



**New York City Transit
Bus Company**

Transit & Bus Committee Meeting

January 2014

Committee Members

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



MEETING AGENDA

NEW YORK CITY TRANSIT & BUS COMMITTEE

January 27, 2014 - 10:30 AM

347 Madison Avenue

Fifth Floor Board Room, New York, NY

AGENDA ITEMS

PUBLIC COMMENT PERIOD

- | | |
|---|-----------------------|
| 1. APPROVAL OF MINUTES – DECEMBER 16, 2013 | 1.1 |
| 2. APPROVAL OF COMMITTEE WORK PLAN | 2.1 |
| 3. OPERATIONS PERFORMANCE SUMMARY | |
| ➤ November Operations Report | 3.1 |
| 4. FINANCIAL REPORTS | |
| ➤ November Financial & Ridership Report | 4.1 |
| ➤ November SIR Financial & Ridership Report | 4.26 |
| ➤ November MTA Bus Financial & Ridership Report | 4.39 |
| ➤ Capital Program Status Report | 4.54 |
| 5. PROCUREMENTS | 5.1 |
| ➤ NYCT Non-Competitive | 5.5 |
| ➤ NYCT Competitive | 5.6 |
| ➤ MTA Bus Competitive | 5.9 |
| ➤ NYCT Ratifications | 5.10 |
| 6. SERVICE CHANGES | |
| ➤ MTA Bus Schedule Changes Effective April 2014 | 6.1 |
| ➤ NYCT Bus Schedule Changes Effective April 2014 | 6.5 |
| ➤ NYCT Make Permanent X17 Sunday Service | 6.10 |
| ➤ NYCT Implement B37, Modify B70 and B8 Bus Service (For Approval) | 6.14 |
| 7. SPECIAL REPORTS & PRESENTATIONS | |
| ➤ MetroCard Report | 7.1 |
| ➤ Station Trash Canister Pilot Update | Under Separate Cover |
| ➤ Co-op City Bus Service Analysis | Under Separate Cover |
| ➤ Eagle Team Report | No Materials Included |
| 8. MTACC REPORT | 8.1 |

Date of next meeting: February 24, 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
December 16, 2013**

Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
11:45 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. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Mark Page
Hon. David A. Paterson

The following Members were absent:

Hon. John H. Banks III, Vice-Chair
Hon. Jeffrey Kay
Hon. James L. Sedore, Jr.
Hon. Ed Watt

Also present were:

Carmen Bianco, President, New York City Transit
Robert Bergen, Executive Vice President
Joe Leader, Senior Vice President, Subways
Vincent Coogan, 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, and thereupon announced that due to a prior commitment he was turning over the proceedings to Vice Chair Ferrer, who served as Chair for the remainder of the meeting.

II. Public Speakers

Murray Bodin thanked NYCT and MTA Bus Company for their effective and forward thinking leadership and management efforts.

George Kaufer spoke on behalf of the Mariners Harbor Civic Association, presenting a petition calling for implementation of bus service along the Staten Island Expressway between Richmond Avenue and South Avenue.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the November 12, 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

President Bianco informed the Committee that NYCT and MTA Bus Company will be reinforcing safety procedures following the December 1 Metro North derailment. President Bianco also noted the significant efforts made by SVP Leader and President Irick and their staffs in providing support and assistance to their sister agency following the event.

SVP Leader reported to the Committee on the Department of Subways' operating performance, comparing statistics in October 2013 with those of October 2012, as well as providing year-to-date or twelve-month average performance figures as appropriate. He reminded the Committee that discussion of the statistics must be considered in the context of the October 2012 Super Storm Sandy.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, comparing performance statistics in October 2013 with those of October 2012. He noted the rollout of the B44 SBS bus route, the first SBS route in Brooklyn.

In response to a question from Member Page, President Irick explained that the increase in bus MDBF was likely attributable to both the acquisition of new buses and improved bus maintenance.

In response to a question from Member Moerdler regarding an increase in the number of bus collisions, President Irick explained that the highest such incident rate was among bus operators with 12 to 36 months of experience, and that additional training was being provided and a disciplinary program implemented. He also expressed cautious optimism about the

situation, noting that the accident statistics for this group seem to have improved in November.

In response to a question from Member Moerdler, VP Charles explained that the 12 month trend in paratransit trips scheduled and completed shows a reduction in trip activity, and that the statistics were skewed by the October 2012 storm.

In response to a question from Member Moerdler regarding the on-time performance of the 2, 3 and 4 subway lines, President Bianco noted that record ridership has affected performance, and that scheduled running times on certain subway lines, will be subject to re-evaluation. He reiterated the importance of focusing on evenly spaced service and favorable wait assessment statistics.

In response to a question from Member Cappelli regarding reports that Atlantic Express Transportation Corp. had filed for bankruptcy, President Bianco indicated that, although the City is responsible for the management of the contract, Atlantic's bus operations could be taken over by the MTA in the short term if necessary. Member Cappelli suggested that the MTA consider the possibility of operating the lines itself over the long term, taking the private bus subsidy from the City directly.

Per Member Cappelli's request, President Bianco agreed to provide the Committee with a report on the number of standees on express buses.

In response to comments from Member Albert regarding terminal delays on subway lines, Chief Cafiero and President Bianco noted that disruptions caused by Hurricane Sandy had affected the statistics. Member Albert also requested that the R train statistics be provided separately for the northern and southern branches of the line. President Bianco noted in response that data could be provided, but that without reliable reference points from other months for comparison, the information would have little value. EVP Bergen noted that the R line is on the B Division, where data is still collected manually through sampling, making it even more difficult to evaluate performance based on a single month's numbers.

Vice President Kennedy presented the monthly Safety Report.

In response to a question from Member Moerdler, President Bianco explained that the increase in the number of system fires due to right of way debris was being addressed by adding two more cleaning teams, and by maintaining the two existing vacuum trains in good condition until new vacuum trains to control the accumulation of such debris can be procured. President Bianco also noted that in January the Committee will be provided with the results of a pilot program to remove trash cans from certain stations.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to Member Albert's comment on apparent disparities in the reporting of NYCT and SIRTOA crime statistics, President Bianco explained that the MTA Police reports on SIRTOA matters, while the NYPD reports on NYCT.

Member Moerdler commented that information on whether prison time was served by those with multiple arrests for crimes within the system would help in an evaluation of the District Attorneys' performance.

B. Financial Reports

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

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

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 11 procurement action items totaling approximately \$360.4 Million in proposed expenditures.

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

NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda) and those requiring a majority vote (Schedule F in the Agenda) were approved and forwarded to the full Board for consideration, as were its competitive procurements requiring a two-thirds vote (Schedules B and C in the Agenda) and those requiring a majority vote (Schedules F, H and L in the Agenda).

MTACC's 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.

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

In response to questions from Member Moerdler, VP Plochochi informed the Committee (1) of planned efforts to further extend and increase the outreach to bus manufacturers for future procurements; (2) that RFP proposals are evaluated on technical qualifications as well as price, and that proposers with higher prices are not automatically rejected; and (3) that the proposed award to Intertek was for a modification of an existing contract which had been competitively let.

In response to a question from Member Albert, VP Plochochi noted that the purchase of replacement air brake, door operator and HVAC parts is a three-year omnibus procurement and does not reflect a particular issue with the R160 subway cars. EVP Bergen added that parts needed to maintain the cars must often be procured with a two-year or longer lead time.

In response to a question from Member Albert, President Bianco assured the Committee that the impact of the CBTC project on Queens residents would be taken into account in planning the work, and in scheduling any necessary shutdown of weekend service.

V. Action Items

Upon motion duly made and seconded, the Committee approved the renewal of retainer agreements with the Transit Adjudication Bureau's current Senior Hearing Officers; the 2014 Final Budget and the Four-Year Financial Plan for 2014-2017 for NYC Transit, Staten Island Railway and MTA Bus Company. Member Cappelli abstained from the vote.


In response to a question from Member Moerdler, President Bianco and EVP Bergen noted that in order to provide an integrated approach to the issue of homelessness, the City Department of Homeless Services would be taking over the MTA Outreach Program, with NYCT financing a portion of the cost.

In response to a question from Member Albert, President Bianco noted that except for routine service adjustments, the proposed 2014 budget would not include any additional restorations of service beyond those previously approved by the Board.

VI. Special Reports and Presentations

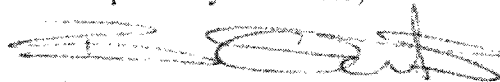
The MetroCard Report was presented to the Committee for its information.

VI. MTA CC Project Report

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

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2014 Transit & Bus 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

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

March 2014

2013 Year-End Safety Report and 2014 Safety Agenda	System Safety
NYCT & MTA Bus EEO & Diversity Report – 2013 Year-End Report	EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

No Agenda Items

July 2014

NYCT & MTA Bus EEO & Diversity Report

EEO & Human Resources

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

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

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

December 2014

NYCT 2014 Nov Forecast & Nov Financial Plan 2015 – 2018
SIR 2014 Nov Forecast & Nov Financial Plan 2015 – 2018
MTA Bus 2014 Nov Forecast & Nov Financial Plan 2015 – 2018

Management & Budget
Management & Budget
Management & Budget



2014 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

EEO & Diversity Report- 2013 Year-End Report

A detailed year-end 2013 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

APRIL 2014

Final Review of NYC Transit 2013 Operating Results

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

Final Review of SIR 2013 Operating Results

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

Final Review of MTA Bus 2013 Operating Results

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

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.

III. SPECIFIC AGENDA ITEMS (con't)

JUNE 2014

No Agenda Items

JULY 2014

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.

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

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.

DECEMBER 2014

Adopted Budget/Financial Plan 2015-2018

NYC Transit will present its revised 2015-2018 Financial Plan. This plan will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015-2018 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2015 by category.

SIR Adopted Budget/Financial Plan 2015-2018

NYC Transit will present SIR's revised 2015-2018 Financial Plan. This plan will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015-2018 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2015 by category.

MTA Bus Adopted Budget/Financial Plan 2015-2018

MTA Bus will present its revised 2015-2018 Financial Plan. This plan will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015-2018 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2015 by category.

3. OPERATIONS PERFORMANCE SUMMARY

MONTHLY OPERATIONS REPORT

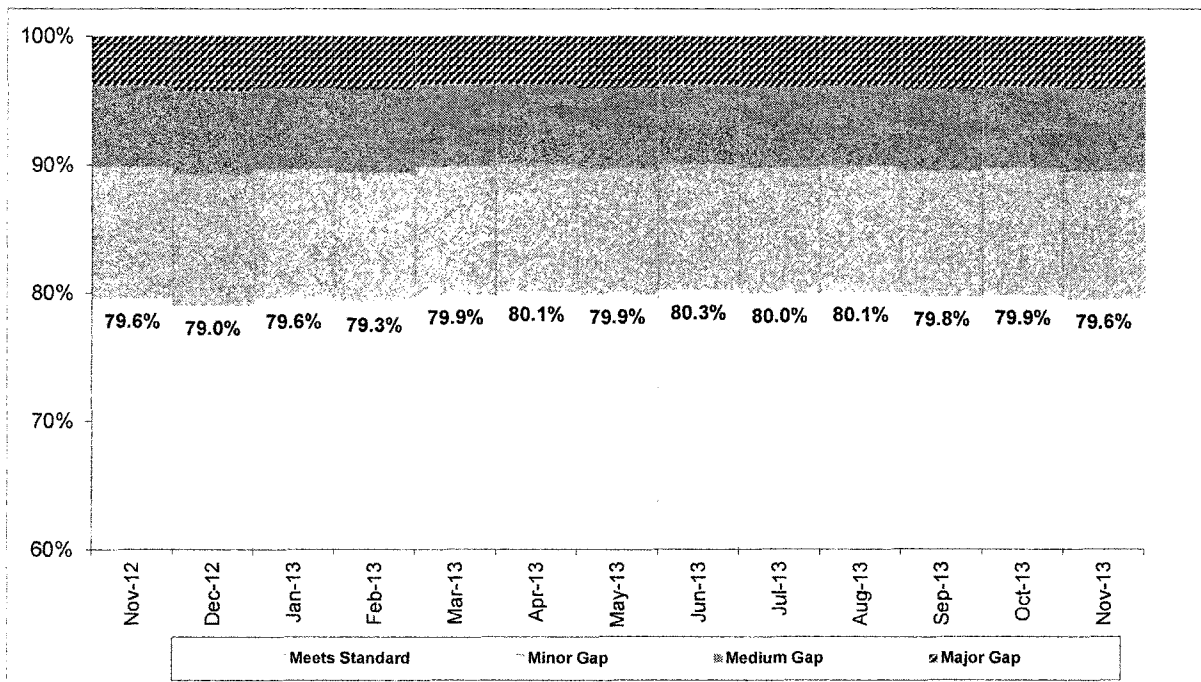
- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: November 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				79.6%	79.6%	0.0%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	74.6%	77.1%	-2.5%			
A Division Weekday Wait Assessment - (All Lines)				75.1%	77.3%	-2.2%
B Division Weekday Wait Assessment	80.0%	77.7%	+2.3%	81.6%	80.7%	+0.9%
System Weekend Wait Assessment (Charts 3)				85.0%	85.0%	0.0%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	85.5%	85.8%	-0.3%			
A Division Weekend Wait Assessment - (All Lines)				85.1%	84.6%	+0.5%
B Division Weekend Wait Assessment	82.3%	81.7%	+0.6%	85.0%	85.3%	-0.3%
System Weekday Terminal On-Time Performance (Charts 4-5)	78.9%	80.7%	-1.8%	81.1%	83.7%	-2.6%
A Division Weekday Terminal On-Time Performance	71.3%	73.9%	-2.6%	72.4%	77.1%	-4.7%
B Division Weekday Terminal On-Time Performance	84.9%	85.1%	-0.2%	87.0%	88.4%	-1.4%
System Number of Terminal Delays (Charts 6)	33,423	18,255	+83.1%	28,703	23,218	+23.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	86.1%	90.0%	-3.9%	85.8%	88.5%	-2.7%
A Division Weekend Terminal On-Time Performance	82.5%	84.1%	-1.6%	79.5%	82.8%	-3.3%
B Division Weekend Terminal On-Time Performance	88.6%	93.2%	-4.6%	89.5%	92.0%	-2.5%
System Number of Weekend Terminal Delays (Charts 9)	7,552	2,430	+210.8%	6,814	5,056	+34.8%
Mean Distance Between Failures (Charts 10-11)	150,892	168,366	-10.4%	156,430	163,515	-4.3%
A Division Mean Distance Between Failures	159,034	150,618	+5.6%	147,484	150,144	-1.8%
B Division Mean Distance Between Failures	145,341	185,647	-21.7%	163,851	174,945	-6.3%
System Weekday Service-KPI (Charts 12-13)	80.8%	81.7%	-0.9%	N/A		
A Division Weekday Service-KPI	75.3%	77.5%	-2.2%			
B Division Weekday Service-KPI	84.3%	83.9%	+0.4%			
System Weekday PES-KPI (Charts 14-16)	91.9%	91.0%	+0.9%			
Staten Island Railway						
24 Hour On-Time Performance	85.1%	71.1%	+14.0%	93.9%	93.9%	0.0%
AM Rush On-Time Performance	78.6%	82.6%	-4.0%	96.8%	98.3%	-1.5%
PM Rush On-Time Performance	89.2%	84.9%	+4.3%	96.8%	97.8%	-1.0%
Percentage of Completed Trips	99.4%	98.9%	+0.5%	99.7%	99.3%	+0.4%
Mean Distance Between Failures	108,582	44,208	+145.6%	73,302	80,252	-8.7%
Staten Island Railway PES-KPI (Charts 17)	93.4%	91.6%	+1.8%			

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	
November 2013	79.6%	9.9%	6.4%	4.1%	2013 GOAL: 79.4%
November 2012	79.6%	10.2%	6.3%	3.8%	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.

Chart 1

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

November 2013					November 2012				
Line	Meets Standard	Headways*			Meets Standard	Meets Minor	Headways*		Standard Difference
		Minor	Medium	Major			Medium	Major	
①	83.2%	8.4%	4.9%	3.6%	82.1%	8.0%	4.9%	5.0%	+1.1%
②	72.9%	10.6%	9.3%	7.2%	74.0%	10.8%	8.4%	6.7%	-1.1%
③	77.4%	9.7%	7.2%	5.7%	78.3%	9.9%	6.6%	5.2%	-0.9%
④	71.8%	10.0%	8.2%	10.0%	75.2%	9.9%	7.7%	7.2%	-3.4%
⑤	68.1%	10.5%	10.0%	11.4%	72.5%	9.9%	8.6%	9.0%	-4.4%
⑥	74.3%	8.6%	7.9%	9.2%	80.5%	8.1%	5.7%	5.7%	-6.2%
⑦	78.1%	10.4%	7.6%	3.9%	78.3%	12.5%	6.7%	2.5%	-0.2%
⑤ 42nd	93.1%	3.7%	1.5%	1.7%	N/A**	N/A**	N/A**	N/A**	
Subdivision A**	75.1%	9.7%	7.9%	7.3%	77.3%	9.9%	6.9%	5.9%	-2.2%
①	74.2%	10.8%	9.0%	6.0%	73.1%	10.2%	9.6%	7.1%	+1.1%
②	79.0%	11.2%	7.0%	2.7%	79.8%	11.9%	5.9%	2.5%	-0.8%
③	83.5%	10.5%	4.4%	1.6%	80.0%	11.0%	5.9%	3.1%	+3.5%
④	79.5%	12.0%	6.5%	2.1%	78.3%	12.7%	6.2%	2.8%	+1.2%
⑤	74.9%	11.8%	8.7%	4.6%	75.7%	11.6%	8.1%	4.7%	-0.8%
⑥	75.9%	10.4%	8.6%	5.0%	74.0%	11.2%	9.1%	5.6%	+1.9%
⑤ Fkln	97.4%	2.0%	0.6%	0.0%	96.2%	2.9%	0.7%	0.1%	+1.2%
⑦	83.3%	10.1%	5.1%	1.6%	83.1%	11.0%	4.0%	1.8%	+0.2%
⑤ Rock	96.2%	2.8%	0.6%	0.5%	93.1%	5.0%	1.3%	0.6%	+3.1%
① ②	81.1%	11.1%	5.6%	2.2%	82.3%	10.0%	5.7%	2.0%	-1.2%
③	82.4%	11.2%	4.7%	1.8%	80.3%	11.6%	6.2%	1.9%	+2.1%
④	78.2%	12.5%	6.8%	2.4%	77.9%	12.7%	7.1%	2.3%	+0.3%
⑤	79.8%	10.5%	6.4%	3.3%	78.9%	11.7%	6.4%	2.9%	+0.9%
⑥	78.8%	12.0%	6.7%	2.5%	80.0%	11.5%	6.0%	2.5%	-1.2%
⑦	80.2%	11.2%	5.8%	2.9%	77.4%	10.8%	8.5%	3.3%	+2.8%
Subdivision B	81.6%	10.0%	5.8%	2.6%	80.7%	10.4%	6.1%	2.9%	+0.9%
Systemwide**	79.6%	9.9%	6.4%	4.1%	79.6%	10.2%	6.3%	3.8%	+0.0%

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.

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

*** Headway
Definitions**

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

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

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

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

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

November 2013					November 2012				
Line	Meets Standard	Headways* GAP			Meets Standard	Headways* GAP			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
1	92.9%	5.0%	1.7%	0.4%	82.0%	8.1%	4.4%	5.5%	+10.9%
2	82.0%	9.9%	5.3%	2.7%	87.7%	8.5%	2.8%	1.0%	-5.7%
3	91.0%	6.0%	2.1%	0.8%	91.1%	6.3%	1.9%	0.7%	-0.1%
4	80.0%	10.4%	5.9%	3.6%	81.5%	9.1%	5.9%	3.5%	-1.5%
5	82.0%	9.4%	5.5%	3.1%	88.4%	6.4%	2.8%	2.4%	-6.4%
6	85.0%	7.9%	4.8%	2.2%	83.9%	8.1%	3.8%	4.2%	+1.1%
7	82.6%	10.8%	4.8%	1.8%	77.8%	13.9%	6.9%	1.4%	+4.8%
S 42nd	98.0%	1.0%	0.7%	0.3%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	85.1%	8.5%	4.3%	2.1%	84.6%	8.6%	4.1%	2.7%	+0.5%
A	79.6%	11.0%	7.2%	2.2%	76.2%	11.9%	8.4%	3.4%	+3.4%
C	79.4%	8.8%	7.5%	4.3%	85.0%	9.4%	5.0%	0.6%	-5.6%
D	81.7%	11.1%	5.9%	1.3%	82.7%	11.9%	4.3%	1.0%	-1.0%
E	86.4%	9.1%	3.7%	0.7%	87.2%	8.0%	2.7%	2.2%	-0.8%
F	79.7%	11.6%	6.2%	2.4%	81.3%	11.8%	6.1%	0.8%	-1.6%
S Fkln	96.4%	3.4%	0.2%	0.0%	94.9%	4.2%	0.7%	0.2%	+1.5%
G	88.1%	6.7%	3.1%	2.1%	87.2%	9.3%	2.4%	1.0%	+0.9%
J Z	89.7%	7.4%	2.1%	0.9%	90.2%	8.0%	1.6%	0.2%	-0.5%
L	86.1%	8.6%	3.5%	1.8%	86.0%	9.5%	3.2%	1.3%	+0.1%
N	83.3%	10.1%	5.1%	1.6%	86.1%	8.0%	4.7%	1.2%	-2.8%
Q	85.7%	8.3%	4.3%	1.7%	84.9%	10.8%	3.6%	0.7%	+0.8%
R	83.6%	11.6%	3.7%	1.1%	81.4%	13.3%	4.3%	0.9%	+2.2%
Sub Division B	85.0%	9.0%	4.4%	1.7%	85.3%	9.7%	3.9%	1.1%	-0.3%
Systemwide**	85.0%	8.8%	4.4%	1.8%	85.0%	9.3%	4.0%	1.7%	+0.0%

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. The weekend M and Rockaway Shuttle are not reported as sufficient sample was not collected.

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

*** Headway Definitions**

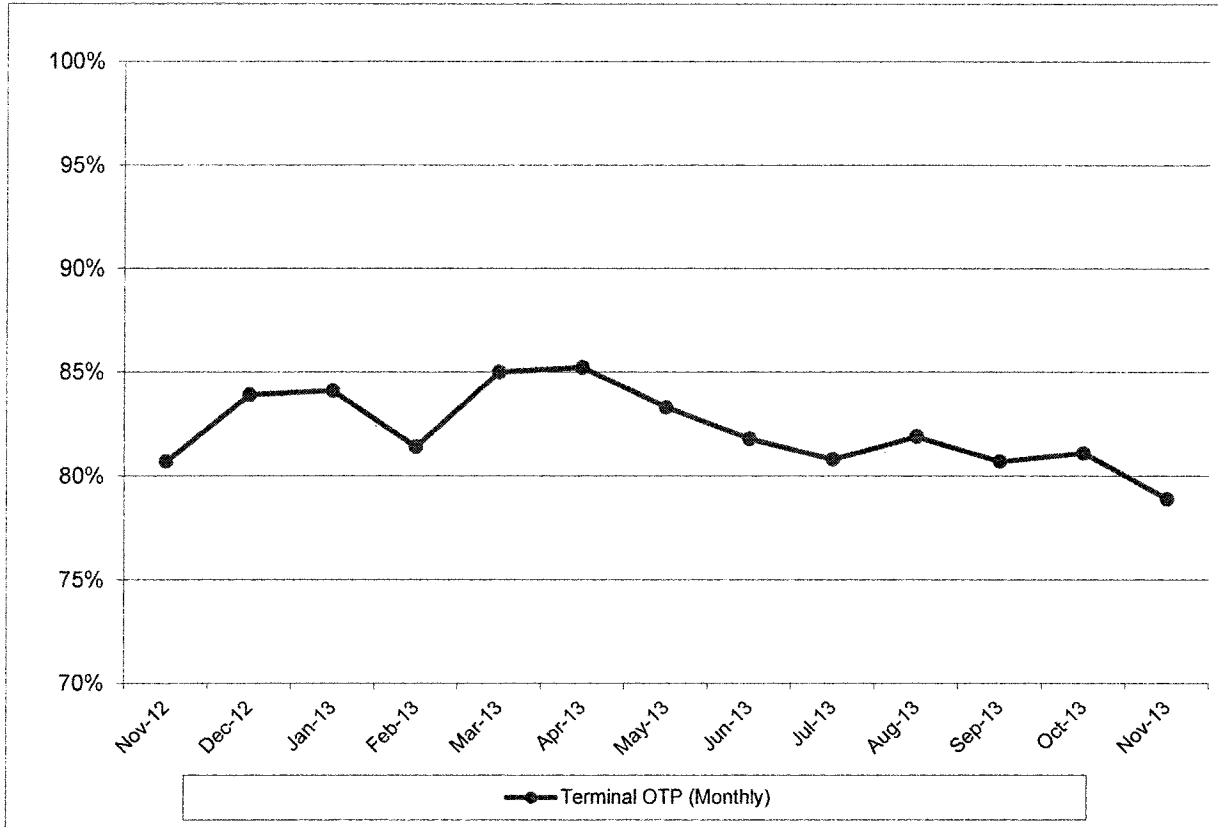
Minor Gap: from 25% to 50% over scheduled headway

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

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

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

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

Nov 2013: 78.9%
 Nov 2012: 80.7%
 12-Mon Avg: 81.1%
 (Dec '12-Nov '13)

Subdivision A

Monthly Results

Nov 2013: 71.3%
 Nov 2012: 73.9%
 12-Mon Avg: 72.4%
 (Dec '12-Nov '13)

Subdivision B

Monthly Results

Nov 2013: 84.9%
 Nov 2012: 85.1%
 12-Mon Avg: 87.0%
 (Dec '12-Nov '13)

Discussion of Results

In November 2013, Right Of Way (8,964 delays), Over Crowding (6,567 delays), and Track Gangs (6,010 delays), were the highest categories of delays, representing 64.4% of the total 33,423 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Dec '12 - Nov '13</u>	<u>Dec '11 - Nov '12</u>	<u>% Difference</u>
①	84.6%	88.5%	-3.9%
②	56.5%	61.3%	-4.8%
③	71.6%	72.6%	-1.0%
④	55.4%	64.9%	-9.5%
⑤	57.2%	66.9%	-9.7%
⑥	73.9%	79.1%	-5.2%
⑦	89.1%	90.7%	-1.6%
Ⓢ 42 St	N/A*	N/A*	
Subdivision A	72.4%	77.1%	-4.7%
Ⓐ	83.7%	83.0%	+0.7%
Ⓑ	84.3%	87.2%	-2.9%
Ⓒ	91.9%	90.6%	+1.3%
Ⓓ	84.1%	88.7%	-4.6%
Ⓔ	82.3%	86.0%	-3.7%
Ⓕ	74.9%	79.6%	-4.7%
Ⓢ Fkln	99.3%	99.4%	-0.1%
Ⓖ	86.5%	90.9%	-4.4%
Ⓢ Rock	97.2%	96.5%	+0.7%
Ⓙ Ⓩ	94.7%	95.8%	-1.1%
Ⓛ	94.9%	95.1%	-0.2%
Ⓜ	86.1%	90.1%	-4.0%
Ⓝ	82.4%	80.9%	+1.5%
Ⓚ	86.5%	86.7%	-0.2%
Ⓡ	**88.0%	89.2%	-1.2%
Subdivision B	87.0%	88.4%	-1.4%
Systemwide	81.1%	83.7%	-2.6%

* Performance data unavailable pending ATS system software upgrade.

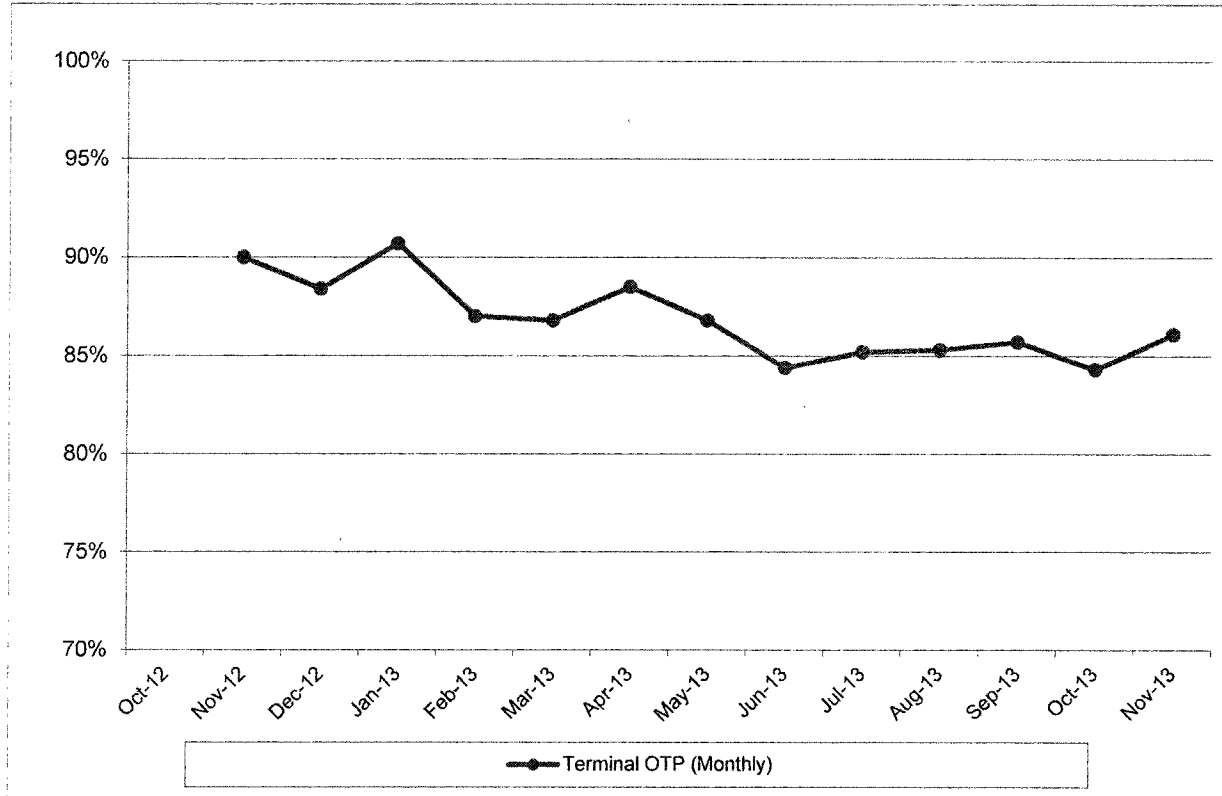
** Split service OTP for the month of November 2013 was 97.0% for the Brooklyn segment and 89.9% for the Manhattan/Queens segment.

November 2013 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Row Delays	8,964
Over Crowding	6,567
Track Gangs	6,010
Sick Customer	2,548
Work Equipment/G. O.	2,288
Car Equipment	1,814
Police	1,729
Unruly Customer	1,236
Fire	739
Operational Diversions	537
Employee	382
Inclement Weather	310
External	233
Infrastructure	64
Total Delays	<u><u>33,423</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

Nov 2013: 86.1%
Nov 2012: 90.0%
12-Mon Avg: 85.8%
(Dec '12-Nov '13)

Subdivision A Monthly Results

Nov 2013: 82.5%
Nov 2012: 84.1%
12-Mon Avg: 79.5%
(Dec '12-Nov '13)

Subdivision B Monthly Results

Nov 2013: 88.6%
Nov 2012: 93.2%
12-Mon Avg: 89.5%
(Dec '12-Nov '13)

Discussion of Results

In November 2013, Track Gangs (2,132 delays), Work Equipment/G.O. (1,343 delays), Right Of Way (1,240 delays) were the highest categories of delays, representing 62.4% of the total 7,552 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Dec '12 - Nov '13</u>	<u>Dec '11 - Nov '12</u>	<u>% Difference</u>
①	85.1%	84.1%	+1.0%
②	63.6%	68.0%	-4.4%
③	82.9%	84.6%	-1.7%
④	71.4%	75.0%	-3.6%
⑤	82.3%	87.7%	-5.4%
⑥	73.5%	79.7%	-6.2%
⑦	92.7%	94.2%	-1.5%
⑤ 42 St	N/A*	N/A*	
Subdivision A	79.5%	82.8%	-3.3%
①	82.5%	85.4%	-2.9%
③	80.1%	88.3%	-8.2%
④	86.1%	92.5%	-6.4%
⑤	88.9%	91.6%	-2.7%
⑥	75.6%	84.1%	-8.5%
⑤ Fkln	99.7%	99.4%	0.3%
⑦	96.0%	96.2%	-0.2%
⑤ Rock	98.1%	97.1%	+1.0%
① ②	97.0%	97.6%	-0.6%
④	95.9%	96.7%	-0.8%
⑤	97.9%	95.8%	+2.1%
⑥	81.0%	85.4%	-4.4%
⑦	91.6%	94.5%	-2.9%
⑧	88.1%	93.1%	-5.0%
Subdivision B	89.5%	92.0%	-2.5%
Systemwide	85.8%	88.5%	-2.7%

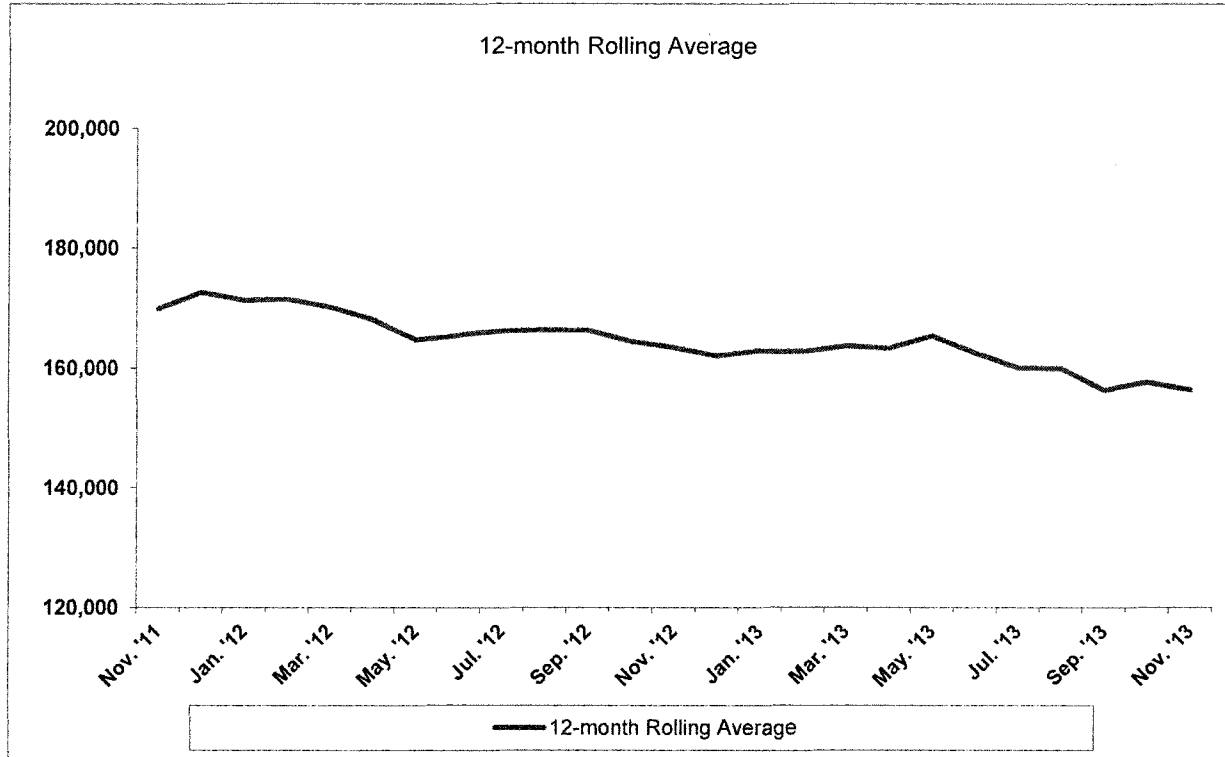
* Performance data unavailable pending ATS system software upgrade.

**November 2013 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	2,132
Work Equipment/G. O.	1,343
ROW Delays	1,240
Over Crowding	852
Fire	485
Unruly Customer	458
Car Equipment	281
Police	269
Sick Customer	237
Employee	99
Operational Diversions	93
External	33
Infrastructure	21
Inclement Weather	10
Total Delays	7,552

* 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

Nov 2013: 150,892

Nov 2012: 168,366

12-Month Average

Dec 12 - Nov 13: 156,430

Dec 11 - Nov 12: 163,515

Annual Result

2013 Goal: 166,000

2012 Actual: 162,138

Discussion of Results

MDBF in November 2013 decreased 10.4% from November 2012. Over the past year, the MDBF 12-month average decreased 4.3%.

