of the firm's D/M/WBE performance can be determined at this time.

IMPACT ON FUNDING:

The funding consisting of 100% MTA funds is available under Planning Number RC03-7423, Project Number A-86071. A WAR certificate will be requested and the contract will not be executed until a WAR certificate has been issued.

ALTERNATIVE:

Perform the work using in-house personnel. FPP does not have the staff to perform specific tasks required under the scope of work for this project.

RECOMMENDATION:

That the Board approve this request to award a competitively solicited personal services contract to CH2M HILL to provide consulting services for the upcoming NFPS contract at a total price of \$4,498,136 for a period of 54 months.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts



New York City Transit

Item Number: 6

Vendor Name (& Location) Intertek USA, Inc. (Carteret, NJ)	
Description Chemical and physical testing of engine coolant and anti-freeze	
Contract Term (including Options, if any) July 15, 2013 – July 14, 2018	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	

Contract Number	AWO/Modification #
5675	1
Original Amount:	\$ 1,802,365
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 1,802,365
This Request:	\$ 540,590 (Est.)
% of This Request to Current Amount:	30.0%
% of Modifications (including This Request) to Original Amount:	30.0%

Discussion:

This modification will cover the contract costs associated with the increased frequency of sample tests of Engine Coolant/Anti-Freeze by 60% and the addition of seven new tests for Propylene Glycol Anti-Freeze in the estimated amount of \$540,590.

In June 2013, the Board approved the award of Contract No. 5675 to Intertek USA, Inc. (Intertek) for chemical and physical testing of various materials for a combined estimated amount of \$1,802,365. Categories of substances tested include Oils and Greases, Hydraulic Oils, and Engine Coolant/Anti-Freeze. The cost for the Engine Coolant/Anti-Freeze category is \$835,734.

NYC Transit's Department of Buses (DOB) and MTA Bus Company (MTABC) mandate that every bulk delivery of Engine Coolant/Anti-Freeze be tested for quality. This coolant/anti-freeze is used in revenue buses and non-revenue vehicles. Actual testing over the past several years was less frequent than DOB and MTABC required. The lower volume of tests was used as the basis for estimating the quantity of tests for bidding purposes. As a result, the number of tests and resulting contract cost was understated. In August 2013, DOB and MTABC re-issued a maintenance directive mandating more regular testing of coolant/anti-freeze. This directive resulted in a 60% increase in the volume of testing. In order to comply with this directive and prevent a shortfall in the contract, the Materiel Division's Inspections & Testing Unit (I&T) requested this modification. In addition, as part of this modification, I&T has requested seven new tests for anti-freeze used in boilers located at NYC Transit facilities. These two items combine for an additional \$540,590 to be added to the contract, of which \$46,850 is for the seven new tests.

In light of the increased volume of testing, NYC Transit obtained a reduction of approximately 11% in the unit price for the tests that resulted in a savings of \$60,224. Since this contract is based on estimated quantities the negotiated savings will be maintained in the contract modification as a contingency. Based on the results of the original award that found Intertek's pricing fair and reasonable, and the current reduction, this modification is considered fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Skanska/Traylor, JV (New York, NY)	
Second Avenue Subway Route 132A - 86th Street Station Cavern Mining, and Heavy Civil Structural - Manhattan "B" Division	
Contract Term (including Options, if any) August 4, 2011 – September 4, 2014	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26008	AWO/Modification #: 55
Original Amount:	\$ 294,360,000
Option 1 Amount:	\$ 7,500,000
Total Amount:	\$ 301,860,000
Prior Modifications:	\$ 7,860,276
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 309,720,276
This Request:	\$ 1,200,000
% of This Request to Current Amount:	0.4%
% of Modifications (including This Request) to Original Amount:	3.0%

Discussion:

This retroactive modification will address additional costs associated with the north Support of Excavation (SOE) wall for Station Entrance 2 construction under this contract for Second Avenue Subway – 86th Street Station – Station Cavern Mining and Heavy Civil/Structural. The contract includes the mining of the 86th Street Station cavern including mine shafts, adits for the entrances, an elevator shaft, electrical shafts, ancillaries, cross passages and underpinning for existing structures.

The contract requires the construction of Station Entrance 2 on the north side of 86th Street just east of 2nd Avenue. In order to adequately support the excavation for Entrance 2, the contractor must construct a SOE wall adjacent to a residential building on East 86th Street. In March 2012, the building owner installed a sidewalk shed on 86th Street between 1st and 2nd Avenue in order to perform building façade repairs. The location of the shed directly conflicted with construction for Station Entrance 2, which is located south of the building's property line. Initially, the owner reported to MTACC that the sidewalk shed would remain in place for six months until September 2012, which was before construction for the SOE wall was slated to begin in November 2012. However, the scope of work for the building's repairs expanded based on façade inspections and the sidewalk shed will now need to remain in place for an additional two years. MTACC's attempts to coordinate with the building owner in order for both projects to be completed concurrently were unsuccessful.

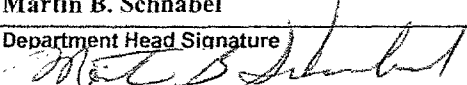
This modification addresses the increased difficulty and costs associated with performing the original scope of work with the conflicting sidewalk shed in place. Work includes approximately 240 linear feet of hand excavation in 6-foot long alternating pits at depths of 10 to 12 feet, including temporary support/shoring of the sidewalk shed posts and re-handling of excavated materials. This modification also includes a credit for the originally planned excavation in 20-foot sections without the head room restrictions of the sidewalk shed and with the use of heavy equipment.

To maintain progress at Station Entrance 2 and mitigate additional costs and delays, it was necessary to process this modification on a retroactive basis prior to Board approval. Retroactive approval was obtained from the MTACC President and the contractor was directed to proceed on April 25, 2013. The schedule impact of this modification as well as mitigation efforts, including acceleration of Entrance 2 work, is still under review and will be addressed in a subsequent modification.

STJV submitted a cost proposal of \$1,650,013. MTACC's revised estimate was \$1,182,656. Negotiations resulted in a lump sum price of \$1,200,000 which was found to be fair and reasonable. Savings of \$450,013 were achieved.



6. ACTION ITEMS


Staff Summary

Subject
TAB Senior Hearing Officers
Department
Law Department
Department Head Name
Martin B. Schnabel
Department Head Signature

Project Manager Name
Mary-Ann E. Maloney

Date
November 29, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee				
2	MTA Board				

Internal Approvals			
Order	Approval	Order	Approval
3	President 		Assistant to the President
2	Executive VP 		Subways
	Capital Prog. Management		Buses
	Operations Support		Customer Service

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Law 	12/3/13	Human Resources		Labor Relations		Material

Narrative

Purpose

To obtain Board Approval for the renewal of retainer agreement with TAB's current panel of two Senior Hearing Officers in the amounts not to exceed \$70,000.00 and \$55,000.00 for the period of January 1, 2014 – December 31, 2014.

Discussion

In accordance with paragraph Two of Section 1209-a of the Public Authorities Law (PAL), TAB maintains a roster of per diem hearing officers appointed by the President of NYCT. There are currently two Senior Hearing Officers on TAB's roster, who serve under separate retainers.

Appointees to the Senior Hearing Officer position serve on a per diem basis and are paid at an hourly rate. Two attorneys currently serve in this position.

The Senior Hearing Officers are responsible for conducting hearings, training and supervising the panel of hearing officers, reviewing decisions and chairing the TAB Appeals Board, a three-member panel with responsibility to review appeals of hearing officer determinations. Two individuals have served as TAB Senior Hearing Officers for a significant period of time. Debra Siedman DeWan, who was appointed in January 1990, serves approximately three days per week and is paid at an hourly rate of \$56.75 (or \$397.25 for a seven hour day); Rebecca Novak was appointed in July 1995, serves approximately two days per week, and is paid at an hourly rate of \$49.33 (or \$345.31 for a seven hour day).

Staff Summary

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NYC Transit requests approval to renew its agreement with Ms. Siedman DeWan and Ms. Novak for the period of January 1, 2014 – December 31, 2014. Both have demonstrated themselves to be highly competent attorneys who have served as Senior Hearing Officers for a substantial period of time. Given their demonstrated knowledge and experience with respect to legal issues affecting TAB and their prior performance in this capacity, Ms. Siedman DeWan and Ms. Novak are viewed as the best candidates for the Senior Hearing Officer position at this time. In light of budgetary constraints, it is proposed to maintain their respective hourly rates to those in effect during calendar year 2013. Ms. Siedman DeWan's retainer will be subject to an annual cap of \$70,000 and the retainer for Ms. Novak will be capped at \$55,000.

Impact on Funding

Funding for the per diem Senior Hearing Officers has been included in TAB's 2014 operating budget.

Recommendation

That the Board approves the award of renewal retainer agreements with TAB Senior Hearing Officers Debra Siedman DeWan and Rebecca Novak as described above.

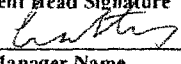
Approved For Submission to the Board:



Carmen Bianco, President




Date: 12.5.13

Staff Summary

Subject NYCT 2014 Budget and 2014-2017 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 4, 2013
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director 		
2	Executive VP 		
3	President 		

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2013 November Forecast, 2014 Final Proposed Budget, and the Four-Year Financial Plan for 2014-2017.

Discussion

The 2014 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA New York City Transit's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA New York City Transit include several new programmatic initiatives and support for current projects. Projections also capture reductions in projected paratransit costs and savings from several re-estimates, most notably from projected lower power prices, health & welfare rates and pension expenses. NYCT projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, MTA re-estimates and policy actions. These impacts will be presented as part of MTA consolidated materials.

2013 November Forecast-Baseline

Total operating revenues are projected at \$4.548 billion, including \$4.027 billion of farebox revenues. Total operating expenses are projected to be \$6.917 billion, consisting of labor costs of \$5.225 billion and non-labor expenses of \$1.692 billion. Non-cash depreciation expense is projected at \$1.433 billion and other post-employment benefit expenses are projected at \$1.447 billion. After including favorable cash adjustments of \$3.013 billion, the projected net cash deficit is \$2.235 billion. Projected reimbursable expenses of \$914.8 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 46,454, including 41,801 non-reimbursable positions and 4,653 reimbursable positions.

2014 Final Proposed Budget-Baseline

Total operating revenues are projected at \$4.576 billion, including farebox revenues of \$4.134 billion. Total operating expenses are projected to be \$7.089 billion, consisting of labor costs of \$5.352 billion and non-labor expenses of \$1.737 billion. Non-cash depreciation expense is projected at \$1.544 billion and other post-employment benefit expenses are projected at \$1.504 billion. After including favorable cash adjustments of \$2.826 billion, the projected net cash deficit is \$2.737 billion. Projected reimbursable expenses of \$943.5 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 47,047, including 42,302 non-reimbursable positions and 4,745 reimbursable positions.

Key Programmatic Initiatives

- Regular and timely **Critical Structure Inspections** will now be conducted by adding 29 positions with costs of \$4.0 million in 2014 and \$3.2 million in subsequent years.
- **Special Structure Inspections** such as for viaducts over water, high elevated structures, bridges and structural ceilings concealed by other structural elements, which have not been inspected previously due to a lack of in-house expertise, will now be conducted based on a contract providing for specialized expertise with costs of \$1.7 million in 2013 and \$2.2 million for both 2014 and 2015.
- In order to address the problems resulting from **Water Intrusion** in the subway system, this plan provides for 35 positions effective 2014 with annual costs of \$3.5 million to inject grout into subway tunnel walls and ceilings.
- Based on an agreement with the Department of Homeless Services, NYCT funding will increase annually by \$2.2 million beginning 2014, in support of the **Homeless Outreach Program**.
- In an effort to prevent subway flooding and insulator fires that can cause significant service disruptions, 12 positions will be added with annual costs of \$1.3 million effective 2014 to support a **Vent Bay Maintenance Project**, whereby personnel would enter through grates at street level to clear out debris and flush leader lines.
- This plan establishes one supervisory position and additional costs of \$0.5 million in 2013, \$1.1 million in 2014 and \$0.8 million in subsequent years to implement an aggressive **Rodent Eradication Program** to address 347 refuse rooms, including the sealing of foundations and wall openings, replacement of doors and the installation of door sweeps. These rooms will also be baited monthly.
- This plan requires eight positions with annual costs of \$0.8 million beginning 2014 to establish a dedicated inspection program to cover over 11,000 cable manholes system-wide. These inspections are needed for **Manhole Security** purposes and to inhibit the theft of copper cable, which results in service disruptions.
- A new need has arisen requiring the **R46 fleet** to undergo a **three-year maintenance life extension** cycle to maintain fleet reliability/safety until anticipated replacement. Additional required positions are 98 in 2014, growing to 188 positions in 2016. Incremental costs are \$11.7 million in 2014, \$10.7 million in 2015 and \$15.7 million in 2016.