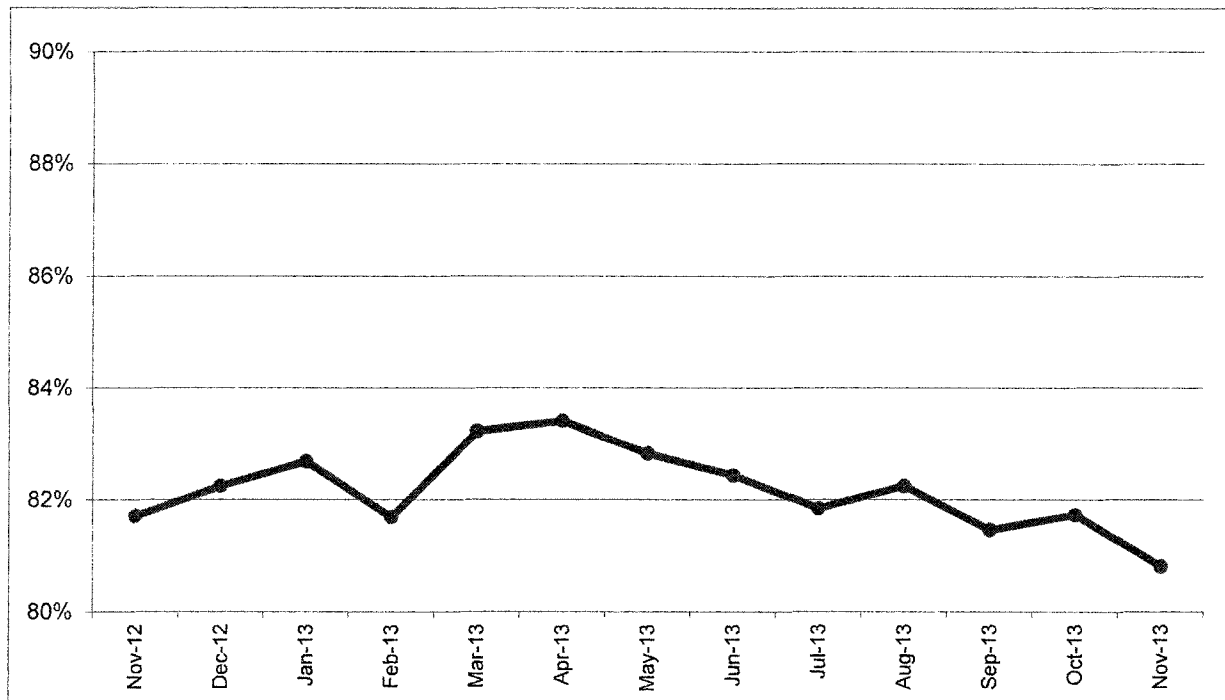
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	Nov '13	Nov '12	% Change
R32	222	52,903	62,080	-14.78%
R42	50	34,445	50,809	-32.21%
R46	752	97,075	85,816	13.12%
R62	315	210,374	183,169	14.85%
R62A	824	164,142	133,698	22.77%
R68	425	171,086	130,081	31.52%
R68A	200	93,985	138,300	-32.04%
R142	1,030	152,846	195,389	-21.77%
R142A	570	110,091	109,396	0.64%
R143	212	81,381	147,316	-44.76%
R160	1,662	454,503	611,398	-25.66%
FLEET	6,262	156,430	163,515	-4.33%

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

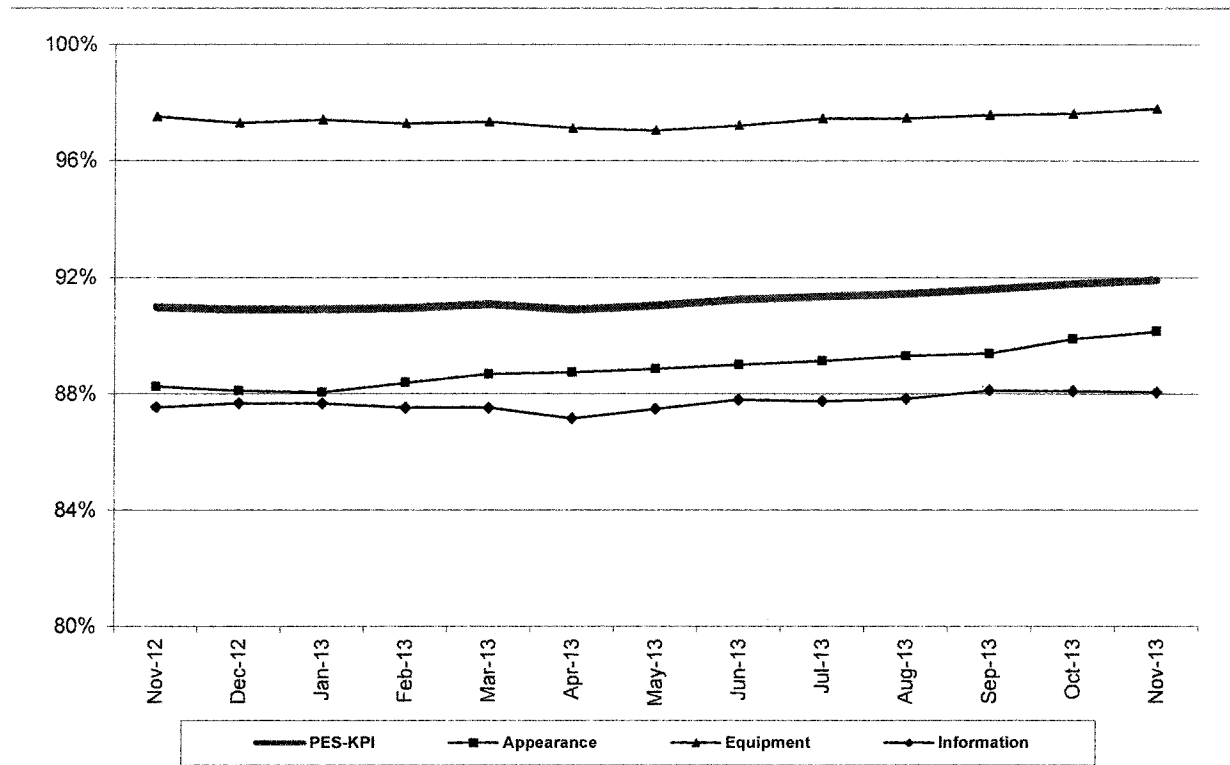
Systemwide Monthly Results	Goal
November 2013: 80.8%	2013 GOAL: 85.2%
November 2012: 81.7%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>November 2013</u>	<u>November 2012</u>	<u>% Difference</u>
①	83.6%	79.3%	+4.3%
②	66.0%	72.0%	-6.0%
③	76.4%	78.6%	-2.2%
④	64.9%	71.7%	-6.8%
⑤	65.4%	71.6%	-6.2%
⑥	70.5%	79.1%	-8.6%
⑦	81.4%	84.3%	-2.9%
⑤ 42nd	86.6%	N/A*	N/A*
SubDivision A*	75.3%	77.5%	-2.2%
①	74.7%	71.8%	+2.9%
②	73.4%	79.6%	-6.2%
③	80.3%	75.7%	+4.6%
④	82.1%	80.6%	+1.5%
⑤	79.1%	81.3%	-2.2%
⑥	75.4%	78.5%	-3.1%
⑤ FkIn	93.0%	91.1%	+1.9%
⑦	79.4%	77.0%	+2.4%
⑤ Rock	94.7%	88.5%	+6.2%
① Z	85.4%	88.7%	-3.3%
②	82.9%	86.1%	-3.2%
③	82.4%	82.5%	-0.1%
④	82.7%	80.6%	+2.1%
⑤	84.6%	83.0%	+1.6%
⑥	83.0%	79.8%	+3.2%
SubDivision B	84.3%	83.9%	+0.4%
Systemwide*	80.8%	81.7%	-0.9%

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

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
November 2013:	91.9%	90.2%	97.8%	88.1%
November 2012:	91.0%	88.3%	97.5%	87.5%
% Difference:	+0.9%	+1.9%	+0.3%	+0.6%

Chart 14

PES-KPI - Subway Car

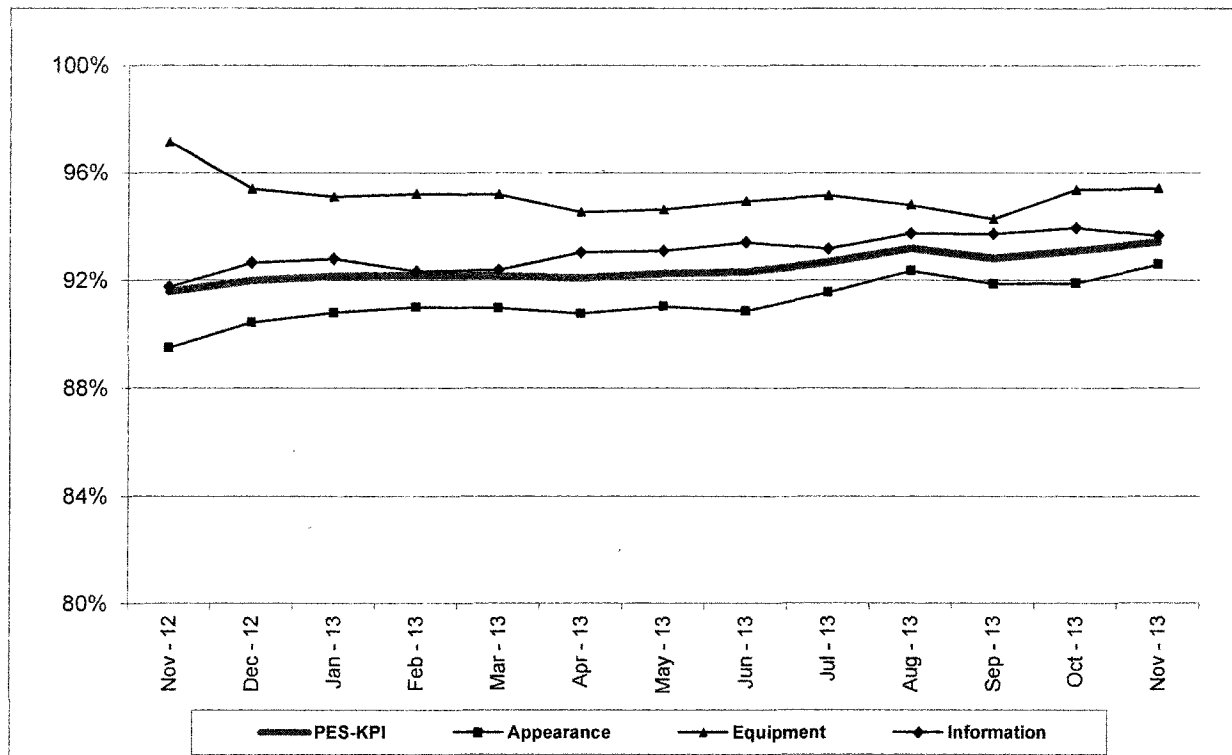
Line	November 2013				November 2012				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	94.9%	96.7%	96.9%	91.0%	93.0%	96.6%	95.3%	86.8%	+1.9%
②	95.7%	94.5%	96.2%	96.5%	96.9%	96.4%	95.6%	98.8%	-1.2%
③	95.6%	94.4%	98.0%	94.4%	93.4%	93.6%	99.0%	87.7%	+2.2%
④	96.2%	94.9%	96.9%	97.0%	97.6%	95.2%	98.8%	98.8%	-1.4%
⑤	97.5%	96.1%	98.1%	98.4%	95.7%	94.5%	95.0%	97.6%	+1.8%
⑥	96.2%	90.8%	98.7%	99.4%	96.6%	95.4%	95.2%	99.1%	-0.4%
⑦	94.4%	96.5%	92.6%	94.1%	94.1%	95.0%	96.3%	91.0%	+0.3%
⑤ 42nd	96.3%	96.3%	97.1%	95.6%	94.0%	99.4%	96.8%	85.6%	+2.3%
SubDivision A	95.7%	94.9%	96.7%	95.6%	95.2%	95.4%	96.3%	94.0%	+0.5%
①	94.6%	95.5%	95.9%	92.5%	94.2%	94.4%	97.3%	91.0%	+0.4%
②	92.9%	90.7%	96.5%	91.5%	91.6%	86.2%	98.2%	90.7%	+1.3%
③	94.9%	95.1%	96.2%	93.4%	92.7%	91.2%	96.8%	90.2%	+2.2%
④	92.7%	89.8%	95.4%	93.0%	94.2%	92.4%	98.2%	92.1%	-1.5%
⑤	98.2%	96.1%	99.2%	99.4%	96.5%	94.6%	96.9%	98.3%	+1.7%
⑥	97.3%	95.6%	97.9%	98.4%	96.1%	93.9%	96.6%	97.7%	+1.2%
⑤ Fkln	94.5%	94.9%	95.9%	92.6%	90.5%	88.0%	94.5%	89.0%	+4.0%
⑦	95.6%	95.9%	98.5%	92.4%	96.1%	96.9%	98.6%	92.8%	-0.5%
①/②	96.8%	96.8%	95.4%	98.3%	95.4%	91.3%	96.7%	98.5%	+1.4%
③	97.0%	94.8%	98.4%	98.0%	96.3%	94.6%	95.0%	99.4%	+0.7%
④	96.6%	93.4%	97.4%	99.1%	96.1%	92.8%	97.6%	97.8%	+0.5%
⑤	96.3%	91.1%	99.5%	98.5%	96.4%	93.3%	97.4%	98.7%	-0.1%
⑥	96.9%	92.9%	99.2%	98.7%	96.4%	91.7%	98.2%	99.3%	+0.5%
⑦	94.8%	93.8%	97.4%	93.2%	93.9%	93.3%	99.2%	89.2%	+0.9%
SubDivision B	95.8%	94.0%	97.5%	95.9%	95.0%	92.7%	97.4%	95.1%	+0.8%
Systemwide	95.8%	94.3%	97.2%	95.8%	95.1%	93.8%	97.0%	94.7%	+0.7%

Chart 15

PES-KPI - Station

<u>Borough</u>	November 2013				November 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	86.0%	82.5%	97.6%	78.7%	86.8%	83.5%	98.2%	79.4%	-0.8%
Manhattan	88.0%	84.3%	98.4%	82.3%	87.1%	81.2%	98.1%	83.4%	+0.9%
Brooklyn	88.0%	88.0%	98.7%	77.7%	85.8%	83.4%	97.8%	76.8%	+2.2%
Queens	90.0%	89.6%	98.6%	82.4%	88.3%	86.2%	98.5%	80.8%	+1.7%
Systemwide	88.1%	86.3%	98.4%	80.1%	86.9%	83.2%	98.1%	80.2%	+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>
November 2013:	93.4%	92.6%	95.4%	93.6%
November 2012:	91.6%	89.5%	97.1%	91.8%
% Difference:	+1.8%	+3.1%	-1.7%	+1.8%

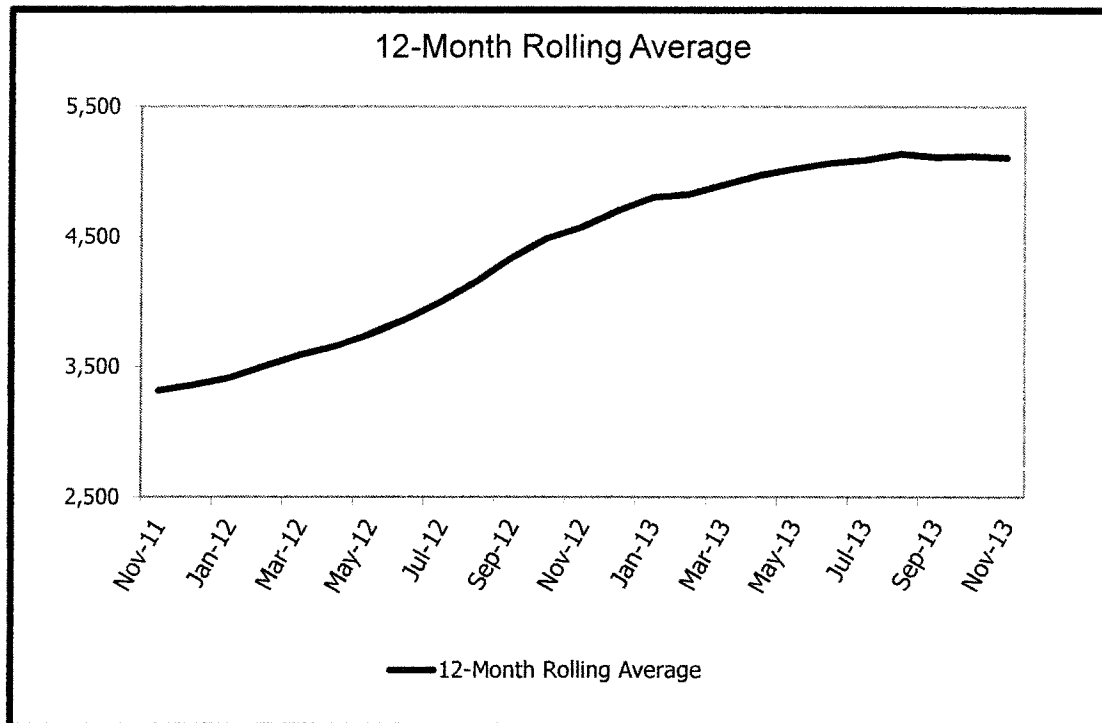
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: November 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,089	5,235	-2.8%	5,111	4,578	+11.7%
NYCT Bus	4,937	4,994	-1.1%	4,980	4,427	+12.5%
MTA Bus	5,653	6,202	-8.9%	5,584	5,145	+8.5%
System MDBSI (chart 2)	2,581	2,813	-8.3%	2,739	2,599	+5.4%
NYCT Bus	2,625	2,726	-3.7%	2,722	2,543	+7.0%
MTA Bus	2,446	3,138	-22.1%	2,799	2,798	+0.0%
System Trips Completed (chart 3)	99.14%	98.91%	+0.2%	99.24%	98.81%	+0.4%
NYCT Bus	99.29%	98.90%	+0.4%	99.26%	98.83%	+0.4%
MTA Bus	98.48%	98.95%	-0.5%	99.12%	98.71%	+0.4%
System AM Pull Out (chart 4)	99.45%	99.35%	+0.1%	99.66%	99.28%	+0.4%
NYCT Bus	99.79%	99.39%	+0.4%	99.72%	99.36%	+0.4%
MTA Bus	98.28%	99.22%	-0.9%	99.44%	99.01%	+0.4%
System PM Pull Out (chart 5)	99.69%	99.60%	+0.1%	99.85%	99.59%	+0.3%
NYCT Bus	99.91%	99.58%	+0.3%	99.88%	99.63%	+0.2%
MTA Bus	98.87%	99.66%	-0.8%	99.77%	99.45%	+0.3%
System Buses >= 12 years	25%	27%				
NYCT Bus	29%	30%				
MTA Bus	13%	19%				
System Fleet Age	7.79	7.64				
NYCT Bus	7.94	7.75				
MTA Bus	7.25	7.24				
Paratransit						
% of Trips Completed	94.15%	92.54%	+1.6%	94.08%	94.27%	-0.2%
Trips Requested	648,526	600,769	+7.9%	661,433	664,028	-0.4%
Trips Scheduled	572,306	534,787	+7.0%	593,911	600,819	-1.1%
Trips Completed	538,838	494,895	+8.9%	558,756	566,416	-1.4%
Early Cancellations as a Percentage of Trips Requested	10.98%	10.55%	+0.4%	9.44%	8.84%	+0.6%
Late Cancellations as a Percentage of Trips Scheduled	3.55%	4.20%	-0.6%	3.80%	3.70%	+0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.60%	2.42%	-0.8%	1.66%	1.68%	-0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.69%	0.84%	-0.2%	0.47%	0.35%	+0.1%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.78%	0.44%	+0.3%	0.77%	0.68%	+0.1%
New Applications Received	2,689	2,057	+30.7%	3,003	2,655	+13.1%

Bus Mean Distance Between Failures - System*



Definition

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

Monthly Results

November 2013: 5,089
November 2012: 5,235

12-Month Average

Dec 12 - Nov 13 5,111
Dec 11 - Nov 12 4,578

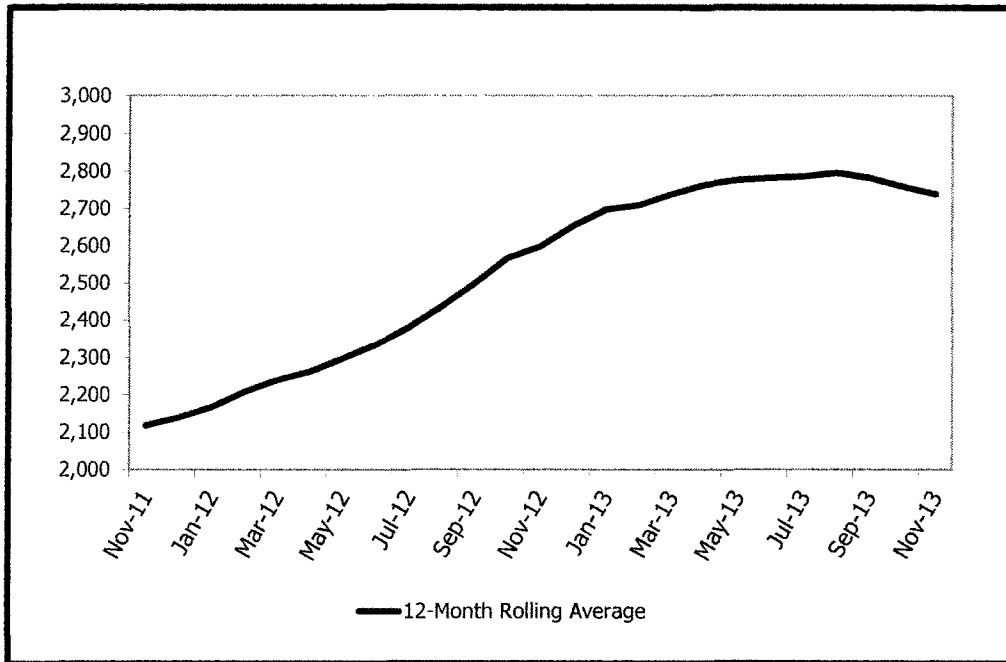
Annual Results

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

November 2013: 2,581

November 2012: 2,813

12-Month Average

Dec 12 - Nov 13 2,739

Dec 11 - Nov 12 2,599

Annual Results

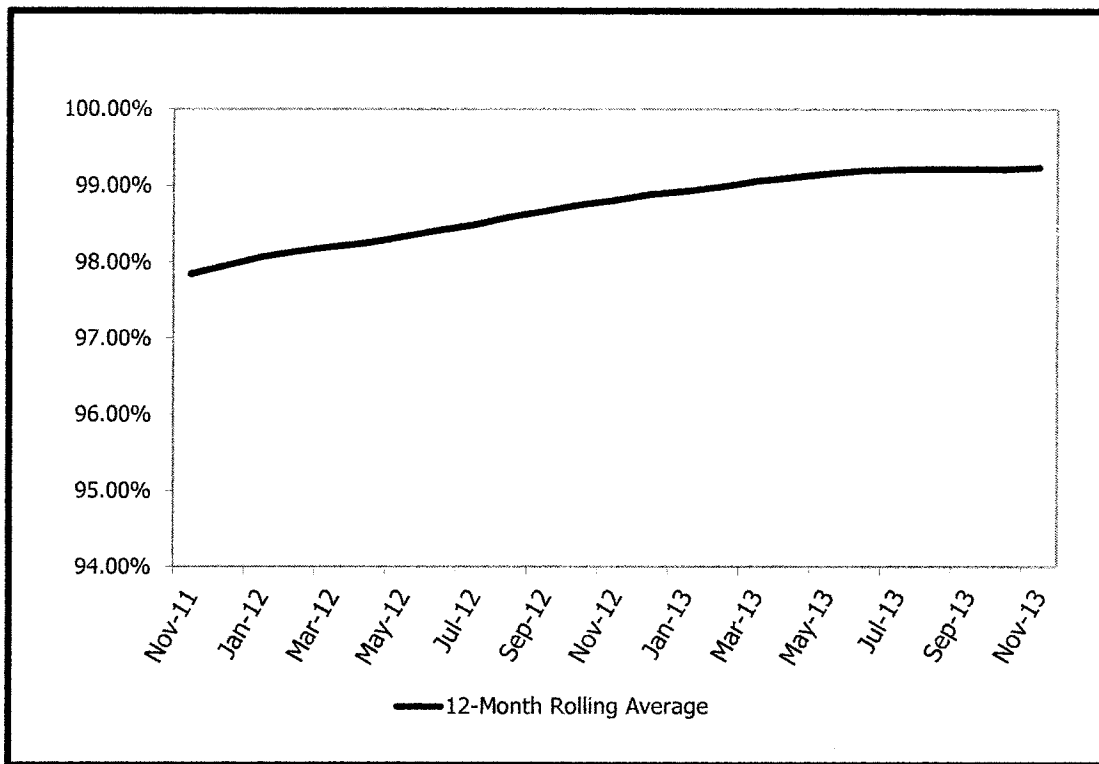
2013 YTD: 2,715

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

November 2013: 99.14%

November 2012: 98.91%

12-Month Average

Dec 12 - Nov 13 99.24%

Dec 11 - Nov 12 98.81%

Annual Results

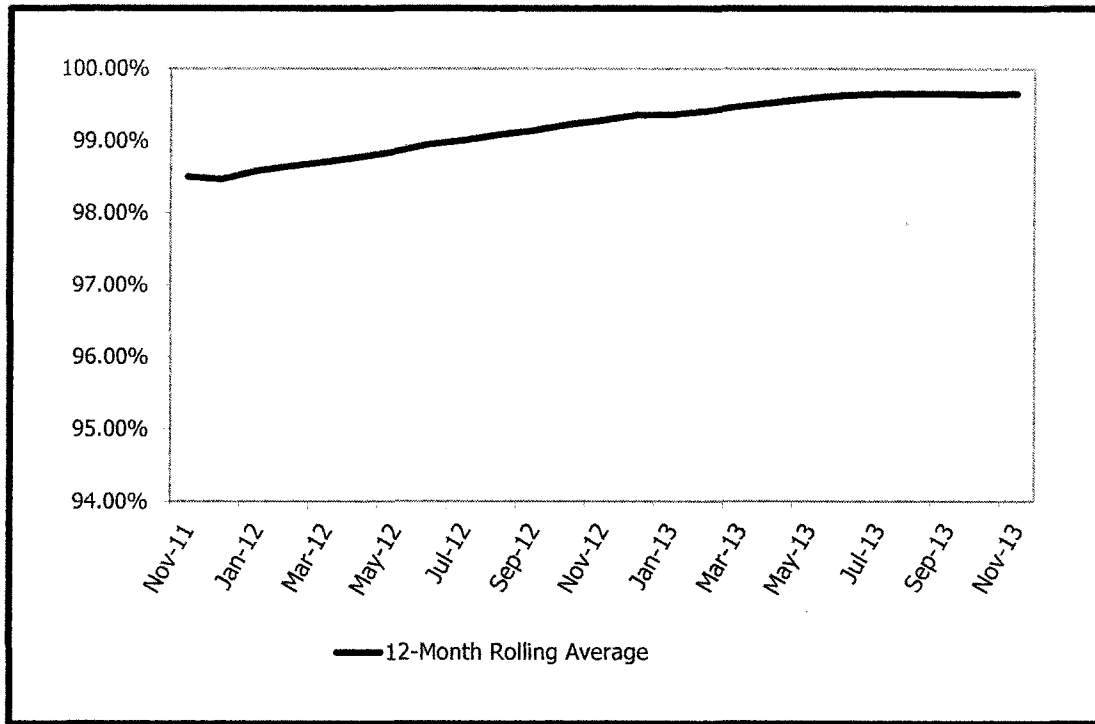
2013 YTD: 99.24%

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

November 2013: 99.45%
November 2012: 99.35%

12-Month Average

Dec 12 - Nov 13 99.66%
Dec 11 - Nov 12 99.28%

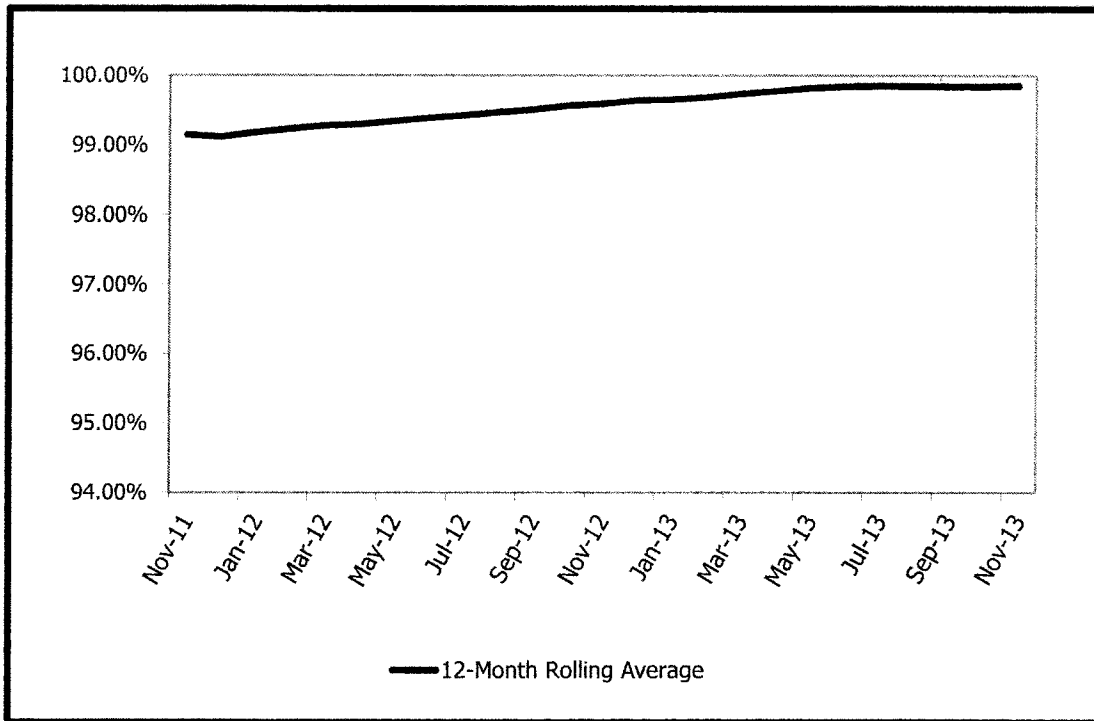
Annual Results

2013 YTD: 99.66%
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

November 2013: 99.69%

Dec 12 - Nov 13 99.85%

2013 YTD: 99.86%

November 2012: 99.60%

Dec 11 - Nov 12 99.59%

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 November 2013 are shown below.

Safety Report

Performance Indicator	Current Month: November 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ¹ (chart 1)	2.40	2.52	-4.6%	2.88	2.75	+4.7%
Subway Customer Injuries per Million Customers ¹ (chart 2)	2.44	2.71	-9.9%	2.91	2.81	+3.6%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	1	-100.0%	1	2	-50.0%
Subway Fires ² (charts 5-6)	82	74	+10.8%	881	815	+8.1%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	2.42	1.80	+34.6%	2.79	2.39	+16.7%

Bus Collisions Per Million Miles (chart 7)						
Regional	50.36	57.80	-12.9%	48.69	46.43	+4.8%
NYCT Bus	51.43	57.97	-11.3%	50.15	47.46	+5.7%
MTA Bus	46.88	57.26	-18.1%	43.98	43.12	+2.0%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	7.00	5.17	+35.4%	6.81	6.58	+3.6%
NYCT Bus	7.26	5.18	+40.0%	7.34	6.94	+5.8%
MTA Bus	6.16	5.11	+20.5%	5.11	5.40	-5.4%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.12	1.08	+3.1%	1.05	1.13	-7.6%
NYCT Bus	1.25	1.15	+9.0%	1.07	1.11	-3.1%
MTA Bus	0.39	0.74	-46.4%	0.91	1.28	-28.7%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.21	1.10	+9.9%	1.12	1.17	-4.4%
NYCT Bus	1.36	1.17	+16.5%	1.14	1.15	-1.0%
MTA Bus	0.39	0.74	-46.4%	1.02	1.30	-21.0%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.54	5.57	-18.5%	5.17	5.67	-8.8%
MTA Bus	6.68	5.94	+12.4%	6.76	8.96	-24.5%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	2.86	2.81	+1.8%	3.28	3.21	+2.2%

Subways Crime Report

Performance Indicator	Current Month: December 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	274	242	+13.2%	2,606	2,732	-4.6%
Robberies ^{3,4}	52	54	-3.7%	611	785	-22.2%

SIR Crime Report

Performance Indicator	Current Month: December 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	2	3	-33.3%	25	30	-16.7%
Robberies ^{3,4}	1	2	-50.0%	9	14	-35.7%

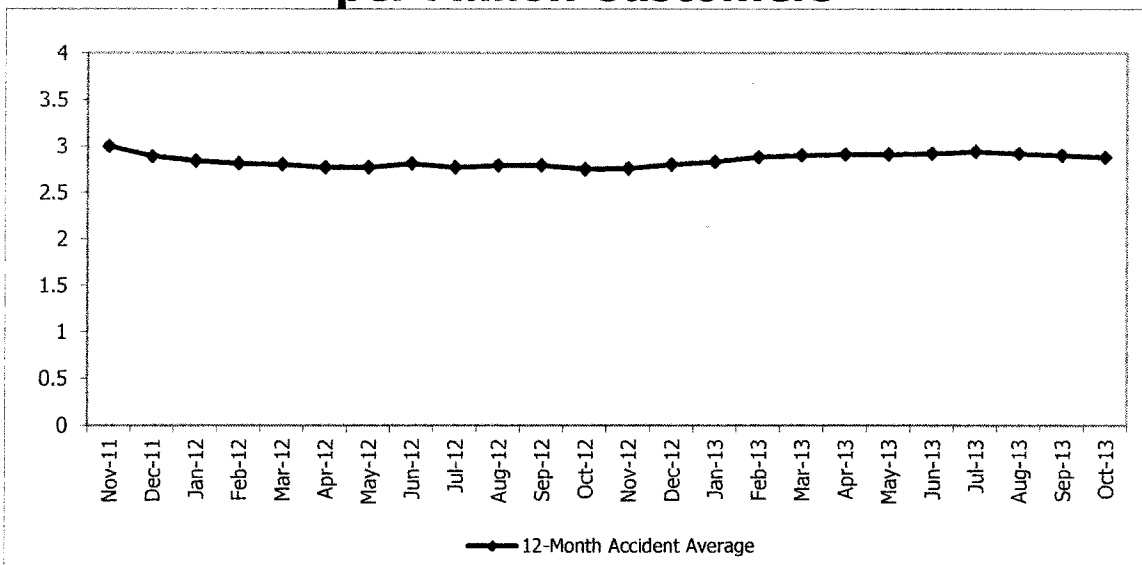
¹ Current month data are for October 2013.

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 are for December 2013.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

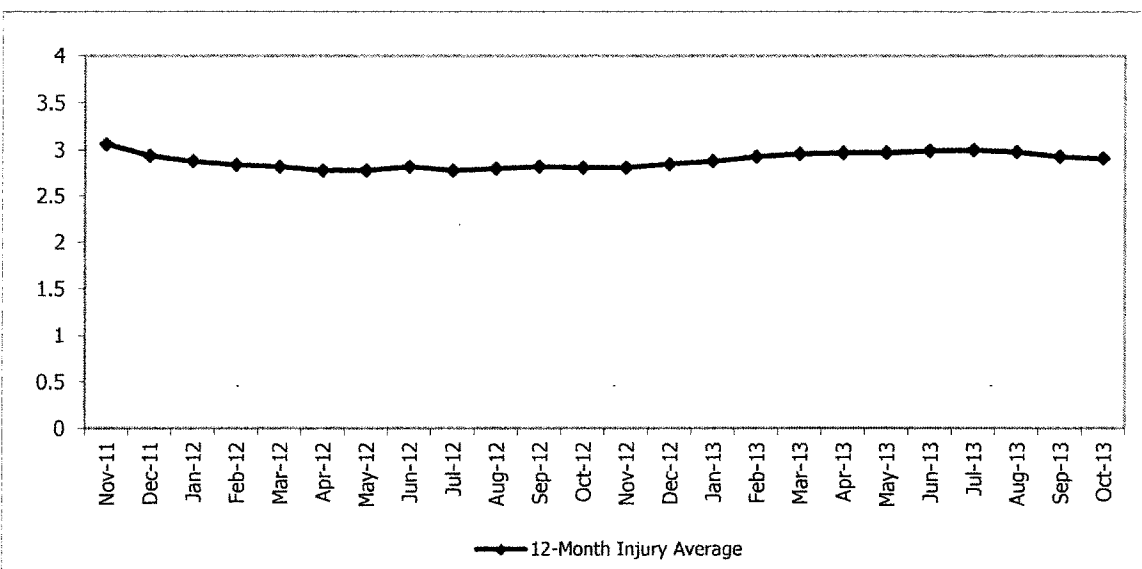
Oct 2013: 2.40
Oct 2012: 2.52

12-Month Average

Nov 12 – Oct 13: 2.88
Nov 11 – Oct 12: 2.75

Annual Results

2013 YTD: 2.84
2012 Actual: 2.80



Monthly Results

Oct 2013: 2.44
Oct 2012: 2.71

12-Month Average

Nov 12 – Oct 13: 2.91
Nov 11 – Oct 12: 2.81

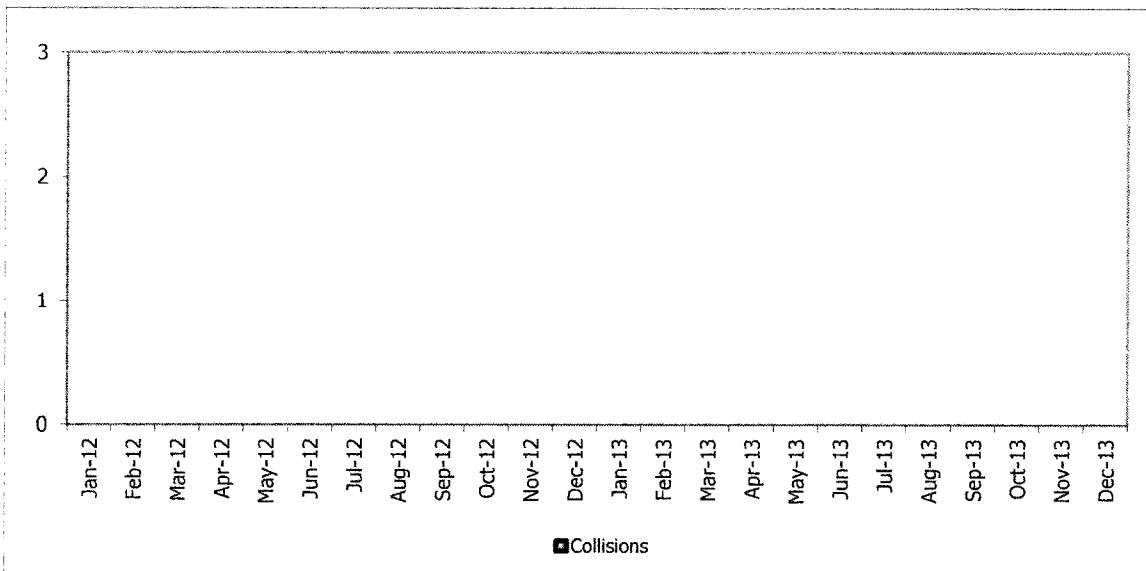
Annual Results

2013 YTD: 2.86
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

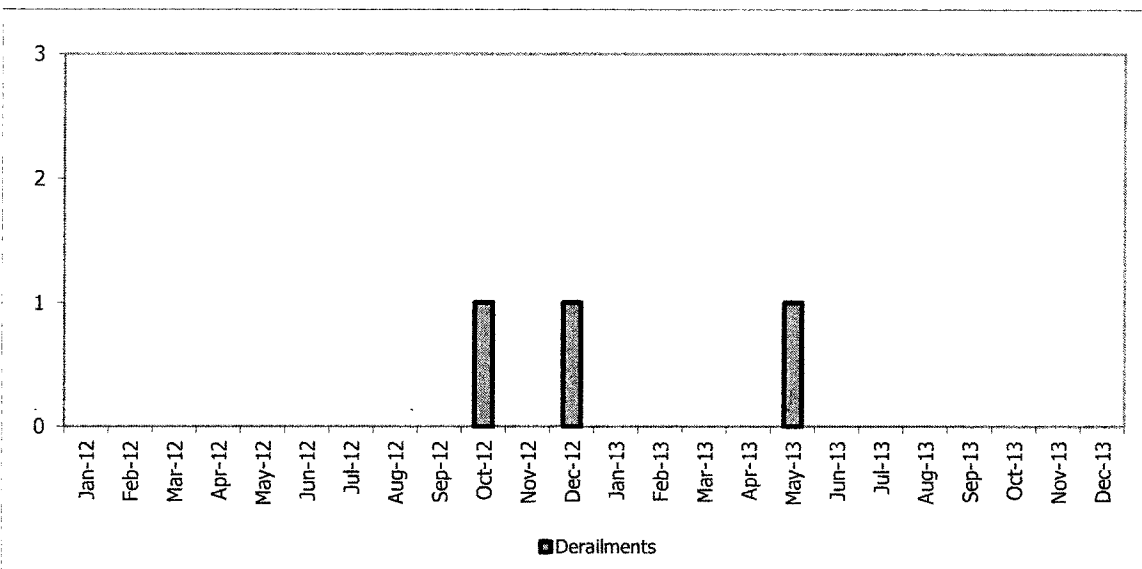
Dec 2013: 0
Dec 2012: 0

12-Month Average

Jan 13 – Dec 13: 0
Jan 12 – Dec 12: 0

Annual Results

2013 YTD: 0
2012 Actual: 0



Monthly Results

Dec 2013: 0
Dec 2012: 1

12-Month Average

Jan 13 – Dec 13: 1
Jan 12 – Dec 12: 2

Annual Results

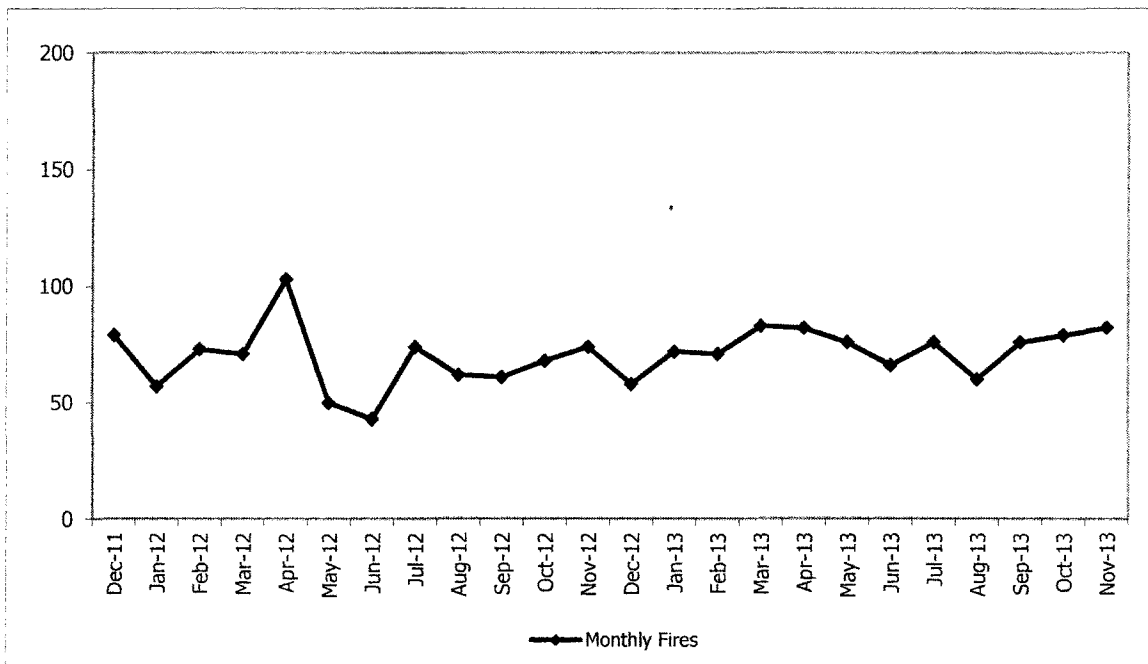
2013 YTD: 1
2012 Actual: 2

Definitions

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

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

Subway Fires



Monthly Results

Nov 2013: 82
Nov 2012: 74

12-Month Average

Dec 12 – Nov 13: 881
Dec 11 – Nov 12: 815

Annual Results

2013 YTD: 823
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

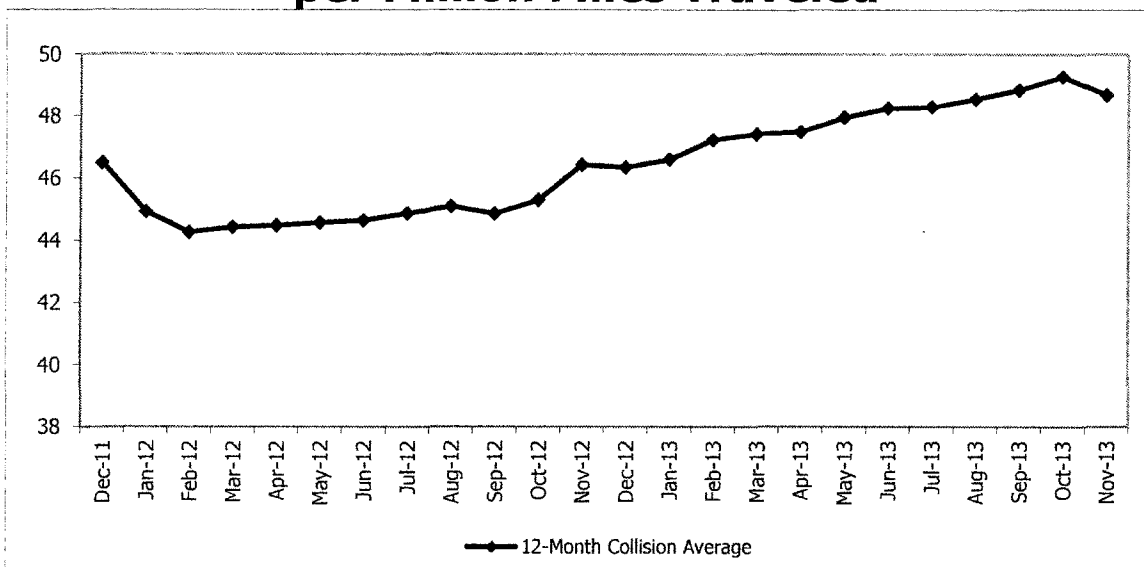
Severity & Location of fires during the current month were as follows:

Low:	89.0%	Train:	17
Average:	9.8%	Right-of-way:	53
Above Average:	1.2%	Station:	12
High:	0.0%	Other:	0
		Total:	82

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

Train:		Right-of-Way:		Station:	
Brake Shoes	7	Debris:	32	Debris:	11
Debris	4	Tie:	8	Electrical:	1
Hot Wheels	2	Vegetation:	6		

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

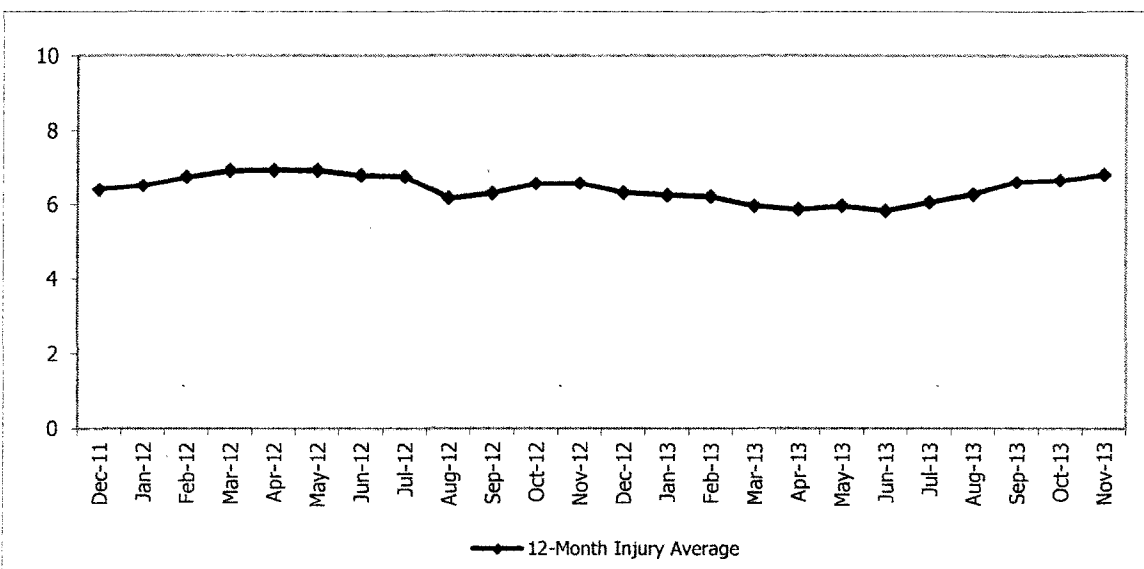
Nov 2013: 50.36
Nov 2012: 57.80

12-Month Average

Dec 12 – Nov 13: 48.69
Dec 11 – Nov 12: 46.43

Annual Results

2013 YTD: 48.94
2012 Actual: 46.35



Monthly Results

Nov 2013: 7.00
Nov 2012: 5.17

12-Month Average

Dec 12 – Nov 13: 6.81
Dec 11 – Nov 12: 6.58

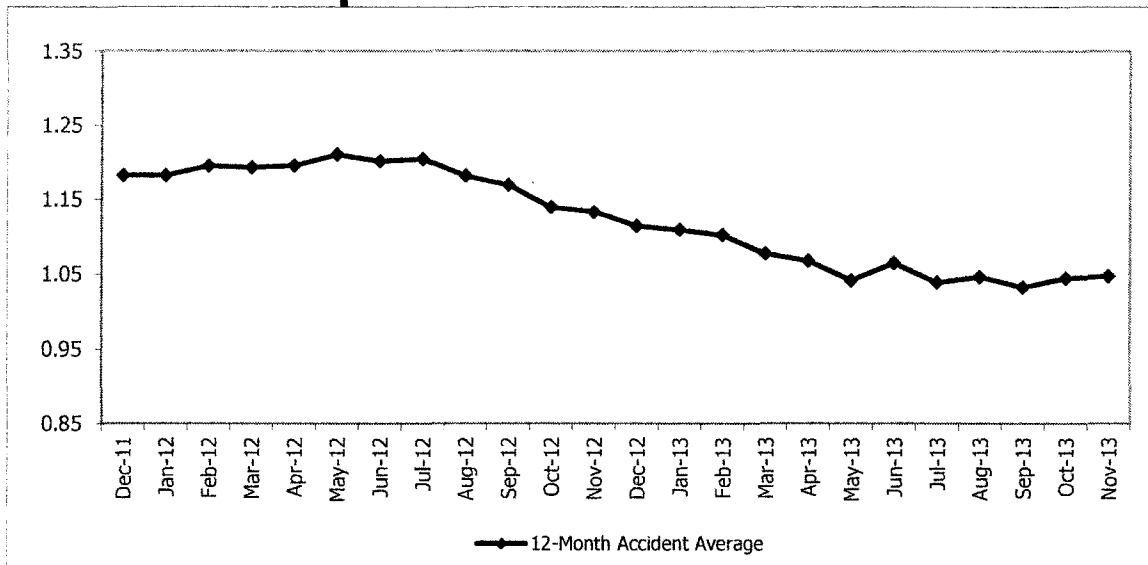
Annual Results

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

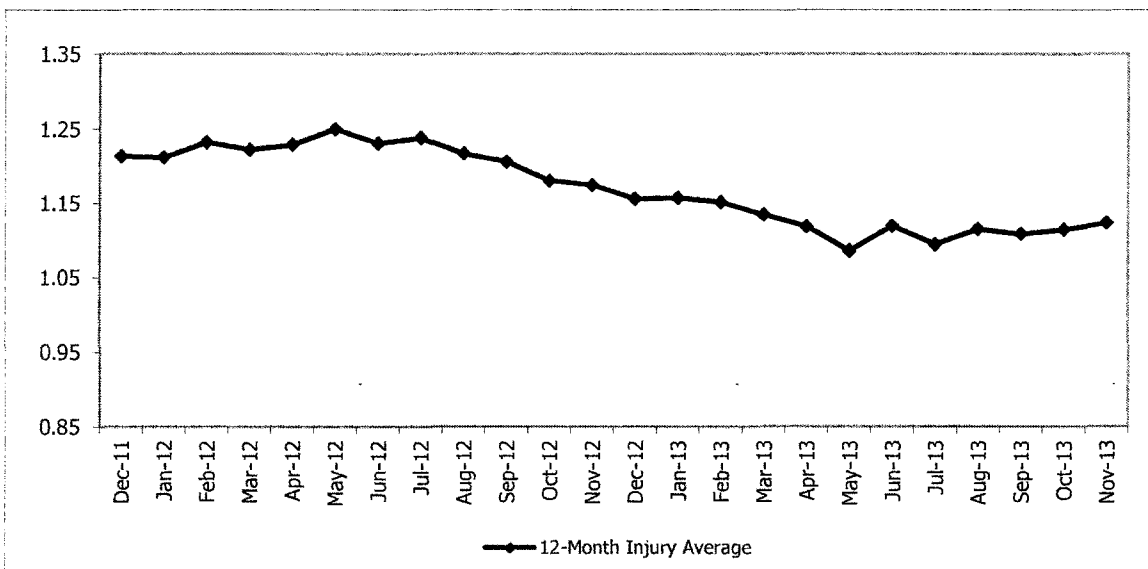
Nov 2013: 1.12
Nov 2012: 1.08

12-Month Average

Dec 12 - Nov 13: 1.05
Dec 11 - Nov 12: 1.13

Annual Results

2013 YTD: 1.05
2012 Actual: 1.11



Monthly Results

Nov 2013: 1.21
Nov 2012: 1.10

12-Month Average

Dec 12 - Nov 13: 1.12
Dec 11 - Nov 12: 1.17

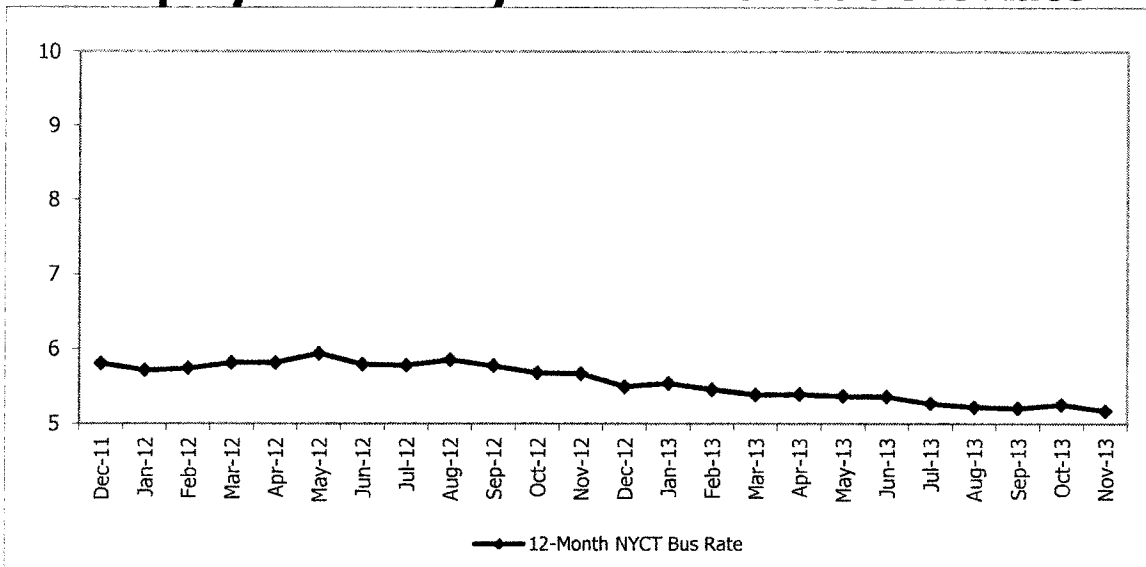
Annual Results

2013 YTD: 1.13
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

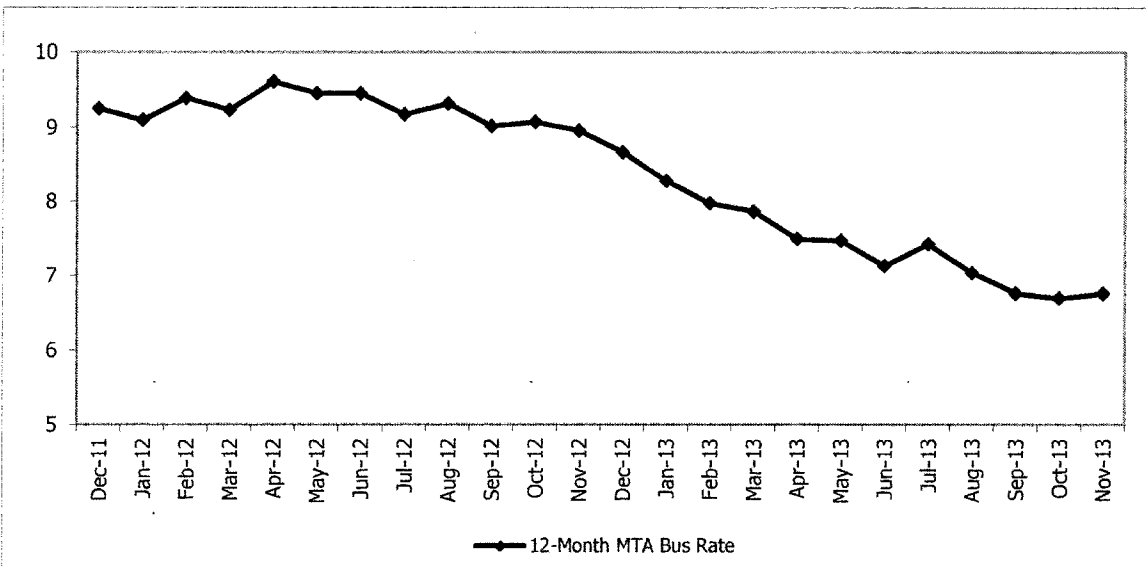
Nov 2013: 4.54
Nov 2012: 5.57

12-Month Average

Dec 12 – Nov 13: 5.17
Dec 11 – Nov 12: 5.67

Annual Results

2013 Goal: 5.13
2012 Actual: 5.50



Monthly Results

Nov 2013: 6.68
Nov 2012: 5.94

12-Month Average

Dec 12 – Nov 13: 6.76
Dec 11 – Nov 12: 8.96

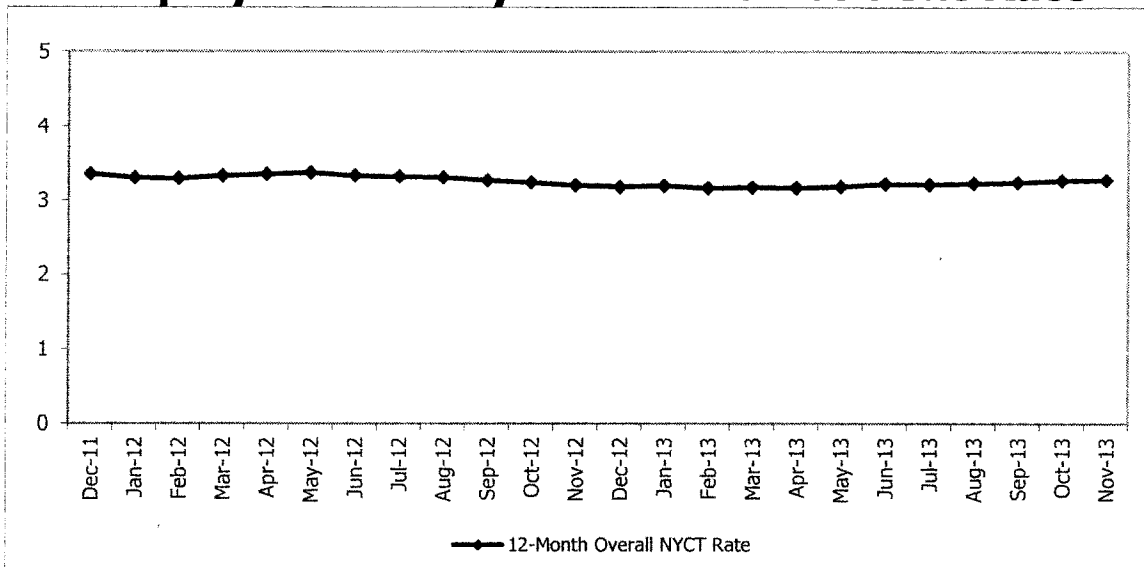
Annual Results

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

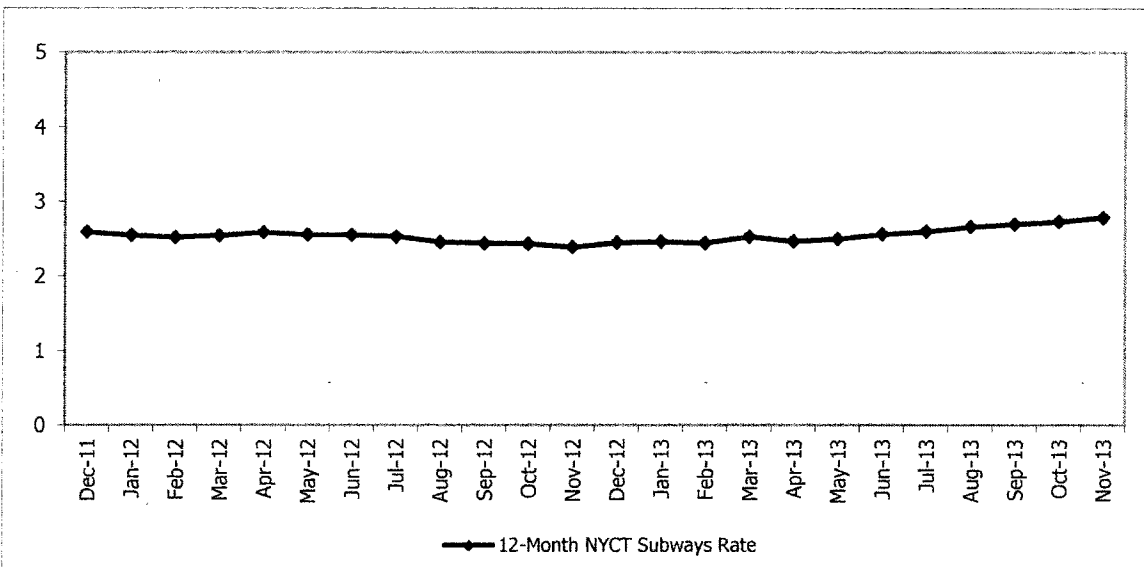
Nov 2013: 2.86
Nov 2012: 2.81

12-Month Average

Dec 12 – Nov 13: 3.28
Dec 11 – Nov 12: 3.21

Annual Results

2013 Goal: 2.97
2012 Actual: 3.19



Monthly Results

Nov 2013: 2.42
Nov 2012: 1.80

12-Month Average

Dec 12 – Nov 13: 2.79
Dec 11 – Nov 12: 2.39

Annual Results

2013 Goal: 2.29
2012 Actual: 2.47

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 DECEMBER

	2013	2012	Diff	% Change
MURDER	0	2	-2	-100.0%
RAPE	0	1	-1	-100.0%
ROBBERY	52	54	-2	-3.7%
FELASSAULT	18	18	0	0.0%
BURGLARY	0	1	-1	-100.0%
GRLARCENY	204	166	38	22.9%
<u>TOTAL MAJOR FELONIES</u>	<u>274</u>	<u>242</u>	<u>32</u>	<u>13.2%</u>

During December the daily Robbery average remained the same at 1.7

During December the daily Major Felony average increased from 7.8 to 8.8

CRIME STATISTICS JANUARY THRU DECEMBER

	2013	2012	Diff	% Change
MURDER	1	2	-1	-50.0%
RAPE	5	10	-5	-50.0%
ROBBERY	611	785	-174	-22.2%
FELASSAULT	198	205	-7	-3.4%
BURGLARY	32	27	5	18.5%
GRLARCENY	1759	1703	56	3.3%
<u>TOTAL MAJOR FELONIES</u>	<u>2606</u>	<u>2732</u>	<u>-126</u>	<u>-4.6%</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 7.5 to 7.1

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

DECEMBER ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	3386	3390	-4	-0.1%
TosArrest	1839	2019	-180	-8.9%
Summ	6144	6321	-177	-2.8%

JANUARY - DECEMBER ACTIVITY

	2013	2012	Diff	% Change
TotalArrest	51368	48140	3228	6.7%
TosArrest	28103	25981	2122	8.2%
Summ	86004	90617	-4613	-5.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-DECEMBER																
	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	2	1	2	1
<i>Rape</i>	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10	5
<i>Robbery</i>	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	713	787	785	611
<i>Assault</i>	501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	205	198
<i>Burglary</i>	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27	32
<i>GL</i>	3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1282	1552	1703	1759
<i>TOTAL MAJOR FELONIES</i>	6218	4792	4519	4262	3756	3705	3218	3286	3100	2703	2355	2328	2049	2193	2556	2732	2606
<i>Major Fel Per Day</i>	17.04	13.13	12.38	11.68	10.29	10.15	8.82	9.00	8.49	7.41	6.45	6.38	5.61	6.01	7.00	7.48	7.14

3.36

Attachment 3



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

December 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	1	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	3	-1	-33%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	9	14	-5	-36%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	14	13	1	8%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	25	30	-5	-17%

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	November Results		November Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	0.6	0.2	3,665.7	3,694.1	28.4	0.8
Nonreimb. Exp. before Dep./OPEB	62.7	11.7	6,415.8	6,311.7	104.0	1.6
Net Cash Deficit*	96.8	44.8	(2,143.7)	(2,140.0)	3.7	0.2

*Excludes Subsidies and Debt Service

November 2013 **farebox revenue** was \$333.8 million, \$0.6 million (0.2 percent) above forecast. Subway revenue was \$1.3 million (0.5 percent) above forecast, bus revenue was \$0.4 million (0.6 percent) below forecast, and paratransit revenue was \$0.2 million (12.6 percent) below forecast. Year-to-date revenue was \$28.4 million (0.8 percent) above forecast, mostly due to subway revenue, which was \$27.2 million (1.0 percent) above forecast; bus revenue was \$2.3 million (0.3 percent) above forecast and paratransit revenue was \$1.1 million (6.8 percent) below forecast. Accrued fare media liability was equal to the forecast for both the month and year-to-date. The November 2013 non-student **average fare** of \$1.781 increased 8.1¢ from November 2012 due to the March 2013 fare increase; the subway fare increased 8.0¢, the local bus fare increased 5.4¢, and the express bus fare increased 33.9¢.

Total **ridership** in November 2013 of 197.4 million was 0.2 percent (0.3 million trips) above forecast. Average weekday ridership in November 2013 was 7.8 million, an increase of 3.5 percent from November 2012. Average weekday ridership for the twelve months ending November 2013 was 7.7 million, an increase of 0.8 percent from the twelve months ending November 2012.

Nonreimbursable expenses before depreciation and OPEB in November underran forecast by \$62.7 million (11.7 percent). Labor expenses were below forecast by \$48.1 million (12.4 percent), due mostly to favorable pension expense adjustments, payroll underruns mostly from vacancies, and favorable reimbursable overhead credits, resulting from higher reimbursable overtime expenses. Non-labor expenses were below forecast by \$14.6 million (9.9 percent), including favorable results in paratransit service contracts, electric power, maintenance contracts and materials & supplies expenses, partly offset by unfavorable claims accrual adjustments to be more consistent with cash payouts. Year-to-date, nonreimbursable expenses were \$104.0 million (1.6 percent) below forecast. Labor expenses were lower than forecast by \$81.4 million (1.7 percent), due largely to favorable health & welfare/OPEB current rates, payroll underruns mainly from vacancies, favorable reimbursable overhead credits and pension expense adjustments, partly offset by higher overtime expenses. Non-labor expenses were \$22.7 million (1.5 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 and claims.

The **net cash deficit** for November year-to-date was \$2,140.0 million, favorable to forecast by \$3.7 million (0.2 percent).

FINANCIAL RESULTS

Farebox Revenue

November 2013 Farebox Revenue - (\$ in millions)

	November				November Year-to-Date			
	Forecast	Preliminary Actual	Favorable/(Unfavorable) Amount	Percent	Forecast	Preliminary Actual	Favorable/(Unfavorable) Amount	Percent
Subway	250.9	252.2	1.3	0.5%	2,739.8	2,767.0	27.2	1.0%
NYCT Bus	76.4	75.9	(0.4)	(0.6%)	862.1	864.4	2.3	0.3%
Paratransit	1.6	1.4	(0.2)	(12.6%)	15.9	14.8	(1.1)	(6.8%)
Subtotal	328.8	329.5	0.6	0.2%	3,617.8	3,646.2	28.4	0.8%
Fare Media Liability	4.4	4.4	0.0	0.0%	47.9	47.9	0.0	0.0%
Total - NYCT	333.2	333.8	0.6	0.2%	3,665.7	3,694.1	28.4	0.8%
MTA Bus Company	15.9	16.0	0.1	0.4%	180.5	182.7	2.2	1.2%
<i>Total - Regional Bus</i>	<i>92.3</i>	<i>91.9</i>	<i>(0.4)</i>	<i>(0.4%)</i>	<i>1,042.5</i>	<i>1,047.1</i>	<i>4.5</i>	<i>0.4%</i>

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

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

	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change Amount	Percent	2012	Prelim. 2013	Change Amount	Percent
Subway	1.787	1.867	0.080	4.5%	1.435	1.496	0.061	4.3%
Local Bus	1.425	1.479	0.054	3.8%	1.435	1.496	0.061	4.3%
Subway & Local Bus	1.686	1.765	0.079	4.7%	1.435	1.496	0.061	4.3%
Express Bus	4.617	4.956	0.339	7.3%	4.609	4.948	0.339	7.3%
Total	1.700	1.781	0.081	4.8%	1.694	1.761	0.066	3.9%

- 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 November average fare of \$1.17 was 21¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenues were above forecast by \$0.8 million (2.3 percent) in November and by \$8.5 million (1.8 percent) year-to-date. These favorable results were due largely to higher advertising and paratransit Urban Tax revenues, partly offset by lower MetroCard surcharge revenue.

Nonreimbursable Expenses

In November, nonreimbursable expenses before depreciation and OPEB were below forecast by \$62.7 million (11.7 percent). Year-to-date, expenses were \$104.0 million (1.6 percent) less than forecast. The major causes of these variances are reviewed below:

Labor expenses in the month of November were favorable to forecast by \$48.1 million (12.4 percent). Pension expenses underran by \$19.4 million (99.5 percent), which represented a year-to-date MaBSTOA expense adjustment, consistent with current reduced annual expense projections. Payroll expenses were under by \$11.5 million (4.5 percent), due mainly to vacancies. Reimbursable overhead credits and direct overhead credits included in other fringe benefits were favorable by \$10.9 million (79.1 percent) and \$3.0 million (12.4 percent), respectively, resulting from higher reimbursable overtime expenses. Health & welfare/OPEB current expenses were less than forecast by \$6.7 million (8.1 percent), due largely to lower rates. Overtime expenses exceeded forecast by \$3.3 million (14.7 percent), due primarily to additional bus requirements caused by traffic and end-of-run ramp delays. Year-to-date, labor costs were lower than forecast by \$81.4 million (1.7 percent). Health & welfare/OPEB current expenses underran forecast by \$35.0 million (3.9 percent), due to lower rates. Payroll expenses were less than forecast by \$30.2 million (1.1 percent), due largely to vacancies. Reimbursable overhead credits were favorable by \$22.2 million (12.9 percent), resulting mainly from higher reimbursable overtime expenses. Pension expenses underran by \$19.2 million (2.1 percent), which represented a year-to-date MaBSTOA expense adjustment, consistent with current reduced annual expense projections. Overtime expenses exceeded forecast by \$28.3 million (9.0 percent), due primarily to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy/adverse weather requirements.

Non-labor expenses were under forecast in November by \$14.6 million (9.9 percent). Paratransit service contract expenses were favorable by \$6.0 million (17.2 percent), due mostly to lower completed trips and call center activity, and the favorable timing of expenses. Electric power expenses were less than forecast by \$5.6 million (22.2 percent), due largely to the favorable timing of expenses and lower consumption. Maintenance contracts underran forecast by \$5.4 million (32.5 percent), primarily from underruns in building-related, painting and vehicle maintenance expenses. Materials & supplies expenses were below forecast by \$4.4 million (15.8 percent), due largely to lower vehicle maintenance requirements. Professional service contract expenses were under by \$1.7 million (18.6 percent), mostly from underruns in office-related equipment and IT hardware expenses, partly offset by overruns in bond services and Workers' Compensation Board expenses. Fuel expenses were lower by \$1.6 million (11.1 percent), due largely to lower consumption and prices, and the favorable timing of expenses. Claims expenses were higher by \$10.0 million, based on the recording of accrual adjustments to be more consistent with higher claims cash payouts. Year-to-date, non-labor expenses were \$22.7 million (1.5 percent) under forecast, including the following:

- Paratransit service contracts were below forecast by \$22.2 million (6.2 percent), due mainly to lower completed trips, call center activity and vehicle rehabs, and the favorable timing of expenses.
- Materials and supplies expenses were under forecast by \$16.0 million (5.9 percent), due largely to lower vehicle maintenance requirements, 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 \$15.3 million (8.6 percent), due primarily to underruns in auto purchases, painting and building-related expenses, partly offset by overruns in maintenance and repair expenses.
- Electric power expenses were favorable by \$5.1 million (1.8 percent), primarily from lower consumption, partly offset by the unfavorable timing of expenses and higher prices.
- Professional service contracts were higher than forecast by \$20.3 million (17.1 percent), mostly due to higher bond services, Workers' Compensation Board and data center expenses, and retroactive reclassification adjustments offset in other non-labor accounts, partly offset by IT hardware expense underruns.
- Claims (public liability) expenses were higher by \$12.9 million (15.8 percent), due to accrual adjustments to be more consistent with higher claims cash payouts.
- Fuel expenses were unfavorable to forecast by \$2.7 million (1.9 percent), due mostly to higher consumption and prices, partly offset by the favorable timing of expenses.

Depreciation expenses were below forecast year-to-date by \$75.0 million (5.5 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 November year-to-date was \$2,140.0 million, favorable to forecast by \$3.7 million (0.2 percent).

Inventory (see Inventory Note following)

Inventory at the end of November was \$214.5 million, \$31.2 million (17.0 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 45,670 full-time paid incumbents at the end of November, 185 more than in October and an increase of 540 from December 2012 (excluding 199 temporary December paid incumbents).

RIDERSHIP RESULTS

November 2013 Ridership vs. Forecast - (millions)

	November				November Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	140.7	141.5	0.7	0.5%	1,553.8	1,565.0	11.2	0.7%
NYCT Bus	55.5	55.2	(0.3)	(0.6%)	623.4	624.4	0.9	0.2%
Subtotal	196.2	196.6	0.4	0.2%	2,177.2	2,189.3	12.1	0.6%
Paratransit	0.9	0.7	(0.1)	(13.6%)	9.0	8.5	(0.4)	(5.0%)
Total - NYCT	197.1	197.4	0.3	0.2%	2,186.2	2,197.9	11.7	0.5%
MTA Bus Company	10.0	10.2	0.2	1.6%	113.4	115.0	1.6	1.4%
Total - Regional Bus	65.5	65.3	(0.1)	(0.2%)	736.8	739.4	2.5	0.3%

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.

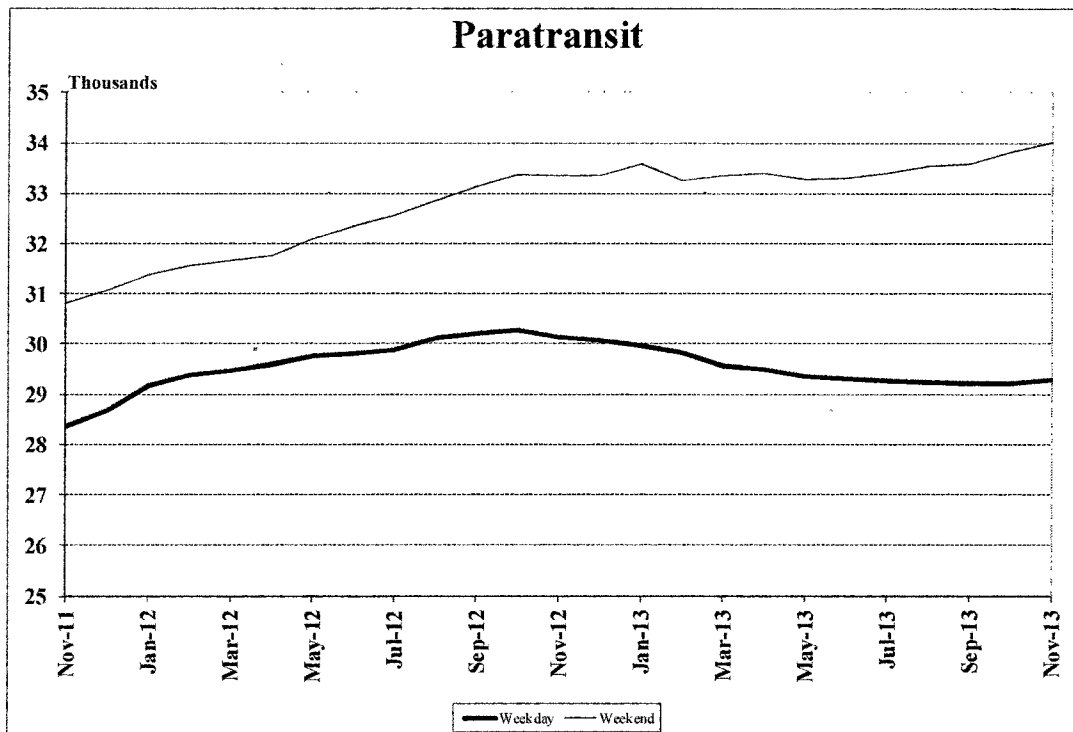
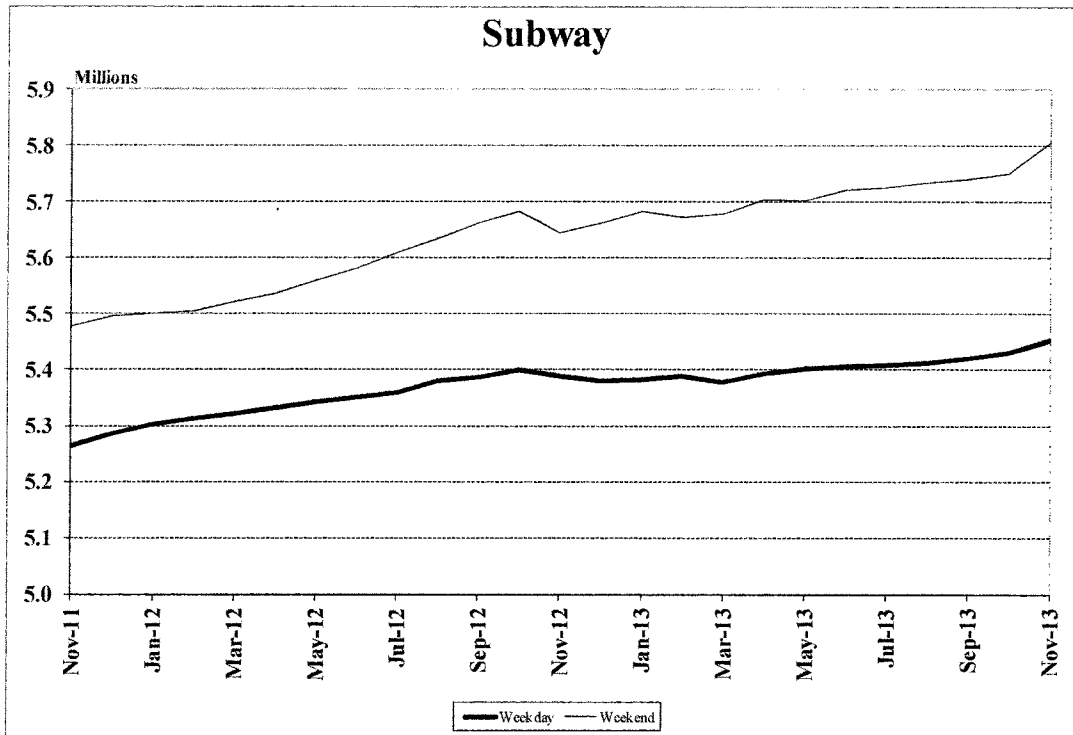
November Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2012	Preliminary	Change		2012	Preliminary	Change	
		2013	Amount	Percent		2013	Amount	Percent
Subway	5,323	5,608	+285	+5.4%	5,226	5,940	+714	+13.7%
NYCT Local Bus	2,173	2,148	-26	-1.2%	2,334	2,289	-45	-1.9%
NYCT Express Bus	39	42	+4	+9.8%	11	12	+1	+13.6%
Paratransit	27	29	+1	+4.1%	31	34	+3	+8.0%
TOTAL - NYCT	7,563	7,827	+264	+3.5%	7,602	8,275	+673	+8.9%
MTABC Local Bus	377	379	+2	+0.6%	382	384	+2	+0.6%
MTABC Express Bus	33	31	-2	-4.8%	15	12	-2	-14.4%
Total - MTA Bus	410	410	+1	+0.1%	397	397	+0	+0.0%
Total - Regional Bus	2,622	2,600	-21	-0.8%	2,742	2,699	-43	-1.6%
12-Month Rolling Average								
Subway	5,390	5,454	+64	+1.2%	5,646	5,808	+162	+2.9%
Local Bus	2,129	2,128	-1	-0.1%	2,299	2,317	+18	+0.8%
Express Bus	43	43	-0	-1.0%	10	12	+2	+15.9%
Paratransit	30	29	-1	-2.8%	33	34	+1	+2.0%
TOTAL - NYCT	7,592	7,653	+62	+0.8%	7,988	8,170	+182	+2.3%
MTABC Local Bus	366	375	+9	+2.3%	366	379	+13	+3.7%
MTABC Express Bus	34	33	-1	-4.2%	14	13	-1	-4.0%
Total - MTA Bus	401	408	+7	+1.8%	379	392	+13	+3.4%
Total - Regional Bus	2,572	2,578	5	+0.2%	2,688	2,721	32	+1.2%

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

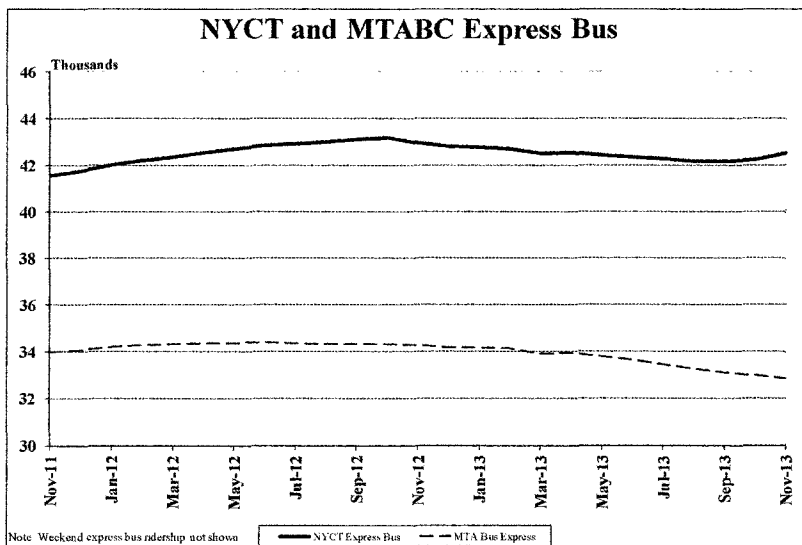
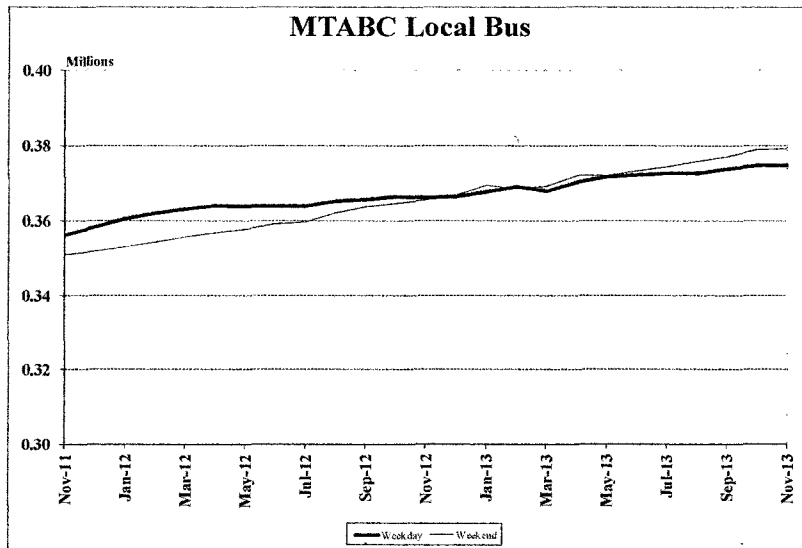
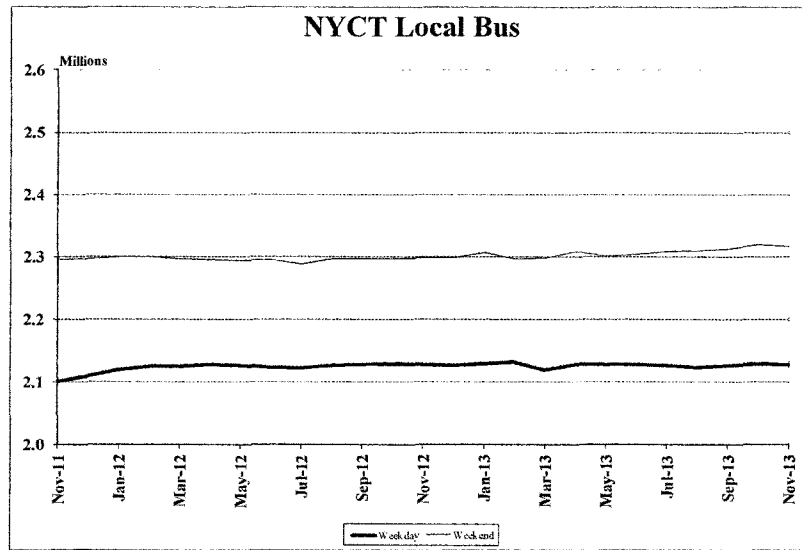
- November 2013 average weekday subway ridership was the highest of any November in over forty-five years.
- November 2013 average weekend subway and total NYCT ridership were both the highest of any November in over forty-five years. Sunday, November 3, the date of the New York City Marathon, had 2,892,251 subway riders, the highest Sunday on record.
- Weekend NYCT express bus ridership continued a strong growth trend.