This plan also includes a re-baselining of overtime based on additional analyses performed subsequent to the presentation of a special report to the Finance Committee in September. Accordingly, overtime now reflects levels more in line with documented/historical usage and overall coverage requirements. Most of the operating budget plan-to-plan increases in overtime (approximately \$26.2 million in 2013, \$35.3 million in 2014, \$27.0 million in 2015, and \$34.6 million in both 2016 and 2017), are attributable to this re-baselining.

Budget Reduction Initiatives

Projected Net Reductions in Paratransit expenses of \$30.3 million in 2014, \$16.5 million in 2015, \$44.3 million in 2016 and \$51.6 million in 2017, due to lower trip projections and zero-fare implementation timing adjustments.

Impact on Funding

The 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Operating Revenue						
Farebox Revenue:						
Subway	\$2,742.049	\$3,021.461	\$3,111.715	\$3,153.695	\$3,196.805	\$3,214.947
Bus	870.480	937.425	962.999	972.209	982.961	982.953
Paratransit	15.086	16.285	18.343	19.810	21.395	23.106
Fare Media Liability	95.366	52.221	41.221	40.221	40.221	40.221
Farebox Revenue	\$3,722.981	\$4,027.392	\$4,134.278	\$4,185.935	\$4,241.382	\$4,261.227
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	135.510	162.693	176.969	188.079	208.816	236.828
Other	112.166	274.148	180.321	150.573	153.748	157.015
Other Operating Revenue	\$331.692	\$520.857	\$441.306	\$422.668	\$446.580	\$477.859
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,054.673	\$4,548.249	\$4,575.584	\$4,608.603	\$4,687.962	\$4,739.086
Expenses						
Labor:						
Payroll	\$2,869.509	\$2,886.565	\$2,922.368	\$2,983.783	\$3,043.216	\$3,115.497
Overtime	345.432	363.153	331.477	325.673	330.017	335.352
Total Salaries & Wages	\$3,214.941	\$3,249.718	\$3,253.845	\$3,309.456	\$3,373.233	\$3,450.849
Health and Welfare	554.422	628.461	702.703	755.464	812.101	874.641
OPEB Current Payment	297.965	322.453	356.612	390.410	427.690	465.289
Pensions	981.908	910.969	943.274	949.435	964.228	961.283
Other Fringe Benefits	361.697	303.323	286.677	302.085	313.471	327.241
Total Fringe Benefits	\$2,195.992	\$2,165.206	\$2,289.266	\$2,397.394	\$2,517.490	\$2,628.454
Reimbursable Overhead	(188.844)	(190.215)	(190.705)	(185.655)	(181.479)	(179.088)
Total Labor Expenses	\$5,222.089	\$5,224.709	\$5,352.406	\$5,521.195	\$5,709.244	\$5,900.215
Non-Labor:						
Electric Power	\$295.202	\$312.679	\$326.243	\$347.173	\$370.791	\$397.037
Fuel	163.697	168.461	165.858	167.418	167.405	171.384
Insurance	53.949	61.725	72.920	85.895	101.600	120.248
Claims	63.790	100.934	91.682	94.590	98.056	100.534
Paratransit Service Contracts	360.500	368.324	394.216	411.506	456.590	525.734
Maintenance and Other Operating Contracts	140.511	183.165	183.000	185.314	197.264	187.130
Professional Service Contracts	136.745	149.927	143.895	139.350	137.901	140.260
Materials & Supplies	246.839	281.836	289.224	306.002	304.221	306.835
Other Business Expenses	63.971	64.987	69.953	71.816	73.517	71.557
Total Non-Labor Expenses	\$1,525.204	\$1,692.038	\$1,736.991	\$1,809.064	\$1,907.345	\$2,020.719
Other Expense Adjustments:						
Other	\$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
Total Expenses before Depreciation and GASB Adjustments	\$6,747.293	\$6,916.747	\$7,089.397	\$7,330.259	\$7,616.589	\$7,920.934
Depreciation	\$1,416.063	\$1,433.225	\$1,544.334	\$1,638.144	\$1,688.144	\$1,863.292
OPEB Obligation	1,390.966	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	15.813	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,570.135	\$9,796.577	\$10,138.200	\$10,533.051	\$10,931.966	\$11,476.549
Net Surplus/(Deficit)	(\$5,515.462)	(\$5,248.328)	(\$5,562.616)	(\$5,924.448)	(\$6,244.004)	(\$6,737.463)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2012	2013	2014	2015	2016	2017
	Actual	November Forecast	Final Proposed Budget			
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	866.340	914.824	943.492	908.164	894.760	878.483
Total Revenue	\$866.340	\$914.824	\$943.492	\$908.164	\$894.760	\$878.483
Expenses						
Labor:						
Payroll	\$335.991	\$344.276	\$392.600	\$380.941	\$373.620	\$364.273
Overtime	74.854	94.995	69.503	66.483	67.185	65.849
Total Salaries & Wages	\$410.845	\$439.271	\$462.103	\$447.424	\$440.805	\$430.122
Health and Welfare	22.293	24.945	27.520	29.410	30.718	31.815
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	31.687	29.228	30.031	30.560	30.630	30.079
Other Fringe Benefits	100.453	112.041	131.117	125.369	122.379	119.022
Total Fringe Benefits	\$154.433	\$166.214	\$188.668	\$185.339	\$183.727	\$180.916
Reimbursable Overhead	188.844	190.215	190.705	185.655	181.479	179.088
Total Labor Expenses	\$754.122	\$795.700	\$841.476	\$818.418	\$806.011	\$790.126
Non-Labor:						
Electric Power	\$0.307	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.021	0.022	0.023	0.023	0.023	0.023
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	(0.002)	(0.002)	(0.002)
Paratransit Service Contracts	1.493	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	37.350	30.666	26.841	26.691	26.691	26.817
Professional Service Contracts	19.052	27.459	17.154	16.239	16.592	16.324
Materials & Supplies	51.052	58.469	55.836	44.633	43.283	43.033
Other Business Expenses	2.943	2.256	1.910	1.910	1.910	1.910
Total Non-Labor Expenses	\$112.218	\$119.124	\$102.016	\$89.746	\$88.749	\$88.357
Other Expense Adjustments:						
Other	\$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
Total Expenses before Depreciation	\$866.340	\$914.824	\$943.492	\$908.164	\$894.760	\$878.483
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$866.340	\$914.824	\$943.492	\$908.164	\$894.760	\$878.483
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Revenue						
<u>Farebox Revenue:</u>						
Subway	\$2,742.049	\$3,021.461	\$3,111.715	\$3,153.695	\$3,196.805	\$3,214.947
Bus	870.480	937.425	962.999	972.209	982.961	982.953
Paratransit	15.086	16.285	18.343	19.810	21.395	23.106
Fare Media Liability	95.366	52.221	41.221	40.221	40.221	40.221
Farebox Revenue	\$3,722.981	\$4,027.392	\$4,134.278	\$4,185.935	\$4,241.382	\$4,261.227
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	135.510	162.693	176.969	188.079	208.816	236.828
Other	112.166	274.148	180.321	150.573	153.748	157.015
Other Operating Revenue	331.692	520.857	441.306	422.668	446.580	477.859
Capital and Other Reimbursements	866.340	914.824	943.492	908.164	894.760	878.483
Total Revenue	\$4,921.013	\$5,463.073	\$5,519.076	\$5,516.767	\$5,582.722	\$5,617.569
Expenses						
<u>Labor:</u>						
Payroll	\$3,205.500	\$3,230.841	\$3,314.968	\$3,364.724	\$3,416.836	\$3,479.770
Overtime	420.286	458.148	400.980	392.156	397.202	401.201
Total Salaries & Wages	\$3,625.786	\$3,688.989	\$3,715.948	\$3,756.880	\$3,814.038	\$3,880.971
Health and Welfare	576.715	653.406	730.223	784.874	842.819	906.456
OPEB Current Payment	297.965	322.453	356.612	390.410	427.690	465.289
Pensions	1,013.595	940.197	973.305	979.995	994.858	991.362
Other Fringe Benefits	462.150	415.364	417.794	427.454	435.850	446.263
Total Fringe Benefits	\$2,350.425	\$2,331.420	\$2,477.934	\$2,582.733	\$2,701.217	\$2,809.370
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$5,976.211	\$6,020.409	\$6,193.882	\$6,339.613	\$6,515.255	\$6,690.341
<u>Non-Labor:</u>						
Electric Power	\$295.509	\$312.931	\$326.495	\$347.425	\$371.043	\$397.289
Fuel	163.718	168.483	165.881	167.441	167.428	171.407
Insurance	53.949	61.725	72.920	85.895	101.600	120.248
Claims	63.790	100.934	91.682	94.588	98.054	100.532
Paratransit Service Contracts	361.993	368.324	394.216	411.506	456.590	525.734
Maintenance and Other Operating Contracts	177.861	213.831	209.841	212.005	223.955	213.947
Professional Service Contracts	155.797	177.386	161.049	155.589	154.493	156.584
Materials & Supplies	297.891	340.305	345.060	350.635	347.504	349.868
Other Business Expenses	66.914	67.243	71.863	73.726	75.427	73.467
Total Non-Labor Expenses	\$1,637.422	\$1,811.162	\$1,839.007	\$1,898.810	\$1,996.094	\$2,109.076
<u>Other Expense Adjustments:</u>						
Other	\$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
Total Expenses before Depreciation and GASB Adjustments	\$7,613.633	\$7,831.571	\$8,032.889	\$8,238.423	\$8,511.349	\$8,799.417
Depreciation	\$1,416.063	\$1,433.225	\$1,544.334	\$1,638.144	\$1,688.144	\$1,863.292
OPEB Obligation	1,390.966	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	15.813	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,436.475	\$10,711.401	\$11,081.692	\$11,441.215	\$11,826.726	\$12,355.032
Net Surplus/(Deficit)	(\$5,515.462)	(\$5,248.328)	(\$5,562.616)	(\$5,924.448)	(\$6,244.004)	(\$6,737.463)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2014 - 2017
Cash Receipts & Expenditures

CASH RECEIPTS AND EXPENDITURES						
	2012	2013	2014			
	Actual	November	Final Proposed	2015	2016	2017
Receipts						
Farebox Revenue	\$3,691,202	\$4,043,223	\$4,143,509	\$4,196,166	\$4,251,613	\$4,271,458
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84,052	99,016	84,016	84,016	84,016	84,016
Paratransit Reimbursement	133,401	163,978	176,660	187,770	208,569	236,697
Other	100,376	191,326	86,431	53,867	54,140	54,419
Other Operating Revenue	\$317,829	\$454,320	\$347,107	\$325,653	\$346,725	\$375,132
Capital and Other Reimbursements	881,443	937,173	1,023,016	925,017	897,045	881,367
Total Receipts	\$4,890,474	\$5,434,716	\$5,513,632	\$5,446,836	\$5,495,383	\$5,527,957
Expenditures						
<u>Labor:</u>						
Payroll	\$3,178,370	\$3,182,822	\$3,490,411	\$3,340,479	\$3,382,377	\$3,454,420
Overtime	407,383	451,339	422,202	389,330	393,196	398,278
Total Salaries & Wages	\$3,585,753	\$3,634,161	\$3,912,613	\$3,729,809	\$3,775,573	\$3,852,698
Health and Welfare	566,294	671,460	724,264	778,468	835,933	899,053
OPEB Current Payment	297,965	322,453	356,612	390,410	427,690	465,289
Pensions	1,118,280	783,082	960,996	973,648	985,668	981,871
Other Fringe Benefits	360,702	375,792	394,406	385,592	391,932	401,885
Total Fringe Benefits	\$2,343,241	\$2,152,787	\$2,436,278	\$2,528,118	\$2,641,223	\$2,748,098
GASB Account	47,641	64,473	69,488	75,731	83,187	90,706
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$5,976,635	\$5,851,421	\$6,418,379	\$6,333,658	\$6,499,983	\$6,691,502
<u>Non-Labor:</u>						
Electric Power	\$294,842	\$312,931	\$326,495	\$347,425	\$371,043	\$397,289
Fuel	160,035	168,483	165,881	167,441	167,428	171,407
Insurance	56,660	75,367	74,818	91,393	105,079	123,728
Claims	90,959	92,687	83,154	83,958	85,268	87,748
Paratransit Service Contracts	354,466	366,324	392,216	409,506	454,590	523,734
Maintenance and Other Operating Contracts	190,607	228,531	224,541	226,705	238,655	228,647
Professional Service Contracts	131,700	170,969	152,049	146,589	145,493	147,584
Materials & Supplies	285,690	336,018	340,623	346,635	343,504	345,868
Other Business Expenditures	63,358	67,288	72,276	73,726	75,427	73,467
Total Non-Labor Expenditures	\$1,628,317	\$1,818,598	\$1,832,053	\$1,893,378	\$1,986,487	\$2,099,472
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7,604,952	\$7,670,019	\$8,250,432	\$8,227,036	\$8,486,470	\$8,790,974
Net Cash Deficit	(\$2,714,478)	(\$2,235,303)	(\$2,736,800)	(\$2,780,200)	(\$2,991,087)	(\$3,263,017)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2014 - 2017
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Receipts						
Fare Revenue	(\$31.779)	\$15,831	\$9,231	\$10,231	\$10,231	\$10,231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	0.036	15.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(2.109)	1.285	(0.309)	(0.309)	(0.247)	(0.131)
Other	(11.790)	(82.822)	(93.890)	(96.706)	(99.608)	(102.596)
Other Operating Revenue	(\$13.863)	(\$66.537)	(\$94.199)	(\$97.015)	(\$99.855)	(\$102.727)
Capital and Other Reimbursements	15.103	22.349	79.524	16.853	2.285	2.884
Total Receipt Adjustments	(\$30.539)	(\$28.357)	(\$5.444)	(\$69.931)	(\$87.339)	(\$89.612)
Expenditures						
<u>Labor:</u>						
Payroll	\$27.130	\$48.019	(\$175.443)	\$24.245	\$34.459	\$25.350
Overtime	12.903	6.809	(21.222)	2.826	4.006	2.923
Total Salaries & Wages	\$40.033	\$54.828	(\$196.665)	\$27.071	\$38.465	\$28.273
Health and Welfare	10.421	(18.054)	5.959	6.406	6.886	7.403
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(104.685)	157.115	12.309	6.347	9.190	9.491
Other Fringe Benefits	101.448	39.572	23.388	41.862	43.918	44.378
Total Fringe Benefits	\$7.184	\$178.633	\$41.656	\$54.615	\$59.994	\$61.272
GASB Account	(47.641)	(64.473)	(69.488)	(75.731)	(83.187)	(90.706)
Reimbursable Overhead						
Total Labor Expenditures	(\$0.424)	\$168.988	(\$224.497)	\$5.955	\$15.272	(\$1.161)
<u>Non-Labor:</u>						
Electric Power	\$0.667	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	3.683	0.000	0.000	0.000	0.000	0.000
Insurance	(2.711)	(13.642)	(1.898)	(5.498)	(3.479)	(3.480)
Claims	(27.169)	8.247	8.528	10.630	12.786	12.784
Paratransit Service Contracts	7.527	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(12.746)	(14.700)	(14.700)	(14.700)	(14.700)	(14.700)
Professional Service Contracts	24.097	6.417	9.000	9.000	9.000	9.000
Materials & Supplies	12.201	4.287	4.437	4.000	4.000	4.000
Other Business Expenditures	3.556	(0.045)	(0.413)	0.000	0.000	0.000
Total Non-Labor Expenditures	\$9.105	(\$7.436)	\$6.954	\$5.432	\$9.607	\$9.604
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$8.681	\$161.552	(\$217.543)	\$11.387	\$24.879	\$8.443
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments	(\$21.858)	\$133.195	(\$222.987)	(\$58.544)	(\$62.460)	(\$81.169)
Depreciation Adjustment	\$1,416.063	\$1,433.225	\$1,544.334	\$1,638.144	\$1,688.144	\$1,863.292
OPEB Obligation	1,390.966	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	15.813	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,800.984	\$3,013.025	\$2,825.816	\$3,144.248	\$3,252.917	\$3,474.446

MTA NEW YORK CITY TRANSIT
November Financial Plan 2014 - 2017
Ridership/(Utilization)
(\$ in millions)

	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
RIDERSHIP						
Subway	1,654,582	1,707,192	1,735,501	1,757,993	1,781,090	1,790,810
Bus	667,911	677,656	688,285	694,686	702,082	702,077
Paratransit	9,343	9,341	10,155	10,967	11,844	12,792
Total Ridership	2,331,836	2,394,189	2,433,941	2,463,646	2,495,016	2,505,679

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$ 2,742,049	\$ 3,021,461	\$ 3,111,715	\$ 3,153,695	\$ 3,196,805	\$ 3,214,947
Bus	870,480	937,425	962,999	972,209	982,961	982,953
Paratransit	15,086	16,285	18,343	19,810	21,395	23,106
Total Farebox Revenue	\$ 3,627,615	\$ 3,975,171	\$ 4,093,057	\$ 4,145,714	\$ 4,201,161	\$ 4,221,006

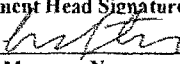
MTA New York City Transit
November Financial Plan 2014-2017
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration						
Office of the President	28	59	59	59	56	56
Law	258	267	267	267	267	267
Office of the EVP	37	41	41	41	39	39
Human Resources	237	230	219	215	214	214
Office of Management and Budget	37	39	39	39	39	39
Capital Planning & Budget	30	31	31	31	31	31
Corporate Communications	244	252	253	253	251	251
AFC Program Management & Sales	51	-	-	-	-	-
Technology & Information Services	439	446	446	443	441	441
Non-Departmental	-	84	49	63	84	84
Labor Relations	94	96	96	96	96	96
Material	236	252	253	238	228	227
Controller	136	137	137	137	130	130
Total Administration	1,827	1,934	1,890	1,882	1,876	1,875
Operations						
Subways Rapid Transit Operations	7,382	7,431	7,647	7,534	7,509	7,537
Subways Operation Support /Admin	320	319	319	319	319	319
Subways Stations	2,663	2,617	2,632	2,631	2,631	2,631
Subtotal - Subways	10,365	10,367	10,598	10,484	10,459	10,487
Buses	10,375	10,457	10,548	10,498	10,498	10,498
Paratransit	157	209	208	208	208	208
Operations Planning	368	416	403	376	371	371
Revenue Control	390	461	463	476	476	476
Total Operations	21,655	21,910	22,220	22,042	22,012	22,040
Maintenance						
Subways Operation Support /Admin	158	226	233	216	191	191
Subways Engineering	294	318	311	299	287	285
Subways Car Equipment	4,143	4,214	4,341	4,388	4,269	4,135
Subways Infrastructure	1,320	1,373	1,449	1,420	1,409	1,409
Subways Elevator & Escalators	345	385	394	394	396	396
Subways Stations	3,540	3,535	3,594	3,566	3,571	3,726
Subways Track	2,669	2,730	2,735	2,735	2,735	2,735
Subways Power	614	584	616	596	582	582
Subways Signals	1,403	1,390	1,403	1,384	1,362	1,362
Subways Electronics Maintenance	1,361	1,431	1,445	1,432	1,406	1,406
Subtotal - Subways	15,847	16,186	16,521	16,430	16,208	16,227
Buses	3,754	3,735	3,743	3,725	3,703	3,787
Revenue Control	137	137	137	137	137	137
Supply Logistics	552	558	560	557	557	557
System Safety	83	91	91	91	88	88
Total Maintenance	20,373	20,707	21,052	20,940	20,693	20,796
Engineering/Capital						
Capital Program Management	1,193	1,319	1,274	1,299	1,244	1,244
Total Engineering/Capital	1,193	1,319	1,274	1,299	1,244	1,244
Public Safety						
Security	489	584	611	611	611	611
Total Public Safety	489	584	611	611	611	611
Total Baseline Positions	45,537	46,454	47,047	46,774	46,436	46,566
Non-Reimbursable	40,597	41,801	42,302	42,180	42,088	42,347
Reimbursable	4,940	4,653	4,745	4,594	4,348	4,219
Total Full-Time	45,329	46,290	46,889	46,631	46,293	46,423
Total Full-Time Equivalents	208	164	158	143	143	143

MTA New York City Transit
November Financial Plan 2014-2017
Total Positions by Function and Occupation




FUNCTION/OCCUPATIONAL GROUP	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration						
Managers/Supervisors	577	657	647	635	626	625
Professional, Technical, Clerical	1,225	1,162	1,128	1,132	1,135	1,135
Operational Hourlies	25	115	115	115	115	115
Total Administration	1,827	1,934	1,890	1,882	1,876	1,875
Operations						
Managers/Supervisors	2,407	2,523	2,571	2,561	2,546	2,547
Professional, Technical, Clerical	369	454	452	449	447	447
Operational Hourlies	18,879	18,933	19,197	19,032	19,019	19,046
Total Operations	21,655	21,910	22,220	22,042	22,012	22,040
Maintenance						
Managers/Supervisors	3,650	3,800	3,856	3,816	3,775	3,777
Professional, Technical, Clerical	964	1,069	1,059	1,025	981	979
Operational Hourlies	15,759	15,838	16,137	16,099	15,937	16,040
Total Maintenance	20,373	20,707	21,052	20,940	20,693	20,796
Engineering/Capital						
Managers/Supervisors	255	295	285	290	283	283
Professional, Technical, Clerical	936	1,022	987	1,007	959	959
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,193	1,319	1,274	1,299	1,244	1,244
Public Safety						
Managers/Supervisors	128	210	239	239	239	239
Professional, Technical, Clerical	29	37	38	38	38	38
Operational Hourlies	332	337	334	334	334	334
Total Public Safety	489	584	611	611	611	611
Total Baseline Positions						
Managers/Supervisors	7,017	7,485	7,598	7,541	7,469	7,471
Professional, Technical, Clerical	3,523	3,744	3,664	3,651	3,560	3,558
Operational Hourlies	34,997	35,225	35,785	35,582	35,407	35,537
Total Baseline Positions	45,537	46,454	47,047	46,774	46,436	46,566

Staff Summary

Subject SIR 2014 Budget and 2014 – 2017 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 4, 2013
Vendor Name
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director 		
2	Executive VP 		
3	President 		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway's 2013 November Forecast, 2014 Final Proposed Budget, and the Four-Year Financial Plan for 2014-2017.

Discussion

The 2014 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include additional investments to meet R44 fleet maintenance life extension requirements. Projections also capture budget reduction initiatives. SIR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, MTA re-estimates and policy actions. These impacts will be presented as part of MTA consolidated materials.

2013 November Forecast-Baseline

Total operating revenues are projected at \$9.7 million, including farebox revenues of \$5.5 million. Total operating expenses are projected to be \$46.4 million, consisting of labor costs of \$32.1 million and non-labor expenses of \$14.2 million. Non-cash depreciation expense is projected at \$8.6 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$10.6 million, the projected net cash deficit is \$37.0 million. Projected reimbursable expenses of \$1.8 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 276, including 268 non-reimbursable positions and 8 reimbursable positions.

2014 Final Proposed Budget-Baseline

Total operating revenues are projected at \$9.9 million, including farebox revenues of \$5.7 million. Total operating expenses are projected to be \$42.3 million, consisting of labor costs of \$30.0 million and non-labor expenses of \$12.3 million. Non-cash depreciation expense is projected at \$8.3 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$10.4 million, the projected net cash deficit is \$32.6 million. Projected reimbursable expenses of \$6.0 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 305, including 268 non-reimbursable positions and 37 reimbursable positions.

Major Programmatic Initiative-R44 Fleet Maintenance Requirements

- The current fleet is comprised of 63 cars now over forty years old, which is considered to be the full useful life of these vehicles. In order to maintain this fleet in a state of good repair to be able to operate safely and reliably towards eventual replacement, it will be necessary for this fleet to undergo a full maintenance program to be performed mostly at MTA New York City Transit's subway's facilities. In the July 2012 Financial Plan, preliminary assumptions then were for a three-year program from 2014 through 2016, with a total estimated cost of \$12.9 million spread evenly over the three years. A recent evaluation update of two cars indicated that significantly more maintenance would be required, increasing the previous cost estimate by \$12.5 million or an updated total estimate of \$25.4 million, now to be performed over the three year period 2015 through 2017. In the interim, an additional estimate of \$0.5 million of overtime and material expenses for 2014 is also necessary in order to enable SIR to deal directly with more immediate component problems that can be addressed locally in the Staten Island Shop. These assumptions remain preliminary, as management continues to evaluate various options.