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 November 2012 to November 2013, weekday ridership increased on all services, except NYCT Local Bus and MTA Express Bus. The largest increase was on the Long Island Railway (up 25.3 percent) and the largest decrease was on MTA Express Bus (down 4.8 percent). The large increases on some agencies were due in part to service disruptions in November 2012 after Sandy. (Please note that the methodology for excluding days affected by Sandy in 2012 may vary by agency.) Average weekend ridership increased on most services, except NYCT Local Bus, Staten Island Railway and MTA Express Bus.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Nov-12	Preliminary Nov-13	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,323	5,608	+5.4%	+1.2%
NYCT Local Bus	2,173	2,148	-1.2%	-0.1%
NYCT Express Bus	39	42	+9.8%	-1.0%
NYCT Paratransit	27	29	+4.1%	-2.8%
Staten Island Railway	15	16	+4.2%	-7.1%
MTA Local Bus	377	379	+0.6%	+2.3%
MTA Express Bus	33	31	-4.8%	-4.2%
Long Island Rail Road	243	305	+25.3%	+1.5%
Metro-North Railroad	261	286	+9.6%	+0.8%
Staten Island Ferry	n/a	57	n/a	n/a
PATH	122	252	+107.1%	-2.6%
<u>Average Weekend</u>				
NYCT Subway	5,226	5,940	+13.7%	+2.9%
NYCT Local Bus	2,334	2,289	-1.9%	+0.8%
NYCT Express Bus	11	12	+13.6%	+15.9%
NYCT Paratransit	31	34	+8.0%	+2.0%
Staten Island Railway	8	6	-23.8%	-17.0%
MTA Local Bus	382	384	+0.6%	+3.7%
MTA Express Bus	15	12	-14.4%	-4.0%
Long Island Rail Road	164	185	+12.6%	+0.4%
Metro-North Railroad	203	217	+6.9%	-0.3%
Staten Island Ferry	n/a	78	n/a	n/a
PATH	41	196	+373.7%	-6.8%

MTA Bridges and Tunnels (thousands)				
Average Weekday	722	798	+10.5%	+0.9%
Average Weekend	1,264	1,430	+13.1%	+0.4%

Note: Percentages are based on unrounded data.

Economy

From November 2012 to November 2013, New York City employment increased 2.8 percent (110,200 jobs). Private sector employment increased 3.4 percent (113,700 jobs) and government employment decreased 0.6 percent (3,500 jobs). Employment increased in every sub-sector, with the largest absolute increase in educational/health services (up 48,400 jobs or 6.0 percent) and the largest percentage increase in leisure & hospitality (up 7.4 percent or 26,700 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.

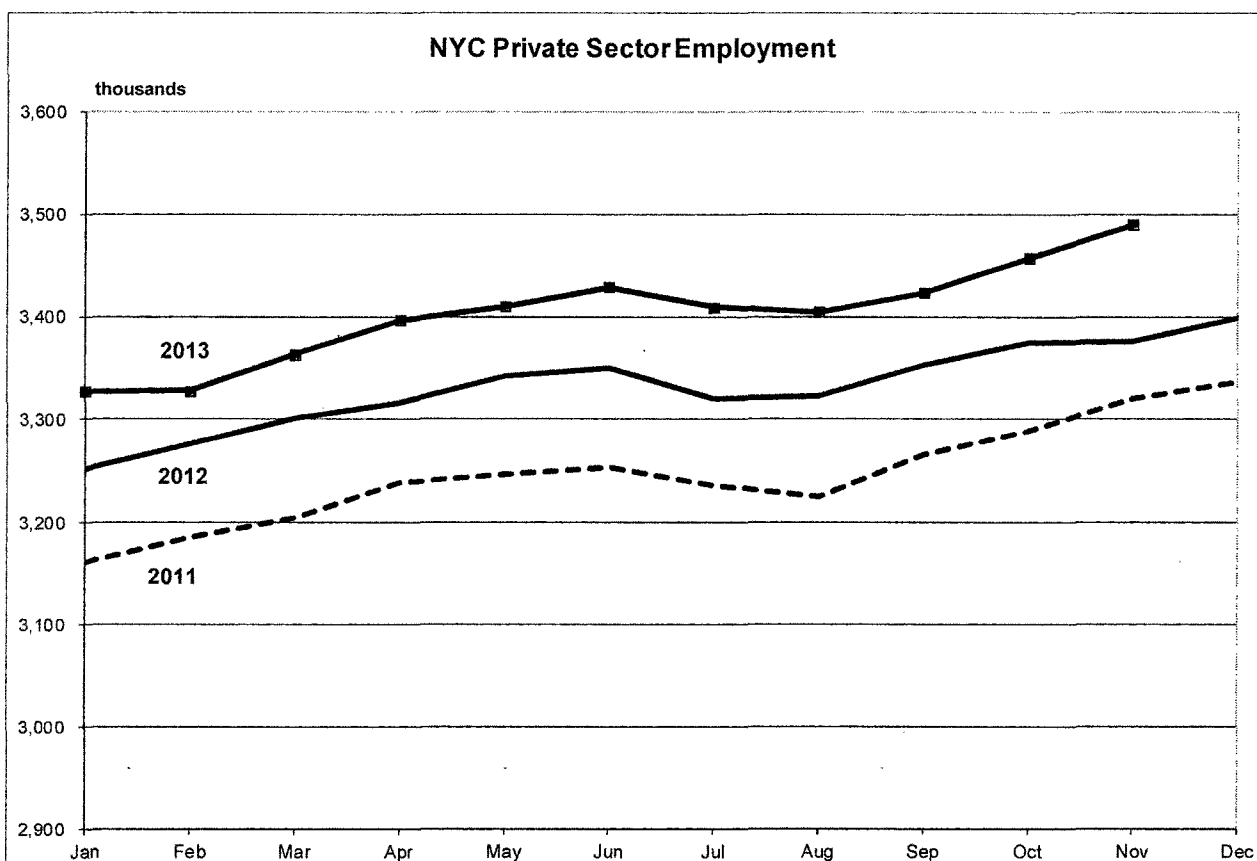


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
November 2013
(\$ 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	\$250,899	\$252,151	\$1,252	0.5	\$0,000	\$0,000	\$0,000	-	\$250,899	\$252,151	\$1,252	0.5
Bus	76,371	75,924	(0,447)	(0.6)	0,000	0,000	0,000	-	76,371	75,924	(0,447)	(0.6)
Paratransit	1,576	1,377	(0,199)	(12.6)	0,000	0,000	0,000	-	1,576	1,377	(0,199)	(12.6)
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	333,197	333,803	0,606	0.2	0,000	0,000	0,000	-	333,197	333,803	0,606	0.2
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	7,767	7,767	0,000	0.0	0,000	0,000	0,000	-	7,767	7,767	0,000	0.0
Paratransit Reimbursement	13,408	13,947	0,539	4.0	0,000	0,000	0,000	-	13,408	13,947	0,539	4.0
Other	11,958	12,172	0,214	1.8	0,000	0,000	0,000	-	11,958	12,172	0,214	1.8
Total Other Operating Revenue	33,133	33,886	0,753	2.3	0,000	0,000	0,000	-	33,133	33,886	0,753	2.3
Capital and Other Reimbursements	0,000	0,000	0,000	-	68,849	99,466	30,617	44.5	68,849	99,466	30,617	44.5
Total Revenue	\$366,330	\$367,689	\$1,359	0.4	\$68,849	\$99,466	\$30,617	44.5	\$435,179	\$467,155	\$31,976	7.3
Expenses												
Labor												
Payroll	252,944	241,482	11,462	4.5	34,996	35,452	(0,456)	(1.3)	287,940	276,934	11,006	3.8
Overtime	22,621	25,936	(3,315)	(14.7)	0,282	14,479	(14,197)	-	22,903	40,415	(17,512)	(76.5)
Total Salaries & Wages	275,565	267,418	8,147	3.0	35,278	49,931	(14,653)	(41.5)	310,843	317,349	(6,506)	(2.1)
Health and Welfare	53,388	53,087	0,301	0.6	2,309	1,831	0,478	20.7	55,697	54,918	0,779	1.4
OPEB Current Payment	29,654	23,231	6,423	21.7	0,000	0,000	0,000	-	29,654	23,231	6,423	21.7
Pensions	19,511	0,102	19,409	99.5	0,407	0,000	0,407	100.0	19,918	0,102	19,816	99.5
Other Fringe Benefits	24,127	21,135	2,992	12.4	9,947	13,997	(4,050)	(40.7)	34,074	35,132	(1,058)	(3.1)
Total Fringe Benefits	126,680	97,555	29,125	23.0	12,663	15,828	(3,165)	(25.0)	139,343	113,383	25,960	18.6
Reimbursable Overhead	(13,727)	(24,586)	10,859	79.1	13,727	24,586	(10,859)	(79.1)	0,000	0,000	0,000	-
Total Labor Expenses	\$388,518	\$340,387	\$48,131	12.4	\$61,668	\$90,345	(\$28,677)	(46.5)	\$450,186	\$430,732	\$19,454	4.3
Non-Labor												
Electric Power	25,197	19,611	5,586	22.2	0,020	0,029	(0,009)	(45.0)	25,217	19,640	5,577	22.1
Fuel	14,192	12,619	1,573	11.1	0,002	0,000	0,002	100.0	14,194	12,619	1,575	11.1
Insurance	5,278	5,513	(0,235)	(4.5)	0,000	0,000	0,000	-	5,278	5,513	(0,235)	(4.5)
Claims	7,441	17,441	(10,000)	(134.4)	0,000	0,000	0,000	-	7,441	17,441	(10,000)	(134.4)
Paratransit Service Contracts	34,811	28,834	5,977	17.2	0,000	0,000	0,000	-	34,811	28,834	5,977	17.2
Mtce. and Other Operating Contracts	16,737	11,292	5,445	32.5	(0,077)	3,364	(3,441)	-	16,660	14,656	2,004	12.0
Professional Service Contracts	9,084	7,394	1,690	18.6	1,661	2,334	(0,673)	(40.5)	10,745	9,728	1,017	9.5
Materials & Supplies	27,520	23,168	4,352	15.8	5,201	3,315	1,886	36.3	32,721	26,483	6,238	19.1
Other Business Expenses	6,247	6,080	0,167	2.7	0,374	0,079	0,295	78.9	6,621	6,159	0,462	7.0
Total Non-Labor Expenses	\$146,507	\$131,952	\$14,555	9.9	\$7,181	\$9,121	(\$1,940)	(27.0)	\$153,688	\$141,073	\$12,615	8.2
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	\$535,025	\$472,339	\$62,686	11.7	\$68,849	\$99,466	(\$30,617)	(44.5)	\$603,874	\$571,805	\$32,069	5.3
before Depreciation and OPEB												
Depreciation	139,285	120,785	18,500	13.3	0,000	0,000	0,000	-	139,285	120,785	18,500	13.3
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	\$674,310	\$593,124	\$81,186	12.0	\$68,849	\$99,466	(\$30,617)	(44.5)	\$743,159	\$692,590	\$50,569	6.8
Net Surplus/(Deficit)	(\$307,980)	(\$225,435)	\$82,545	26.8	\$0,000	\$0,000	\$0,000	-	(\$307,980)	(\$225,435)	\$82,545	26.8

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
November 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	\$2,739,845	\$2,767,034	\$27,189	1.0	\$0,000	\$0,000	\$0,000	-	\$2,739,845	\$2,767,034	\$27,189	1.0
Bus	862,083	864,390	2,307	0.3	0,000	0,000	0,000	-	862,083	864,390	2,307	0.3
Paratransit	15,866	14,792	(1,074)	(6.8)	0,000	0,000	0,000	-	15,866	14,792	(1,074)	(6.8)
Fare Media Liability	47,870	47,870	0,000	0.0	0,000	0,000	0,000	-	47,870	47,870	0,000	0.0
Total Farebox Revenue	3,665,664	3,694,086	28,422	0.8	0,000	0,000	0,000	-	3,665,664	3,694,086	28,422	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	76,786	76,788	0,002	0.0	0,000	0,000	0,000	-	76,786	76,788	0,002	0.0
Paratransit Reimbursement	148,389	152,268	3,879	2.6	0,000	0,000	0,000	-	148,389	152,268	3,879	2.6
Other	243,136	247,722	4,586	1.9	0,000	0,000	0,000	-	243,136	247,722	4,586	1.9
Total Other Operating Revenue	468,311	476,778	8,467	1.8	0,000	0,000	0,000	-	468,311	476,778	8,467	1.8
Capital and Other Reimbursements	0,000	0,000	0,000	-	817,799	884,032	66,233	8.1	817,799	884,032	66,233	8.1
Total Revenue	\$4,133,975	\$4,170,864	\$36,889	0.9	\$817,799	\$884,032	\$66,233	8.1	\$4,951,774	\$5,054,896	\$103,122	2.1
Expenses												
Labor												
Payroll	2,652,006	2,621,820	30,186	1.1	333,030	314,731	18,299	5.5	2,985,036	2,936,551	48,485	1.6
Overtime	313,857	342,178	(28,321)	(9.0)	63,910	106,819	(42,909)	(67.1)	377,767	448,997	(71,230)	(18.9)
Total Salaries & Wages	2,965,863	2,963,998	1,865	0.1	396,940	421,550	(24,610)	(6.2)	3,362,803	3,385,548	(22,745)	(0.7)
Health and Welfare	585,131	557,540	27,591	4.7	23,414	20,273	3,141	13.4	608,545	577,813	30,732	5.1
OPEB Current Payment	302,960	295,531	7,429	2.5	0,000	0,000	0,000	-	302,960	295,531	7,429	2.5
Pensions	912,234	892,987	19,247	2.1	29,239	29,015	0,224	0.8	941,473	922,002	19,471	2.1
Other Fringe Benefits	272,021	268,988	3,033	1.1	103,555	109,495	(5,940)	(5.7)	375,576	378,483	(2,907)	(0.8)
Total Fringe Benefits	2,072,346	2,015,046	57,300	2.8	156,208	158,783	(2,575)	(1.6)	2,228,554	2,173,829	54,725	2.5
Reimbursable Overhead	(172,623)	(194,821)	22,198	12.9	172,623	194,821	(22,198)	(12.9)	0,000	0,000	0,000	-
Total Labor Expenses	\$4,865,586	\$4,784,223	\$81,363	1.7	\$725,771	\$775,154	(\$49,383)	(6.8)	\$5,591,357	\$5,559,377	\$31,980	0.6
Non-Labor												
Electric Power	283,262	278,141	5,121	1.8	0,233	0,321	(0,088)	(37.8)	283,495	278,462	5,033	1.8
Fuel	147,230	149,959	(2,729)	(1.9)	0,020	0,016	0,004	20.0	147,250	149,975	(2,725)	(1.9)
Insurance	54,789	56,697	(1,908)	(3.5)	0,000	0,000	0,000	-	54,789	56,697	(1,908)	(3.5)
Claims	81,851	94,792	(12,941)	(15.8)	0,000	0,000	0,000	-	81,851	94,792	(12,941)	(15.8)
Paratransit Service Contracts	356,419	334,235	22,184	6.2	0,000	0,964	(0,964)	-	356,419	335,199	21,220	6.0
Mtce. and Other Operating Contracts	178,145	162,800	15,345	8.6	21,532	34,743	(13,211)	(61.4)	199,677	197,543	2,134	1.1
Professional Service Contracts	118,813	139,152	(20,339)	(17.1)	16,811	20,674	(3,863)	(23.0)	135,624	159,826	(24,202)	(17.8)
Materials & Supplies	270,087	254,063	16,024	5.9	51,408	50,714	0,694	1.3	321,495	304,777	16,718	5.2
Other Business Expenses	59,570	57,655	1,915	3.2	2,024	1,446	0,578	28.6	61,594	59,101	2,493	4.0
Total Non-Labor Expenses	\$1,550,166	\$1,527,494	\$22,672	1.5	\$92,028	\$108,878	(\$16,850)	(18.3)	\$1,642,194	\$1,636,372	\$5,822	0.4
Other Expense Adjustments												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses												
before Depreciation and OPEB	\$6,415,752	\$6,311,717	\$104,035	1.6	\$817,799	\$884,032	(\$66,233)	(8.1)	\$7,233,551	\$7,195,749	\$37,802	0.5
Depreciation	1,373,715	1,298,763	74,952	5.5	0,000	0,000	0,000	-	1,373,715	1,298,763	74,952	5.5
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	\$8,870,336	\$8,637,360	\$232,976	2.6	\$817,799	\$884,032	(\$66,233)	(8.1)	\$9,688,135	\$9,521,392	\$166,743	1.7
Net Surplus/(Deficit)	(\$4,736,361)	(\$4,466,496)	\$269,865	5.7	\$0,000	\$0,000	\$0,000	-	(\$4,736,361)	(\$4,466,496)	\$269,865	5.7

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
November 2013
(\$ in millions)

4.12

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	0.8	2.3	Primarily due to higher advertising and paratransit urban tax revenues, partly offset by lower MetroCard surcharge revenue	8.5	1.8	Primarily due to higher advertising, paratransit urban tax and miscellaneous revenues, partly offset by lower MetroCard surcharge revenue
Payroll	NR	11.5	4.5	Mostly due to vacancies	30.2	1.1	Primarily due to vacancies
Overtime	NR	(3.3)	(14.7)	Mainly due to additional bus requirements caused by traffic and end-of-run ramp delays	(28.3)	(9.0)	Mainly due to additional bus unscheduled service, subway/bus maintenance/vacancy coverage requirements, and residual Sandy and adverse weather requirements
Health & Welfare (including OPEB current payment)	NR	6.7	8.1	Mostly lower rates	35.0	3.9	Mostly lower rates
Pension	NR	19.4	99.5	Represents a YTD MaBSTOA pension expense adjustment, consistent with current reduced annual expense projections	19.2	2.1	Represents a YTD MaBSTOA pension expense adjustment, consistent with current reduced annual expense projections
Other Fringe Benefits	NR	3.0	12.4	Favorable direct overhead credits, resulting mainly from higher reimbursable overtime expenses	3.0	1.1	Favorable direct overhead credits, resulting mainly from higher reimbursable overtime expenses
Reimbursable Overhead	NR	10.9	79.1	Favorable overhead credits, resulting mostly from higher reimbursable overtime expenses	22.2	12.9	Favorable overhead credits, resulting mostly from higher reimbursable overtime expenses
Electric Power	NR	5.6	22.2	Mainly due to the favorable timing of expenses and lower consumption	5.1	1.8	Largely lower consumption, partly offset by the unfavorable timing of expenses and higher prices
Fuel	NR	1.6	11.1	Largely lower consumption and prices, and the favorable timing of expenses.	(2.7)	(1.9)	Due mostly to higher consumption and prices, partly offset by the favorable timing of expenses
Insurance	NR	(0.2)	(4.5)	The unfavorable timing of interagency payments	(1.9)	(3.5)	The unfavorable timing of interagency payments
Claims	NR	(10.0)	over (100.0)	Accrual adjustments to be more consistent with higher claims cash payouts	(12.9)	(15.8)	Accrual adjustments to be more consistent with higher claims cash payouts
Paratransit Service Contracts	NR	6.0	17.2	Mostly due to lower completed trips and call center activity, and the favorable timing of expenses	22.2	6.2	Mostly due to lower completed trips, call center activity and vehicle rehabs, and the favorable timing of expenses

Table 3

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 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	NR	5.4	32.5	Primarily underruns in building-related, painting and vehicle maintenance expenses.	15.3	8.6	Primarily underruns in auto purchases, painting and building-related expenses, partly offset by overruns in maintenance and repair expenses
Professional Service Contracts	NR	1.7	18.6	Mostly underruns in office-related equipment and IT hardware expenses, partly offset by overruns in bond services and Workers' Compensation Board expenses	(20.3)	(17.1)	Mostly due to higher bond services, Workers' Compensation Board and data center expenses, and retroactive reclassification adjustments offset in other non-labor accounts, partly offset by IT hardware expense underruns
Materials & Supplies	NR	4.4	15.8	Due largely to lower vehicle maintenance requirements	16.0	5.9	Due largely to lower vehicle maintenance requirements, retroactive reclassification adjustments offset in other non-labor accounts, favorable inventory/obsolescence adjustments, and higher scrap/surplus sales
Other Business Expenses	NR				1.9	3.2	Primarily stationery expense savings
Depreciation	NR	18.5	13.3	Due to the write-off at year-end 2012 of assets impaired by Sandy and the favorable timing of assets reaching beneficial use	75.0	5.5	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	30.6	44.5	Increase to provide for reimbursement of reimbursable expense increase	66.2	8.1	Increase to provide for reimbursement of reimbursable expense increase
Payroll	R				18.3	5.5	Mainly underruns of capital construction and engineering requirements, and a misclassification of forecast expenses offset in reimbursable overtime
Overtime	R	(14.2)	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	(42.9)	(67.1)	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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 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
		\$	%		\$	%	
Health & Welfare	R	0.5	20.7	Lower rates	3.1	13.4	Lower rates
Other Fringe Benefits	R	(4.1)	(40.7)	Primarily higher direct overhead expenses, resulting mostly from higher reimbursable overtime expenses	(5.9)	(5.7)	Primarily higher direct overhead expenses, resulting mostly from higher 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 system to locate available trips
Maintenance and Other Operating Contracts	R	(3.4)	n/a	Largely overruns of maintenance services, building- related and operating contract costs	(13.2)	(61.4)	Largely overruns of maintenance services, building- related and operating contract costs
Professional Service Contracts	R	(0.7)	(40.5)	Largely higher IT hardware and miscellaneous costs	(3.9)	(23.0)	Mostly higher IT hardware, data center and EDP maintenance & repair expenses
Materials & Supplies	R	1.9	36.3	Mainly lower non-vehicle maintenance requirements			
Other Business Expenses	R	0.3	78.9	Largely favorable miscellaneous expenses and credits	0.6	28.6	Largely favorable miscellaneous expenses and credits

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Variance	Favorable (Unfavorable) Percent	Forecast	Actual	Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	\$326.482	\$317.436	(\$9.046)	(2.8)	\$3,685.605	\$3,731.797	\$46.192	1.3
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	6.313	6.313	-	77.704	77.739	0.035	0.0
Paratransit Reimbursement	2.700	44.724	42.024	-	160.477	149.065	(11.412)	(7.1)
Other	3.722	3.237	(0.485)	(13.0)	151.712	150.379	(1.333)	(0.9)
Total Other Operating Revenue	6.422	54.274	47.852	745.1	389.893	377.183	(12.710)	(3.3)
Capital and Other Reimbursements	86.849	78.347	(8.502)	(9.8)	836.455	776.079	(60.376)	(7.2)
Total Receipts	\$419.753	\$450.057	\$30.304	7.2	\$4,911.953	\$4,885.059	(\$26.894)	(0.5)
Expenditures								
Labor:								
Payroll	267.275	247.831	19.444	7.3	2,965.134	2,932.782	32.352	1.1
Overtime	20.587	37.182	(16.595)	(80.6)	366.628	411.119	(44.491)	(12.1)
Total Salaries & Wages	287.862	285.013	2.849	1.0	3,331.762	3,343.901	(12.139)	(0.4)
Health and Welfare	55.697	35.272	20.425	36.7	643.247	611.893	31.354	4.9
OPEB Current Payment	29.654	23.231	6.423	21.7	302.960	295.531	7.429	2.5
Pensions	79.002	59.187	19.815	25.1	725.188	705.949	19.239	2.7
Other Fringe Benefits	29.199	29.900	(0.701)	(2.4)	336.412	344.847	(8.435)	(2.5)
Total Fringe Benefits	193.552	147.590	45.962	23.7	2,007.807	1,958.220	49.587	2.5
GASB Account	5.784	6.627	(0.843)	(14.6)	60.707	61.923	(1.216)	(2.0)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$487.198	\$439.230	\$47.968	9.8	\$5,400.276	\$5,364.044	\$36.232	0.7
Non-Labor:								
Electric Power	26.172	21.757	4.415	16.9	282.539	277.546	4.993	1.8
Fuel	12.826	14.700	(1.874)	(14.6)	147.998	150.118	(2.120)	(1.4)
Insurance	6.741	5.526	1.215	18.0	61.537	58.338	3.199	5.2
Claims	6.720	3.485	3.235	48.1	74.324	90.977	(16.653)	(22.4)
Paratransit Service Contracts	34.080	27.635	6.445	18.9	355.150	344.426	10.724	3.0
Mtce. and Other Operating Contracts	17.729	15.738	1.991	11.2	213.308	197.458	15.850	7.4
Professional Service Contracts	10.448	6.911	3.537	33.9	136.360	149.684	(13.324)	(9.8)
Materials & Supplies	28.133	28.549	(0.416)	(1.5)	321.954	328.187	(6.233)	(1.9)
Other Business Expenditures	6.095	6.066	0.029	0.5	62.165	64.277	(2.112)	(3.4)
Total Non-Labor Expenditures	\$148.944	\$130.367	\$18.577	12.5	\$1,655.335	\$1,661.011	(\$5.676)	(0.3)
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	\$636.142	\$569.597	\$66.545	10.5	\$7,055.611	\$7,025.055	\$30.556	0.4
Net Surplus/(Deficit)	(\$216.389)	(\$119.540)	\$96.849	44.8	(\$2,143.658)	(\$2,139.996)	\$3.662	0.2

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
November 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	(9.0)	(2.8)	Mostly due to the unfavorable timing of the counting and depositing of cash	46.2	1.3	Mostly due to higher subway ridership
Other Operating Receipts	47.9	over 100.0	Due to the favorable timing of receipt of NYC paratransit partial expense reimbursements and student fare reimbursements	(12.7)	(3.3)	Primarily the unfavorable timing of receipt of NYC paratransit partial expense reimbursements
Capital and Other Reimbursements	(8.5)	(9.8)	Mostly the unfavorable timing of reimbursements, partly offset by the reimbursement of higher expenses	(60.4)	(7.2)	Mostly the unfavorable timing of reimbursements, partly offset by the reimbursement of higher expenses
Health & Welfare (including OPEB current payment)	26.9	31.5	Mainly the favorable timing of payments	38.8	4.1	Largely lower rates
Pension	19.8	25.1	Represents a YTD MaBSTOA pension payment adjustment, consistent with current reduced annual expenditure projections	19.2	2.7	Represents a YTD MaBSTOA pension payment adjustment, consistent with current reduced annual expenditure projections
Other Fringe Benefits				(8.4)	(2.5)	Largely the unfavorable timing of payments
Electric Power	4.4	16.9	Primarily lower expenses, partially offset by the unfavorable timing of payments	5.0	1.8	Mostly lower expenses
Fuel	(1.9)	(14.6)	Primarily the unfavorable timing of payments			
Insurance	1.2	18.0	The favorable timing of interagency payments	3.2	5.2	The favorable timing of interagency payments
Claims	3.2	48.1	The favorable timing of claims payouts	(16.7)	(22.4)	Higher claims payouts
Paratransit Service Contracts	6.4	18.9	Mostly due to lower completed trips and call center activity, and the favorable timing of expenses	10.7	3.0	Mostly due to lower completed trips, call center activity and vehicle rehabs, and the favorable timing of expenses, partly offset by the unfavorable timing of payments
Maintenance Contracts	2.0	11.2	Primarily underruns in building-related, painting and vehicle maintenance expenses.	15.9	7.4	Mainly the favorable timing of payments
Professional Service Contracts	3.5	33.9	Mostly due to the favorable timing of payments	(13.3)	(9.8)	Mostly due to higher bond services, Workers' Compensation Board and data center expenses, partly offset by IT hardware expense underruns and the favorable timing of payments
Other Business Expenses				(2.1)	(3.4)	The unfavorable timing of payments, partly offset by stationery expense savings

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$6.715)	(\$16.367)	(\$9.652)	(143.7)	\$19.941	\$37.711	\$17.770	89.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.767)	(1.454)	6.313	81.3	0.918	0.951	0.033	3.6
Paratransit Reimbursement	(10.708)	30.777	41.485	387.4	12.088	(3.203)	(15.291)	(126.5)
Other	(8.236)	(8.935)	(0.699)	(8.5)	(91.424)	(97.343)	(5.919)	(6.5)
Total Other Operating Revenue	(26.711)	20.388	47.099	176.3	(78.418)	(99.595)	(21.177)	(27.0)
Capital and Other Reimbursements	18.000	(21.119)	(39.119)	(217.3)	18.656	(107.953)	(126.609)	(678.7)
Total Receipts	(\$15.426)	(\$17.098)	(\$1.672)	(10.8)	(\$39.821)	(\$169.837)	(\$130.016)	(326.5)
Expenditures								
Labor:								
Payroll	20.665	29.103	8.438	40.8	19.902	3.769	(16.133)	(81.1)
Overtime	2.316	3.233	0.917	39.6	11.139	37.878	26.739	240.0
Total Salaries & Wages	22.981	32.336	9.355	40.7	31.041	41.647	10.606	34.2
Health and Welfare	0.000	19.646	19.646	-	(34.702)	(34.080)	0.622	1.8
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.085)	(0.001)	(0.0)	216.285	216.053	(0.232)	(0.1)
Other Fringe Benefits	4.875	5.232	0.357	7.3	39.164	33.636	(5.528)	(14.1)
Total Fringe Benefits	(54.209)	(34.207)	20.002	36.9	220.747	215.609	(5.138)	(2.3)
GASB Account	(5.784)	(6.627)	(0.843)	(14.6)	(60.707)	(61.923)	(1.216)	(2.0)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$37.012)	(\$8.498)	\$28.514	77.0	\$191.081	\$195.333	\$4.252	2.2
Non-Labor:								
Electric Power	(0.955)	(2.117)	(1.162)	(121.7)	0.956	0.916	(0.040)	(4.2)
Fuel	1.368	(2.081)	(3.449)	(252.1)	(0.748)	(0.143)	0.605	80.9
Insurance	(1.463)	(0.013)	1.450	99.1	(6.748)	(1.641)	5.107	75.7
Claims	0.721	13.956	13.235	-	7.527	3.815	(3.712)	(49.3)
Paratransit Service Contracts	0.731	1.199	0.468	64.0	1.269	(9.227)	(10.496)	(827.1)
Misc. and Other Operating Contracts	(1.069)	(1.082)	(0.013)	(1.2)	(13.631)	0.085	13.716	100.6
Professional Service Contracts	0.297	2.817	2.520	848.5	(0.736)	10.142	10.878	-
Materials & Supplies	4.588	(2.066)	(6.654)	(145.0)	(0.459)	(23.410)	(22.951)	-
Other Business Expenses	0.526	0.093	(0.433)	(82.3)	(0.571)	(5.176)	(4.605)	(806.5)
Total Non-Labor Expenditures	\$4.744	\$10.706	\$5.962	125.7	(\$13.141)	(\$24.639)	(\$11.498)	(87.5)
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	(\$32.268)	\$2.208	\$34.476	106.8	\$177.940	\$170.694	(\$7.246)	(4.1)
Depreciation	139.285	120.785	(18.500)	(13.3)	1,373.715	1,298.763	(74.952)	(5.5)
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	\$107.017	\$122.993	\$15.976	14.9	\$2,632.524	\$2,496.337	(\$136.187)	(5.2)
Total Cash Conversion Adjustments	\$91.591	\$105.895	\$14.304	15.6	\$2,592.703	\$2,326.500	(\$266.203)	(10.3)

NOTE: Totals may not add due to rounding.