Budget Reduction Initiatives included in this financial plan project annual savings of \$0.260 million beginning 2014, to result mostly from material efficiency savings.

Impact on Funding

The 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable						
	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
Operating Revenue						
Farebox Revenue	\$5,389	\$5,517	\$5,727	\$5,806	\$5,877	\$5,911
Toll Revenue						
Other Operating Revenue	2,304	4,165	4,149	2,358	2,379	2,401
Capital and Other Reimbursements	0,000	0,000	0,000	0,000	0,000	0,000
Total Revenue	\$7,693	\$9,682	\$9,876	\$8,164	\$8,256	\$8,312
Operating Expenses						
Labor:						
Payroll	\$17,432	\$17,518	\$17,761	\$18,070	\$18,437	\$18,832
Overtime	1,541	2,507	2,269	0,734	0,748	0,761
Health and Welfare	3,206	4,035	4,212	4,353	4,586	4,833
OPEB Current Payment	0,794	0,864	0,859	0,887	0,937	0,988
Pensions	4,900	5,620	5,551	5,651	5,751	5,851
Other Fringe Benefits	3,107	1,650	1,535	1,558	1,584	1,609
Reimbursable Overhead	0,000	(0,057)	(2,205)	(2,205)	(1,102)	0,000
Total Labor Expenses	\$30,980	\$32,137	\$29,982	\$29,048	\$30,941	\$32,874
Non-Labor:						
Electric Power	\$3,101	\$5,042	\$5,643	\$5,917	\$6,287	\$6,642
Fuel	0,318	0,360	0,368	0,350	0,335	0,342
Insurance	0,389	1,180	1,680	1,859	2,174	2,656
Claims	0,148	0,079	0,083	0,088	0,093	0,099
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	1,695	3,667	2,760	10,816	10,508	10,256
Professional Service Contracts	0,700	0,423	0,420	0,425	0,435	0,444
Materials & Supplies	2,297	3,493	1,528	1,025	1,329	1,637
Other Business Expenses	0,113	0,005	(0,170)	0,005	0,005	0,005
Total Non-Labor Expenses	\$8,761	\$14,249	\$12,312	\$20,485	\$21,166	\$22,081
Other Expenses Adjustments:						
Other	\$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
Total Expenses before Depreciation and GASB A	\$39,741	\$46,386	\$42,294	\$49,533	\$52,107	\$54,955
Depreciation	\$8,880	\$8,600	\$8,300	\$8,300	\$8,300	\$8,300
OPEB Obligation	2,139	2,300	2,300	2,300	2,300	2,300
Environmental Remediation	(0,017)	0,000	0,000	0,000	0,000	0,000
Total Expenses	\$50,743	\$57,286	\$52,894	\$60,133	\$62,707	\$65,555
Baseline Surplus/(Deficit)	(\$43,050)	(\$47,604)	(\$43,018)	(\$51,969)	(\$54,451)	(\$57,243)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.918	1.787	6.049	6.049	3.864	1.680
Total Revenue	\$0.918	\$1.787	\$6.049	\$6.049	\$3.864	\$1.680
Expenses						
<u>Labor:</u>						
Payroll	\$0.183	\$0.343	\$2.449	\$2.449	\$1.369	\$0.288
Overtime	0.288	0.704	0.707	0.707	0.705	0.704
Health and Welfare	0.314	0.513	0.517	0.517	0.517	0.517
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.094	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.004	0.076	0.077	0.077	0.077	0.077
Reimbursable Overhead	0.000	0.057	2.205	2.205	1.102	0.000
Total Labor Expenses	\$0.789	\$1.787	\$6.049	\$6.049	\$3.864	\$1.680
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.129	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.129	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>						
Other	\$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
Total Expenses before Depreciation	\$0.918	\$1.787	\$6.049	\$6.049	\$3.864	\$1.680
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.918	\$1.787	\$6.049	\$6.049	\$3.864	\$1.680
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	\$5.389	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.304	4.165	4.149	2.358	2.379	2.401
Capital and Other Reimbursements	0.918	1.787	6.049	6.049	3.864	1.680
Total Revenue	\$8.611	\$11.469	\$15.925	\$14.213	\$12.120	\$9.992
Expenses						
<u>Labor:</u>						
Payroll	\$17.615	\$17.861	\$20.210	\$20.519	\$19.806	\$19.120
Overtime	1.829	3.211	2.976	1.441	1.453	1.465
Health and Welfare	3.520	4.548	4.729	4.870	5.103	5.350
OPEB Current Payment	0.794	0.864	0.859	0.887	0.937	0.988
Pensions	4.900	5.714	5.645	5.745	5.845	5.945
Other Fringe Benefits	3.111	1.726	1.612	1.635	1.661	1.686
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$31.769	\$33.924	\$36.031	\$35.097	\$34.805	\$34.554
<u>Non-Labor:</u>						
Electric Power	\$3.101	\$5.042	\$5.643	\$5.917	\$6.287	\$6.642
Fuel	0.318	0.360	0.368	0.350	0.335	0.342
Insurance	0.389	1.180	1.680	1.859	2.174	2.656
Claims	0.148	0.079	0.083	0.088	0.093	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.695	3.667	2.760	10.816	10.508	10.256
Professional Service Contracts	0.700	0.423	0.420	0.425	0.435	0.444
Materials & Supplies	2.426	3.493	1.528	1.025	1.329	1.637
Other Business Expenses	0.113	0.005	(0.170)	0.005	0.005	0.005
Total Non-Labor Expenses	\$8.890	\$14.249	\$12.312	\$20.485	\$21.166	\$22.081
<u>Other Expenses Adjustments:</u>						
Other	\$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
Total Expenses before Depreciation	\$40.659	\$48.173	\$48.343	\$55.582	\$55.971	\$56.635
Depreciation	\$8.880	\$8.600	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.139	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	(0.017)	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$51.661	\$59.073	\$58.943	\$66.182	\$66.571	\$67.235
Baseline Surplus/(Deficit)	(\$43.050)	(\$47.604)	(\$43.018)	(\$51.969)	(\$54.451)	(\$57.243)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Receipts						
Farebox Revenue	\$5.827	\$5.097	\$5.727	\$5.805	\$5.877	\$5.911
Vehicle Toll Revenue						
Other Operating Revenue	1.442	4.794	4.149	2.358	2.379	2.401
Capital and Other Reimbursements	0.275	2.430	6.049	6.049	3.864	1.680
Total Receipts	\$7.544	\$12.321	\$15.925	\$14.212	\$12.120	\$9.992
Expenditures						
<u>Labor:</u>						
Payroll	\$19.493	\$17.861	\$20.210	\$20.519	\$19.806	\$19.120
Overtime	1.891	3.211	2.976	1.441	1.453	1.465
Health and Welfare	4.196	4.548	4.729	4.870	5.103	5.350
OPEB Current Payment	0.650	0.864	0.859	0.887	0.937	0.988
Pensions	4.951	5.714	5.645	5.745	5.845	5.945
Other Fringe Benefits	1.555	1.726	1.612	1.635	1.661	1.686
GASB Account	0.137	0.500	0.175	0.180	0.191	0.202
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$32.873	\$34.424	\$36.206	\$35.277	\$34.996	\$34.756
<u>Non-Labor:</u>						
Electric Power	\$4.045	\$5.042	\$5.643	\$5.917	\$6.287	\$6.642
Fuel	0.168	0.360	0.368	0.350	0.335	0.342
Insurance	0.229	1.180	1.680	1.859	2.174	2.658
Claims	0.275	0.079	0.083	0.088	0.093	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.106	4.067	2.760	10.816	10.508	10.256
Professional Service Contracts	0.352	0.638	0.420	0.425	0.435	0.444
Materials & Supplies	3.405	3.493	1.528	1.025	1.329	1.637
Other Business Expenses	0.047	0.005	(0.170)	0.005	0.005	0.005
Total Non-Labor Expenditures	\$9.627	\$14.864	\$12.312	\$20.485	\$21.166	\$22.081
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$42.500	\$49.288	\$48.518	\$55.762	\$56.162	\$56.837
Baseline Cash Deficit	(\$34.956)	(\$36.967)	(\$32.593)	(\$41.550)	(\$44.042)	(\$46.845)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
Receipts						
Farebox Revenue	\$0.438	(\$0.420)	\$0.000	(\$0.001)	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.862)	0.629	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.643)	0.643	0.000	0.000	0.000	0.000
Total Receipts	(\$1.067)	\$0.852	\$0.000	(\$0.001)	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	(\$1.878)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.062)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.676)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.144	0.000	0.000	0.000	0.000	0.000
Pensions	(0.051)	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	1.556	0.000	0.000	0.000	0.000	0.000
GASB Account	(0.137)	(0.500)	(0.175)	(0.180)	(0.191)	(0.202)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$1.104)	(\$0.500)	(\$0.175)	(\$0.180)	(\$0.191)	(\$0.202)
<u>Non-Labor:</u>						
Traction and Propulsion Power	(\$0.944)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.150	0.000	0.000	0.000	0.000	0.000
Insurance	0.160	0.000	0.000	0.000	0.000	0.000
Claims	(0.127)	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.589	(0.400)	0.000	0.000	0.000	0.000
Professional Service Contracts	0.348	(0.215)	0.000	0.000	0.000	0.000
Materials & Supplies	(0.979)	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.066	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$0.737)	(\$0.615)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$2.908)	(\$0.263)	(\$0.175)	(\$0.181)	(\$0.191)	(\$0.202)
Depreciation Adjustment	\$8.880	\$8.600	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.139	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	(0.017)	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$8.094	\$10.637	\$10.425	\$10.419	\$10.409	\$10.398
Total Cash Conversion Adjustments	\$8.094	\$10.637	\$10.425	\$10.419	\$10.409	\$10.398

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Ridership/(Utilization)
(in millions)

		2014			
2012	2013	Final			
Actual	November	Proposed	2015	2016	2017
	Forecast	Budget			

RIDERSHIP

Fixed Route	4.445	4.238	4.320	4.370	4.415	4.436
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Baseline Total Ridership	4.445	4.238	4.320	4.370	4.415	4.436
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FAREBOX REVENUE

Fixed Route	\$5.389	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
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Baseline Total Revenue	\$5.389	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
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MTA Staten Island Railway
November Financial Plan 2014-2017
2013 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017
<u>Administration</u>										
Office Equipment and Supplies Savings (July Plan)	-	0.000	-	0.010	-	0.010	-	0.010	-	0.010
Subtotal Administration	-	0.000	-	0.010	-	0.010	-	0.010	-	0.010
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Material Efficiency Savings-R44 Fleet, Other (July Plan)	-	0.000	-	0.250	-	0.250	-	0.250	-	0.250
Subtotal Maintenance	-	0.000	-	0.250	-	0.250	-	0.250	-	0.250
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$0.000	-	\$0.260	-	\$0.260	-	\$0.260	-	\$0.260

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration						
Executive	14	13	13	13	13	13
General Office	6	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6	6
Total Administration	26	25	25	25	25	25
Operations						
Transportation	100	91	91	91	91	91
Maintenance						
Mechanical	41	43	43	43	43	43
Electronic/Electrical	8	15	15	15	15	15
Power/Signals	25	26	26	26	26	26
Maintenance of Way	45	46	46	46	46	46
Infrastructure	26	25	25	25	25	25
Total Maintenance	145	155	155	155	155	155
Engineering/Capital						
Sandy Recovery	-	5	34	34	-	-
Public Safety						
Police						
Baseline Total Positions	271	276	305	305	271	271
Non-Reimbursable	268	268	268	268	268	268
Reimbursable	3	8	37	37	3	3
Total Full-Time	271	276	305	305	271	271
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2014-2017
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration						
Managers/Supervisors	13	14	14	14	14	14
Professional, Technical, Clerical	13	11	11	11	11	11
Operational Hourlies	-	-	-	-	-	-
Total Administration	26	25	25	25	25	25
Operations						
Managers/Supervisors	4	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3	3
Operational Hourlies	93	83	83	83	83	83
Total Operations	100	91	91	91	91	91
Maintenance						
Managers/Supervisors	13	8	8	8	8	8
Professional, Technical, Clerical	1	3	3	3	3	3
Operational Hourlies	131	144	144	144	144	144
Total Maintenance	145	155	155	155	155	155
Engineering/Capital (Sandy Recovery)						
Managers/Supervisors	-	1	4	4	-	-
Professional, Technical, Clerical	-	2	2	2	-	-
Operational Hourlies	-	2	28	28	-	-
Total Engineering/Capital	-	5	34	34	-	-
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors	30	28	31	31	27	27
Professional, Technical, Clerical	17	19	19	19	17	17
Operational Hourlies	224	229	255	255	227	227
Baseline Total Positions	271	276	305	305	271	271

Staff Summary



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Subject MTABC 2014 Budget and 2014-2017 Financial Plan Adoption
Department Finance
Department Head Name Craig Cipriano
Department Head Signature
Project Manager Name William E. Cronin

Date December 3, 2013
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/16/13	X		
2	Finance Committee	12/16/13	X		
3	MTA Board	12/18/13	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Business Strategies & Operations Support		12/3/13
2	President		12/5/13

Purpose

To secure MTA Board adoption of MTA Bus Company's 2013 November Forecast, 2014 Final Proposed Budget, and the Four-Year Financial Plan for 2014-2017.