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

	<u>November 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	4,134.0	4,166.9	4,170.9	36.9	0.9	4.0	0.1
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,415.8	6,352.2	6,311.7	104.0	1.6	40.4	0.6
4.1 Depreciation	1,373.7	1,293.1	1,298.8	75.0	5.5	(5.6)	(0.4)
8 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	8,870.3	8,699.7	8,637.4	233.0	2.6	62.3	0.7
Net Surplus/(Deficit)	(4,736.4)	(4,532.8)	(4,466.5)	269.9	5.7	66.3	1.5

Note: Totals may not add due to rounding

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

November 2013 Year-to-Date			
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	4.0	0.1	Primarily higher advertising and paratransit Urban Tax revenues
Total Expenses (Nonreimbursable)	62.3	0.7	<p>Operating expense underruns of \$40.4M were due mostly to the following:</p> <ul style="list-style-type: none"> -Health & welfare/OPEB current expense underruns-lower rates -Payroll vacancy savings -Favorable fringe benefit direct overhead credits-higher reimbursable labor -Favorable reimbursable overhead credits-higher reimbursable labor -Favorable timing of Maintenance Contract expenses <p>Depreciation expenses exceeded the estimate by \$5.6M 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
November 2013

	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	59	50	9	
Law	267	268	(1)	
Office of the EVP	41	40	1	
Human Resources	230	247	(17)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	28	3	
Corporate Communications	254	236	18	
Technology & Information Services	446	427	19	
Non-Departmental	84	1	83	TWU Apprentice Program-one appointed currently
Labor Relations	96	86	10	
Materiel	252	238	14	
Controller	137	142	(5)	
Total Administration	1,936	1,799	137	
Operations				
Subways Rapid Transit Operations	7,301	7,483	(182)	Mainly Maintenance Hourlies reflected in Nov. Fin. Plan
Subways Operations Support	317	331	(14)	
Subways Stations	2,593	2,580	13	
Sub-total Subways	10,211	10,394	(183)	
Buses	10,524	10,452	72	Bus Operator vacancies
Paratransit	209	194	15	
Operations Planning	417	391	26	
Revenue Control	461	432	29	
Total Operations	21,822	21,863	(41)	
Maintenance				
Subways Operations Support	226	224	2	
Subways Engineering	315	323	(8)	
Subways Car Equipment	4,223	4,157	66	Mostly Maintenance Hourly and prof/tech positions
Subways Infrastructure	1,367	1,400	(33)	
Subways Elevator & Escalators	382	362	20	
Subways Stations	3,505	3,463	42	
Subways Track	2,730	2,714	16	
Subways Power	585	594	(9)	
Subways Signals	1,390	1,405	(15)	
Subways Electronic Maintenance	1,431	1,390	41	Mainly PTE's and hourly positions
Sub-total Subways	16,154	16,032	122	
Buses	3,753	3,663	90	Mainly hourly positions
Revenue Control	137	137	0	
Supply Logistics	561	555	6	
System Safety	91	88	3	
Total Maintenance	20,696	20,475	221	
Engineering/Capital				
Capital Program Management	1,319	1,220	99	Hiring delays for positions added in July FP for Sandy and small business mentoring
Total Engineering/Capital	1,319	1,220	99	
Public Safety				
Security	584	566	18	
Total Public Safety	584	566	18	
Total Positions	46,357	45,923	434	
Non-Reimbursable	41,715	41,820	(105)	
Reimbursable	4,642	4,103	539	
Total Full-Time	46,192	45,681	511	
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
November 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance	Explanation
			Fav./ (Unfav)	
Administration:				
Managers/Supervisors	659	567	92	
Professional, Technical, Clerical	1,162	1,208	(46)	
Operational Hourlies	115	24	91	
Total Administration	1,936	1,799	137	
Operations				
Managers/Supervisors	2,515	2,506	9	
Professional, Technical, Clerical	450	448	2	
Operational Hourlies	18,857	18,909	(52)	
Total Operations	21,822	21,863	(41)	
Maintenance				
Managers/Supervisors	3,779	3,680	99	
Professional, Technical, Clerical	1,077	998	79	
Operational Hourlies	15,840	15,797	43	
Total Maintenance	20,696	20,475	221	
Engineering/Capital				
Managers/Supervisors	295	298	(3)	
Professional, Technical, Clerical	1,022	920	102	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,220	99	
Public Safety				
Managers/Supervisors	210	195	15	
Professional, Technical, Clerical	37	34	3	
Operational Hourlies	337	337	0	
Total Public Safety	584	566	18	
Total Positions				
Managers/Supervisors	7,458	7,246	212	
Professional, Technical, Clerical	3,748	3,608	140	
Operational Hourlies	35,151	35,069	82	
Total Positions	46,357	45,923	434	

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

	<u>11/30/13</u>	<u>11/30/12</u>
<u>Operating Inventory</u>		
Gross Inventory	\$288.490	\$260.128
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(73.500)	(75.300)
Net Inventory	\$214.490	\$184.328

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

NON-REIMBURSABLE OVERTIME	November						November Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u>	309,945	\$9.5	214,610	\$9.1	95,335	\$0.5 4.8%	3,451,589	\$106.0	2,583,335	\$103.3	868,254	\$2.7 2.5%
<u>Unscheduled Service</u>	190,460	\$5.8	213,201	\$7.4	(22,741)	(\$1.5) (25.8%)	2,316,393	\$71.1	2,253,879	\$83.9	62,514	(\$12.8) (18.0%)
<u>Programmatic/Routine Maintenance</u>	268,651	\$8.2	694,152	\$10.0	(425,501)	(\$1.8) (21.6%)	2,988,061	\$91.7	7,552,940	\$103.5	(4,564,879)	(\$11.8) (12.8%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 .0%	0	\$0.0	0	\$0.0	0	\$0.0 .0%
<u>Vacancy/Absentee Coverage</u>	36,963	\$1.1	80,667	\$2.5	(43,703)	(\$1.3) *	452,044	\$13.9	613,020	\$18.8	(160,977)	(\$4.9) (35.6%)
<u>Weather Emergencies</u>	6,686	\$0.2	27,738	\$0.9	(21,052)	(\$0.7) *	992,892	\$30.5	952,355	\$29.9	40,536	\$0.6 2.0%
<u>Safety/Security/Law Enforcement</u>	8,956	\$0.3	6,821	\$0.2	2,134	\$0.1 23.8%	97,624	\$3.0	92,694	\$2.8	4,930	\$0.2 5.0%
<u>Other</u>	(84,884)	(\$2.6)	(110,939)	(\$4.1)	26,055	\$1.5 (57.4%)	(76,268)	(\$2.3)	425,175	(\$0.1)	(501,443)	(\$2.2) 95.5%
Subtotal	736,777	\$22.6	1,126,250	\$25.9	(389,473)	(\$3.3) (14.5%)	10,222,335	\$313.9	14,473,399	\$342.2	(4,251,065)	(\$28.3) (9.0%)
REIMBURSABLE OVERTIME	8,866	\$0.3	287,567	\$14.5	(278,701)	(\$14.2) *	2,006,375	\$63.8	3,064,355	\$106.8	(1,057,980)	(\$43.0) (67.4%)
TOTAL OVERTIME	745,644	\$22.9	1,413,817	\$40.4	(668,173)	(\$17.5) (76.2%)	12,228,710	\$377.7	17,537,754	\$449.0	(5,309,045)	(\$71.3) (18.9%)

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)

	November			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	95,335	\$0.5 (13.9%)		868,254	\$2.7 (9.4%)	Mainly due to vacancies in operating titles
Unscheduled Service	(22,741)	(\$1.5) 46.0%	Mainly due to Buses transportation requirements.	62,514	(\$12.8) 45.2%	Mainly due to traffic, breakdowns, related ramp delays in Department of Buses and special events coverage and FastTrack maintenance program in Subways.
Programmatic/Routine Maintenance	(425,501)	(\$1.8) 54.3%	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, FastTrack and Buses maintenance repair / rehab on facilities and depot equipment.	(4,584,879)	(\$11.8) 41.6%	Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, FastTrack and Buses maintenance repair / rehab on facilities and depot equipment
Unscheduled Maintenance	0	\$0.0 0.0%		0	\$0.0 0.0%	
Vacancy/Absentee Coverage	(43,703)	(\$1.3) 40.9%	Mainly due to vacancy / absentee coverage for station agents and bus operators	(160,977)	(\$4.9) 47.4%	Mainly due to vacancy / absentee coverage for station agents and bus operators.
Weather Emergencies	(21,052)	(\$0.7) 20.3%		40,536	\$0.6 -2.2%	
Safety/Security/Law Enforcement	2,134	\$0.1 -2.0%		4,930	\$0.2 -0.5%	
Other		\$1.5 (45.6%)		(501,443)	(\$2.2) 7.9%	
Subtotal	(415,528)	(\$3.3) 18.8%		(4,251,065)	(\$28.3) 39.7%	
	(278,701)	(\$14.2) 81.2%	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.	(1,057,980)	(\$43.0) 60.3%	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.
REIMBURSABLE OVERTIME						
TOTAL OVERTIME	(694,229)	(\$17.5)		(5,309,045)	(\$71.3)	

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

November 2013

(All data are preliminary and subject to audit)

In the month of November, **operating revenues** were \$0.7 million, less than \$0.1 million (4.1 percent) above the Mid-Year Forecast (forecast). This result was mainly due to higher advertising revenue. Year-to-date, operating revenues were \$9.1 million, \$0.2 million (1.9 percent) above the forecast, due mainly to higher advertising revenue and farebox revenue, resulting from higher-than-forecasted ridership.

Total **ridership** in November 2013 was 351,755 riders, 1.6 percent (5,601 riders) lower than forecast. Year-to-date, total ridership was 3,873,260 riders, 0.5 percent (20,990 riders) above forecast. November 2013 average weekday ridership was 16,010 riders, 4.2 percent (646 riders) higher than November 2012. Average weekday ridership for the twelve months ending November 2013 was 15,022 riders, 7.1 percent (1,141 riders) lower than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in November by \$1.9 million (46.9 percent). Labor expenses were favorable by \$0.3 million (10.2 percent), due largely to lower health & welfare expenses and other fringe benefits, mainly from favorable direct overhead credits generated by higher reimbursable labor expenses. Non-labor expenses were below forecast by \$1.6 million (over 100.0 percent), mostly attributable to the capitalization of purchases of non-revenue vehicles, previously recorded in maintenance contracts. Electric power results were also favorable, due to timing and lower prices. Year-to-date, expenses were below forecast by \$6.6 million (15.9 percent). Labor expenses underran by \$1.4 million (5.0 percent), due mostly to the favorable timing of health & welfare/OPEB current and payroll expenses. Non-labor expenses were below forecast by \$5.1 million (39.4 percent), due largely to materials & supplies underruns including forecasted purchases of non-revenue vehicles now capitalized, the reclassification of expenses to capital reimbursable expenses and the favorable timing of expenses. Electric power results were again favorable, due to timing and lower prices.

Depreciation expenses year-to-date were \$1.1 million (13.8 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, \$0.8 million (38.3 percent) below forecast, due to the timing of expenses.

The **operating cash deficit** (excluding subsidies) year-to-date was \$23.7 million, \$8.4 million (26.3 percent) lower than forecast, due to the favorable timing of fringe benefit payments and several other expenditures.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2013
(\$ 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	0.456	0.443	(0.013)	(2.9)	-	-	-	-	0.456	0.443	(0.013)	(2.9)
Other Operating Revenue	0.196	0.236	0.040	20.4	-	-	-	-	0.196	0.236	0.040	20.4
Capital and Other Reimbursements	-	-	-	-	0.153	0.164	0.011	7.2	0.153	0.164	0.011	7.2
Total Revenue	\$ 0.652	\$ 0.679	\$ 0.027	4.1	\$ 0.153	\$ 0.164	\$ 0.011	7.2	\$ 0.805	\$ 0.843	\$ 0.038	4.7
Expenses												
Labor:												
Payroll	1.354	1.282	0.072	5.3	0.010	0.124	(0.114)	(1,140.0)	1.364	1.406	(0.042)	(3.1)
Overtime	0.100	0.214	(0.114)	(114.0)	0.080	0.042	0.038	47.5	0.180	0.256	(0.076)	(42.2)
Total Salaries & Wages	\$ 1.454	\$ 1.496	\$ (0.042)	(2.9)	\$ 0.090	\$ 0.166	\$ (0.076)	(84.4)	\$ 1.544	\$ 1.662	\$ (0.118)	(7.6)
Health and Welfare	0.370	0.014	0.356	96.2	0.060	\$ -	0.060	100.0	0.430	0.014	0.416	96.7
OPEB Current Portion	0.081	0.306	(0.225)	(277.8)	-	-	-	-	0.081	0.306	(0.225)	(277.8)
Pensions	0.512	0.459	0.053	10.4	\$ -	\$ -	\$ -	-	0.512	0.459	0.053	10.4
Other Fringe Benefits	0.163	0.041	0.122	74.8	0.003	0.107	(0.104)	(3,466.7)	0.166	0.148	0.018	10.8
Total Fringe Benefits	\$ 1.126	\$ 0.820	\$ 0.306	27.2	\$ 0.063	\$ 0.107	\$ (0.044)	(69.8)	\$ 1.189	\$ 0.927	\$ 0.262	22.0
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 2.580	\$ 2.316	\$ 0.264	10.2	\$ 0.153	\$ 0.273	\$ (0.120)	(78.4)	\$ 2.733	\$ 2.589	\$ 0.144	5.3
Non-Labor:												
Electric Power	0.469	0.289	0.180	38.4	-	-	-	-	0.469	0.289	0.180	38.4
Fuel	0.034	0.036	(0.002)	(5.9)	-	-	-	-	0.034	0.036	(0.002)	(5.9)
Insurance	0.024	0.058	(0.034)	(141.7)	-	-	-	-	0.024	0.058	(0.034)	(141.7)
Claims	-	0.002	(0.002)	-	-	-	-	-	-	0.002	(0.002)	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.143	(1.041)	1.184	828.0	-	-	-	-	0.143	(1.041)	1.184	828.0
Professional Service Contracts	0.039	0.186	(0.147)	(376.9)	-	-	-	-	0.039	0.186	(0.147)	(376.9)
Materials & Supplies	0.668	0.231	0.437	65.4	-	(0.109)	0.109	-	0.668	0.122	0.546	81.7
Other Business Expenses	-	0.023	(0.023)	-	-	-	-	-	-	0.023	(0.023)	-
Total Non-Labor Expenses	\$ 1.377	\$ (0.216)	\$ 1.593	115.7	\$ -	\$ (0.109)	\$ 0.109	-	\$ 1.377	\$ (0.325)	\$ 1.702	123.6
Other Expenses Adjustments.												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.957	\$ 2.100	\$ 1.857	46.9	\$ 0.153	\$ 0.164	\$ (0.011)	(7.2)	\$ 4.110	\$ 2.264	\$ 1.846	44.9
Depreciation	0.750	0.763	(0.013)	(1.7)	-	-	-	-	0.750	0.763	(0.013)	(1.7)
Other Post Employment Benefits	0.192	-	0.192	100.0	-	-	-	-	0.192	-	0.192	100.0
Total Expenses	\$ 4.899	\$ 2.863	\$ 2.036	41.6	\$ 0.153	\$ 0.164	\$ (0.011)	(7.2)	\$ 5.052	\$ 3.027	\$ 2.025	40.1
Net Surplus/(Deficit)	\$ (4.247)	\$ (2.184)	\$ 2.063	48.6	\$ -	\$ -	\$ 0.000	-	\$ (4.247)	\$ (2.184)	\$ 2.063	48.6

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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	4.989	5.050	0.061	1.2	-	-	-	-	4.989	5.050	0.061	1.2
Other Operating Revenue	3.922	4.029	0.107	2.7	-	-	-	-	3.922	4.029	0.107	2.7
Capital and Other Reimbursements	-	-	-	-	1.522	2.045	0.523	34.4	1.522	2.045	0.523	34.4
Total Revenue	\$ 8.911	\$ 9.079	\$ 0.168	1.9	\$ 1.522	\$ 2.045	\$ 0.523	34.4	\$ 10.433	\$ 11.124	\$ 0.691	6.6
Expenses												
Labor:												
Payroll	15.454	14.751	0.703	4.5	0.277	0.336	(0.059)	(21.3)	15.731	15.087	0.644	4.1
Overtime	1.850	2.117	(0.267)	(14.4)	0.626	0.305	0.321	51.3	2.476	2.422	0.054	2.2
Total Salaries & Wages	\$ 17.304	\$ 16.868	\$ 0.436	2.5	\$ 0.903	\$ 0.641	\$ 0.262	29.0	\$ 18.207	\$ 17.509	\$ 0.698	3.8
Health and Welfare	3.665	2.113	1.552	42.3	0.452	-	0.452	100.0	4.117	2.113	2.004	48.7
OPEB Current Portion	0.750	1.621	(0.871)	(116.1)	-	-	-	-	0.750	1.621	(0.871)	(116.1)
Pensions	5.104	5.042	0.062	1.2	0.094	-	0.094	100.0	5.198	5.042	0.156	3.0
Other Fringe Benefits	1.488	1.246	0.242	16.3	0.073	0.411	(0.338)	(463.0)	1.561	1.657	(0.096)	(6.1)
Total Fringe Benefits	\$ 11.007	\$ 10.022	\$ 0.985	8.9	\$ 0.619	\$ 0.411	\$ 0.208	33.6	\$ 11.626	\$ 10.433	\$ 1.193	10.3
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 28.311	\$ 26.890	\$ 1.421	5.0	\$ 1.522	\$ 1.052	\$ 0.470	30.9	\$ 29.833	\$ 27.942	\$ 1.891	6.3
Non-Labor:												
Electric Power	4.640	3.552	1.088	23.4	-	-	-	-	4.640	3.552	1.088	23.4
Fuel	0.353	0.243	0.110	31.2	-	-	-	-	0.353	0.243	0.110	31.2
Insurance	0.319	0.497	(0.178)	(55.8)	-	-	-	-	0.319	0.497	(0.178)	(55.8)
Claims	0.080	0.022	0.058	72.5	-	-	-	-	0.080	0.022	0.058	72.5
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.435	1.641	(0.206)	(14.4)	-	-	-	-	1.435	1.641	(0.206)	(14.4)
Professional Service Contracts	0.383	0.952	(0.569)	(148.6)	-	-	-	-	0.383	0.952	(0.569)	(148.6)
Materials & Supplies	5.827	0.863	4.964	85.2	-	0.993	(0.993)	-	5.827	1.856	3.971	68.1
Other Business Expenses	0.004	0.134	(0.130)	(3,250.0)	-	-	-	-	0.004	0.134	(0.130)	(3,250.0)
Total Non-Labor Expenses	\$ 13.041	\$ 7.904	\$ 5.137	39.4	\$ -	\$ 0.993	\$ (0.993)	-	\$ 13.041	\$ 8.897	\$ 4.144	31.8
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 41.352	\$ 34.794	\$ 6.558	15.9	\$ 1.522	\$ 2.045	\$ (0.523)	(34.4)	\$ 42.874	\$ 36.839	\$ 6.035	14.1
Depreciation	8.250	7.113	1.137	13.8	-	-	-	-	8.250	7.113	1.137	13.8
Other Post Employment Benefits	2.107	1.299	0.808	38.3	-	-	-	-	2.107	1.299	0.808	38.3
Total Expenses	\$ 51.709	\$ 43.206	\$ 8.503	16.4	\$ 1.522	\$ 2.045	\$ (0.523)	(34.4)	\$ 53.231	\$ 45.251	\$ 7.980	15.0
Net Surplus/(Deficit)	\$ (42.798)	\$ (34.127)	\$ 8.671	20.3	\$ -	\$ -	\$ -	-	\$ (42.798)	\$ (34.127)	\$ 8.671	20.3

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 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.	0.040	20.4	Mostly due to higher advertising revenue	0.107	2.7	Mostly due to higher advertising revenue
Payroll	Non Reimb.	0.072	5.3	The favorable timing of expenses	0.703	4.5	The favorable timing of expenses and wage accrual adjustments
Overtime	Non Reimb.	(0.114)	over (100.0)	Mostly Sandy residual requirements	(0.267)	(14.4)	Mostly Sandy residual requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.131	29.0	Favorable timing of expenses/lower rates	0.681	15.4	Favorable timing of expenses/lower rates
Pension	Non Reimb.	0.053	10.4	Primarily the favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	0.122	74.8	Mostly higher reimbursable overhead credits, based on reimbursable capital project work, and the favorable timing of expenses	0.242	16.3	Mostly higher reimbursable overhead credits, based on reimbursable capital project work
Electric Power	Non Reimb.	0.180	38.4	The favorable timing of expenses/lower prices	1.088	23.4	The favorable timing of expenses/lower prices
Fuel	Non Reimb.				0.110	31.2	Lower usage, timing of expenses
Insurance	Non Reimb.	(0.034)	over (100.0)	Higher insurance requirements	(0.178)	(55.8)	Higher insurance requirements
Claims	Non Reimb.				0.058	72.5	The favorable timing of payments to third parties
Maintenance Contracts	Non Reimb.	1.184	over 100.0	Non-revenue vehicle purchases recorded previously in this account and now capitalized	(0.206)	(14.4)	The unfavorable timing of expenses
Professional Service Contracts	Non Reimb.	(0.147)	over (100.0)	Higher Workers' Compensation Board and other expenses	(0.569)	over (100.0)	Higher Workers' Compensation Board and other expenses
Materials & Supplies	Non-Reimb.	0.437	65.4	Favorable timing of expenses	4.964	85.2	Mostly forecasted non-revenue vehicle purchases now capitalized, the reclassification of expenses to capital reimbursable expenses and the favorable timing of expenses
Capital and Other Reimbursements	Reimb.	0.011	7.2	Timing of Contractor requirements	0.523	34.4	Timing of Contractor requirements
Payroll	Reimb.	(0.114)	over (100.0)	Timing of Contractor requirements	(0.059)	(21.3)	Timing of Contractor requirements
Overtime	Reimb.	0.038	47.5	Timing of Contractor requirements	0.321	51.3	Timing of Contractor requirements
Health and Welfare	Reimb.	0.060	100.0	Timing of Contractor requirements	0.452	100.0	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	(0.104)	over (100.0)	Timing of Contractor requirements	(0.338)	over (100.0)	Timing of Contractor requirements
Materials & Supplies	Reimb.	0.109	n/a	Favorable accrual adjustments	(0.993)	n/a	Material requirements for capital projects

Table 4

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
November 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	0.528	0.130	32.7	4.587	5.125	0.538	11.7
Other Operating Revenue	0.478	-	(0.478)	(100.0)	4.316	3.489	(0.827)	(19.2)
Capital and Other Reimbursements	0.220	0.108	(0.112)	(50.9)	2.096	2.474	0.378	18.0
Total Receipts	\$ 1.096	\$ 0.636	\$ (0.460)	(42.0)	\$ 10.999	\$ 11.088	\$ 0.089	0.8
<u>Expenditures</u>								
Labor:								
Payroll	1.436	0.714	0.722	50.3	15.663	14.400	1.263	8.1
Overtime	0.177	0.267	(0.090)	(50.8)	2.312	2.438	(0.126)	(5.4)
Health and Welfare	0.466	0.013	0.453	97.2	4.081	1.687	2.394	58.7
OPEB Current Portion	0.088	0.001	0.087	98.9	0.740	0.337	0.403	54.5
Pensions	0.455	-	0.455	100.0	5.255	3.974	1.281	24.4
Other Fringe Benefits	0.201	0.032	0.169	84.1	1.522	0.858	0.664	43.6
GASB Account	-	-	-	-	0.250	-	0.250	100.0
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.823	\$ 1.027	\$ 1.796	63.6	\$ 29.823	\$ 23.694	\$ 6.129	20.6
Non-Labor:								
Electric Power	0.451	-	0.451	100.0	4.658	3.730	0.928	19.9
Fuel	0.021	0.001	0.020	95.2	0.365	0.351	0.014	3.8
Insurance	0.034	0.018	0.016	47.1	0.307	0.753	(0.446)	(145.3)
Claims	0.009	-	0.009	100.0	0.071	0.017	0.054	76.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.200	0.197	0.003	1.5	1.781	1.195	0.586	32.9
Professional Service Contracts	0.058	0.042	0.016	27.6	0.583	0.618	(0.035)	(6.0)
Materials & Supplies	0.560	0.357	0.203	36.3	5.579	4.452	1.127	20.2
Other Business Expenditures	0.001	-	0.001	100.0	0.005	0.004	0.001	20.0
Total Non-Labor Expenditures	\$ 1.334	\$ 0.615	\$ 0.719	53.9	\$ 13.349	\$ 11.120	\$ 2.229	16.7
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 4.157	\$ 1.642	\$ 2.515	60.5	\$ 43.172	\$ 34.814	\$ 8.358	19.4
Operating Cash Deficit	\$ (3.061)	\$ (1.006)	\$ 2.055	67.1	\$ (32.173)	\$ (23.726)	\$ 8.447	26.3

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	0.130	32.7%	Largely favorable timing of cash receipts/settlements with NYCT	0.538	11.7%	Largely favorable timing of cash receipts/settlements with NYCT
Other Operating Revenue	(0.478)	(100.0%)	Mainly the unfavorable timing of fare reimbursements and advertising receipts	(0.827)	(19.2%)	Mainly the unfavorable timing of fare reimbursements and advertising receipts
Capital Reimbursements	(0.112)	(50.9%)	Mostly the unfavorable timing of reimbursements	0.378	18.0%	Mostly higher expense reimbursements
Payroll	0.722	50.3%	Mainly the favorable timing of payments	1.263	8.1%	Favorable timing of expenses and payments
Health and Welfare (including OPEB current payment)	0.540	97.5%	Largely the favorable timing of payments and expenses	2.797	58.0%	Largely the favorable timing of payments and expenses
Pension	0.455	100.0%	Favorable timing of payments	1.281	24.4%	Favorable timing of payments
Other Fringe Benefits	0.169	84.1%	Mainly the favorable timing of payments	0.664	43.6%	Mainly the favorable timing of payments
Electric Power	0.451	100.0%	The favorable timing of expenses/payments and lower prices	0.928	19.9%	The favorable timing of expenses/lower prices
Insurance				(0.446)	over (100.0)%	Increased insurance requirements
Maintenance Contracts				0.586	32.9%	Largely the favorable timing of payments
Materials and Supplies	0.203	36.3%	The favorable timing of expenses	1.127	20.2%	The favorable timing of expenses

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	(0.058)	0.085	0.143	246.6	(0.402)	0.075	0.477	118.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.282	(0.236)	(0.518)	(183.7)	0.394	(0.540)	(0.934)	(237.1)
Capital and Other Reimbursements	0.067	(0.056)	(0.123)	(183.6)	0.574	0.429	(0.145)	(25.3)
Total Receipts	\$0.291	(\$0.207)	(\$0.498)	(171.1)	\$0.566	(\$0.036)	(\$0.602)	(106.4)
<u>Expenditures</u>								
Labor:								
Payroll	(0.072)	0.692	0.764	1,061.1	0.068	0.687	0.619	910.3
Overtime	0.003	(0.011)	(0.014)	(466.7)	0.164	(0.016)	(0.180)	(109.8)
Health and Welfare	(0.036)	0.001	0.037	102.8	0.036	0.426	0.390	1,083.3
OPEB Current Portion	(0.007)	0.305	0.312	4,457.1	0.010	1.284	1.274	12,740.0
Pensions	0.057	0.459	0.402	705.3	(0.057)	1.068	1.125	1,973.7
Other Fringe Benefits	(0.035)	0.116	0.151	431.4	0.039	0.799	0.760	1,948.7
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	(\$0.090)	\$1.562	\$1.652	1,835.6	\$0.010	\$4.248	\$4.238	42,380.0
Non-Labor:								
Electric Power	0.018	0.289	0.271	1,505.6	(0.018)	(0.178)	(0.160)	(888.9)
Fuel	0.013	0.035	0.022	169.2	(0.012)	(0.108)	(0.096)	(800.0)
Insurance	(0.010)	0.040	0.050	500.0	0.012	(0.256)	(0.268)	(2,233.3)
Claims	(0.009)	0.002	0.011	122.2	0.009	0.005	(0.004)	(44.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.057)	(1.238)	(1.181)	-	(0.346)	0.446	0.792	228.9
Professional Service Contracts	(0.019)	0.144	0.163	857.9	(0.200)	0.334	0.534	267.0
Materials & Supplies	0.108	(0.235)	(0.343)	(317.6)	0.248	(2.596)	(2.844)	(1,146.8)
Other Business Expenditures	(0.001)	0.023	0.024	-	(0.001)	0.130	0.131	-
Total Non-Labor Expenditures	\$0.043	(\$0.940)	(\$0.983)	-	(\$0.308)	(\$2.223)	(\$1.915)	-
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	(\$0.047)	\$0.622	\$0.669	1,423.4	(\$0.298)	\$2.025	\$2.323	779.5
Depreciation Adjustment	0.750	0.763	0.013	1.7	8.250	7.113	(1.137)	(13.8)
Other Post Employment Benefits	0.192	0.000	(0.192)	(100.0)	2.107	1.299	(0.808)	(38.3)
Total Expenditures	\$0.895	\$1.385	\$0.490	54.7	\$10.059	\$10.437	\$0.378	3.8
Total Cash Conversion Adjustments	\$1.186	\$1.178	(\$0.008)	(0.7)	\$10.625	\$10.401	(\$0.224)	(2.1)

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

	<u>November 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>				
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	8.9	9.0	9.1	0.2	2.2	0.1	1.1
Total Expenses before Depreciation, OPEB and Environmental Remediation	41.4	40.3	34.8	6.6	15.9	5.5	13.6
4.33 Depreciation	8.2	7.6	7.1	1.1	13.4	0.5	6.6
OPEB Account	2.1	1.3	1.3	0.8	38.1	0.0	0.1
Total Expenses	51.7	49.2	43.2	8.5	16.4	6.0	12.2
Net Surplus/(Deficit)	(42.8)	(40.2)	(34.1)	8.7	20.3	6.1	15.2

Note: Totals may not add due to rounding

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

	November 2013 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	0.1	1.1	Favorable advertising revenue
Total Expenses (Nonreimbursable)	6.0	12.2	Major Contributors:
			- \$1.7M of lower maintenance contract expenses-mostly capitalization of purchases of non-revenue vehicles-cash results not impacted
			- Timing of \$1.6M of materials & supplies expenses
			- Timing/underrun of \$0.8M of electric power expenses
			- Timing of \$0.6M of health & welfare/OPEB current expenses
			- Timing of \$0.5M of inter-agency insurance expenses
			- Lower depreciation expenses of \$0.5M

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 November</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.357	0.352	(0.006)	(1.6%)	

<u>Year to Date</u>				
3.852	3.873	0.021	0.5%	

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 November				Explanation
	2012	2013	Variance		
			Amount	Percent	
Average Weekday	0.015	0.016	0.001	4.2%	Partial recovery of riders from Sandy
Average Weekend	0.008	0.006	(0.002)	(23.8%)	Shuttle buses replace trains between St. George and Old Town on one weekend
12-Month Rolling Average					
Average Weekday	0.016	0.015	(0.001)	(7.1%)	Residual ridership losses from Sandy
Average Weekend	0.009	0.007	(0.001)	(17.0%)	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
November 2013

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	16	(3)
General Office	6	5	1
Purchasing/Stores	6	6	0
Total Administration	25	27	(2)
Operations			
Transportation	91	95	(4)
Total Operations	91	95	(4)
Maintenance			
Mechanical	43	40	3
Electronics/Electrical	15	12	3
Power/Signals	26	25	1
Maintenance of Way	46	44	2
Infrastructure	25	27	(2)
Total Maintenance	155	148	7
Total Positions	271	270	1
Non-Reimbursable	268	267	1
Reimbursable	3	3	0
Total Full-Time	271	270	1
Total Full-Time-Equivalents	0	0	0

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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	14	14	0	
Professional, Technical, Clerical	11	13	(2)	
Operational Hourlies	0	0	0	
Total Administration	25	27	(2)	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	91	(8)	Timing of retirees/replacements
Total Operations	91	95	(4)	
Maintenance				
Managers/Supervisors	8	11	(3)	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	144	134	10	
Total Maintenance	155	148	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	27	27	0	
Professional, Technical, Clerical	17	18	(1)	
Operational Hourlies	227	225	2	
Total Positions	271	270	1	

FINANCIAL AND RIDERSHIP REPORT

November 2013

(All data are preliminary and subject to audit)

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

Operating revenue was \$17.3 million in November, \$0.4 million (2.2 percent) below forecast. Farebox revenue exceeded forecast by \$0.1 million (0.4 percent), due to better-than-expected ridership levels. Other operating revenue was less than forecast by \$0.4 million (24.4 percent), due to the unfavorable timing of receipts. Year-to-date, operating revenue was \$200.6 million, \$1.4 million (0.7 percent) higher than forecast, due mostly to increased farebox revenue, also from better-than-expected ridership results.

Total ridership in November was 10.2 million riders, 1.6 percent (0.2 million riders) above forecast, and year-to-date, ridership was 115.0 million riders, 1.4 percent (1.6 million riders) above forecast. November average weekday ridership was 410,299 riders, an increase of 0.1 percent (502 riders) from November 2012. Average weekday ridership for the twelve months ending November 2013 was 407,742 riders, an increase of 1.8 percent (7,105 riders) from the twelve months ending November 2012.

Nonreimbursable expenses before depreciation and OPEB were \$48.2 million in November, \$0.4 million (0.7 percent) below forecast. Labor expenses exceeded forecast by \$2.6 million (7.4 percent). Payroll expenses overran by \$2.7 million (15.3 percent), due largely to interagency misclassifications offset in other fringe benefits and unforecasted miscellaneous charges. Overtime expenses were also unfavorable by \$1.1 million (35.1 percent), due to vacancies, traffic delays, fueling operations and maintenance requirements. Other fringe benefits were favorable by \$1.1 million (24.6 percent), resulting from the timing of Workers' Compensation payments and the offset to misclassifications charged to payroll. Non-labor expenses were below forecast by \$3.0 million (22.5 percent), primarily resulting from the favorable timing of claims payments of \$1.5 million (69.2 percent) and fuel payments of \$1.2 million (34.6 percent). Year-to-date, expenses underann by \$10.7 million (2.0 percent), including labor expenses, which were above forecast by \$0.9 million (0.2 percent), and non-labor expenses, which were favorable by \$11.6 million (8.7 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 \$44.9 million were \$3.8 million (9.4 percent) higher than forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$50.8 million of accrued expenses year-to-date, \$0.5 million (1.0 percent) lower than forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$298.7 million, \$43.6 million (12.7 percent) favorable to forecast, due mostly to the timing of payments affecting several accounts.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER 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	\$ 15.896	\$ 15.955	\$ 0.059	0.4	\$ -	\$ -	\$ -	-	\$ 15.896	\$ 15.955	\$ 0.059	0.4
Other Operating Revenue	1.834	1.387	(0.447)	(24.4)	-	-	-	-	1.834	1.387	(0.447)	(24.4)
Capital and Other Reimbursements	-	-	-	-	0.877	0.415	(0.462)	(52.7)	0.877	0.415	(0.462)	(52.7)
Total Revenue	\$ 17.730	\$ 17.342	\$ (0.388)	(2.2)	\$ 0.877	\$ 0.415	\$ (0.462)	(52.7)	\$ 18.607	\$ 17.757	\$ (0.850)	(4.6)
Labor												
Payroll	\$ 17.731	\$ 20.438	\$ (2.707)	(15.3)	\$ 0.608	\$ 0.231	\$ 0.377	62.0	\$ 18.339	\$ 20.669	\$ (2.330)	(12.7)
Overtime	3.233	4.367	(1.134)	(35.1)	-	-	-	-	3.233	4.367	(1.134)	(35.1)
Health and Welfare	4.572	4.657	(0.085)	(1.9)	0.089	0.082	0.007	7.9	4.661	4.739	(0.078)	(1.7)
OPEB Current Payment	1.795	1.216	0.579	32.3	-	-	-	-	1.795	1.216	0.579	32.3
Pensions	3.583	3.933	(0.350)	(9.8)	0.038	0.040	(0.002)	(5.3)	3.621	3.973	(0.352)	(9.7)
Other Fringe Benefits	4.446	3.353	1.093	24.6	0.021	0.015	0.006	28.6	4.467	3.368	1.099	24.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 35.360	\$ 37.964	\$ (2.604)	(7.4)	\$ 0.756	\$ 0.368	\$ 0.388	51.3	\$ 36.116	\$ 38.332	\$ (2.216)	(6.1)
Non-Labor												
Electric Power	\$ 0.074	\$ 0.115	\$ (0.041)	(55.4)	\$ -	\$ -	\$ -	-	\$ 0.074	\$ 0.115	\$ (0.041)	(55.4)
Fuel	3.554	2.326	1.228	34.6	-	-	-	-	3.554	2.326	1.228	34.6
Insurance	0.248	0.214	0.034	13.7	-	-	-	-	0.248	0.214	0.034	13.7
Claims	2.166	0.667	1.499	69.2	-	-	-	-	2.166	0.667	1.499	69.2
Maintenance and Other Operating Contracts	2.702	1.543	1.159	42.9	0.037	-	0.037	100.0	2.739	1.543	1.196	43.7
Professional Service Contracts	1.724	1.597	0.127	7.4	-	-	-	-	1.724	1.597	0.127	7.4
Materials & Supplies	2.318	3.448	(1.130)	(48.7)	0.084	0.047	0.037	44.0	2.402	3.495	(1.093)	(45.5)
Other Business Expense	0.369	0.289	0.080	21.7	-	-	-	-	0.369	0.289	0.080	21.7
Total Non-Labor Expenses	\$ 13.155	\$ 10.199	\$ 2.956	22.5	\$ 0.121	\$ 0.047	\$ 0.074	61.2	\$ 13.276	\$ 10.246	\$ 3.030	22.8
Total Expenses before Non-Cash Liability Adjs.	\$ 48.515	\$ 48.163	\$ 0.352	0.7	\$ 0.877	\$ 0.415	\$ 0.462	52.7	\$ 49.392	\$ 48.578	\$ 0.814	1.6
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	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 56.726	\$ 56.807	\$ (0.081)	(0.1)	\$ 0.877	\$ 0.415	\$ 0.462	52.7	\$ 57.603	\$ 57.222	\$ 0.381	0.7
Net Surplus/(Deficit)	\$ (38.996)	\$ (39.465)	\$ (0.469)	(1.2)	\$ -	\$ -	\$ -	-	\$ (38.996)	\$ (39.465)	\$ (0.469)	(1.2)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2013 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER 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	\$ 180.462	\$ 182.665	\$ 2.203	1.2	\$ -	\$ -	\$ -	-	\$ 180.462	\$ 182.665	\$ 2.203	1.2
Other Operating Revenue	18.751	17.916	(0.835)	(4.5)	-	-	-	-	18.751	17.916	(0.835)	(4.5)
Capital and Other Reimbursements	-	-	-	-	7.509	5.476	(2.033)	(27.1)	7.509	5.476	(2.033)	(27.1)
Total Revenue	\$ 199.213	\$ 200.581	\$ 1.368	0.7	\$ 7.509	\$ 5.476	\$ (2.033)	(27.1)	\$ 206.722	\$ 206.057	\$ (0.665)	(0.3)
Expenses												
Labor												
Payroll	\$ 208.667	\$ 213.277	\$ (4.610)	(2.2)	\$ 4.852	\$ 2.880	\$ 1.972	40.6	\$ 213.519	\$ 216.157	\$ (2.638)	(1.2)
Overtime	38.413	44.490	(6.077)	(15.8)	-	-	-	-	38.413	44.490	(6.077)	(15.8)
Health and Welfare	44.512	42.863	1.649	3.7	0.915	0.912	0.003	0.3	45.427	43.775	1.652	3.6
OPEB Current Payment	16.699	15.042	1.657	9.9	-	-	-	-	16.699	15.042	1.657	9.9
Pensions	41.810	42.179	(0.369)	(0.9)	0.421	0.480	(0.059)	(14.0)	42.231	42.659	(0.428)	(1.0)
Other Fringe Benefits	41.531	34.657	6.874	16.6	0.426	0.398	0.028	6.6	41.957	35.055	6.902	16.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 391.632	\$ 392.508	\$ (0.876)	(0.2)	\$ 6.614	\$ 4.670	\$ 1.944	29.4	\$ 398.246	\$ 397.178	\$ 1.068	0.3
Non-Labor												
Electric Power	\$ 1.087	\$ 1.445	\$ (0.358)	(32.9)	\$ -	\$ -	\$ -	-	\$ 1.087	\$ 1.445	\$ (0.358)	(32.9)
Fuel	36.448	31.825	4.623	12.7	-	-	-	-	36.448	31.825	4.623	12.7
Insurance	2.460	2.221	0.239	9.7	-	-	-	-	2.460	2.221	0.239	9.7
Claims	23.833	17.837	5.996	25.2	-	-	-	-	23.833	17.837	5.996	25.2
Maintenance and Other Operating Contracts	22.739	15.907	6.832	30.0	0.183	0.046	0.137	74.9	22.922	15.953	6.969	30.4
Professional Service Contracts	15.539	14.822	0.717	4.6	-	-	-	-	15.539	14.822	0.717	4.6
Materials & Supplies	27.210	33.888	(6.678)	(24.5)	0.712	0.760	(0.048)	(6.7)	27.922	34.648	(6.726)	(24.1)
Other Business Expense	3.842	3.608	0.234	6.1	-	-	-	-	3.842	3.608	0.234	6.1
Total Non-Labor Expenses	\$ 133.159	\$ 121.554	\$ 11.605	8.7	\$ 0.895	\$ 0.806	\$ 0.089	9.9	\$ 134.054	\$ 122.360	\$ 11.694	8.7
Total Expenses before Non-Cash Liability Adjs.	\$ 524.791	\$ 514.062	\$ 10.729	2.0	\$ 7.509	\$ 5.476	\$ 2.033	27.1	\$ 532.300	\$ 519.538	\$ 12.762	2.4
Depreciation	41.014	44.850	(3.835)	(9.4)	-	-	-	-	41.014	44.850	(3.835)	(9.4)
OPEB Obligation	51.309	50.799	0.510	1.0	-	-	-	-	51.309	50.799	0.510	1.0
Environmental Remediation	-	1.736	(1.736)	-	-	-	-	-	-	1.736	(1.736)	-
Total Expenses	\$ 617.114	\$ 611.446	\$ 5.668	0.9	\$ 7.509	\$ 5.476	\$ 2.033	27.1	\$ 624.623	\$ 616.922	\$ 7.701	1.2
Net Surplus/(Deficit)	\$ (417.901)	\$ (410.865)	\$ 7.036	1.7	\$ -	\$ -	\$ -	-	\$ (417.901)	\$ (410.865)	\$ 7.036	1.7

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	NOVEMBER 2013				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.059	0.4	Greater than anticipated ridership levels		\$ 2.203	1.2	Greater than anticipated ridership levels	
Other Operating Revenue	NR	\$ (0.447)	(24.4)	Unfavorable timing of receipts		\$ (0.835)	(4.6)	(a)	
Capital and Other Reimbursements	R	\$ (0.462)	(52.7)	Timing of reimbursement receipts, delayed funding allocation and vacancies		\$ (2.033)	(27.1)	Timing of reimbursement receipts, delayed funding allocation and vacancies	
Total Revenue Variance		\$ (0.850)	(4.6)			\$ (0.665)	(0.3)		
Payroll	NR	\$ (2.707)	(15.3)	Mainly due to mischarges of interagency fringe benefits and unbudgeted miscellaneous items		\$ (4.610)	(2.2)	Mainly due to vacation buyback program, and mischarges of interagency fringe benefits and unbudgeted miscellaneous items	
Overtime	NR	\$ (1.134)	(35.1)	Mainly due to vacancies, traffic delays, fueling operations and bus maintenance requirements.		\$ (6.077)	(15.8)	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 MNRRT power outage and traffic delays	
Health and Welfare (including OPEB)	NR	\$ 0.494	7.8	Favorable timing of payments		\$ 3.306	5.4	Timing of payments	
Pension	NR	\$ (0.350)	(9.8)	Payments of prior periods		\$ (0.369)	(0.9)	(a)	
Other Fringe Benefits	NR	\$ 1.093	24.6	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll		\$ 6.874	16.6	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	
Electric Power	NR	\$ (0.041)	(55.4)	Higher than anticipated expenses		\$ (0.358)	(32.9)	Higher than anticipated expenses	
Fuel	NR	\$ 1.228	34.6	Favorable timing of payments and lower average rates		\$ 4.623	12.7	Favorable timing of payments and lower average rates	
Insurance	NR	\$ 0.034	13.7	Favorable timing of payments		\$ 0.239	9.7	Favorable timing of payments	
Claims	NR	\$ 1.499	69.2	Favorable timing of payments		\$ 5.996	25.2	Favorable timing of payments	
Maintenance and Other Operating Contracts	NR	\$ 1.159	42.9	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts		\$ 6.832	30.0	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	
Professional Service Contracts	NR	\$ 0.127	7.4	Lower than anticipated expenses		\$ 0.717	4.6	(a)	
Materials & Supplies	NR	\$ (1.130)	(48.7)	Mainly due to traction motor, and alternator units budgeted in Main, and Other Operating Contracts and prior period expenses		\$ (6.678)	(24.5)	Mainly due to traction motor, and alternator units budgeted in Main, and Other Operating Contracts and prior period expenses	
Other Business Expense	NR	\$ 0.080	21.7	Favorable timing of payments		\$ 0.234	6.1	Favorable timing of payments	
Depreciation	NR	\$ (0.506)	(14.4)	Non cash expense		\$ (3.835)	(9.4)	Non cash expense	
Other Post Employment Benefits	NR	\$ 0.073	1.6	(a)		\$ 0.510	1.0	(a)	
Environmental Remediation		\$ -	-	Non cash expense unbudgeted		\$ (1.736)	-	Non cash expense unbudgeted	
Payroll	R	\$ 0.377	82.0	Timing of expenses, delayed funding and vacancies		\$ 1.972	40.6	Timing of expenses, delayed funding and vacancies	
Health and Welfare	R	\$ 0.007	7.9			\$ 0.003	0.3		
Pension	R	\$ (0.002)	(5.3)	(a)		\$ (0.059)	(14.0)	(a)	
Other Fringe Benefits	R	\$ 0.006	28.6			\$ 0.026	6.6		
Maintenance and Other Operating Contracts	R	\$ 0.037	*	(a)		\$ 0.137	*	(a)	
Materials & Supplies	R	\$ 0.037	*	(a)		\$ (0.048)	*	(a)	
Total Expense Variance		\$ 0.381	0.7			\$ 7.701	1.2		
Net Variance		\$ (0.469)	(1.2)			\$ 7.036	1.7		

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

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

	NOVEMBER 2013				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 15.788	\$ 15.794	\$ 0.006	0.0	\$ 180.568	\$ 182.528	\$ 1.960	1.1
Other Operating Revenue	0.348	1.103	0.755	*	16.601	17.556	0.955	5.8
Capital and Other Reimbursements	1.936	0.394	(1.542)	(79.6)	14.080	6.271	(7.809)	(55.5)
Total Receipts	\$ 18.072	\$ 17.291	\$ (0.781)	(4.3)	\$ 211.248	\$ 206.354	\$ (4.894)	(2.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 19.828	\$ 19.125	\$ 0.703	3.5	\$ 220.228	\$ 208.564	\$ 11.664	5.3
Overtime	3.024	4.367	(1.343)	(44.4)	38.758	44.912	(6.154)	(15.9)
Health and Welfare	1.000	12.491	(11.491)	*	34.541	44.581	(10.040)	(29.1)
OPEB Current Payment	0.425	0.425	-	0.0	12.053	12.053	-	0.0
Pensions	3.247	3.933	(0.686)	(21.1)	42.604	41.369	1.235	2.9
Other Fringe Benefits	5.741	3.437	2.304	40.1	53.581	33.531	20.050	37.4
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 33.265	\$ 43.778	\$ (10.513)	(31.6)	\$ 401.764	\$ 385.010	\$ 16.755	4.2
<i>Non-Labor:</i>								
Electric Power	\$ 0.092	\$ 0.115	\$ (0.023)	(25.0)	\$ 1.068	\$ 2.479	\$ (1.411)	*
Fuel	5.214	2.612	2.602	49.9	39.224	33.191	6.033	15.4
Insurance	0.087	-	0.087	100.0	2.711	1.064	1.647	60.8
Claims	2.484	1.064	1.420	57.2	26.093	16.577	9.516	36.5
Maintenance and Other Operating Contracts	3.874	0.945	2.929	75.6	29.984	14.818	15.166	50.6
Professional Service Contracts	2.241	3.243	(1.002)	(44.7)	17.226	13.501	3.725	21.6
Materials & Supplies	2.746	3.799	(1.053)	(38.3)	30.649	36.384	(5.735)	(18.7)
Other Business Expenses	0.617	0.081	0.536	86.9	4.838	2.021	2.817	58.2
Total Non-Labor Expenditures	\$ 17.355	\$ 11.859	\$ 5.496	31.7	\$ 151.791	\$ 120.033	\$ 31.758	20.9
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 50.620	\$ 55.637	\$ (5.017)	(9.9)	\$ 553.556	\$ 505.043	\$ 48.513	8.8
Operating Cash Surplus/(Deficit)	\$ (32.548)	\$ (38.346)	\$ (5.798)	(17.8)	\$ (342.308)	\$ (298.688)	\$ 43.619	12.7

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	NOVEMBER 2013			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 0 006	0 0	(a)	\$ 1 960	1 1	Greater than anticipated ridership leading to higher receipts
Other Operating Revenue	0.755	*	Unbudgeted insurance recoveries	0 955	5 8	Unbudgeted insurance recoveries
Capital and Other Reimbursements	(1 542)	(79 6)	Timing of reimbursement receipts	(7 809)	(55 5)	Timing of reimbursement receipts
Total Receipts	\$ (0.781)			\$ (4.894)	(2.3)	
Payroll	\$ 0 703	3 5	Vacancies and favorable timing of interagency expense	\$ 11 664	5 3	Vacancies and favorable other payroll expenses including RWA payments for expired TSO union contracts, offset by interagency fringe benefits
Overtime	(1.343)	(44 4)	Vacancies and favorable timing of interagency expense	(6 154)	(15 9)	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 power outage and traffic delays
Health and Welfare (including OPEB)	(11 491)	*	Payments of prior period expenses	(10 040)	(21 5)	Payments of prior period expenses
Pension	(0.686)	(21 1)	Adjustments in prior period payments	1 235	2 9	Favorable timing of payments
Other Fringe Benefits	2 304	40.1	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll	20.050	37 4	Favorable timing of workers' compensation payments and interagency fringe benefits charged to payroll
GASB	-	-	(a)	-	-	(a)
Electric Power	(0 023)	(25 0)	Higher than anticipated expenses	(1 411)	*	Payments for prior periods
Fuel	2 602	49 9	Favorable timing of payments	6 033	15 4	Favorable timing and lower average rates
Insurance	0 087	100 0	Favorable timing	1 647	60 8	Favorable timing
Claims	1 420	57.2	Favorable timing	9 516	36 5	Favorable timing
Maintenance and Other Operating Contracts	2 929	75 6	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts	15 166	50 6	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts
Professional Service Contracts	(1 002)	(44 7)	Payments of prior period expenses	3 725	21 6	Favorable timing of payments
Materials & Supplies	(1 053)	(38 3)	Mainly due to traction motors, and alternator units charged to Material & Supplies	(5 735)	(18 7)	Mainly due to traction motors, and alternator units charged to Material & Supplies
Other Business Expenditure	0 536	86 9	Favorable timing of payments	2 817	58 2	Favorable timing of payments
Total Expenditures	\$ (5.017)	(9.9)		\$ 48.513	8.8	
Net Cash Variance	\$ (5.798)	(17.8)		\$ 43.619	12.7	

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

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

(\$ in millions)

	NOVEMBER 2013				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ (0.108)	\$ (0.161)	\$ (0.053)	(49.1)	\$ 0.106	\$ (0.137)	\$ (0.243)	*
Other Operating Revenue	(1.486)	(0.284)	1.202	80.9	(2.150)	(0.360)	1.790	83.2
Capital and Other Reimbursements	1.059	(0.021)	(1.080)	*	6.571	0.795	(5.776)	(87.9)
Total Receipts	\$ (0.535)	\$ (0.466)	\$ 0.069	12.9	\$ 4.526	\$ 0.297	\$ (4.229)	(93.4)
Expenditures								
Labor								
Payroll	\$ (1.489)	\$ 1.544	\$ 3.033	*	\$ (6.708)	\$ 7.594	\$ 14.302	*
Overtime	0.209	-	(0.209)	(100.0)	(0.345)	(0.422)	(0.077)	(22.4)
Health and Welfare	3.661	(7.752)	(11.413)	*	10.886	(0.806)	(11.692)	*
OPEB Current Payment	1.370	0.791	(0.579)	(42.3)	4.646	2.989	(1.657)	(35.7)
Pensions	0.374	0.040	(0.334)	(89.3)	(0.373)	1.290	1.663	*
Other Fringe Benefits	(1.274)	(0.069)	1.205	94.6	(11.624)	1.524	13.148	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.851	\$ (5.446)	\$ (8.297)	*	\$ (3.518)	\$ 12.168	\$ 15.687	*
Non-Labor:								
Traction and Propulsion Power	\$ (0.018)	\$ -	0.018	100.0	\$ 0.019	\$ (1.034)	(1.053)	*
Fuel for Buses and Trains	(1.660)	(0.286)	1.374	82.8	(2.776)	(1.366)	1.410	50.8
Insurance	0.161	0.214	0.053	32.9	(0.251)	1.157	1.408	*
Claims	(0.318)	(0.397)	(0.079)	(24.8)	(2.260)	1.260	3.520	*
Maintenance and Other Operating Contracts	(1.135)	0.598	1.733	*	(7.062)	1.135	8.197	*
Professional Service Contracts	(0.517)	(1.646)	(1.129)	*	(1.687)	1.321	3.008	*
Materials & Supplies	(0.344)	(0.304)	0.040	11.6	(2.726)	(1.736)	0.991	36.3
Other Business Expenditures	(0.248)	0.208	0.456	*	(0.995)	1.588	2.583	*
Total Non-Labor Expenditures	\$ (4.079)	\$ (1.613)	\$ 2.466	60.5	\$ (17.737)	\$ 2.327	\$ 20.064	*
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.								
	\$ (1.228)	\$ (7.059)	\$ (5.831)	*	\$ (21.255)	\$ 14.495	\$ 35.750	*
Depreciation Adjustment	3.520	4.026	0.506	14.4	41.014	44.850	3.834	9.3
Other Post Employment Benefits	4.691	4.618	(0.073)	(1.6)	51.309	50.799	(0.510)	(1.0)
Environmental Remediation	-	-	-	-	-	1.736	1.736	-
Total Expenses/Expenditures	\$ 6.983	\$ 1.585	\$ (5.398)	(77.3)	\$ 71.067	\$ 111.880	\$ 40.811	57.4
Total Cash Conversion Adjustments	\$ 6.448	\$ 1.119	\$ (5.329)	(82.6)	\$ 75.594	\$ 112.177	\$ 36.582	48.4

NOTE: Totals may not add due to rounding

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

4.46

	November 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	199.2	203.9	200.6	1.4	0.7	(3.3)	(1.6)
Total Expenses before Non-Cash Liability Adjs	524.8	519.0	514.1	10.7	2.0	4.9	0.9
Depreciation	41.0	41.5	44.9	(3.8)	(9.4)	(3.3)	(8.0)
OPEB Obligation	51.3	51.2	50.8	0.5	1.0	0.4	0.9
Environmental Remediation	-	-	1.7	(1.7)		(1.7)	
Total Expenses	617.1	611.7	611.4	5.7	0.9	0.3	0.0
Net Surplus/(Deficit)	(417.9)	(407.8)	(410.9)	7.0	1.7	(3.0)	(0.7)

Note: Totals may not add due to rounding

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

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$3.3)	(1.6)	Unfavorable timing of Capital and Other Reimbursement and Other Operating Revenue receipts
Total Expenses	\$0.3	0.0	Favorable total expenses before Non-Cash Liability Adjustment offset by unfavorable non-cash items

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)

	NOVEMBER 2013			Year-to-date		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 15.896	\$ 15.955	\$ 0.059	\$ 180.462	\$ 182.665	\$ 2.203
Total Farebox Revenue	\$ 15.896	\$ 15.955	\$ 0.059	\$ 180.462	\$ 182.665	\$ 2.203
Other Operating Revenue	\$ 1.834	\$ 1.387	\$ (0.447)	\$ 18.751	\$ 17.916	\$ (0.835)
Capital & Other Reimbursable	0.877	0.415	(0.462)	7.509	5.476	(2.033)
Total Revenue	\$ 18.607	\$ 17.757	\$ (0.850)	\$ 206.722	\$ 206.057	\$ (0.665)
<u>Ridership</u>						
Fixed Route	9.997	10.156	0.159	113.402	115.008	1.606
Total Ridership	9.997	10.156	0.159	113.402	115.008	1.606

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
NOVEMBER 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	14	4	
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	112	66	Timing of Training
Operations				
Buses	2,139	2,152	(13)	
Office of the Executive VP	1	1	-	
Safety & Training	18	59	(41)	
Road Operations	116	112	4	
Transportation Support	20	21	(1)	
Operations Planning	32	28	4	
Revenue Control	21	20	1	
Total Operations	2,347	2,393	(46)	Students in Training
Maintenance				
Buses	749	735	14	
Maintenance Support/CMF	166	173	(7)	
Facilities	72	45	27	Vacancies Replaced by MOU
Supply Logistics	92	90	2	
Total Maintenance	1,079	1,043	36	
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	3,591	67	
Non-Reimbursable	3,593	3,537	57	
Reimbursable	64	54	10	
Total Full-Time	3,642	3,574	69	
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
NOVEMBER 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	71	(1)	
Operational Hourlies	50	-	50	
Total Administration	178	112	66	Timing of Training Requirements
Operations				
Managers/Supervisors	296	295	1	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,000	2,044	(44)	
Total Operations	2,347	2,393	(46)	Students in Training
Maintenance				
Managers/Supervisors	205	197	8	
Professional, Technical, Clerical	16	17	(1)	
Operational Hourlies	858	829	29	
Total Maintenance	1,079	1,043	36	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	12	4	
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	559	33	
Professional, Technical, Clerical	157	157	-	
Operational Hourlies	2,908	2,875	34	
Total Baseline Positions	3,657	3,591	67	

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

	November						November 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>	48,401	\$2.0	44,615	\$2.2	3,786 7.8%	(\$0.1) -5.5%	546,920	\$23.0	491,165	\$20.8	55,755 10.2%	\$2.2 9.7%
<u>Unscheduled Service</u>	3,881	\$0.2	5,886	\$0.3	(2,005) -51.7%	(0.0) -20.3%	43,946	\$2.0	60,727	\$2.6	(16,781) -38.2%	(0.6) -27.5%
<u>Programmatic/Routine Maintenance</u>	10,612	\$0.4	23,608	\$1.1	(12,997) -122.5%	(0.6) -144.3%	134,786	\$5.7	216,144	\$9.3	(81,358) -60.4%	(3.6) -62.2%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	9,632	\$0.5	19,603	\$0.8	(9,971) -103.5%	(0.3) -70.4%	139,353	\$6.3	228,068	\$9.6	(88,715) -63.7%	(3.3) -52.1%
<u>Weather Emergencies</u>	105	\$0.0	33	\$0.0	73 *	0.0 *	20,348	\$0.9	38,632	\$1.7	(18,283) *	(0.8) *
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	135	\$0.0	90 40.0%	0.0 46.3%	2,409	\$0.1	779	\$0.0	1,630 67.7%	0.1 71.6%
<u>Other</u>	312	\$0.0	729	\$0.0	(417) *	(0.0) *	3,479	\$0.3	9,511	\$0.5	(6,032) *	(0.2) *
Subtotal	73,168	\$3.2	94,609	\$4.4	(21,441) -29.3%	(\$1.1) -35.1%	891,241	\$38.4	1,045,026	\$44.5	(153,784) -17.3%	(\$6.1) -15.8%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	73,168	\$3.2	94,609	\$4.4	(21,441) -29.3%	(\$1.1) -35.1%	891,241	\$38.4	1,045,026	\$44.5	(153,784) -17.3%	(\$6.1) -15.8%

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)

	November			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	3,786	(\$0.1)		55,755	\$2.2	
	7.6%	-5.5%		10.2%	9.7%	Operating less than budgeted service
Unscheduled Service	(2,005)	(\$0.0)		(16,781)	(\$0.6)	Traffic Delays and Metro North Derailment Shuttle service support
	-51.7%	-20.3%		-38.2%	-27.5%	
Programmatic/Routine Maintenance	(12,997)	(\$0.6)	Residual effect of MetroNorth Power Outage, facility work on depot operation and traffic-related impact on fueling operations.	(81,358)	(\$3.6)	Maintenance work for accelerated completion of defects found on scheduled inspections, and Metro North derailment.
	-122.5%	-144.3%		-60.4%	-62.2%	
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(9,971)	(\$0.3)	Vacancy and Absentee Coverage.	(88,715)	(\$3.3)	Vacancy and Absentee Coverage.
	-103.5%	-70.4%		-63.7%	-52.1%	
Weather Emergencies	73	\$0.0		(18,283)	(\$0.8)	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
	-	-		-	-	
Safety/Security/Law Enforcement	90	\$0.0		1,630	\$0.1	
	40.0%	46.3%		67.7%	71.6%	
Other	(417)	(\$0.0)		(6,032)	(\$0.2)	
	-	-		-	-	
Subtotal	(21,441)	(\$1.1)		(153,784)	(\$6.1)	
	-29.3%	-35.1%		-17.3%	-15.8%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(21,441)	(\$1.1)		(153,784)	(\$6.1)	

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.

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$57.5	\$156.7	272
Design Completions	108.2	92.9	86
Awards	2,472.4	1,904.0	77
Substantial Completions	1,806.8	1,212.7	67
Closeouts	8,302.3	1,890.1	23

During November, NYCT awarded projects totaling \$183.7 million including:

- the purchase of 300 buses to be operated on express routes; and
- rehabilitation of ventilators at the Montrose Avenue Station on the Canarsie Line and the Clinton-Washington Avenues Station on the Crosstown Line.

During the same period, NYCT substantially completed projects totaling \$29.4 million including:

- mainline track replacement on the Jamaica Line; and
- replacement of negative cables on the Rockaway and Far Rockaway Lines.

Also during November, NYCT started four design projects for \$2.9 million, completed eight designs for \$8.4 million, and closed out four projects for \$50.3 million.

Capital Program Status
November 2013
(January 2014)

During November, NYCT awarded projects totaling \$183.7 million, including a \$179.9 million project to purchase 300 buses to be operated on express routes. These buses are designed to operate in Authority revenue service for a minimum of 12 years or 500,000 miles. The buses will meet Environmental Protection Administration (EPA) emission standards as well as comply with Americans with Disabilities Act (ADA) standards.

NYCT also awarded two projects totaling \$2.5 million to rehabilitate station ventilators at two stations in Brooklyn including: the Montrose Avenue Station on the Canarsie Line and the Clinton-Washington Avenues Station on the Crosstown Line. Ventilators are pathways topped by grated openings usually at the sidewalk level, which provide an unimpeded airway down to the subway below. Located in this airway is a mechanism to trap and channel away any water which has entered the grating. The project scope will address deficient gratings, walls, steel members, drip pans and drains.

During November, NYCT substantially completed projects totaling \$29.4 million, including a \$16.8 million project to replace mainline track at various locations on the Jamaica Line in Brooklyn and Queens. This project reconstructed segments of mainline track and track components that have reached the end of their useful life.

NYCT also substantially completed a \$12.7 million project to replace negative cable on the Rockaway and Far Rockaway Lines in Queens. Negative feeder cables are an important part of the power supply and distribution system required for the safe and efficient operation of the subway system. This project replaced negative feeder cables that were past their useful life and will ensure more reliable service for riders on these lines.

Also during November, NYCT started four design projects for \$2.9 million, completed eight designs for \$8.4 million, and closed out four projects for \$50.3 million.

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

Projects Closed During November 2013
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Purchase 12 Crane Cars	\$10.7	\$13.4	12/2012	11
Mainline Track Replacement 2012 – Broadway Line	\$2.5	\$2.6	11/2013	0
Flood Mitigation and Relieving Platform – 148 th Street Yard	\$22.2	\$25.9	12/2013	(1)
Power Centers 2 & 3 Coney Island Overhaul Shop	\$8.1	\$8.4	02/2014	(2)

The closeout of the Purchase of 12 Crane Cars was delayed by 11 months due to a delay in the submission by the manufacturer of spare parts and final manuals.

CAPITAL PROJECT MILESTONE SUMMARY
2013
(THROUGH NOVEMBER 30, 2013)

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

November

Design Starts	\$2.8	4	\$2.9	4	103.7	100.0
Design Completions	4.1	5	8.4	8	205.6	160.0
Construction Awards	273.7	7	183.7	4	67.1	57.1
Substantial Completions	63.2	8	29.4	2	46.5	25.0
Closeouts	321.5	8	50.3	4	15.6	50.0

2013 Year-To-Date

Design Starts	\$57.5	54	\$156.7	112	272.4	207.4
Design Completions	108.2	82	92.9	77	85.9	93.9
Construction Awards	2,472.4	114	1,904.0	141	77.0	123.7
Substantial Completions	1,806.8	125	1,212.7	95	67.1	76.0
Closeouts	8,302.3	185	1,890.0	118	22.8	63.8

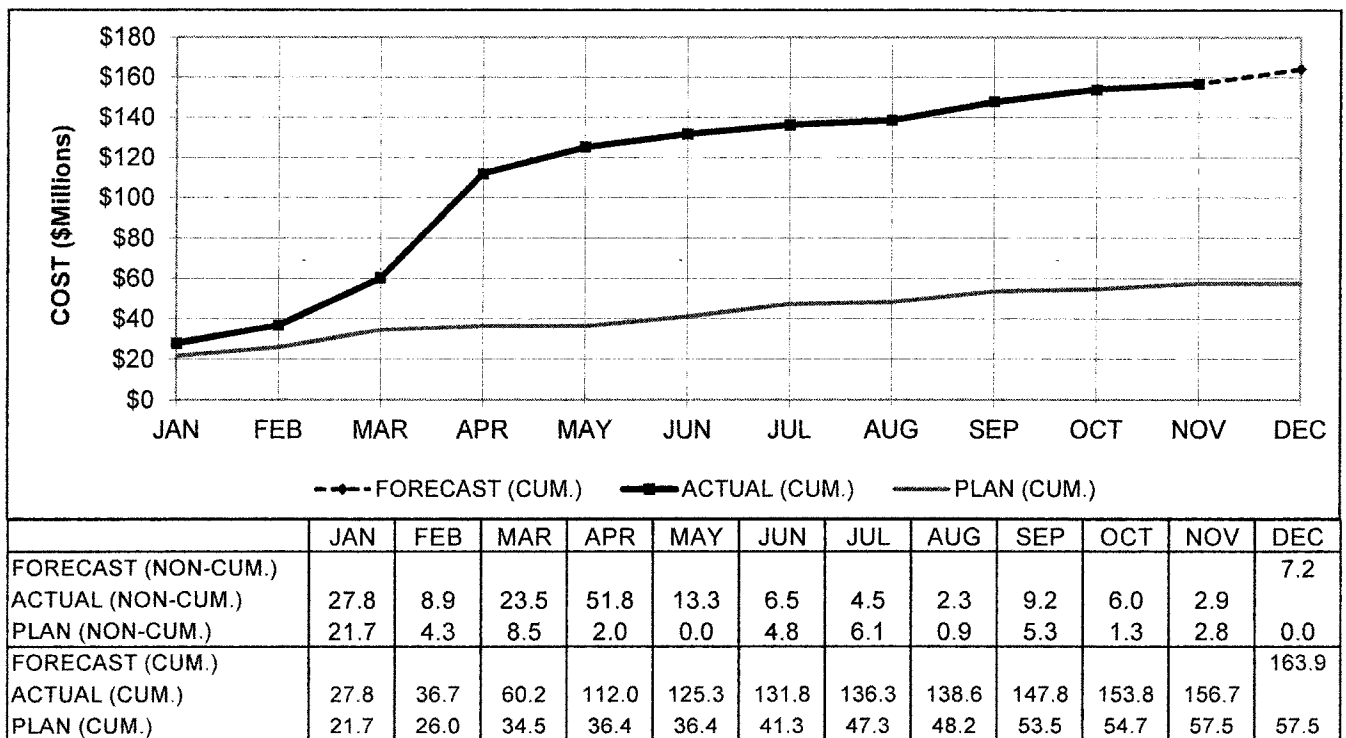
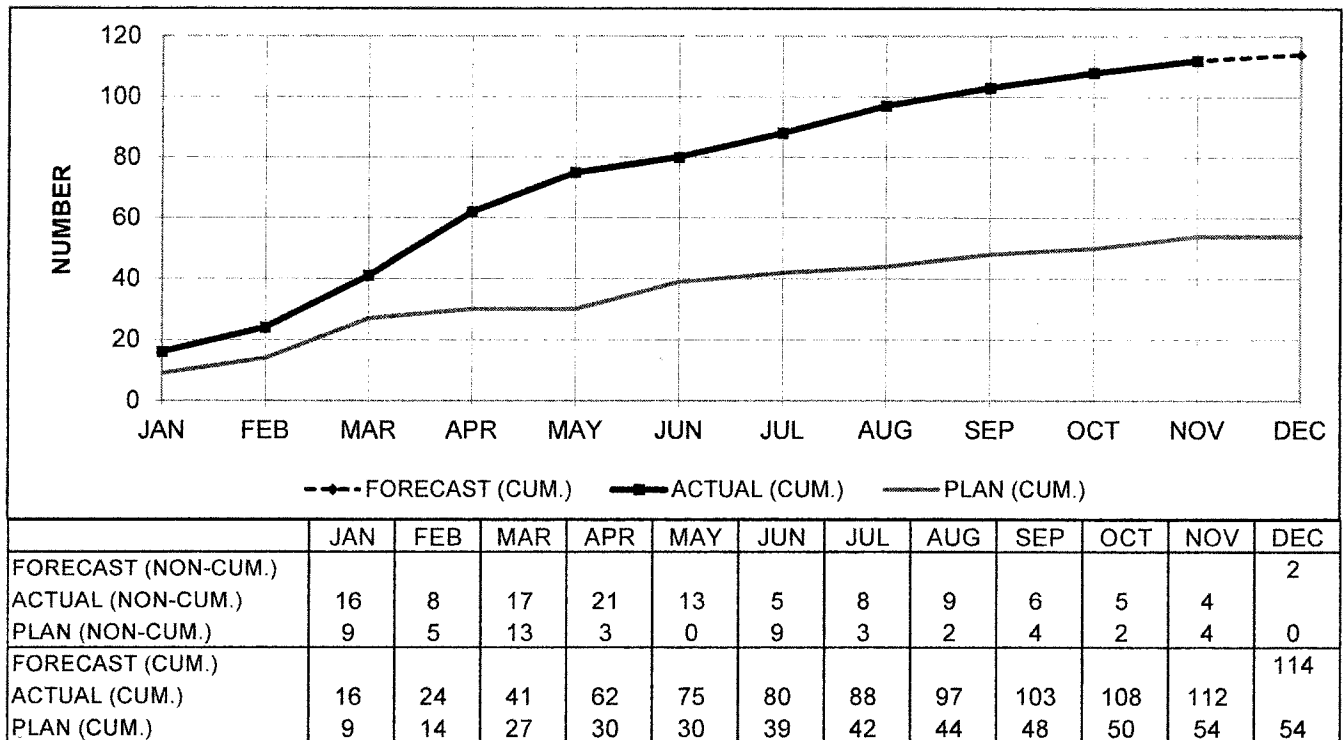
2013 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$57.5	54	\$163.9	114	284.9	211.1
Design Completions	118.5	98	122.0	96	102.9	98.0
Construction Awards	2,511.2	119	2,128.4	168	84.8	141.2
Substantial Completions	2,046.0	152	1,532.7	128	74.9	84.2
Closeouts	8,630.4	200	8,321.0	173	96.4	86.5

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

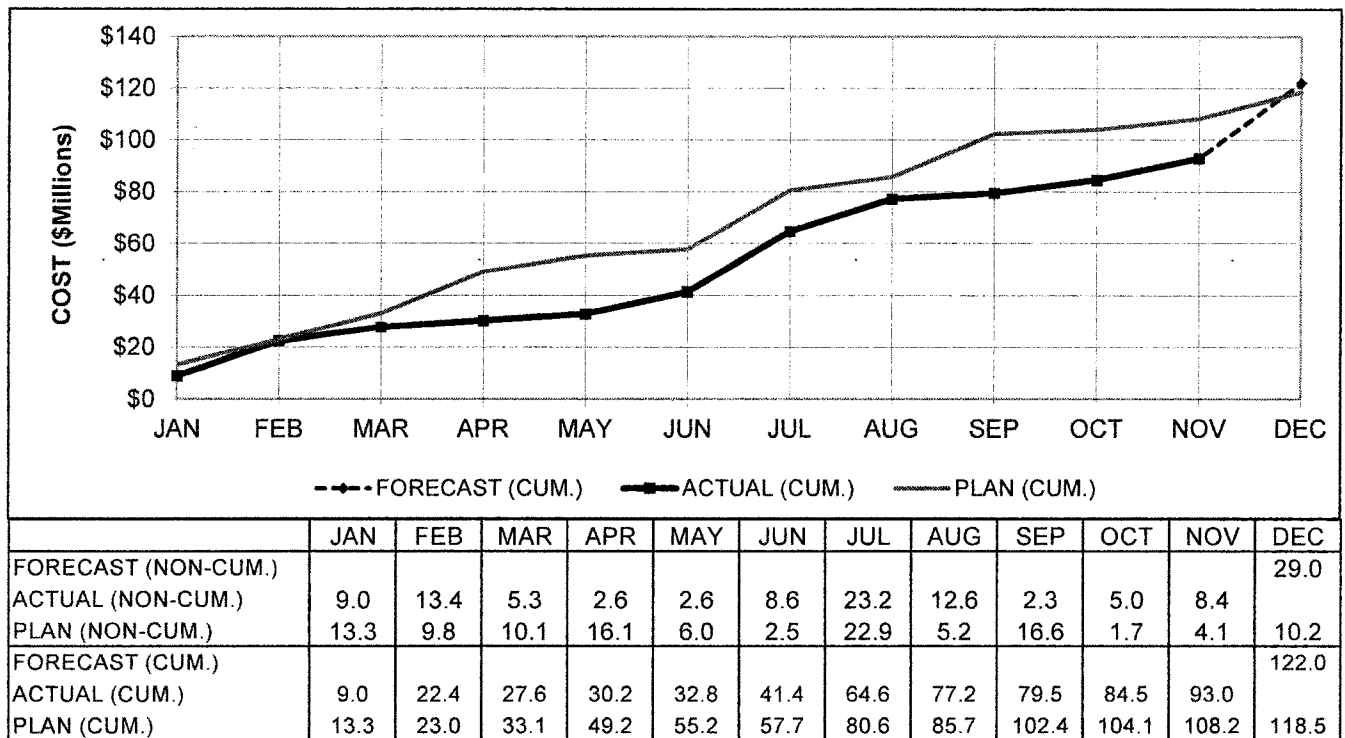
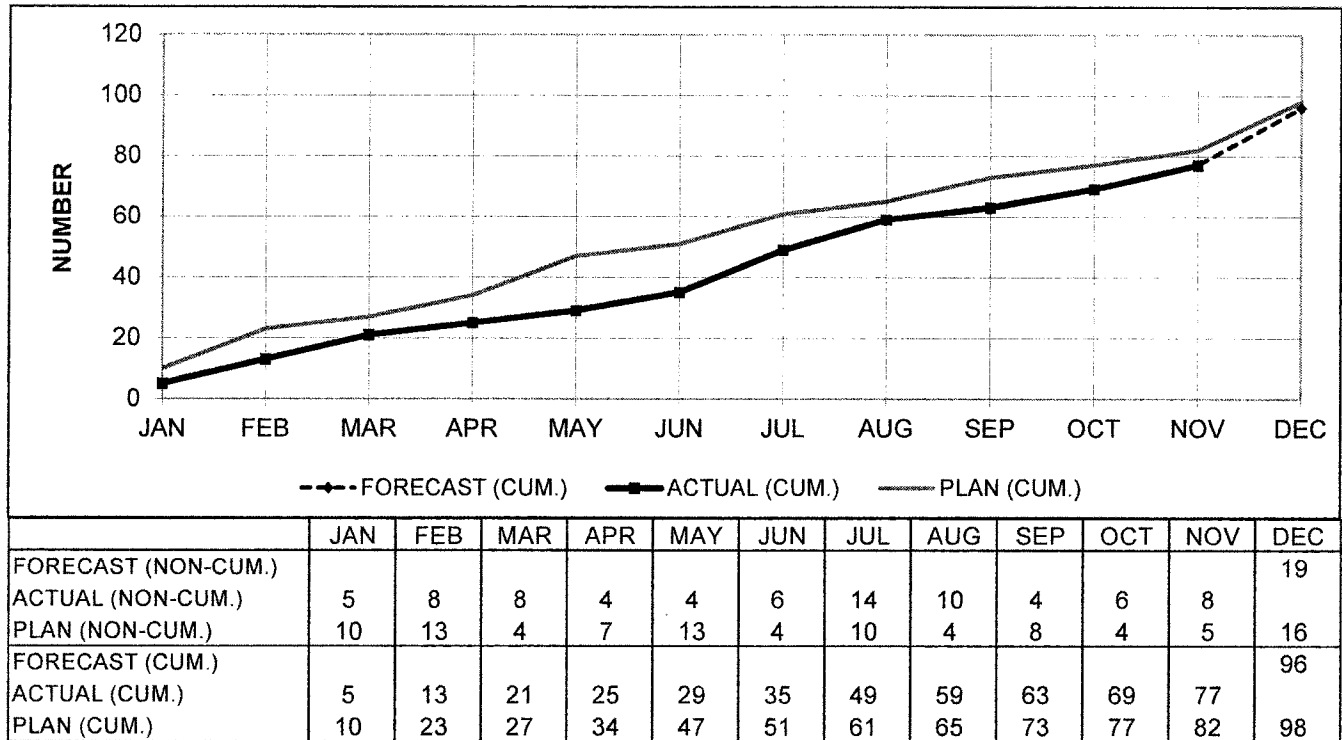
2013 Design Starts Charts

As of November 2013



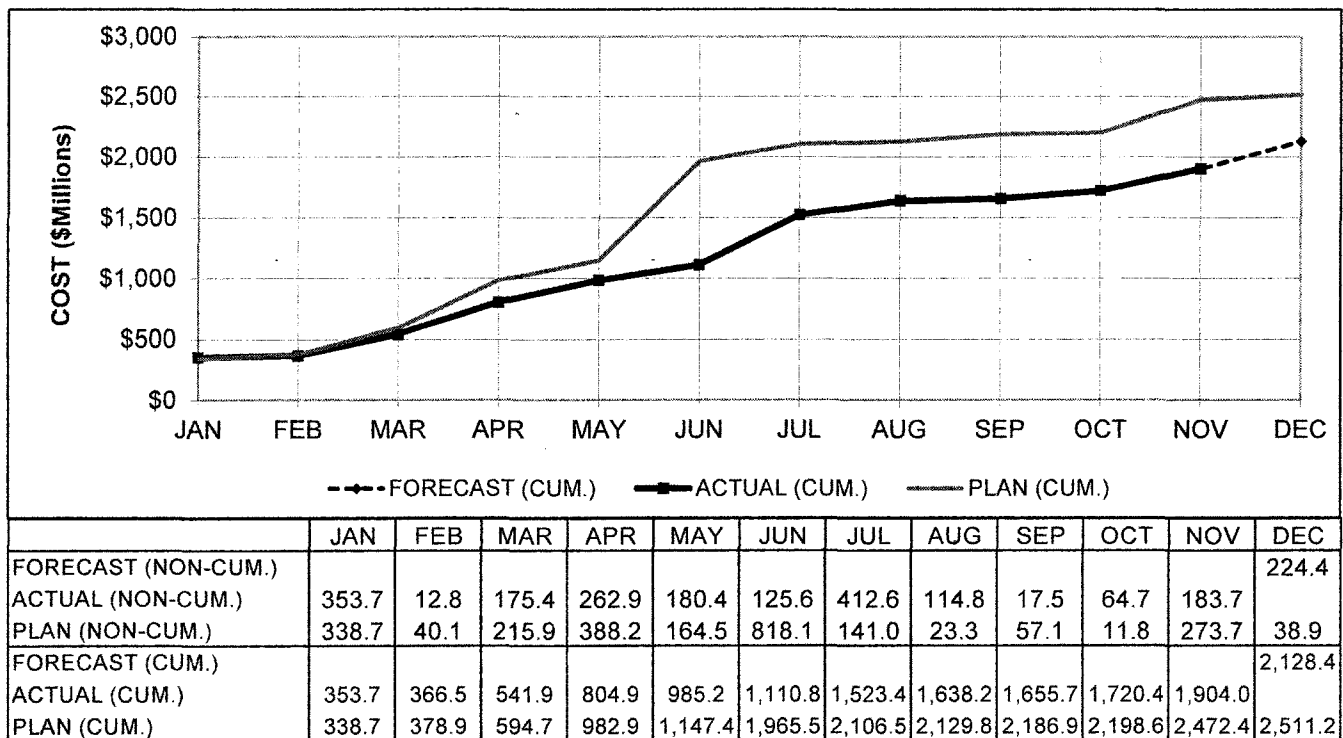
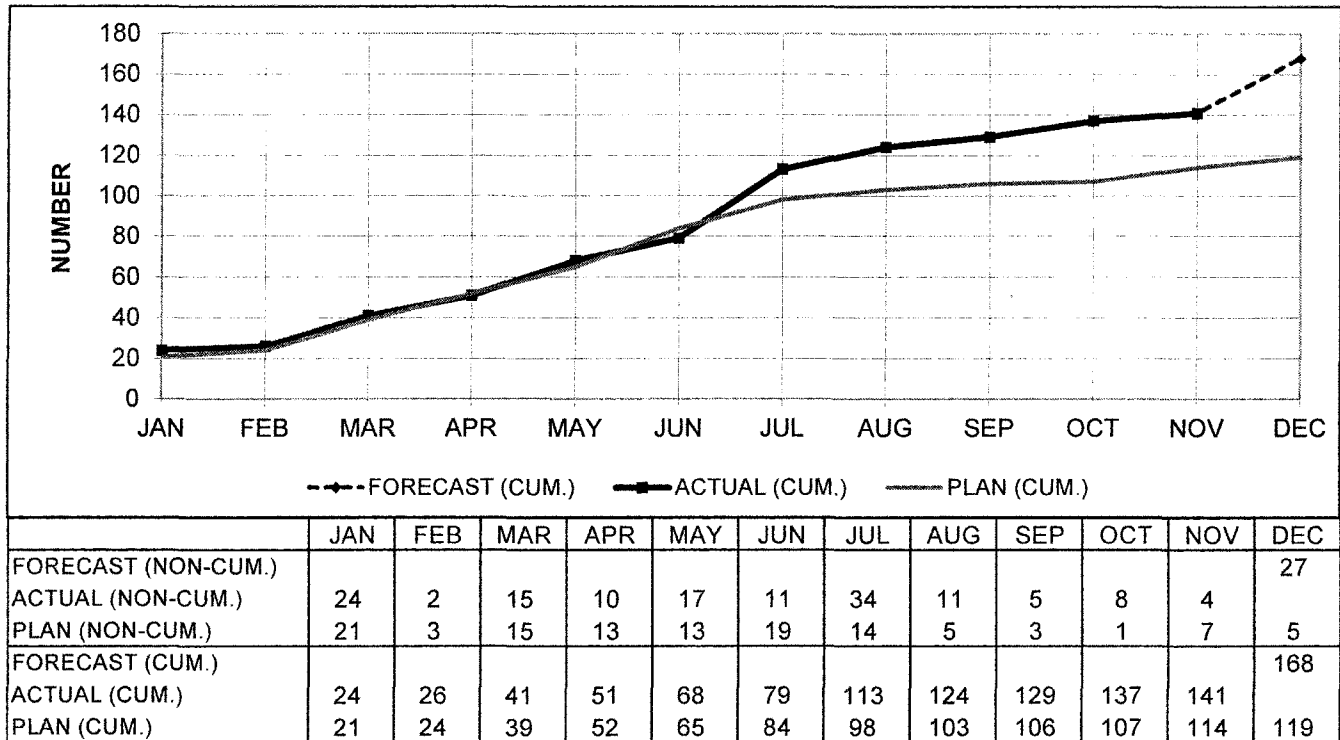
2013 Design Completions Charts