Discussion

The 2014 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company, include the impact of budget reduction initiatives and recoveries of expenses related to Tropical Storm Sandy. The baseline projections do not include the impact of fare increases. These impacts will be presented as part of MTA consolidated materials. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus.

2013 November Forecast-Baseline

Total operating revenues are projected at \$224.6 million, including \$198.0 million of farebox revenues. Total non-reimbursable expenses before depreciation and GASB adjustments are projected to be \$572.1 million in 2013, consisting of labor costs of \$433.7 million and non-labor expenses of \$138.3 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses are projected at \$56.3 million. After including favorable cash adjustments of \$52.9 million, the projected net cash deficit is \$393.1 million. Projected reimbursable expenses of \$8.4 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 3,657, consisting of 3,593 non-reimbursable positions and 64 reimbursable positions.

2014 Final Proposed Budget-Baseline

Total operating revenues are budgeted at \$227.7 million, including farebox revenues of \$201.5 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$579.7 million in 2014, consisting of labor costs of \$437.5 million and non-labor expenses of \$142.2 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses are projected at \$57.0 million. After including favorable cash adjustments of \$114.6 million, the projected net cash deficit is \$336.4 million. Projected reimbursable expenses of \$8.6 million are fully offset by capital reimbursements.

Staff Summary

Total 2014 end-of-year positions are projected at 3,704 consisting of 3,640 non-reimbursable positions and 64 reimbursable positions.

The 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017 include the following key initiatives:

- **Shop Plan - Hybrid Fleet Re-Powering/Conversion to Diesel**

MTA Bus has a fleet of hybrid electric buses that are exhibiting a steep downward trend in MDBF and a significant level of component failures compared to other fleets. MTA Bus is seeking to convert 283 hybrid buses placed in service in 2006 and 2007, as well as the remaining 105 hybrid buses in the MTA Bus fleet that were placed in service during 2009 and 2010. The conversion will extend the useful life of all 389 buses by three years and will defer bus replacement expenses from the 2015 - 2019 Capital Program to the 2020 - 2024 Capital Program for the 2006 and 2007 models.

- **Shop Plan - MCI Engines / ICO Rebuild**

The 2006 to 2008 MCI Coach Express buses' engine warranty has begun to expire on the 2006 fleet. According to most recent 2015-2019 Capital Plan projections, these buses are required to be kept until 2021. Based on the duty cycle, the engines for this fleet are not expected to perform for 15 years without requiring significant engine work. In anticipation of keeping these buses for 15 years, MTABC is investing in a program to overhaul/rebuild the engines on these buses, beginning in 2015.

- **Shop Plan - MCI Structure Upgrade**

The current MCI buses have a 12 year structure warranty. MCI corporation has reviewed the structure failures in the past and repaired those on a case by case basis. The anticipated 2015-2019 Capital Plan necessitates an extension of the life cycle of 247 MCI buses to 15 years. Therefore, an upgrade to the structural components of these buses is required to maintain a state of good repair as MCI (Manufacturer) has declined to provide an extended warranty for these additional three years.

This plan also includes a re-baselining of overtime based on additional analyses performed subsequent to the presentation of a special report to the Finance Committee in September. Accordingly, overtime now reflects levels more in line with documented/historical usage and overall coverage requirements. Most of the operating budget plan-to-plan increases in overtime (approximately \$3.6 million in 2013, \$3.2 million in 2014, \$3.8 million in 2015, 2016 and 2017), are attributable to this re-baselining.

Budget Reduction Initiative

The Plan includes recurring savings of approximately \$5.2 million in each year.

Impact on Funding

The 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017 revenues, expenses and positions, which are presented in the attached tables, are consistent with the proposed MTA financial plan.

Recommendation

It is recommended that the MTA Board adopt the 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014-2017 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Operating Revenue						
Farebox Revenue	\$181,904	\$198,049	\$201,484	\$202,889	\$204,557	\$204,833
Other Operating Revenue	19,313	26,553	26,258	20,169	20,578	20,939
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$201,217	\$224,602	\$227,742	\$223,058	\$225,135	\$225,772
Operating Expenses						
<u>Labor:</u>						
Payroll	\$235,577	\$229,397	\$226,167	\$239,745	\$246,457	\$248,885
Overtime	47,968	45,364	43,986	45,807	46,716	47,470
Health and Welfare	42,435	48,511	53,065	57,653	62,569	67,342
OPEB Current Payment	18,375	18,576	20,168	21,844	23,679	25,669
Pensions	40,606	45,635	45,694	47,157	47,367	48,460
Other Fringe Benefits	58,326	46,240	48,415	49,487	52,159	51,829
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$443,287	\$433,723	\$437,493	\$461,693	\$479,447	\$489,855
<u>Non-Labor:</u>						
Electric Power	\$1,288	\$1,162	\$1,253	\$1,349	\$1,454	\$1,568
Fuel	26,970	41,116	40,331	39,583	40,019	41,074
Insurance	2,007	2,771	3,413	4,079	4,870	5,820
Claims	10,235	20,000	22,256	28,000	29,000	29,447
Maintenance and Other Operating Contracts	20,133	22,373	19,905	51,110	46,911	32,998
Professional Service Contracts	6,465	17,400	19,801	20,058	20,531	20,797
Materials & Supplies	28,370	29,768	33,246	39,690	40,417	35,845
Other Business Expenses	3,431	3,744	1,960	1,827	1,985	4,090
Total Non-Labor Expenses	\$98,899	\$138,334	\$142,165	\$185,676	\$185,187	\$171,639
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$542,186	\$572,057	\$579,658	\$647,369	\$664,634	\$661,294
Depreciation	\$45,792	\$42,234	\$42,235	\$42,236	\$42,236	\$42,887
OPEB Obligation	99,587	56,296	56,919	57,663	58,264	59,162
Environmental Remediation	2,320	-	-	-	-	-
Total Expenses	\$689,885	\$670,587	\$678,812	\$747,268	\$765,134	\$763,343
Baseline Surplus/(Deficit)	(\$488,668)	(\$445,985)	(\$451,070)	(\$524,210)	(\$539,999)	(\$537,571)

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	7 728	8 423	8 551	8 679	8 809	8 877
Total Revenue	\$7.728	\$8.423	\$8.551	\$8.679	\$8.809	\$8.877
Expenses						
Labor:						
Payroll	\$5 718	\$5 490	\$5 572	\$5 655	\$5 740	\$5 782
Overtime	-	-	-	-	-	-
Health and Welfare	1 052	1 008	1 023	1 038	1 053	1 060
OPEB Current Payment	-	-	-	-	-	-
Pensions	0 492	0 461	0 465	0 470	0 473	0 473
Other Fringe Benefits	0 466	0 448	0 456	0 462	0 469	0 472
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$7.728	\$7.407	\$7.516	\$7.625	\$7.735	\$7.787
Non-Labor:						
Electric Power	\$0 000	\$0 000	\$0 000	\$0 000	\$0 000	\$0 000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	0 219	0 223	0 227	0 231	0 235
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	0 797	0 812	0 827	0 843	0 855
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$1.016	\$1.035	\$1.054	\$1.074	\$1.090
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$7.728	\$8.423	\$8.551	\$8.679	\$8.809	\$8.877
Depreciation	-	-	-	-	-	-
Total Expenses	\$7.728	\$8.423	\$8.551	\$8.679	\$8.809	\$8.877
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	\$181,904	\$198,049	\$201,484	\$202,889	\$204,557	\$204,833
Other Operating Revenue	19,313	26,553	26,258	20,169	20,578	20,939
Capital and Other Reimbursements	7,728	8,423	8,551	8,679	8,809	8,877
Total Revenue	\$208,945	\$233,025	\$236,293	\$231,737	\$233,944	\$234,649
Expenses						
Labor:						
Payroll	\$241,295	\$234,887	\$231,739	\$245,400	\$252,197	\$254,667
Overtime	47,968	45,364	43,986	45,807	46,716	47,470
Health and Welfare	43,487	49,519	54,088	58,691	63,622	68,402
OPEB Current Payment	18,375	18,576	20,166	21,844	23,679	25,669
Pensions	41,098	46,096	46,159	47,627	48,340	48,933
Other Fringe Benefits	58,792	46,688	48,871	49,949	52,628	52,301
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$451,015	\$441,130	\$445,009	\$469,318	\$487,182	\$497,442
Non-Labor:						
Electric Power	\$1,288	\$1,162	\$1,253	\$1,349	\$1,454	\$1,568
Fuel	26,970	41,116	40,331	39,563	40,019	41,074
Insurance	2,007	2,771	3,413	4,079	4,870	5,820
Claims	10,235	20,000	22,256	28,000	29,000	29,447
Maintenance and Other Operating Contracts	20,133	22,592	20,128	51,337	47,142	33,233
Professional Service Contracts	6,465	17,400	19,801	20,058	20,531	20,797
Materials & Supplies	28,370	30,565	34,058	40,517	41,260	36,700
Other Business Expenses	3,431	3,744	1,960	1,827	1,985	4,090
Total Non-Labor Expenses	\$98,899	\$139,350	\$143,200	\$186,730	\$186,261	\$172,729
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$549,914	\$580,480	\$588,209	\$656,048	\$673,443	\$670,171
Depreciation	\$45,792	\$42,234	\$42,235	\$42,236	\$42,236	\$42,887
OPEB Obligation	99,587	56,296	56,919	57,663	58,264	59,162
Environmental Remediation	2,320	-	-	-	-	-
Total Expenses	\$697,612	\$679,010	\$687,363	\$755,947	\$773,943	\$772,220
Baseline Surplus/(Deficit)	(\$488,668)	(\$445,985)	(\$451,070)	(\$524,210)	(\$539,999)	(\$537,571)

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Receipts						
Farebox Revenue	\$178,889	\$198,049	\$201,484	\$202,889	\$204,557	\$204,833
Other Operating Revenue	19,607	26,553	26,257	20,169	20,578	20,939
Capital and Other Reimbursements	3,734	16,013	13,271	13,531	13,897	14,068
Total Receipts	\$202,230	\$240,615	\$241,012	\$236,589	\$239,032	\$239,840
Expenditures						
Labor:						
Payroll	\$224,088	\$259,921	\$229,746	\$243,389	\$250,170	\$252,625
Overtime	47,968	45,364	43,986	45,807	46,716	47,470
Health and Welfare	78,837	49,112	53,677	58,277	63,205	67,982
OPEB Current Payment	18,375	18,576	20,166	21,844	23,679	25,669
Pensions	43,801	45,921	45,986	47,454	48,168	48,763
Other Fringe Benefits	21,026	49,375	38,701	49,778	52,455	52,128
GASB Account	5,862	4,909	4,975	5,094	5,216	5,306
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$439,957	\$473,178	\$437,237	\$471,643	\$489,609	\$499,943
Non-Labor:						
Electric Power	\$1,118	\$1,162	\$1,253	\$1,349	\$1,454	\$1,568
Fuel	40,055	45,616	40,331	39,563	40,019	41,074
Insurance	12,049	3,322	3,413	4,079	4,870	5,820
Claims	15,261	22,574	19,256	24,000	25,000	25,385
Maintenance and Other Operating Contracts	15,282	30,792	20,128	51,337	47,142	33,234
Professional Service Contracts	4,382	19,605	19,801	20,058	20,531	20,797
Materials & Supplies	33,267	33,636	34,058	40,517	41,260	36,700
Other Business Expenses	1,886	3,785	1,961	1,827	1,986	4,090
Total Non-Labor Expenditures	\$123,300	\$160,492	\$140,201	\$182,730	\$182,262	\$168,668
Other Expenditure Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$563,257	\$633,670	\$577,438	\$654,373	\$671,871	\$668,611
Baseline Cash Deficit	(\$361,027)	(\$393,055)	(\$336,426)	(\$417,784)	(\$432,839)	(\$428,771)