As of November 2013



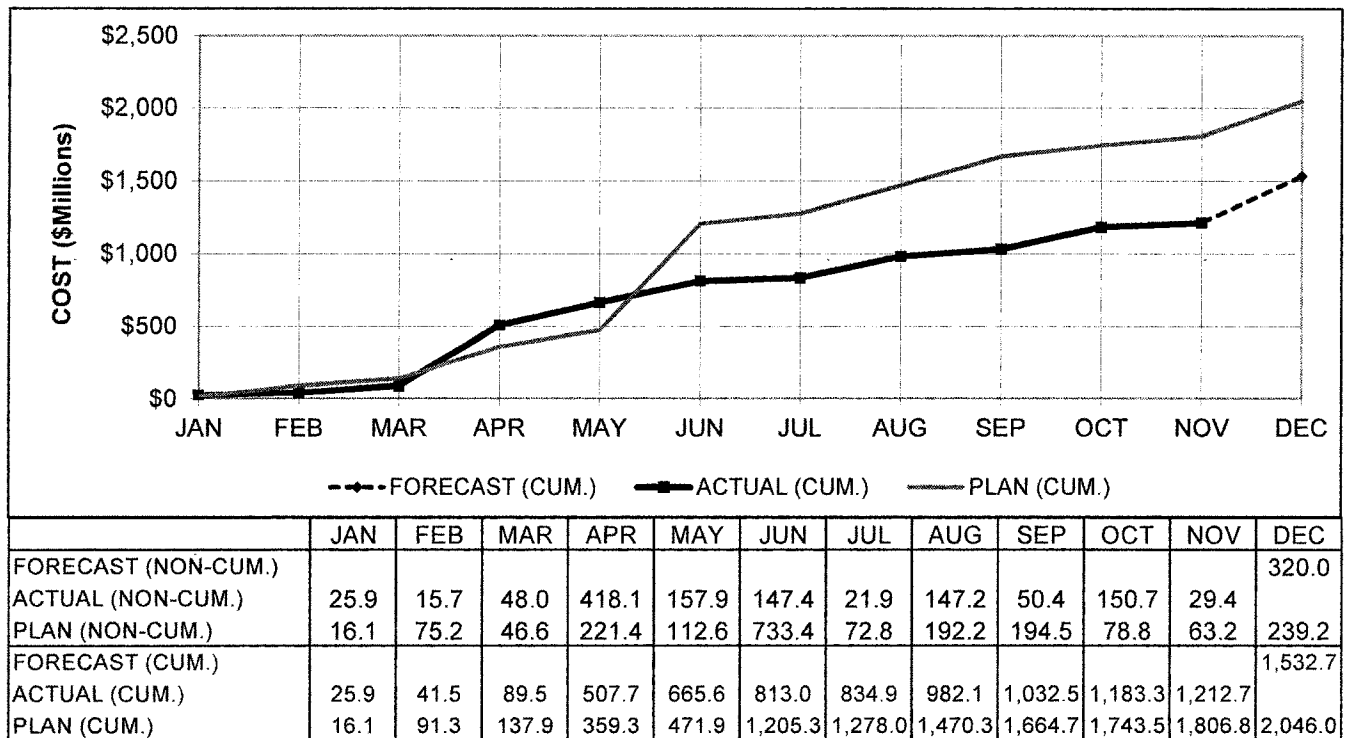
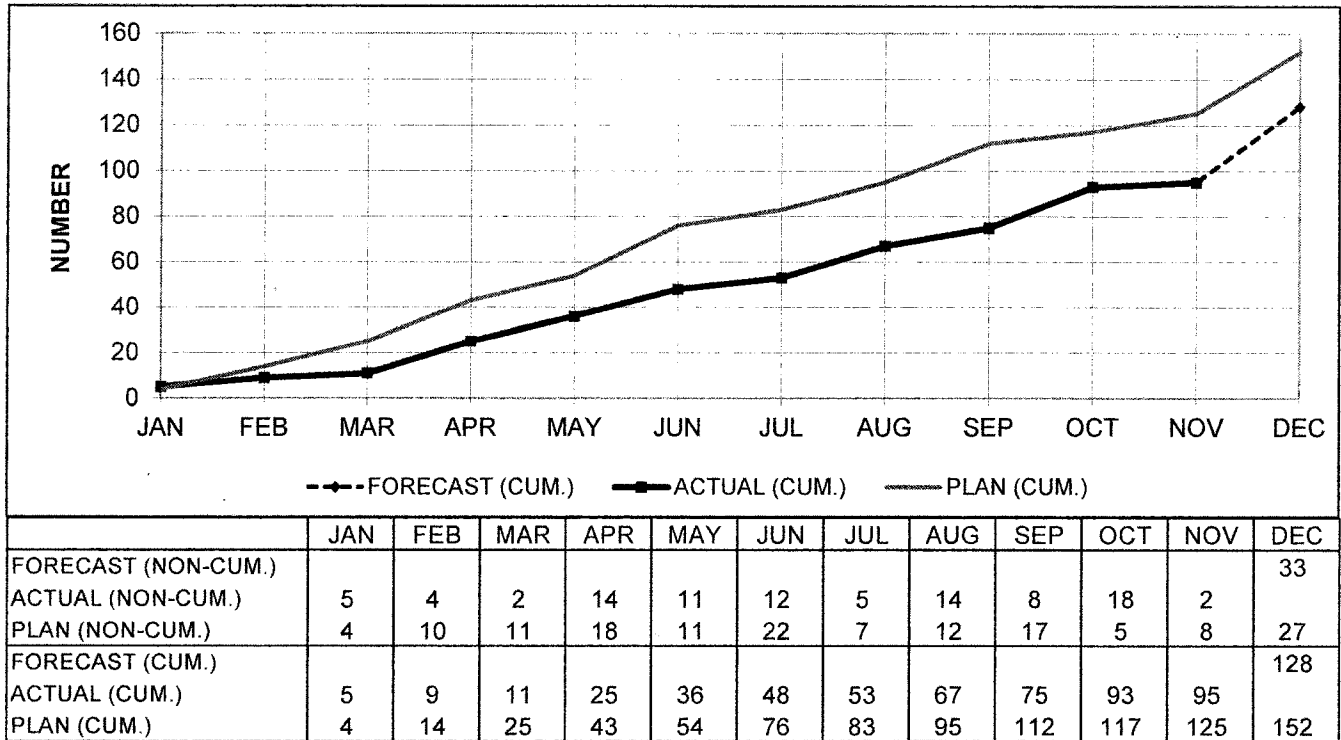
2013 Awards Charts

As of November 2013



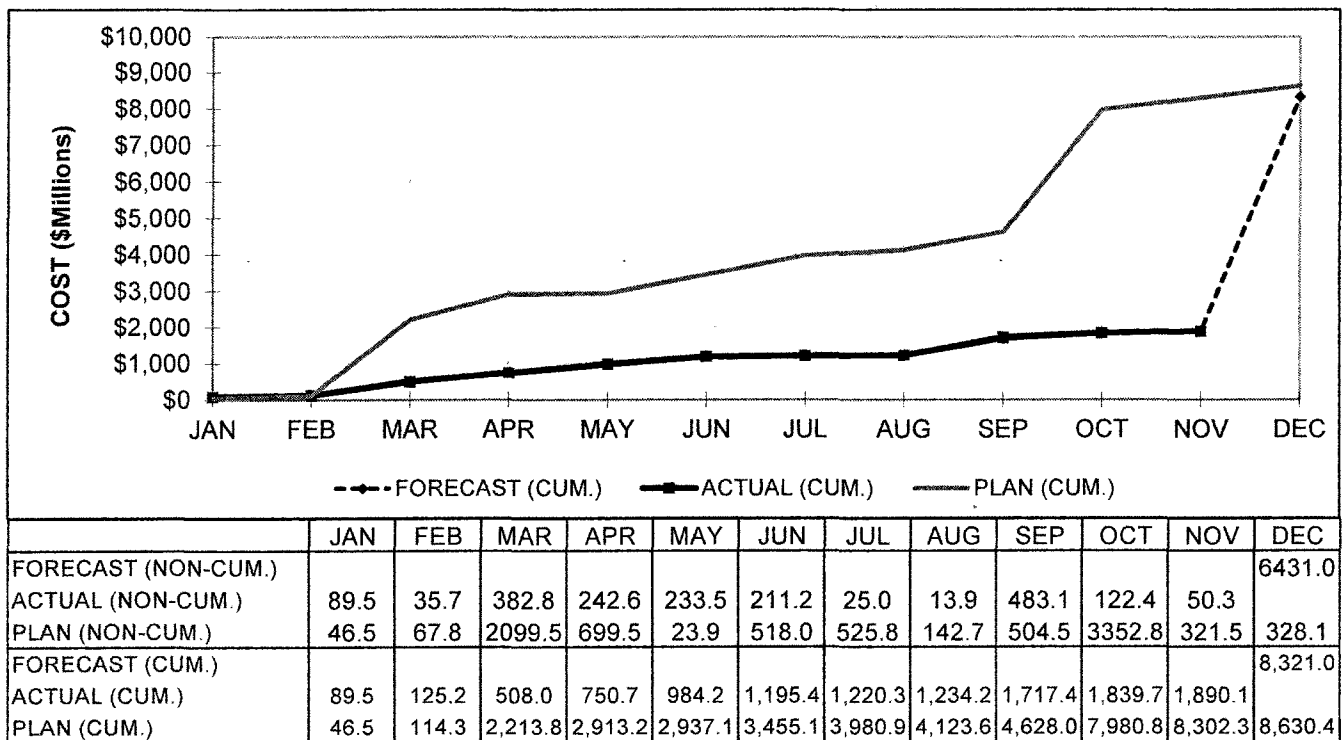
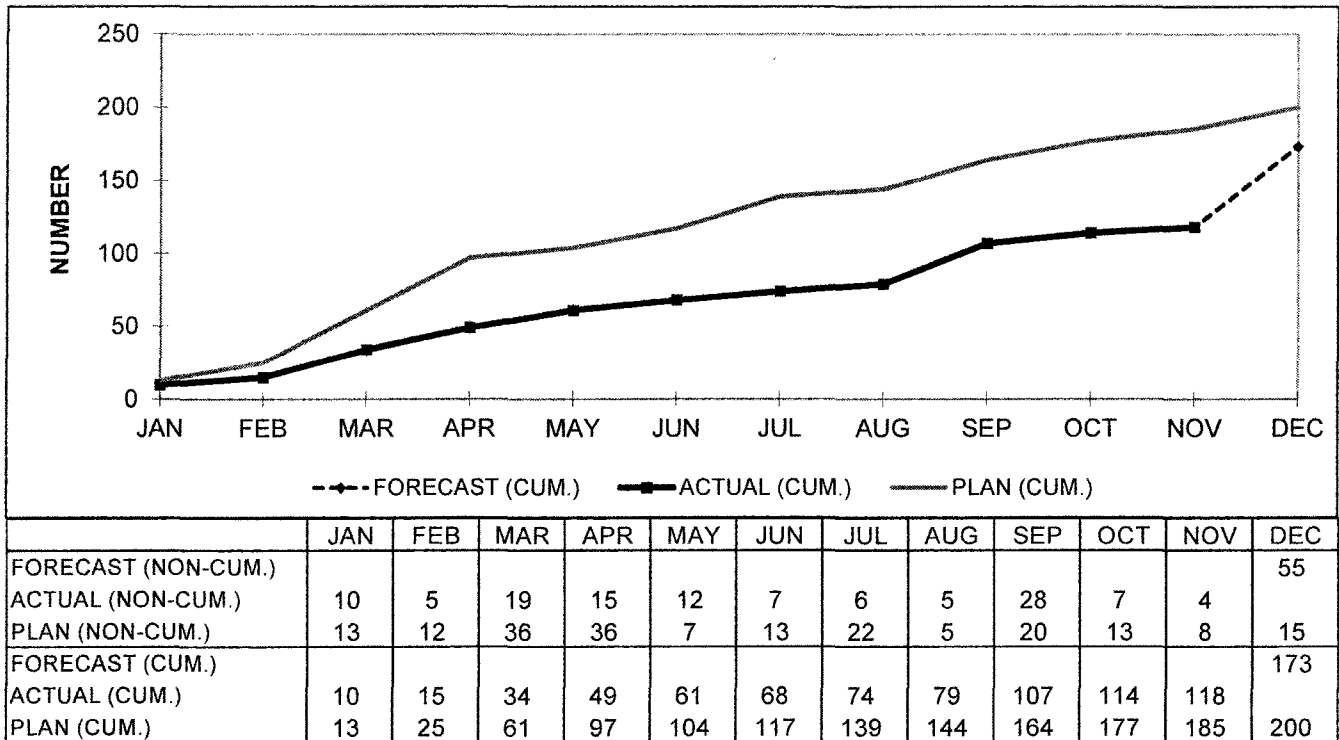
2013 Substantial Completions Charts

As of November 2013



2013 Closeouts Charts

As of November 2013



5. PROCUREMENTS

Report

PROCUREMENTS

The Procurement Agenda this month includes 9 actions for a proposed expenditure of \$29.6M.

Subject Request for Authorization to Award Various Procurements						January 15, 2014			
Department Materiel Division – NYCT						Department			
Department Head Name Stephen M. Plochochi						Department Head Name			
Department Head Signature						Department Head Signature			
Project Manager Name Rose Davis						Table of Contents Ref #			
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other		Approval		Approval
1	Committee	1/27/14					President NYCT		President MTACC
2	Board	1/29/14					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	Order	Approval

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	22.3 M
• Cubic Transportation Systems			\$ 22.3 M
SUBTOTAL 1 \$ 22.3 M			

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	2	\$ 3.3 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$ 3.0 M
SUBTOTAL	4	\$ 6.3 M

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

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

NYC Transit proposes to award Ratifications in the following categories:

<u>Schedules Requiring Two-Thirds Vote:</u>		
Schedule D: Ratification of Completed Procurement Actions	4	\$ 1.0 M
SUBTOTAL	4	\$ 1.0 M
TOTAL	9	\$ 29.6 M

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

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

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

JANUARY 2014

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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.)

1. Cubic Transportation Systems	\$22,300,000 (Est.)	<u>Staff Summary Attached</u>
Contract# A-33778/05F9210.7		

Modification to the contract for software and maintenance support of the Automated Fare Collection System, in order to extend the term of the contract.

JANUARY 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

(Staff Summaries required for items estimated to be greater than \$1M.)

- | | | |
|--|------------------------------|--------------------------------------|
| 1. Contractor To Be Determined | Cost To Be Determined | <u>Staff Summary Attached</u> |
| Three years, plus 2 one-year options | | |
| Contract# TBD | | |
| RFP Authorizing Resolution for Pharmacy Benefits Manager Services. | | |

JANUARY 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

- | | |
|---|---------------------------|
| 2. Diamond Reporting, Inc. & | \$2,430,000 (Est.) |
| 3. Jay Deitz & Associates, LTD | \$899,000 (Est.) |

**Four Bids/Low Bidder – Five-year contract
RFQ# 43386**

This is to award two competitively-bid all-agency five-year miscellaneous service contracts for stenographic services to Diamond Reporting, Inc. (Diamond) and Jay Dietz & Associates (Dietz) in the estimated amounts of \$2,430,000 and \$899,000, respectively, for a combined total of \$3,329,000. The agencies utilize court stenographic services from outside firms to record and prepare typed transcripts of verbatim testimony, on-call video-taping at qualification hearings, examinations before trial, public and labor hearings and other judicial or quasi-judicial proceedings on an as-needed basis. The participating agencies are NYC Transit, MTA Bus Company (MTABC), Metro-North Railroad (MNRR), Long Island Railroad (LIRR), and Bridges and Tunnels (B&T). The contracts for NYC Transit will be centrally managed by Materiel Operations – System Wide Contracts Management (SWCM).

An invitation to bid was advertised with the intent to make two awards and, based on an extensive outreach, two new bidders participated. This resulted in four bids, of which Diamond and Dietz were the lowest and second-lowest bidders, respectively. As the level of activity among specific agencies is difficult to predict and schedule, the demand for stenographic services may exceed one contractor's ability to provide an adequate amount of reporters. Therefore, this solicitation was designed to be awarded to two firms, and will be split approximately 75% to Diamond and 25% to Dietz. The contracts will be utilized on an as-needed basis and agencies will have the option of using either contractor for services.

The price schedule lists firm pricing for years 1-3, with years 4-5 listed separately in order to provide bidders an opportunity to bid price adjustments in the later years of the contract. Following a qualification hearing, Diamond was deemed qualified to perform the required services. Diamond is certified as a WBE by the NYC Department of Small Business Services. Dietz, the incumbent, has provided satisfactory stenographic services for NYC Transit and other agencies since 1999 and was also deemed qualified.

Based on the competitive prices obtained through the bid, the rates of both firms are deemed to be fair and reasonable. A price comparison of the most common item on the current contract indicates that the unit price as bid by Diamond will decrease by 15%. The estimated share of expenditures, by agency, is as follows: NYC Transit for \$1,540,000, MTABC for \$665,000, MNRR for \$742,000, LIRR for \$274,000, and B&T for \$108,000.

JANUARY 2014

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.)

4. Henningson, Durham and Richardson, Inc. Contract# CM-1364 August 8, 2008 – August 7, 2014	Original Amount:	\$	3,000,000
	Prior Modifications:	\$	0
	Prior Budgetary Increases:	\$	3,000,000
	Current Amount:	\$	6,000,000
	 This Request:	 \$	 3,000,000
	 % of This Request to Current Amount:	 	 50%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:		200%

Discussion:

This budget adjustment will add additional funding to Indefinite Quantity Consultant contract CM-1364 with Henningson, Durham and Richardson, Inc. (HDR), which was approved by the Board in August 2008 for use by the MTA Bus Company (MTABC). The requested funding increase is \$3 million for continued work on Superstorm Sandy-related design tasks.

The unforeseen and devastating effects of Superstorm Sandy necessitated a series of emergency assessments, designs and repairs to restore service to the NYC Transit system. Additional consultant services were required for the development of projects to: 1) assess and remedy the effects of damage at transit facilities, and 2) design for the repair and/or replacement of equipment and property at various MTA locations. In order for NYC Transit to act quickly in meeting needs, in April 2013 the Board approved a budget adjustment of \$3 million for this contract enabling the consultant to conduct assessments and preliminary designs for recovery and resiliency. These projects include the 148th Street and 207th Street Yards and the Broad Channel/Rockaway Line.

The requested budget adjustment will be sufficient to cover NYC Transit's task orders under CM-1364 that are logical continuations of design work already being performed by HDR, as well as replenish the budget for MTABC needs. CM-1364 is a non-budgeted contract, and every task order is funded separately through a project budget. Task orders will not be issued until this budget modification is approved. The pricing for this contract was considered fair and reasonable at the time of the original solicitation. For the remaining task orders to be issued under this contract, HDR will reduce certain technical salary rates and its overhead rate, which results in an overall reduction of approximately 3% in billing rates.

JANUARY 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

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

1. TelSys GmbH	\$84,869 (Est.)	<u>Staff Summary Attached</u>
2. Molinari & Associates, Inc.	\$157,126 (Est.)	↓
3. Parsons	\$211,302 (Est.)	↓
4. Honeywell	\$548,696 (Est.)	↓
RFQ# 69135		

Purchase contracts utilized for the testing of new technology in order to detect and warn against intrusions on tracks in station areas.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts

Item Number: 1

Vendor Name (& Location) Cubic Transportation Systems, Inc. (New York, NY)	
Description Automatic Fare Collection System	
Contract Term (including Options, if any) Two years	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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: Non-comp	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: some work may be FTA funded	
Requesting Dept/Div & Dept/Div Head Name: Fare Payment Programs, Michael DeVitto	

Contract Number	AWO/Modification #
A-33778/05F9210	7
Original Amount:	\$ 15,000,000
Prior Modifications:	\$ 20,000,000
Prior Budgetary Increases:	\$ 38,000,000
Current Amount:	\$ 73,000,000
This Request:	\$ 22,300,000 (Est.)
% of This Request to Current Amount:	31.0%
% of Modifications (including This Request) to Original Amount:	535.0%

Discussion:

This modification seeks Board approval to exercise the two-year option available under Mod. No. 6 to extend a non-competitive miscellaneous service contract with Cubic Transportation Systems, Inc. (Cubic) to continue to provide support for NYC Transit's Automatic Fare Collection (AFC) system from March 1, 2014 through February 29, 2016 in the estimated amount of \$22.3 million. Although the estimated spend for this two-year option is \$29.3 million, the Project Office anticipates a budget surplus of \$7 million, which will be applied to this Mod. No. 7. NYC Transit plans to utilize FTA funding for certain AFC equipment damaged by Superstorm Sandy.

In September 2005, the Board approved the award of AFC contract 3378/05F9210 to Cubic for a five-year term in the estimated amount of \$15 million. It is an Indefinite Quantity task order contract that includes negotiated labor rates. Under the contract, Cubic provides software programming and maintenance support for NYC Transit's MetroCard/AFC System on an as-needed basis. This work can include computer programming and software development; furnishing and delivering AFC equipment; and providing engineering services for updating AFC equipment configurations. Since award of the contract, the Board has approved three budget adjustments totaling \$38 million, as well as a contract extension for three years in the amount of \$20 million (Mod. No. 6). That three-year extension included this two-year option, but did not include funding for the option period. The adjusted contract value is \$73 million.

This two-year option is being exercised in order to accommodate requests for various AFC needs submitted by NYC Transit and its affiliates, including but not limited to: replacement of equipment damaged by Superstorm Sandy, purchase of AFC equipment for the Second Avenue project, the purchase of AFC equipment for the Cortlandt Street Station project, and ongoing state-of-good-repair work. This equipment will include, among other things, electronic turnstiles, MetroCard vending machines, MetroCard readers, and integrated farebox units.

This two-year option will provide the time needed for NYC Transit to determine how much longer the current AFC system will need to be supported before it is decommissioned and replaced by the MTA's New Fare Payment System. A future Board request to modify this contract will incorporate these future support requirements.

MTA-Audit completed an audit of Cubic's labor rates, field overhead rates, administrative costs and profit for the aforementioned three-year extension beginning March 2011, as well as this two-year option. Subsequently, NYC Transit's Technology Contracts Management and Cost/Price Analysis units conducted negotiations with Cubic to achieve additional savings on both the three-year extension and the additional two-year option. As a result of these negotiations, Cubic reduced its annual escalation rate for future contract years from 4% to 3%, reduced its profit from 10% to 8.5%, and eliminated all NY office costs from billing rates. NYC Transit realized significant savings over the extension period based on these concessions, and will continue to do so through the proposed two-year option.

All work will be conducted via task orders issued on an as-needed basis, at which time a scope of work will be developed and Cubic will provide a proposal that includes pricing based on agreed upon labor rates. Every proposal from Cubic is evaluated and analyzed in preparation for negotiations, and a task order is issued only once NYC Transit deems Cubic's proposed cost to be fair and reasonable.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Number TBD
Description Pharmacy Benefits Manager Services	
Total Estimated Amount Cost To Be Determined	
Contract Term (including Options, if any) Three-years, plus 2 one-year options	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals (RFP), pursuant to subdivision 9(f) of §1209 of the Public Authorities Law, to seek a Pharmacy Benefits Manager(s) (PBM) to administer the prescription drug program for various represented employees, retirees and their dependents.

DISCUSSION:

Subdivision 9(f) of §1209 of the Public Authorities Law permits NYC Transit, when it is in the public interest, to use a competitive RFP in lieu of competitive bidding in order to evaluate qualitative factors in addition to cost in making an award. Approval is requested to use such an approach to retain a PBM to administer the prescription drug program.

As part of collective bargaining agreements, the Transport Workers Union (TWU), Amalgamated Transit Union (ATU), MTA Bus Company (MTABC) and certain members of bargaining and other groups are entitled to receive employee benefits. The contract(s) to be awarded will provide prescription drug benefits to approximately 150,000 participants, comprised of employees, retirees and their dependents. As part of collective bargaining, NYC Transit assumed responsibility for administering their employee and retiree benefits program starting with the TWU on July 1, 2003 to reduce administrative costs and increase effectiveness of the benefits program. Since that time, NYC Transit has administered these plans with providers for medical and prescription drugs for the employee and retiree benefits program.

In June 2009, the Board approved the award of a three-year contract with an effective date of September 1, 2009 to Innoviant, Inc. (now known as OptumRx, Inc.), a subsidiary of United Health Group, Inc. to provide PBM services in the estimated amount of \$490 million. The Board has also approved the extension of the contract and the exercising of an option that extended the term through December 31, 2014 and increased the estimated contract amount to \$940 million. Of the total annual expenditure for the prescription drug program, approximately 90% is for the cost of the drugs and the remaining balance is for dispensing prescriptions and fees for administration.

A PBM is a third party administrator of prescription drug programs and is primarily responsible for processing and paying prescription drug claims for the drug plan. A PBM is also responsible for developing and maintaining the formulary (list of prescription medications that a drug plan will pay for), contracting with pharmacies, and negotiating discounts and rebates with drug manufacturers. Due to their larger purchasing pool for prescription drugs, PBMs can negotiate rebates and discounts on behalf of their clients.

PBMs operate using different business and pricing models. Based on a recommendation made by an NYC Transit consultant for health benefits issues, NYC Transit will solicit, evaluate and negotiate a contract based on a traditional pricing model as this offers the most savings and is more prevalent in the market today with claims priced uniformly at fixed discounts and dispensing fees.

By using the RFP process, NYC Transit will have the opportunity to evaluate technical factors such as experience and stability of the proposer in addition to the various proposers' offers on pricing for retail, mail, Employer Group Waiver Plan + Wrap (EGWP) and specialty drugs dispensed, audit provisions, financial guarantees, and overall cost. The proposals will also be evaluated based on criteria such as compliance with NYC Transit requirements and contract terms, maintaining a large network of pharmacies, prior experience and capability, and services offered. In addition, the RFP process will enable NYC Transit to explore different programs that the PBM may have to lower costs, or result in more than one award, based on the various elements of the program.

In an effort to achieve further savings based on the incentives contained in the Affordable Care Act, NYC Transit may also seek a separate PBM to administer the EGWP prescription drug plan for Medicare retirees and their dependents. Although NYC Transit would prefer to make a single PBM award for both the commercial and EGWP plans, it will seek a provider(s) that offers the best service and lowest cost for each plan. As such, multiple awards may be made in order to achieve these objectives.

IMPACT ON FUNDING:

Funds are available in NYC Transit's Health and Welfare Budget under Account No. 701741, Responsibility Center No. 7551 and Function No. 991. Approximately 7% of the total cost is attributable to MTABC.

ALTERNATIVES:

Issue an Invitation to Bid. Not recommended, given the factors cited above and the negotiating flexibility an RFP affords.

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 §1209 of the Public Authorities Law, to award the contract.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1-4

Vendor Name (& Location) TelSys GmbH (Dresden, Germany) Molinari & Associates, Inc. (Ontario, Canada) Parsons (New York, NY) Honeywell (Lake Success, NY)		Contract Number RFQ #69135	AWO/Modification # N/A
Description Purchases of equipment to test and evaluate track intrusion detection warning systems		Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Contract Term (including Options, if any) Six months		Total Amount: \$1,001,993 (Est.)	
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: Test and evaluate			
		Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
		Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to subdivision 9(d) of Public Authorities Law §1209 and approve the award of four purchase contracts for the test and evaluation of new technologies for detecting and warning of intrusions by persons or objects onto the track in station areas. The statute states that contracts cannot be awarded until 30 days after Board action. Purchase contracts will then be awarded to the following four vendors: Telsys GmbH (TelSys) in the estimated amount of \$84,869; Molinari Associates Inc. (Molinari) in the estimated amount of \$157,126; Parsons in the estimated amount of \$211,302 and Honeywell in the estimated amount of \$548,696, each for test and evaluation. The total estimated value of these purchases will be \$1,001,993.

CPM has conducted extensive research into technologies to improve safety in the vicinity of the track in station areas, and this pilot will allow for several of these technologies to be tested and the systems evaluated in order to determine which technologies and systems work best in particular station configurations. TelSys (optical video analytics), Molinari (laser), Parsons (thermal imaging) and Honeywell (radar) were identified by CPM during the research period and selected for participation in the pilot with each vendor providing equipment to be installed to protect one subway platform edge. The systems create an electronic curtain that, if crossed, will trigger an alarm notifying the Rail Control Center and the approaching train operator. All four of these companies have successfully supplied similar systems currently in use in other rail systems. NYC Transit's interest in track intrusion technologies is currently being advertised on the NYC Transit website as well as in a series of domestic and international trade publications in an effort to attract other companies for possible further pilot testing with the goal of having multiple suppliers for each technology selected.

Due to the variety of station configurations throughout the NYC Transit system, multiple vendors' technologies must be tested and evaluated to ensure that NYC Transit is utilizing the most appropriate systems for each station's needs. Letters of Intent have already been issued to the vendors in order to expedite the commencement of the pilot program and all vendors have commenced work in furtherance of this pilot program. In-house forces will install all equipment with technical guidance from the vendors.

Procurement negotiated the best price possible from each vendor. The variations in pricing arise from the fact that the technologies as well as the quantity and complexity of the equipment and materials utilized by each vendor vary greatly. NYC Transit has determined that the equipment being provided by each vendor has been sold to other rail entities at comparable prices. Pricing provided by each vendor has been determined to be fair and reasonable.

Background investigations and materials revealed no "significant adverse information" (SAI) within the meaning of the All-Agency Responsibility Guidelines for TelSys, Molinari and Parsons. Honeywell had disclosed information that was considered SAI, but subsequently NYC Transit Management approval was received. Accordingly, all firms were found fully responsible for award.

6. SERVICE CHANGES



Bus Company

Report

**SERVICE CHANGES: NYCT / MTA BUS COMMITTEE
NOTIFICATION:
BUS SCHEDULE CHANGES
EFFECTIVE APRIL 2014**

SERVICE ISSUE:

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

Under the MTA Bus schedule review program, all of the weekday express bus and local bus route schedules and approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

RECOMMENDATION:

Six bus schedule changes on a total of four routes are proposed for implementation in April 2014.

ESTIMATED IMPACT:

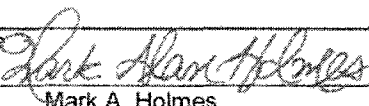




The April 2014 schedule changes represent an estimated savings of approximately \$0.3 million annually. These savings are incorporated in the 2014 Platform Budget.

PLANNED IMPLEMENTATION:

April 2014

Staff Summary

Page 1 of 2

Subject Bus Schedule Changes Effective April 2014						Date January 6, 2014			
Department Operations Planning						Vendor Name N/A			
Department Head Name Robert Lai/Mark A. Holmes						Contract Number N/A			
Department Head Signature 						Contract Manager Name N/A			
Project Manager Name Mark A. Holmes						Table of Contents Ref # N/A			
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	President		X			4	President		 1/9/14
2	NYCT/MTA Bus Cmte			X		3	Executive Vice President		 1/8/14
						2	Vice President, Government and Community Relations		 1/8/2014
						1	Vice President, Operations Planning		 1/9/14

Narrative

PURPOSE:

The purpose of this staff summary is to obtain Presidential approval, and to inform the NYCT / MTA Bus Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times that more closely match operating conditions.

DISCUSSION:

Under the MTA Bus schedule review program, all of the weekday local and express bus route schedules are evaluated at least once each year. Approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the prior review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in April 2014 are a product of MTA Bus' continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-approved bus loading guidelines. Note that only full time changes are reported; routine recurring seasonal changes are not included.

RECOMMENDATION:

Six bus schedule changes affecting four routes which include Weekday, Saturday or Sunday service have been identified for implementation in April 2014.

1. Three of the bus schedule changes contain increases in service frequency and/or spans of service to more closely align service with customer demand.
2. Three of the bus schedule changes represent the results of conversion from standard bus service to articulated bus service on Route Q10, the third busiest bus route in the MTA Bus network. While there is a reduction in revenue miles, the larger articulated buses allow greater service capacity while reducing the number of trips operated consistent with the guidelines for articulated bus service.

ALTERNATIVES:

Do nothing. Under this alternative MTA Bus would not make service level adjustments to better meet changes in customer demand and deal with changing ridership conditions. In addition, MTA Bus would be unable to take advantage of the larger capacity articulated buses by increasing capacity while saving operating funds.

These actions would not be responsive to changes in customer demand and operating conditions and is not considered a viable alternative.

IMPACT OF FUNDING:

The April 2014 schedule changes represent an estimated savings of approximately \$0.3 million annually. These savings are incorporated in the 2014 Platform Budget.

IMPLEMENTATION:

April 2014.

Approved:



Darryl C. Irick
President

MTA Bus

Summary of Service Span and Frequency Changes by Time Period Spring 2014

The table below shows the headways for four selected time periods at maximum load points during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Mile
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Q65	5	4.5	86%	79%	12	10	113%	98%	5	5	65%	65%	12	8	118%	85%	7.7%
Q66	4	3.8	91%	85%	10	10	88%	88%	7.5	7.5	86%	86%	10	10	86%	86%	6.0%
Q50	20	20	72%	72%	30	20	66%	61%	20	20	68%	68%	30	30	71%	71%	2.4%
Q10 (a)	3	4	76%	69%	4.5	6	94%	85%	3	4	76%	74%	3.5	4.5	62%	77%	-20.7%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the time periods described in the headings.

Notes

(a) Frequency changes made due to applying articulated Loading Guideline, in conjunction with conversion to articulated bus operation.

SATURDAY	Late Morning				Midday				Late Afternoon				Evening				Rev Miles Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Q10 (a)	6	8	88%	81%	5.5	7	92%	86%	5.5	6	92%	90%	8	10	112%	98%	-13.8%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the time periods described in the headings.

Notes

(a) Frequency changes made due to applying articulated Loading Guideline, in conjunction with conversion to articulated bus operation.

SUNDAY	Late Morning				Midday				Late Afternoon				Evening				Rev Miles Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Q10 (a)	7	8	79%	64%	5.5	6	89%	83%	6	7	83%	70%	7	8	74%	68%	-7.3%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the time periods described in the headings.

Notes

(a) Frequency changes made due to applying articulated Loading Guideline, in conjunction with conversion to articulated bus operation.

SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE APRIL 2014

Service Issue

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Recommendation

49 bus schedule changes (on 49 routes) are proposed for implementation in April 2014.

Budget Impact

Implementation of the April 2014 schedule changes is estimated to cost \$0.4 million annually. This cost will be incorporated into the 2014 operating budget.

Proposed Implementation Date

April 2014.

Staff Summary



Page 1 of 2

Subject	Bus Schedule Changes Effective April 2014
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Michael Glkin

Date	January 6, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times where applicable that more closely match operating conditions.

Discussion

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in April 2014 are a product of NYC Transit's continuing effort to review and revise bus and subway schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted bus loading guidelines. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Staff Summary

Recommendation

49 bus schedule changes (on 49 routes) have been identified for implementation in April 2014 (see Attachment 1).

1. 29 of the 49 bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. The remaining 20 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.

Alternative to the Proposed Service Change

Do nothing. NYCT would not:

Make service level adjustments to better meet customer demand.

Budget Impact

Implementation of the April 2014 schedule changes is estimated to cost \$0.4 million annually. This cost will be incorporated into the 2014 operating budget.

Proposed Implementation Date

April 2014.

Approved:



Carmen Bianco
President

Attachment 1
April 2014 - Page 1 of 2

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B3	4.5	4.5	95%	95%	8	9	58%	68%	9	8	99%	87%	8	9	78%	92%	-5.1%
B4	15	12	118%	88%	30	30	74%	74%	15	15	77%	77%	20	20	38%	38%	+0.9%
B16	5.5	4.5	115%	97%	20	20	85%	85%	4.5	4	91%	85%	30	20	101%	68%	+4.0%
B20	7	9	66%	85%	15	15	88%	88%	10	10	85%	85%	15	20	43%	58%	-8.0%
B35	2	2.5	86%	89%	4.5	5	71%	77%	2.5	3	74%	81%	4	4	94%	94%	-4.5%
B38	2.5	2.5	90%	86%	4.5	4.5	92%	92%	4.5	5	87%	95%	5.5	6	76%	84%	-2.3%
B41	2.5	3	80%	84%	4.5	4.5	85%	85%	2.5	3	71%	78%	4.5	4	110%	92%	-0.7%
B42	3.5	3	100%	94%	12	12	94%	94%	4	5	71%	83%	8	8	88%	88%	-3.6%
B46	1	1.5	93%	97%	3	3.5	61%	68%	1.5	1.5	88%	91%	2.5	2.5	80%	84%	-5.2%
B48	10	12	69%	89%	20	20	27%	27%	15	20	59%	79%	30	30	24%	24%	-7.2%
B49	4	5	71%	78%	7	8	78%	95%	5.5	5.5	99%	99%	12	12	97%	97%	-4.5%
B57	12	12	89%	89%	20	15	126%	94%	15	12	102%	76%	15	20	61%	81%	+3.0%
B69	15	12	124%	93%	30	30	67%	67%	15	15	68%	68%	30	30	46%	46%	+8.1%
B70	12	10	120%	92%	30	30	54%	54%	20	15	106%	63%	20	20	35%	35%	+4.8%
B74	9	8	104%	91%	12	12	93%	93%	9	7	106%	83%	10	10	88%	88%	+0.9%
Bx5	4.5	4	95%	88%	10	9	101%	86%	6	8	68%	87%	9	8	125%	88%	+2.3%
Bx6	4	3.5	99%	92%	6	5.5	113%	95%	4.5	5	78%	84%	9	8	103%	88%	+3.7%
Bx7	8	7	103%	91%	10	12	79%	95%	6	7	70%	77%	12	10	106%	88%	-3.3%
Bx12	10	10	99%	99%	10	12	73%	88%	9	7	124%	93%	12	12	55%	55%	+0.8%
Bx12-SBS	4.5	4	111%	96%	7	6	103%	93%	5	4	105%	90%	5	5	91%	91%	+6.1%
Bx16	9	6	135%	94%	20	15	129%	97%	9	9	69%	69%	20	12	156%	94%	+6.0%
Bx17	5	5	89%	89%	12	12	93%	93%	10	8	109%	79%	15	15	95%	95%	+0.4%
Bx26	7	6	101%	89%	15	15	81%	81%	10	9	103%	85%	15	15	97%	97%	+2.1%
Bx28/38	5	4.5	106%	91%	9	8	100%	88%	8	6	122%	97%	8	7	102%	84%	+4.1%
Bx29	20	15	112%	67%	30	30	39%	39%	15	15	82%	82%	20	20	45%	45%	+1.9%
Bx30	7	5.5	116%	95%	15	15	91%	91%	10	8	113%	82%	20	15	99%	74%	+5.3%
M11	12	12	100%	100%	10	12	76%	92%	8	9	59%	67%	12	15	65%	81%	-4.7%
M14	2	2	95%	92%	4.5	5	78%	84%	3.5	3.5	87%	87%	4	4	70%	70%	-1.5%
M20	30	20	108%	72%	15	20	49%	65%	15	15	64%	64%	15	20	36%	48%	-5.6%
M21	20	15	144%	87%	30	30	38%	38%	20	20	81%	81%	30	30	57%	57%	+2.5%
M79	4	4.5	78%	90%	8	9	78%	89%	5	4.5	97%	90%	10	10	74%	74%	-5.8%
M86	3	3.5	82%	87%	6	7	73%	81%	4.5	4.5	82%	82%	9	9	93%	93%	-3.0%
M116	4	4	98%	98%	12	12	94%	94%	5.5	5	100%	90%	15	15	79%	79%	+1.8%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the time periods described in the headings.