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Receipts						
Farebox Revenue	(\$3 015)	\$0 000	\$0 000	\$0 000	\$0 000	\$0 000
Other Operating Revenue	0 294	-	(0 001)	-	-	-
Capital and Other Reimbursements	(3 994)	7 590	4 720	4 852	5 088	5 191
Total Receipts	(\$6.715)	\$7.590	\$4.719	\$4.852	\$5.088	\$5.191
Expenditures						
Labor:						
Payroll	\$17,207	(\$25 034)	\$1 993	\$2 011	\$2 027	\$2 042
Overtime	0 000	-	-	-	-	-
Health and Welfare	(35 350)	0 407	0 411	0 414	0 417	0 420
OP&B Current Payment	0 000	-	-	-	-	-
Pensions	(2 703)	0 175	0 173	0 173	0 172	0 170
Other Fringe Benefits	37 766	(2 687)	10,170	0 171	0 173	0 173
GASB Account	(5 862)	(4 909)	(4 975)	(5 094)	(5 216)	(5 306)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$11,058	(\$32,048)	\$7,772	(\$2,325)	(\$2,427)	(\$2,501)
Non-Labor:						
Electric Power	\$0 170	\$0,000	\$0 000	\$0 000	\$0 000	\$0 000
Fuel	(13 085)	(4,500)	-	-	-	-
Insurance	(10 042)	(0 551)	-	-	-	-
Claims	(5,026)	(2 574)	3 000	4 000	4 000	4 062
Maintenance and Other Operating Contracts	4 851	(8 200)	-	-	-	(0 001)
Professional Service Contracts	2 083	(2,205)	-	-	-	-
Materials & Supplies	(4 897)	(3 071)	-	-	-	-
Other Business Expenses	1 545	(0 041)	(0 001)	-	(0 001)	-
Total Non-Labor Expenditures	(\$24,401)	(\$21,142)	\$2,999	\$4,000	\$3,999	\$4,061
Other Expenditures Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Cash Conversion Adjustments before Depreciation	(\$20,058)	(\$45,600)	\$15,490	\$6,527	\$6,660	\$6,751
Depreciation Adjustment	\$45,792	\$42 234	\$42 235	\$42,236	\$42 236	\$42 887
OP&B Obligation	99 587	56 296	56 919	57 663	58 264	59 162
Environmental Remediation	2 320	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$127,641	\$52,930	\$114,644	\$106,426	\$107,160	\$108,800

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Ridership/(Utilization)
(in millions)

	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
<u>RIDERSHIP</u>						
Fixed Route	120 227	124 373	124 674	125 315	126 125	126 180
Baseline Total Ridership	120.227	124.373	124.674	125.315	126.125	126.180
<u>FAREBOX REVENUE</u>						
Fixed Route	\$181 904	\$198 049	\$201 484	\$202 889	\$204 557	\$204 833
Baseline Total Revenue	\$181.904	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833

MTA BUS COMPANY
November Financial Plan 2014 - 2017
2013 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
OTPS (July Plan)	-	1.435	-	1.435	-	1.435	-	1.435	-	1.435
OTPS (November Plan)	-	3.787	-	3.787	-	3.787	-	3.787	-	3.787
OTPS (November Plan Cash Only)	-	1.200	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	6.422	-	5.222	-	5.222	-	5.222	-	5.222
Agency Submission	-	\$6.422	-	\$5.222	-	\$5.222	-	\$5.222	-	\$5.222

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration						
Office of the EVP	4	3	3	3	3	3
Human Resources	8	6	6	6	6	6
Office of Management and Budget	12	14	15	15	15	15
Technology & Information Services	16	16	16	16	16	16
Materiel	16	18	18	18	18	18
Controller	24	15	15	15	15	15
Office of the President	8	6	6	6	6	6
System Safety Administration	2	5	5	5	5	5
Law	23	24	24	24	24	24
Corporate Communications	2	3	3	3	3	3
Strategic Office	6	12	12	12	16	16
Labor Relations	-	4	4	4	4	4
Non Departmental	-	8	17	20	12	16
Total Administration	121	134	144	147	143	147
Operations						
Buses	2,199	2,181	2,211	2,211	2,211	2,211
Office of the Executive Vice President, Regional	2	1	1	1	1	1
Safety & Training	52	18	28	28	28	28
Road Operations	117	116	116	116	116	116
Transportation Support	20	20	20	20	20	20
Operations Planning	30	32	32	32	32	32
Revenue Control	21	21	21	21	21	21
Total Operations	2,441	2,389	2,429	2,429	2,429	2,429
Maintenance						
Buses	741	749	755	751	751	751
Maintenance Support/CMF	160	166	156	235	254	216
Facilities	38	72	73	73	73	73
Supply Logistics	81	92	92	92	92	92
Total Maintenance	1,020	1,079	1,076	1,151	1,170	1,132
Engineering/Capital						
Capital Program Management	34	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	14	18	18	18	18	18
Total Positions	3,630	3,657	3,704	3,782	3,797	3,763
Non-Reimbursable	3,572	3,593	3,640	3,718	3,733	3,699
Reimbursable	58	64	64	64	64	64
Total Full-Time	3,611	3,642	3,689	3,767	3,782	3,748
Total Full-Time Equivalents	19	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2014 - 2017
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration						
Managers/Supervisors	43	56	56	56	56	56
Professional, Technical, Clerical	78	70	71	71	75	75
Operational Hourlies	-	8	17	20	12	16
Total Administration	121	134	144	147	143	147
Operations						
Managers/Supervisors	295	296	298	298	298	298
Professional, Technical, Clerical	55	51	51	51	51	51
Operational Hourlies	2,091	2,042	2,080	2,080	2,080	2,080
Total Operations	2,441	2,389	2,429	2,429	2,429	2,429
Maintenance						
Managers/Supervisors	194	205	205	207	207	207
Professional, Technical, Clerical	13	16	17	17	17	17
Operational Hourlies	813	858	854	927	946	908
Total Maintenance	1,020	1,079	1,076	1,151	1,170	1,132
Engineering/Capital						
Managers/Supervisors	19	21	21	21	21	21
Professional, Technical, Clerical	15	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	34	37	37	37	37	37
Public Safety						
Managers/Supervisors	7	14	14	14	14	14
Professional, Technical, Clerical	5	4	4	4	4	4
Operational Hourlies	2	-	-	-	-	-
Total Public Safety	14	18	18	18	18	18
Total Positions						
Managers/Supervisors	558	592	594	596	596	596
Professional, Technical, Clerical	166	157	159	159	163	163
Operational Hourlies	2,906	2,908	2,951	3,027	3,038	3,004
Total Baseline Positions	3,630	3,657	3,704	3,782	3,797	3,763

7. SPECIAL REPORTS & PRESENTATIONS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>October 2012</u>	<u>October 2013*</u>	<u>Difference</u>
Cash	3.0%	2.8%	(0.2%)
Single-Ride Ticket	1.1%	0.8%	(0.3%)
Bonus Pay-Per-Ride	37.6%	43.0%	5.4%
Non-Bonus Pay-Per-Ride	10.0%	3.2%	(6.8%)
7-Day Farecard	17.6%	20.1%	2.5%
30-Day Farecard	<u>30.7%</u>	<u>30.1%</u>	(0.6%)
Total	100.0%	100.0%	

* Preliminary

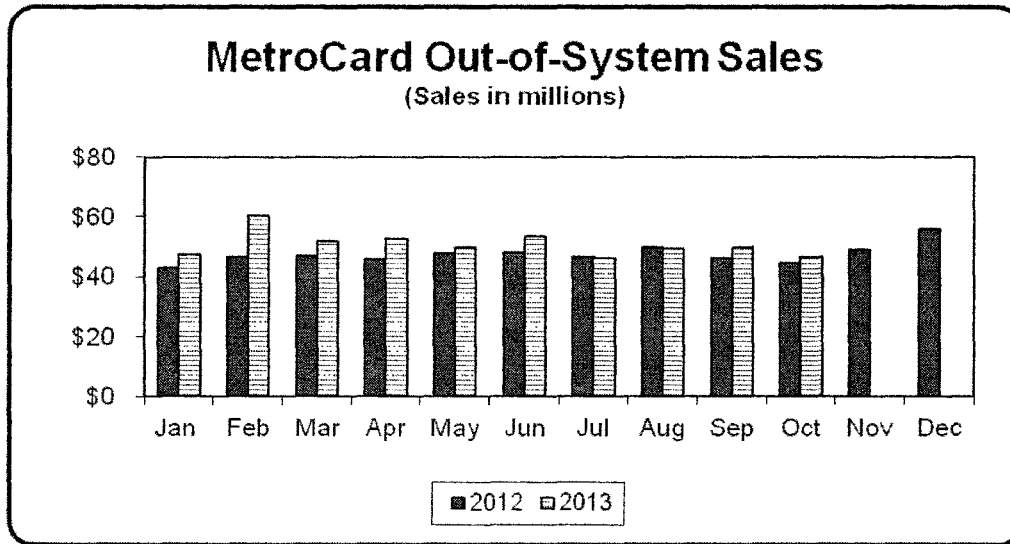
Note: Percentages may not add due to rounding.

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 October 2013 was 5,364 a 5.72 percent increase from the same period last year. The average value of a credit issued was \$67.35.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.8 million in October 2013, a 5.4 percent increase compared to October of 2012. Year to date sales totaled \$509.4 million, a 9.4 percent increase compared to the same period last year.



Retail Sales

There were 4,011 active out-of-system sales and distribution locations for MetroCards, generating \$28.0 million in sales revenue during October 2013.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 128,170 MetroCards valued at approximately \$11.1 million were made in October 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$86.62. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 54,127 for October 2013, generating an additional \$6.1 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$228.6 million, a 13 percent increase when compared to last year.

Mobile Sales Program

In October 2013, the Mobile Sales unit completed 228 site visits, of which 166 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$132,000 in revenue was generated. In October 2013, the Mobile Sales unit assisted and enabled 2,350 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as Heart Share (Queens).

Reduced-Fare Program

During October 2013 enrollment in the Reduced-Fare Program increased by 7,597 new customers, while 422 customers left the program. The total number of customers in the program is 865,332. Seniors account for 703,224 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 162,108 customers. Of those, a total of 35,344 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In October 2013, the EasyPay Reduced Fare program enrollment totaled 132,344 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$17.

EasyPay Xpress Pay-Per-Ride Program

In October 2013, the EasyPay Xpress PPR program enrollment totaled 62,328 accounts. During this month, active Xpress PPR customers accounted for approximately 1.1 million subway, express bus and local bus rides with \$3.2 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$65.

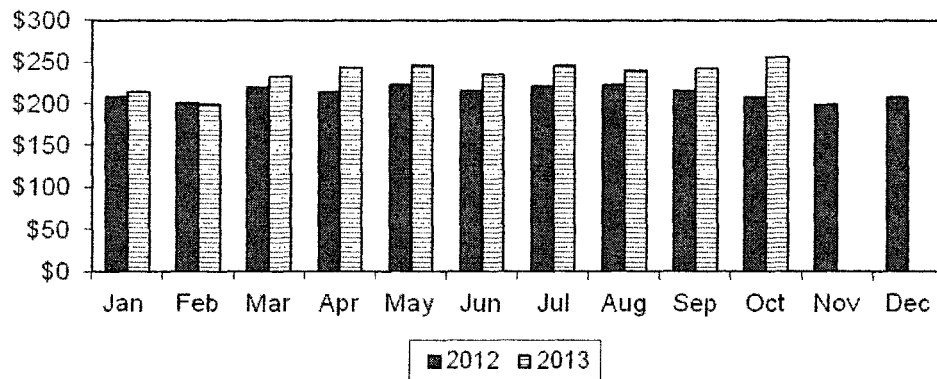
EasyPay Xpress Unlimited Program

In October 2013, the EasyPay Xpress Unlimited program enrollment totaled 11,749 accounts. During this month, active Xpress Unlimited customers accounted for approximately 597,000 subway and local bus rides with \$1.1 million charged to their accounts. Each active account averaged 56 trips per month with a fixed monthly bill of \$112.

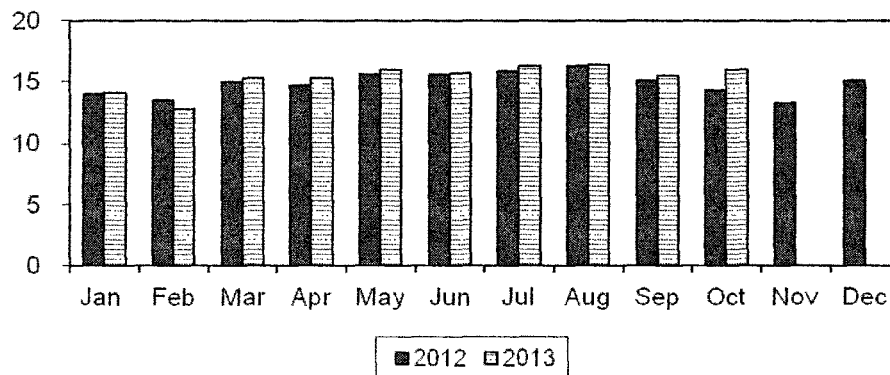
In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during October 2013 totaled \$256.4 million, on a base of 16.0 million customer transactions. This represents a 9.9 percent increase in vending machine sales compared to the same period last year. During October 2013, MEMs accounted for 2,058,728 transactions resulting in \$51,694,659 in sales. Debit/credit card purchases account for 74.4 percent of total vending machine revenue, while cash purchases account for 25.6 percent. Debit/credit card transactions account for 48.1 percent of total vending machine transactions, while cash transactions account for 51.9 percent. The average credit sale is \$28.31, more than three times the average cash sale of \$7.91. The average debit sale is \$20.11.

Vending Machine Sales (Sales in millions)



Vending Machine Transactions (Transactions in millions)



8. MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - December 2013

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

	Budget	Expenditures
Construction	\$ 943.1	\$ 810.3
Design	105.3	104.2
Construction Management	130.7	100.5
Real Estate	220.9	206.5
Total	\$ 1,400.0	\$ 1,221.5

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i> [†]	\$ 136.9	\$ 136.5	\$ 0.4	\$ 134.1	Aug-2009	Jul-2009	Mar-2013	Dec-2013	Dec-2014
4F: Transit Center Building <i>Plaza - Schiavone, JV</i> [†]	210.3	197.7	12.6	155.8	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

* Customer Benefit Milestone represents the latest projected dates.

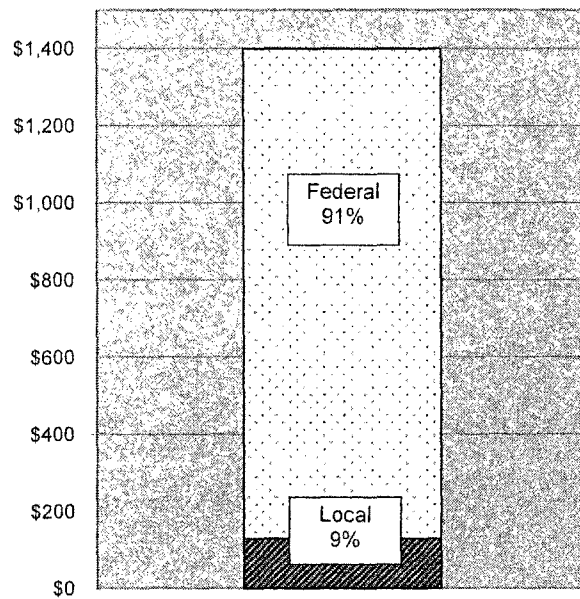
**Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

[†] Elevators and escalators will be in use by 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.

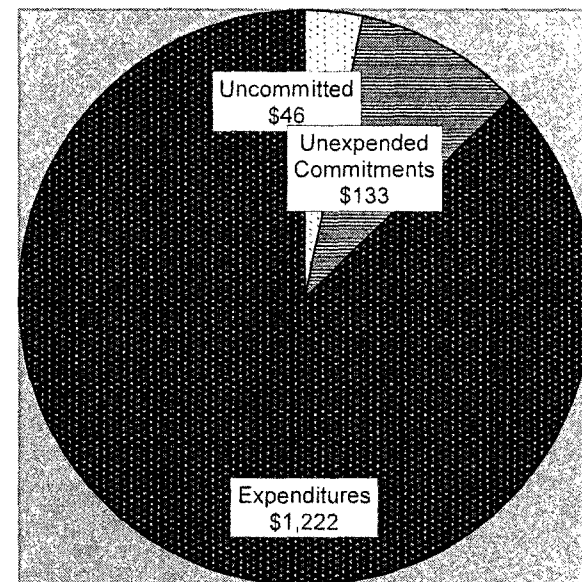
Fulton Center Status
Report to the Transit Committee - December 2013
(data thru November 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 956	\$ 130	\$ 826	\$ 826	\$ 931	\$ 24	\$ 809
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	413
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,354	\$ 46	\$ 1,222

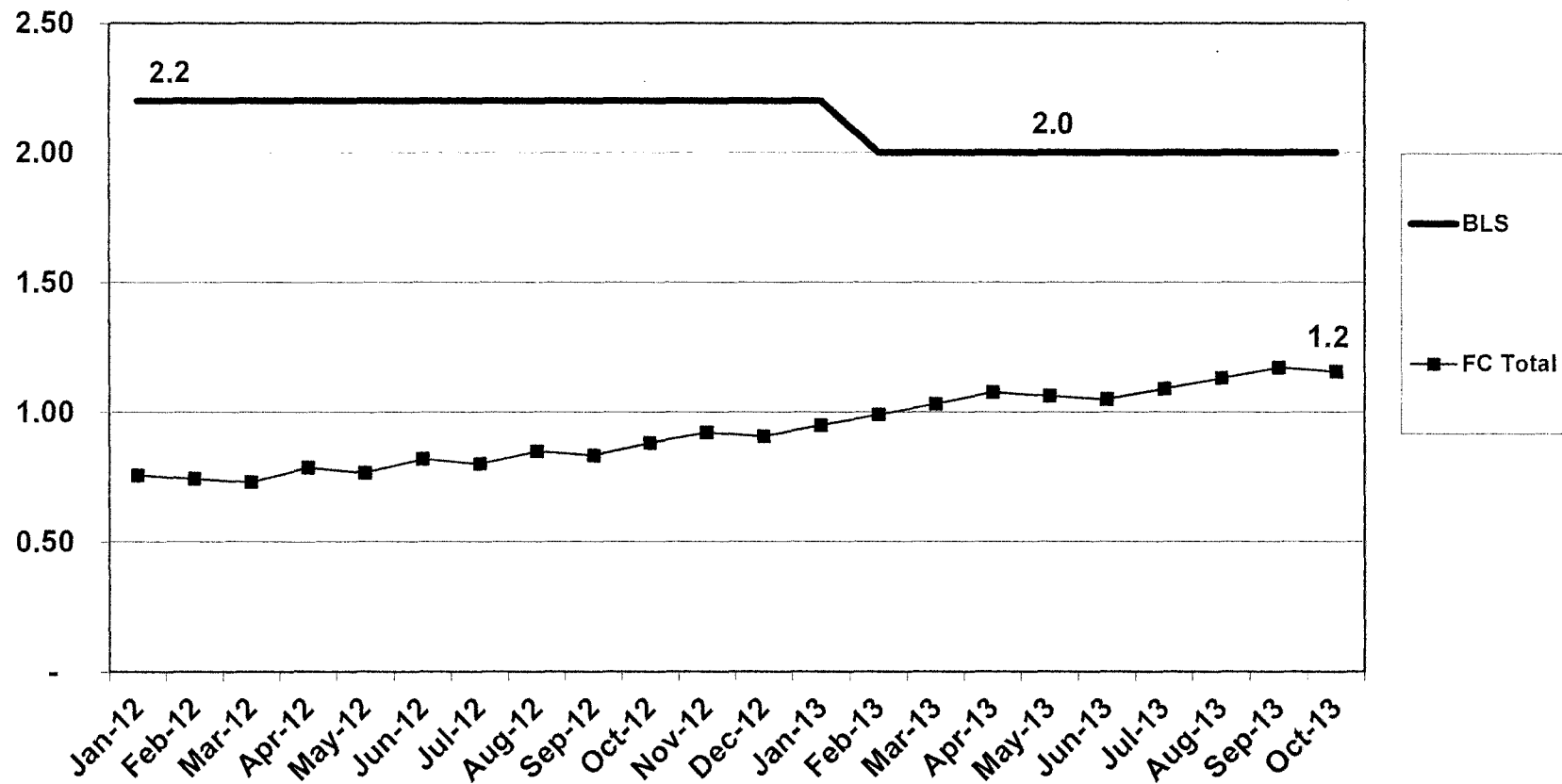
Project Budget: \$1,400 Million



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 - December 2013

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

	Budget	Expenditures
Final Design	\$ 116.9	110.9
Construction	1,893.2	1,657.7
Construction Management	43.8	29.7
Subway Project Reserve	46.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,798.3
HYDC-Funded Non-Subway Work [†]	266.0	208.7
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,007.0
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,060.1

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	124.8	120.0	4.8	119.2	Oct-2010	Dec-2012	Dec-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	525.3	17.1	382.9	Aug-2011	Jun-2014	Jun-2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	92.3	84.1	8.1	16.2	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.

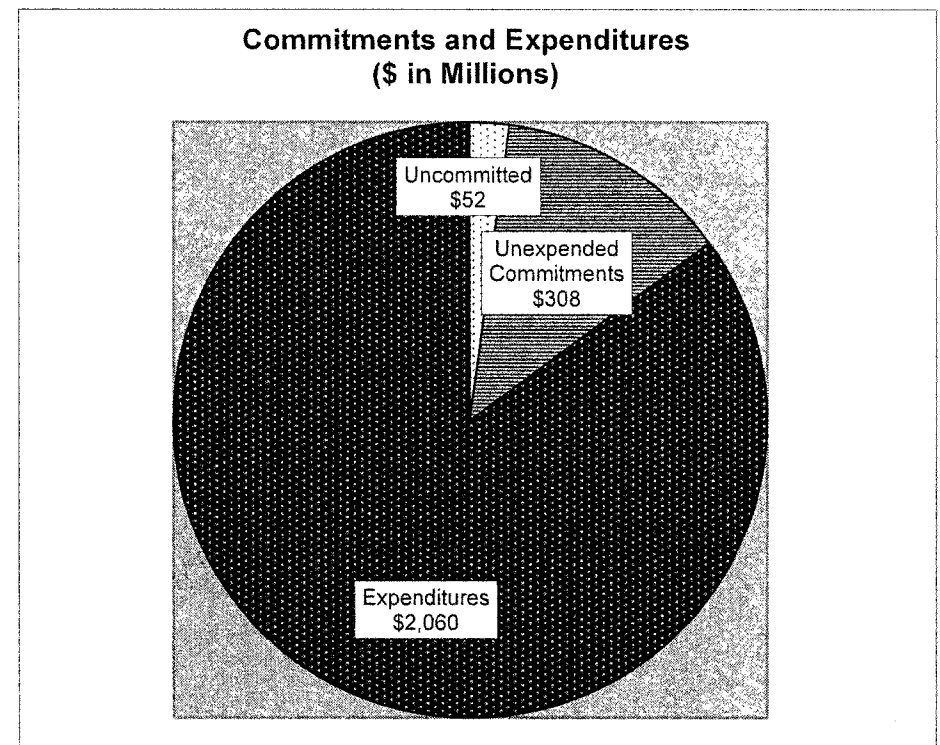
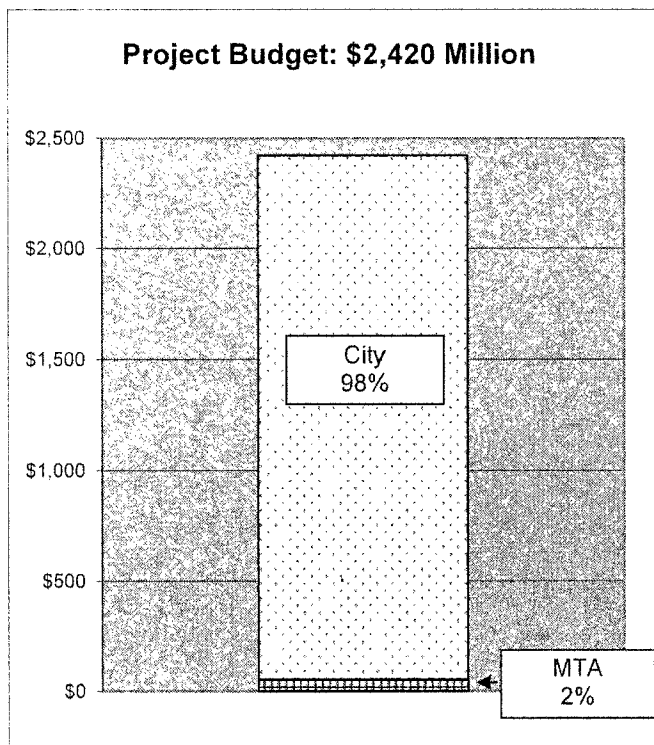
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

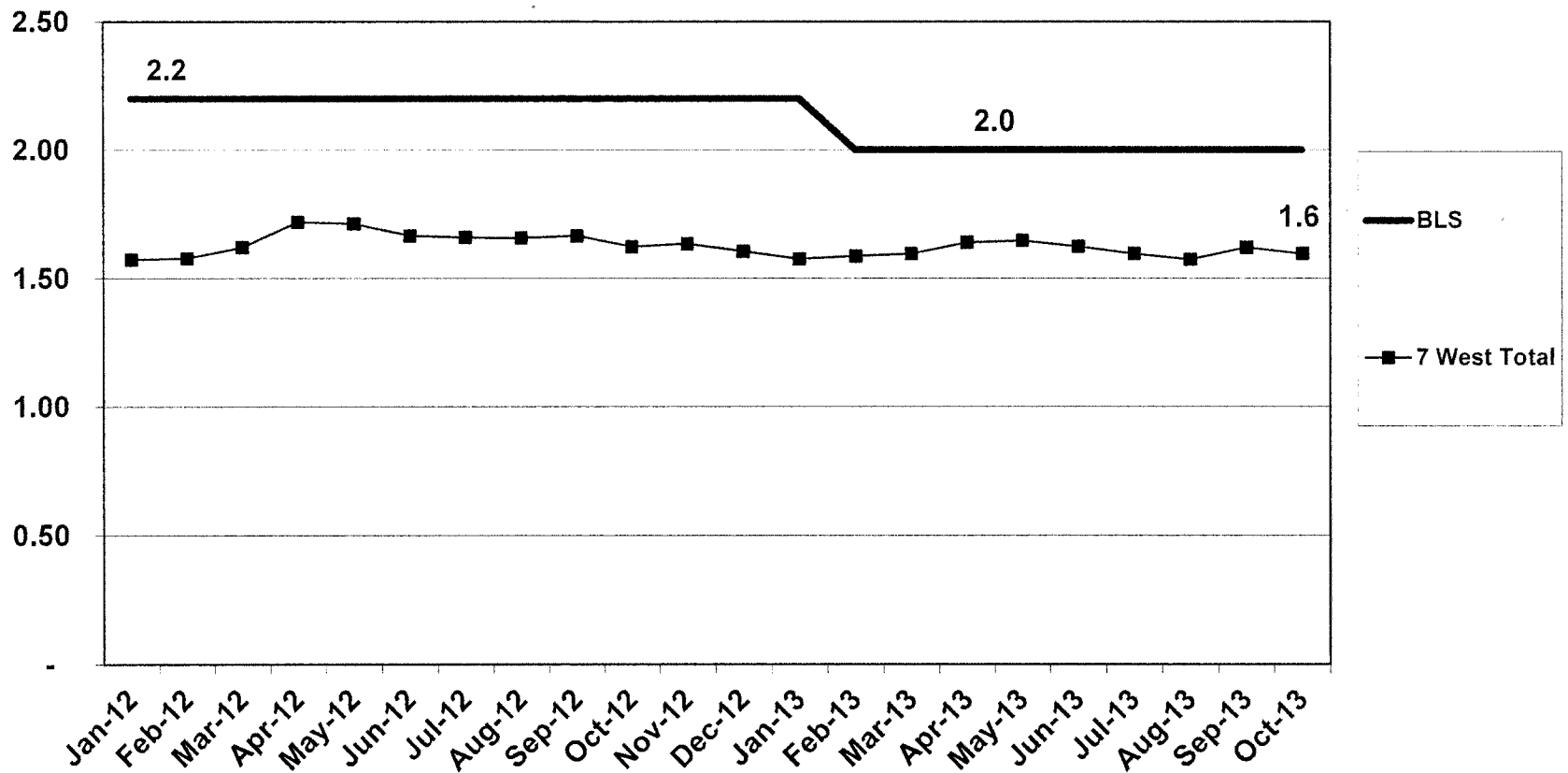
Report to the Transit Committee - December 2013
(data thru November 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,315	2,315	51	2,007
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,315	\$ 2,368	\$ 52	\$ 2,060

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



Lost Time Injury Rate 7 Line Extension Project, 2012-2013 vs. US BLS National Standard for Heavy & Civil Construction



Note:

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

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

Report to the Transit Committee - December 2013

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

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 1,817.9
Design	497.7	453.1
Construction Management	221.3	109.1
Real Estate	281.5	213.8
Total	\$ 4,451.0	\$ 2,593.9

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
96th St Station Structure <i>EE Cruz & Tully, JV</i>	370.3	366.2	4.0	358.1	Feb-2009	May-2009	Jan-2013	Nov-2013
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	452.2	17.3	408.4	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	183.1	2.2	104.0	Jul-2010	Jan-2011	May-2014	Jan-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	311.4	20.6	210.9	Jan-2011	Aug-2011	Sep-2014	Feb-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	263.9	18.9	39.7	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	347.3	329.4	17.9	81.1	Mar-2011	Jun-2012	Dec-2015	Mar-2016
72nd St Station Finishes <i>Judlau Contracting</i>	276.4	258.4	18.0	5.5	Nov-2012	Feb-2013	Nov-2015	Nov-2015
86th St Station Finishes <i>Schiavone - Picone, JV</i>	223.0	208.4	14.6	0.0	Oct-2013	Jun-2013	May-2016	May-2016

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

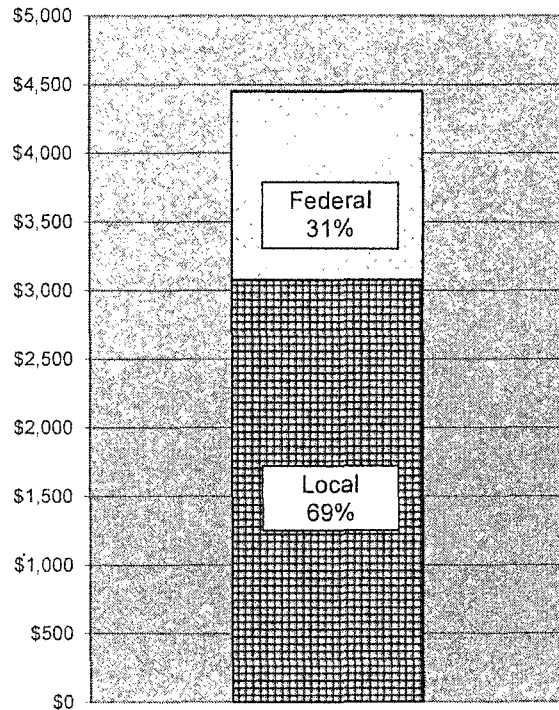
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - December 2013

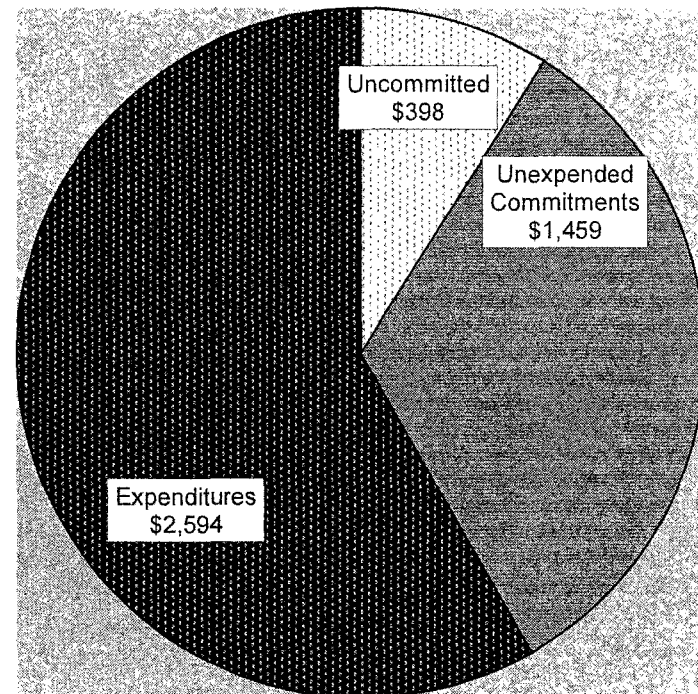
(data thru November 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,050	\$ 0	\$ 1,017
2005-2009	1,914	846	1,068	758	1,827	87	1,339
2010-2014	1,487	1,487	-	-	1,176	311	238
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,053	\$ 398	\$ 2,594

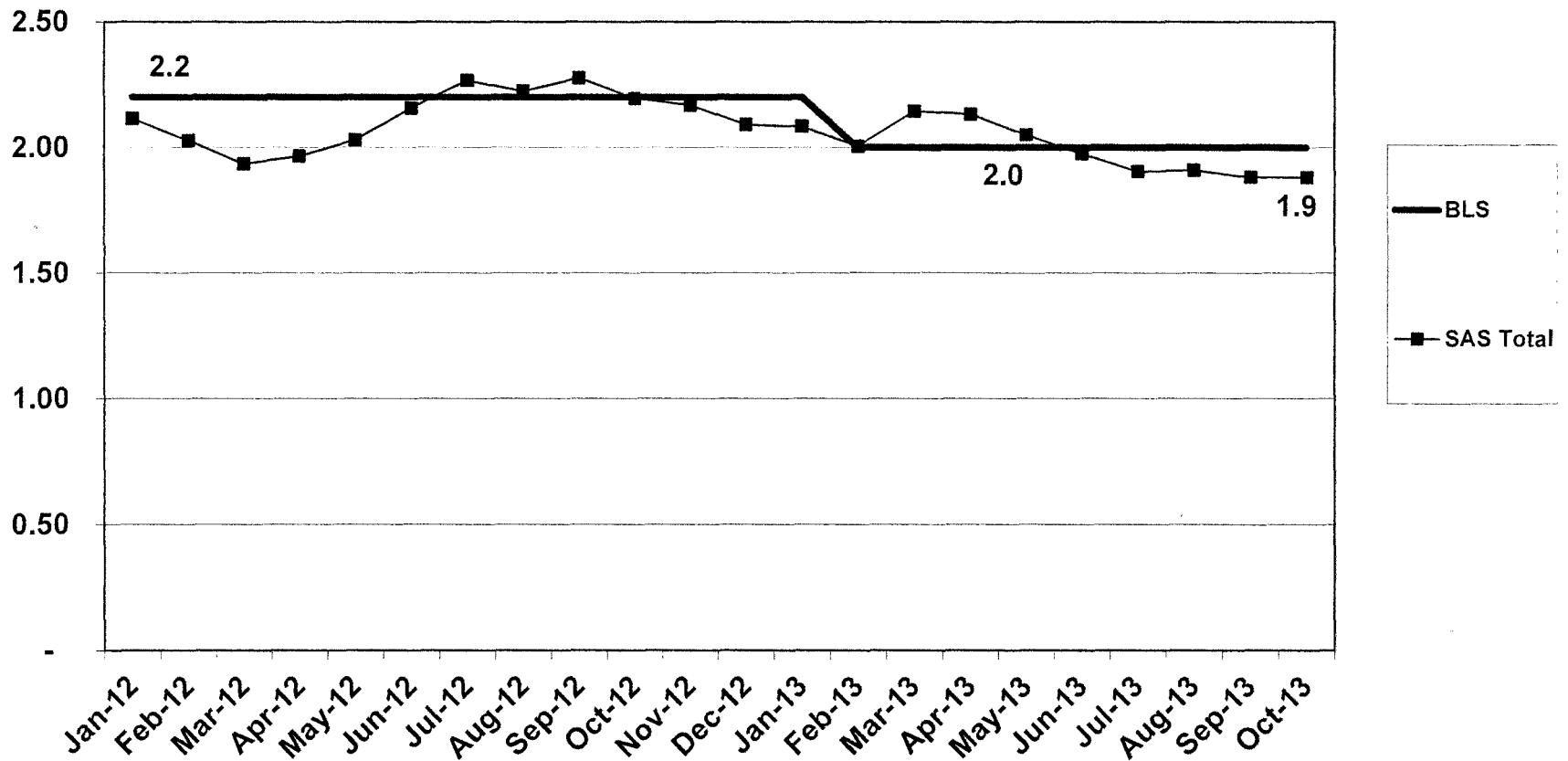
Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



Lost Time Injury Rate **Second Avenue Subway Project, 2012-2013** **vs. US BLS National Standard for Heavy & Civil Construction**



Note:

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