Attachment 1
April 2014 - Page 2 of 2

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Q3	6	6	90%	90%	15	15	88%	88%	9	8	101%	92%	12	12	74%	74%	+0.5%
Q16	7	6	95%	86%	20	20	76%	76%	8	9	81%	92%	20	20	80%	80%	+1.4%
Q17	5	4	112%	90%	6	7	62%	69%	3.5	3	101%	86%	3.5	4	93%	99%	+1.5%
Q24	10	9	100%	83%	15	12	111%	89%	10	10	85%	85%	12	10	119%	99%	+5.5%
Q54	6.5	5.5	108%	88%	15	15	68%	68%	5	6.5	42%	60%	15	20	43%	58%	-5.2%
Q56	10	10	91%	91%	12	10	112%	94%	12	12	93%	93%	20	20	62%	62%	+2.2%
Q58	3	2.5	112%	89%	7	8	83%	94%	5	4.5	103%	86%	4	4	76%	76%	+5.0%
Q83	3	3	93%	93%	10	10	81%	81%	4	4.5	79%	85%	4.5	5.5	61%	71%	-2.0%
S53	7	8	65%	73%	10	9	105%	90%	8	8	87%	87%	9	9	96%	96%	+1.7%
S93	10	9	95%	79%	-	-	-	-	15	12	119%	87%	20	20	71%	71%	+14.1%
X27	4.5	4.5	87%	87%	30	30	60%	60%	8	10	65%	86%	12	15	50%	63%	-9.2%
X28	5.5	6	79%	86%	60	60	67%	67%	9	8	105%	92%	20	30	40%	68%	-2.5%
X37	7	6	94%	85%	-	-	-	-	10	9	102%	87%	-	-	-	-	+9.2%
X64	15	20	58%	77%	-	-	-	-	20	30	54%	81%	-	-	-	-	-12.4%

Sunday	Late Morning				Midday				Late Afternoon				Evening					
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles	
	Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
S40	30	30	100%	100%	30	15	119%	60%	30	15	110%	55%	30	30 (*)	115%	77%		+31.0%
S46	30	30	79%	79%	15	15	88%	88%	15	15	73%	73%	30	30 (*)	135%	90%		+1.6%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

(*) Extra trips operated during 30 minute headway period to meet hourly ferry service.

Report



New York City Transit

SERVICE CHANGES: MAKE PERMANENT X17 SUNDAY SERVICE

Service Issue

As part of the 2012 Service Investments, Sunday service on the X17 bus route was instituted on September 30, 2012 to provide express service between Huguenot in Staten Island and Midtown Manhattan. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing on November 14, 2013. Public comments were supportive of Sunday service on the X17.

X17 Sunday service responds to an increase in demand on Staten Island for weekend access to Manhattan employment, shopping, and entertainment. There have been ongoing requests for better weekend transit service from Staten Island residents and elected officials.

Recommendation

Make permanent the new X17 bus service on Sundays between Huguenot and Midtown Manhattan.

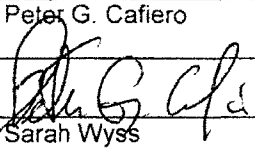
Budget Impact

The net operational cost associated with this service is \$300,000 annually. Funding for the service was included in the 2012 Service Investments Package, approved by the MTA Board in July 2012.

Proposed Implementation Date

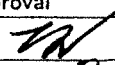

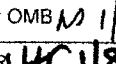
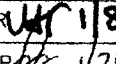

This service has been in operation since September 30, 2012.

Staff Summary

Subject	Make Permanent X17 Sunday Service
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	January 6, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President 	X 4	VP General Counsel
7	Executive VP 	3	Director OMB  1/8/14
X 6	SVP Buses	2	VP GCR  1/8/14
X 5	VP Corp. Comm.	1	Chief OP  1/7/14

Purpose

To inform the President and the Board that the new X17 Sunday bus service will be made permanent.

Discussion

As part of the 2012 Service Investments, the MTA Board approved implementing new X17 Sunday service between Huguenot and Midtown Manhattan. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing held at 2 Broadway on November 14, 2013. Oral and written comments supported the addition of Sunday service, with some requesting a higher frequency and span.

The new X17 Sunday service was introduced to improve access from Staten Island to employment, shopping, and entertainment in Manhattan. Without the service, Staten Island residents seeking to access Manhattan destinations on Sundays must either take several buses, bus or rail to the Staten Island Ferry, drive, or forego their trips altogether.

The X17 currently has three service patterns: the X17A, X17C, and X17J. The X17A and X17J are weekday-only services, while the X17C operates on Saturdays, Sundays, and off peak on weekdays. Additionally, effective September 30, 2012 on Saturdays and Sundays the X17C stops in Bay Ridge, Brooklyn at Dahlgren Place and 86th Street.

Sunday X17 service was introduced on September 30, 2012 and operates every hour, leaving Huguenot from 5:00 a.m. to 7:00 p.m. and leaving Midtown Manhattan from 7:00 a.m. to 8:30 p.m. Since implementation, ridership per trip on the X17 on Sundays has been comparable to Sunday ridership on the other Staten Island express buses, X1 and X10, and is expected to increase as the

Staff Summary

X17 provides the only direct Sunday service to Manhattan from southern Staten Island. The new X17 Sunday service averaged 570 customers per day (20 per trip) from October 2012 to June 2013.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the X17 Sunday service would not result in a disproportionate impact on either minority or below-poverty populations.

Recommendation

Make permanent the new X17 bus service on Sundays between Huguenot and Midtown Manhattan.

Alternatives to the Proposed Service Change

1. *Do not make the experimental X17 Sunday service permanent.* Does not address the requests of the community for improved weekend transit service.

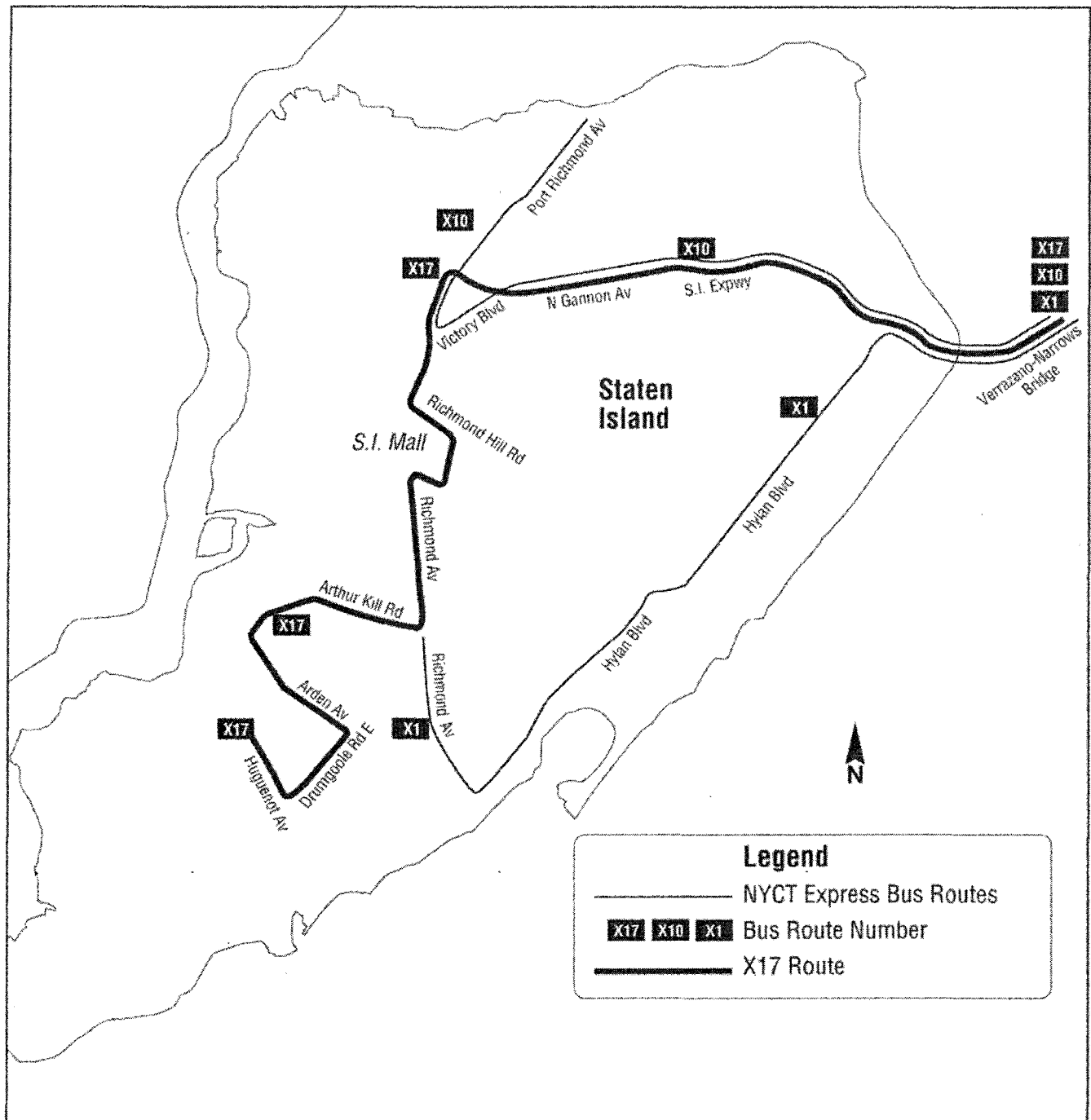
Budget Impact

This service costs approximately \$300,000 annually.

Proposed Implementation Date

This service has been in operation since September 30, 2012.

Figure 1 – X17 Sunday Service to Manhattan




Report



SERVICE CHANGES: IMPLEMENT B37, MODIFY B70 AND B8

Service Issue

As part of the 2013 Service Investments, the B37, which was discontinued during the 2010 service cuts, is proposed to be established along 3rd Avenue between Bay Ridge and Atlantic Avenue-Barclays Center Station. Additionally, the B70 is proposed to be rerouted between 92nd Street / 7th Avenue and Bay Ridge Avenue / 8th Avenue, and the B8 is proposed to operate between the Brooklyn Veterans Administration Hospital and the Bay Ridge-95 St  station at all times. Currently, the B8 terminates at the Brooklyn Veterans Administration Hospital except during late night hours when it continues to Bay Ridge. The new service was the subject of a public hearing on November 14, 2013.

The implementation of the B37 responds to growing commercial areas in Boerum Hill, Gowanus, Sunset Park, and Bay Ridge and ongoing requests from residents and elected officials to return local bus service to 3rd Avenue.

In response to concerns expressed at the public hearing about the B37 not going to its former terminal at Court Street and Livingston Street, to facilitate easy transfers with the new B37 and to provide more areas with direct service to Downtown Brooklyn, MTA Bus will add three new stops to the B103 limited-stop service on 3rd Avenue and 4th Avenue in Gowanus and Boerum Hill.

Recommendation

Implement the B37 between Bay Ridge and Atlantic Avenue-Barclays Center Station and modify the B70 and B8. Install three new stops on the B103 in Gowanus and Boerum Hill.

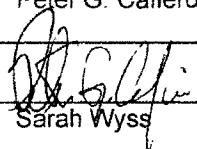
Budget Impact

The net operational cost associated with this service is \$2.06 million annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

Proposed Implementation Date






June 2014.

Staff Summary

Subject	Implement B37, Modify B70 and B8
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	January 6, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals					
Order	Approval	Order	Approval		
8	President 	X 4	VP General Counsel		
7	Executive VP 	3	Director OMB 		
X 6	SVP Buses	2	VP GCR 	1/10/14	
X 5	VP Corp. Comm.	1	Chief OP 	1/10/14	

Purpose

To obtain Presidential and MTA Board approval to implement the B37 and modify the B70 and B8 to serve the Boerum Hill, Gowanus, Sunset Park and Bay Ridge neighborhoods, Barclays Center and Fort Hamilton.

Discussion

As part of the 2013 Service Investments, the B37, which was discontinued during the 2010 service cuts, is proposed to be established along 3rd Avenue between Bay Ridge and Atlantic Avenue-Barclays Center Station. Additionally, the B70 is proposed to be rerouted between 92nd Street / 7th Avenue and Bay Ridge Avenue / 8th Avenue, and the B8 is proposed to operate between the Brooklyn Veterans Administration Hospital and the Bay Ridge-95 St **R** station at all times.

The new service was the subject of a public hearing on November 14, 2013. There were extensive written and oral comments on the B37, nearly all reflecting a common theme: Support for the return of the B37, but opposition to terminating the service at Atlantic Avenue-Barclays Center Station instead of its pre-2010 terminus at Court Street in Downtown Brooklyn. The location of the terminus was influenced by the heavy traffic congestion in Downtown Brooklyn in addition to the more than a dozen bus routes already serving the area. On the pre-2010 B37 route, reliability was greatly reduced by downtown congestion, discouraging ridership on the rest of the route.

In response to these concerns, MTA Bus Company has proposed adding three new stops to the B103 limited-stop service on 3rd Avenue (northbound) and 4th Avenue (southbound) to facilitate easy transfers with the B37 for customers accessing Downtown Brooklyn and direct service to Downtown Brooklyn for many customers in Gowanus and Boerum Hill. New bus stops are proposed along the B103 route in the vicinity of 9th Street, 3rd Street, and Warren Street, to be added in April 2014 (please see Figure 2).

The B37 is proposed to have a southern terminal at Shore Road and 4th Avenue and travel via Shore Road, 3rd Avenue, Atlantic Avenue, and 4th Avenue to Atlantic Avenue Barclays Center. Traveling southbound the B37 is proposed to use 4th Avenue, Bergen Street, 3rd Avenue, and Marine Avenue.

The B70 is proposed be rerouted between 92nd Street / 7th Avenue and Bay Ridge Avenue / 8th Avenue. The southbound B70 would use 70th Street, Ovington Avenue, 7th Avenue, Fort Hamilton Parkway, and 92nd Street. The northbound B70 would use Fort Hamilton Parkway, 7th Avenue, and North Service Roadway. The route will be unchanged north of 70th Street.

The B8 is proposed to run between the Brooklyn Veterans Administration Hospital and the Bay Ridge-95 St **R** station at all times. Currently it only operates between the Brooklyn Veterans Administration Hospital and the Bay Ridge-95 St **R** station between 12:00 a.m. and 5:30 a.m. From the Brooklyn Veterans Administration Hospital it would operate on Poly Place, 7th Avenue, 92nd Street, and 4th Avenue, to stand on 4th Avenue between 94th Street and 95th Street.

These service changes are proposed to go into effect on June 29, 2014. The B37 is proposed to operate every 20 minutes on weekdays and every 30 minutes on weekends between 5:00 a.m. and 12:00 a.m. There would be no change to the frequency or span of the B70. The B8 would begin operating between the Brooklyn Veterans Administration Hospital and the Bay Ridge-95 St **R** station at all times, with no other changes to the frequency or span.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the B37 service and B70 and B8 service changes would not result in a disproportionate impact on either minority or below-poverty populations.

Recommendation

Implement the B37 between Bay Ridge and Atlantic Avenue-Barclays Center Station and modify the B70 and B8. Install three new stops on the B103 in Gowanus and Boerum Hill.

Alternatives to the Proposed Service Change

1. *Do not restore the B37.* Does not address the requests of the community for more service or new demand in growing commercial areas in Boerum Hill, Gowanus, Sunset Park, and Bay Ridge.
2. *Restore the B37 to Downtown Brooklyn.* Adds \$500,000 to annual operating cost and contributes to existing congestion problems in Downtown Brooklyn, negatively affecting reliability of the B37 and other buses that serve downtown.

Budget Impact

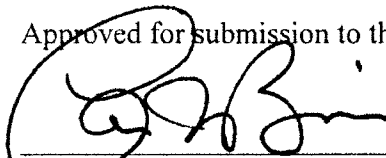
The net operational cost associated with this service is \$2.06 million annually.

Staff Summary

Proposed Implementation Date

June 2014.

Approved for submission to the Board:



Carmen Bianco
President

Figure 1 – B37, B70 and B8 Service Changes

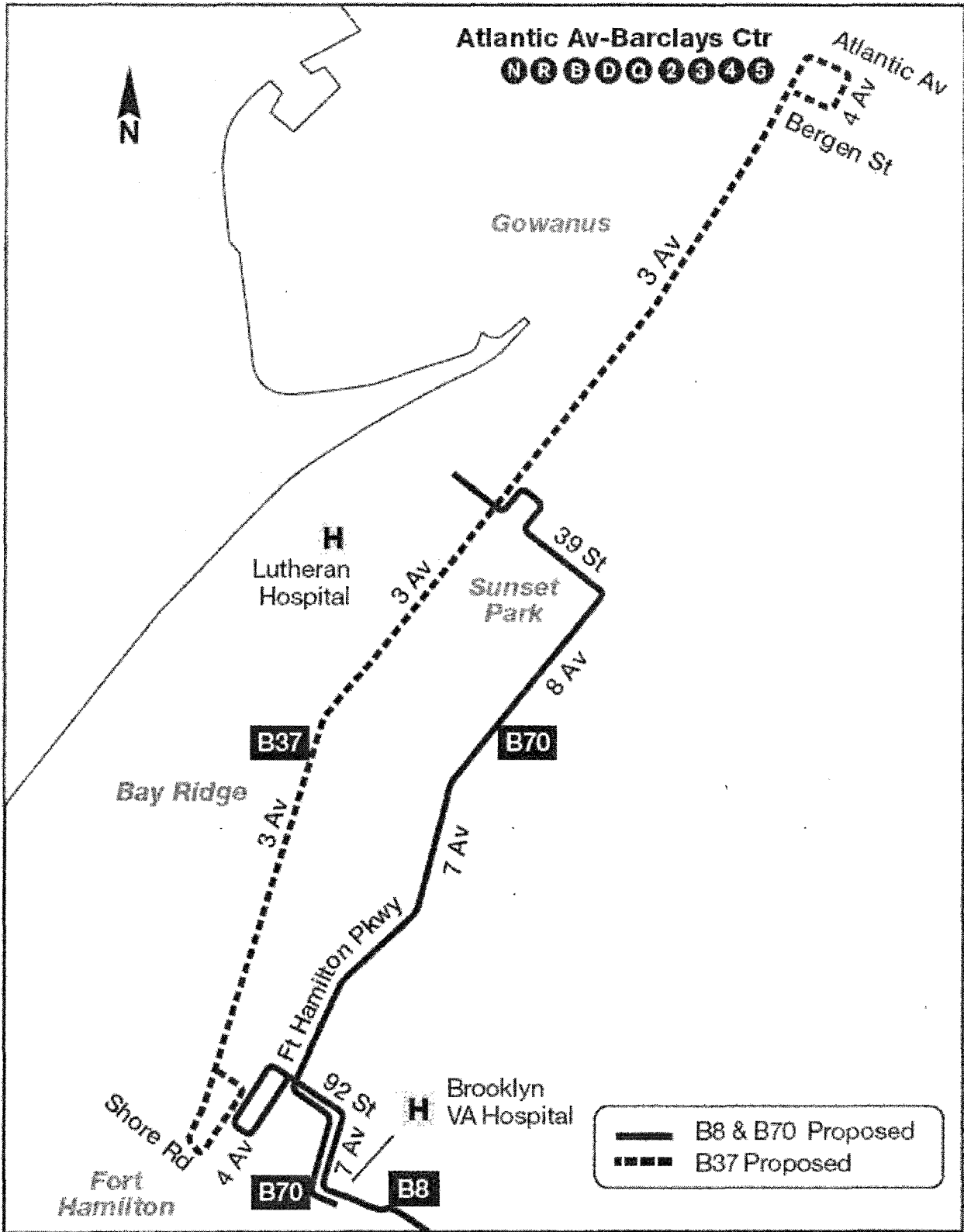
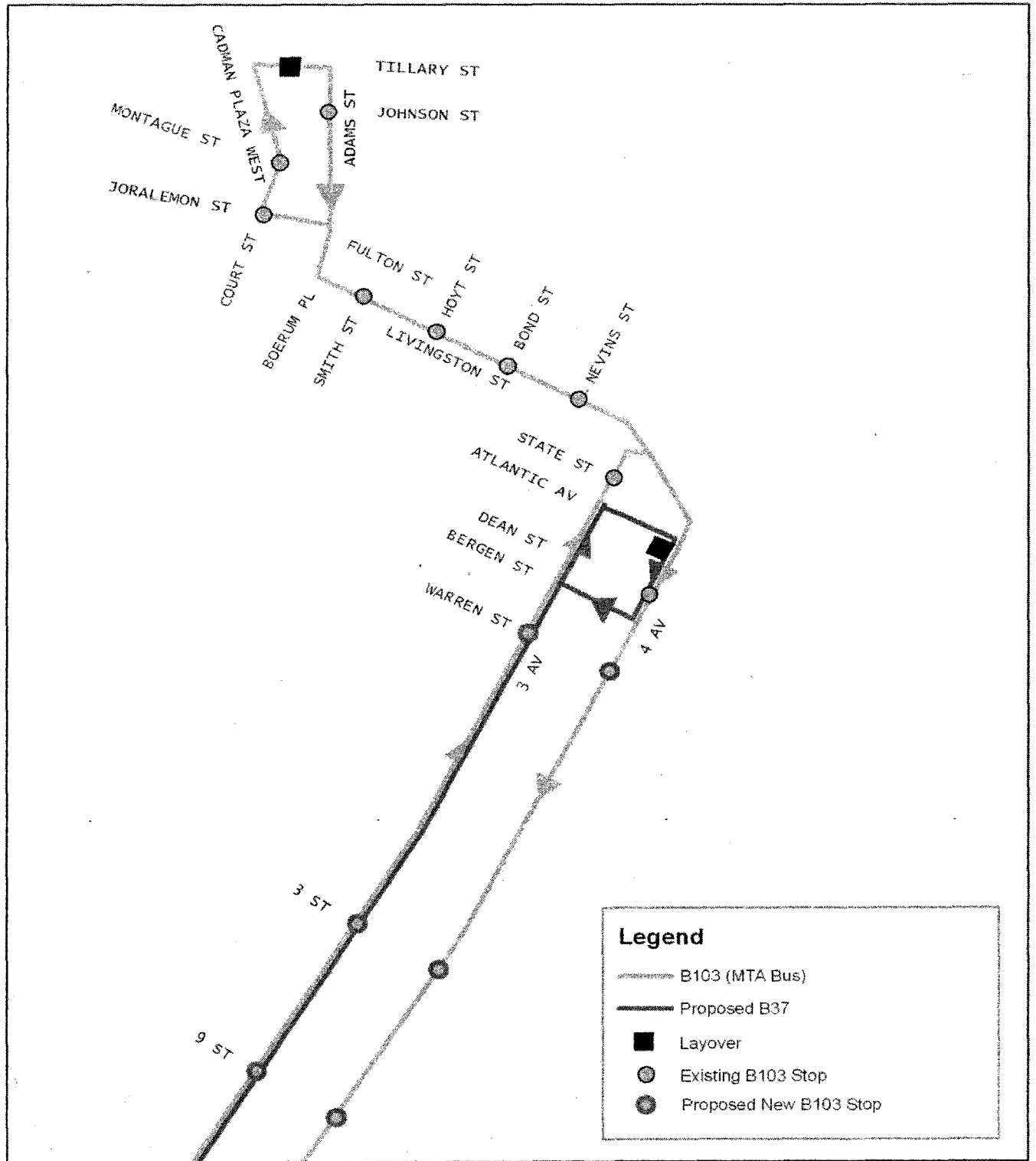


Figure 2 – B37 and B103



BOARD RESOLUTION

WHEREAS, in a Staff Summary dated January 6, 2014, the Chief of Operations Planning has recommended the following action as a part of the 2013 Service Investments:

- Implement the B37 and modify the B70 and B8 to serve the Boerum Hill, Gowanus, Sunset Park and Bay Ridge neighborhoods, Barclays Center and Fort Hamilton. In response to concerns raised at the public hearing about the B37 not going to Court Street and Livingston Street in Downtown Brooklyn, three new stops will be installed on the B103 in Gowanus and Boerum Hill.

WHEREAS, a public hearing was held on the proposed change on November 14, 2013 and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and


WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that the proposed changes are funded as part of the 2013 Service Investments;

WHEREAS, the Board has considered the analysis of this major service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary and attachments; and authorizes the President or his designee to implement such changes at such time as deemed practicable.

Public Comments on the B37, B70 and B8 Service Changes

Summary of Public Comments and Staff Responses

As part of the 2013 Service Investments, B37 service will be implemented along 3rd Avenue between Bay Ridge and Atlantic Avenue-Barclays Center Station on June 29, 2014. Additionally, the B70 will be rerouted between 92nd Street / 7th Avenue and Bay Ridge Avenue / 8th Avenue, and the B8 will operate between the Brooklyn Veterans Administration Hospital and the Bay Ridge 95 St  station at all times.

The new service was the subject of a public hearing on November 14, 2013 at 2 Broadway. Community members were invited to submit oral and written comments on the proposed plan.

This document summarizes oral comments received at the November 14, 2013 public hearing and written comments submitted to the MTA. For the purposes of the Staff Summary, the only comments listed below are those directly related to the B37, B70, and B8 proposals. Comments are paraphrased for clarity. Following each comment is the New York City Transit staff response where necessary.

Comment: Numerous commenters expressed general support for restoring the B37 and operating the B8 to Bay Ridge at all times.

Comment: The B37 should continue to Court Street as it did pre-2010 instead of terminating at Barclays Center.

Response: Downtown Brooklyn is a congested area already served by more than a dozen bus routes. Traveling to Borough Hall greatly reduced the reliability of the B37, discouraging ridership on the rest of the route. Additionally, extending the route to downtown Brooklyn would add an estimated \$500,000 to the annual operating cost of the route. In response to these concerns, MTA Bus Company has proposed adding three new stops to the B103 limited-stop service on 3rd Avenue and 4th Avenue to facilitate easy transfers with the B37 for customers accessing downtown Brooklyn and direct service to downtown Brooklyn for many customers in Gowanus and Boerum Hill. New bus stops are proposed along the B103 route at 9th Street, 3rd Street, and Warren Street, to be added in April 2014. B103 stops on 3rd Avenue will be shared with the B37. Additionally, the B37 will share a southbound bus stop with the B103 on 4th Avenue at Dean Street. This will ensure that customers who do need to transfer from the B37 to the B103 to access downtown Brooklyn can do at the same bus stop.

Comment: The B37 should have longer hours, preferably 24 hours a day.

Response: Limited funding was available for this route, and overnight ridership was not

Public Comments on the B37, B70 and B8 Service Changes

Page 2 of 3

January 6, 2014

expected to be high enough to justify service. The service will be monitored and adjustments will be made as appropriate.

Comment: As an alternative to the pre-2010 route, the B37 could terminate at the Jay Street - MetroTech subway station.

Response: In addition to the pre-2010 route to Court Street, other routes into downtown Brooklyn were evaluated, including Jay Street. Jay Street is heavily congested, including five bus routes that currently stop near the subway station. Utilizing Jay Street was determined to be operationally unfeasible.

Comment: Transfers from the B37 to a downtown route will be difficult for seniors and the disabled because they have to cross Atlantic Avenue.

Response: In response to these concerns, MTA Bus Company has proposed adding three new stops to the B103 limited-stop service on 3rd Avenue and 4th Avenue to facilitate easy transfers with the B37 for customers accessing downtown Brooklyn and direct service to downtown Brooklyn for many customers in Gowanus and Boerum Hill. New bus stops are proposed along the B103 route at 9th Street, 3rd Street, and Warren Street, to be added in April 2014. B103 stops on 3rd Avenue will be shared with the B37. Additionally, the B37 will share a southbound bus stop with the B103 on 4th Avenue at Dean Street. This will ensure that customers who do need to transfer from the B37 to the B103 to access downtown Brooklyn can do so at the same bus stop.

Comment: The B70 should not be rerouted away from 8th Avenue to Fort Hamilton Parkway.

Response: The B70 is not being rerouted away from 8th Avenue. It will continue to use 8th Avenue between Ovington Avenue and 39th Street.

Comment: The B37 should run along 4th Avenue to Shore Road, originating on 3rd Avenue.

Response: Due to demand, land use conditions, and the existence of a subway line along 4th Avenue, it was determined that restoring the B37 to 3rd Avenue would be the best way to serve customers.

Comment: The B37 should run every 10 to 15 minutes.

Response: Expected ridership and limited funding did not justify more frequent service on the B37. The service will be monitored and adjustments will be made as appropriate.

Comment: The B70 should be combined with the B16.

Response: The B70 and B16 serve different neighborhoods. Combining them would result in a loss of service for customers in some areas.

Comment: The B37 should be restored earlier in 2014, preferably in winter.

Response: The logistics of the planning and implementation process require a significant lead time for new service. June 2014 was determined to be the most realistic time frame for implementing service.

Public Comments on the B37, B70 and B8 Service Changes

Page 3 of 3

January 6, 2014

Comment: The B8 should run every 10 minutes instead of 20.

Response: Ridership levels and limited funding do not justify an increase in frequency on the B8 at this time. The service will be monitored and adjustments will be made as appropriate.

7. SPECIAL REPORTS & PRESENTATIONS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>November 2012</u>	<u>November 2013*</u>	<u>Difference</u>
Cash	3.4%	2.7%	(0.7%)
Single-Ride Ticket	1.1%	1.0%	(0.1%)
Bonus Pay-Per-Ride	39.6%	43.3%	3.7%
Non-Bonus Pay-Per-Ride	10.4%	3.2%	(7.2%)
7-Day Farecard	16.4%	20.0%	3.6%
30-Day Farecard	<u>29.2%</u>	<u>29.8%</u>	0.7%
Total	100.0%	100.0%	

* Preliminary

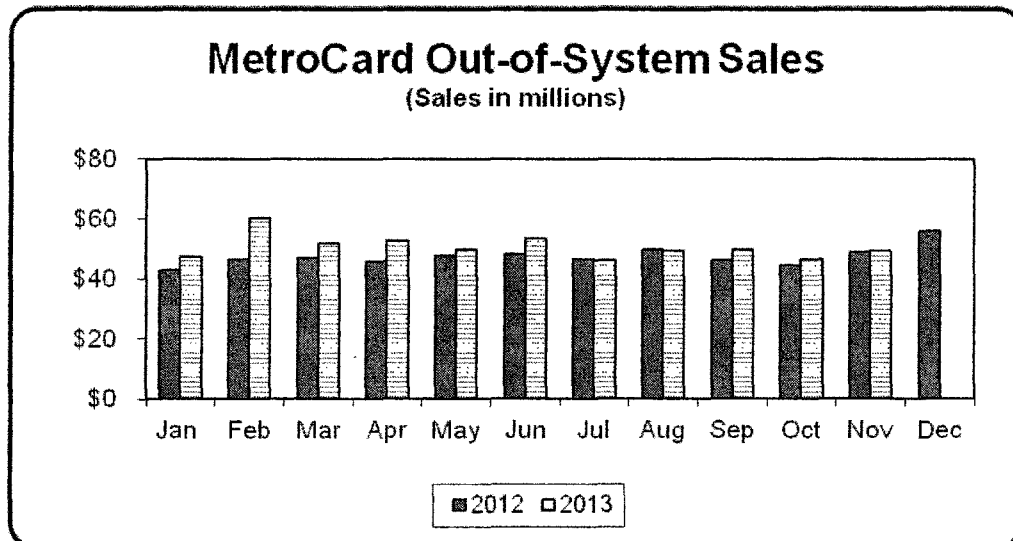
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in November 2013 was 4,435 a 20.9 percent increase from the same period last year. The average value of a credit issued was \$67.34.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.8 million in November 2013, a 1.2 percent increase compared to November of 2012. Year to date sales totaled \$559.2 million, an 8.6 percent increase compared to the same period last year.



Retail Sales

There were 4,211 active out-of-system sales and distribution locations for MetroCards, generating \$22.5 million in sales revenue during November 2013.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 237,800 MetroCards valued at approximately \$19.4 million were made in November 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$81.78. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 55,287 for November 2013, generating an additional \$6.2 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$254.3 million, a 9 percent increase when compared to last year.

Mobile Sales Program

In November 2013, the Mobile Sales unit completed 194 site visits, of which 138 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$107,000 in revenue was generated. In November 2013, the Mobile Sales unit assisted and enabled 1,657 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as JBFCs-Bronx Real Programs (Bronx).

Reduced-Fare Program

During November 2013 enrollment in the Reduced-Fare Program increased by 5,727 new customers, while 593 customers left the program. The total number of customers in the program is 870,466. Seniors account for 707,523 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 162,943 customers. Of those, a total of 35,558 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.3 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In November 2013, the EasyPay Reduced Fare program enrollment totaled 133,025 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In November 2013, the EasyPay Xpress PPR program enrollment totaled 62,951 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.1 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$63.

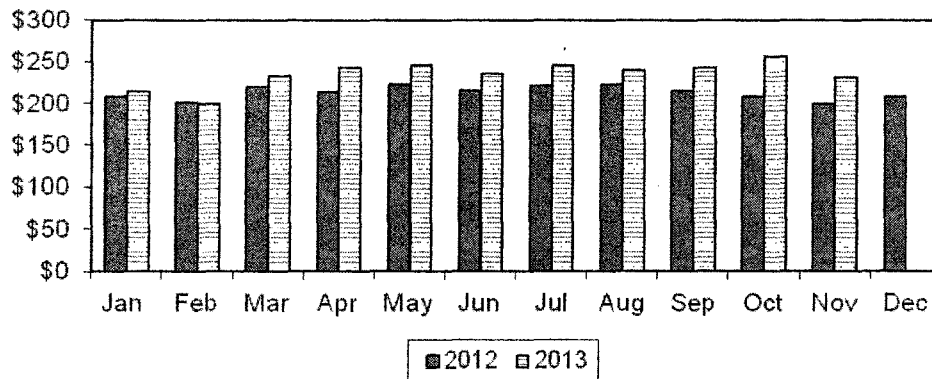
EasyPay Xpress Unlimited Program

In November 2013, the EasyPay Xpress Unlimited program enrollment totaled 11,839 accounts. During this month, active Xpress Unlimited customers accounted for approximately 548,000 subway and local bus rides with \$1.2 million charged to their accounts. Each active account averaged 51 trips per month with a fixed monthly bill of \$112.

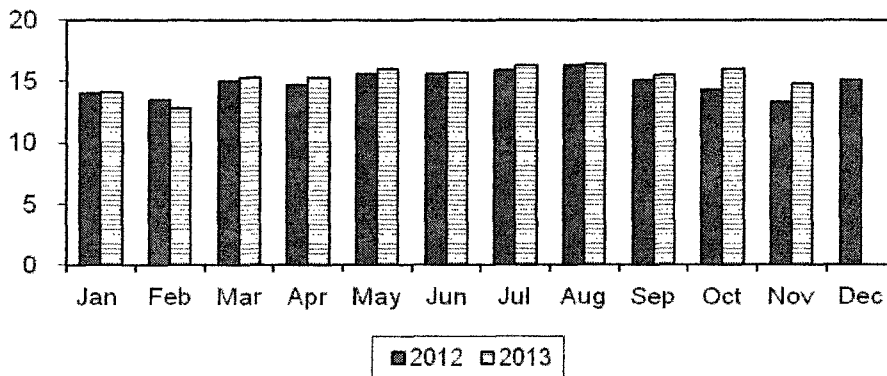
In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during November 2013 totaled \$231.8 million, on a base of 14.8 million customer transactions. This represents a 10.4 percent increase in vending machine sales compared to the same period last year. During November 2013, MEMs accounted for 1,906,194 transactions resulting in \$46,325,514 in sales. Debit/credit card purchases account for 74.3 percent of total vending machine revenue, while cash purchases account for 25.7 percent. Debit/credit card transactions account for 48.7 percent of total vending machine transactions, while cash transactions account for 51.3 percent. The average credit sale is \$27.29, more than three times the average cash sale of \$7.85. The average debit sale is \$19.47.

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 - January 2014

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

	Budget	Expenditures
Construction	\$ 943.1	\$ 816.7
Design	105.3	104.2
Construction Management	130.7	101.6
Real Estate	220.9	206.5
Total	\$ 1,400.0	\$ 1,229.0

	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>	\$ 137.2	\$ 136.5	\$ 0.7	\$ 134.7	Aug-2009	Jul-2009	Mar-2013	Jan-2014	Jan-2014
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	210.3	197.7	12.6	160.9	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

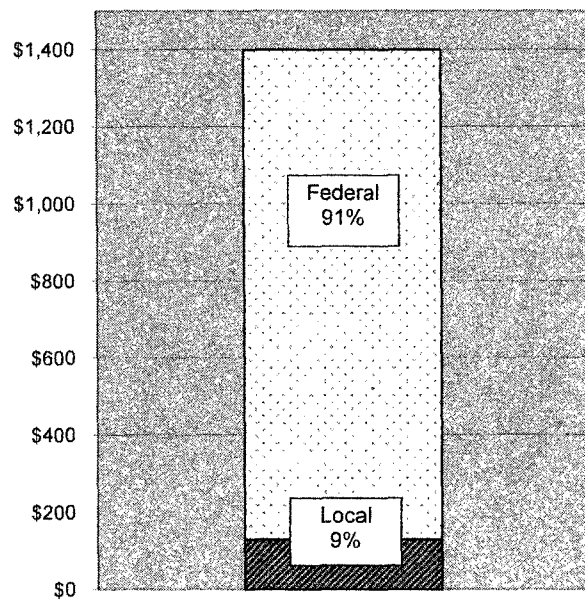
* Customer Benefit Milestone represents the latest projected dates

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

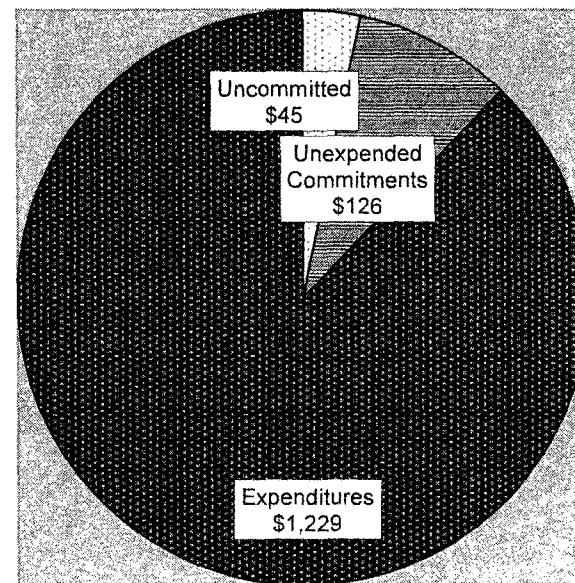
Fulton Center Status
Report to the Transit Committee - January 2014
(data thru December 2013)

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	\$ 816
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	0	413
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,355	\$ 45	\$ 1,229

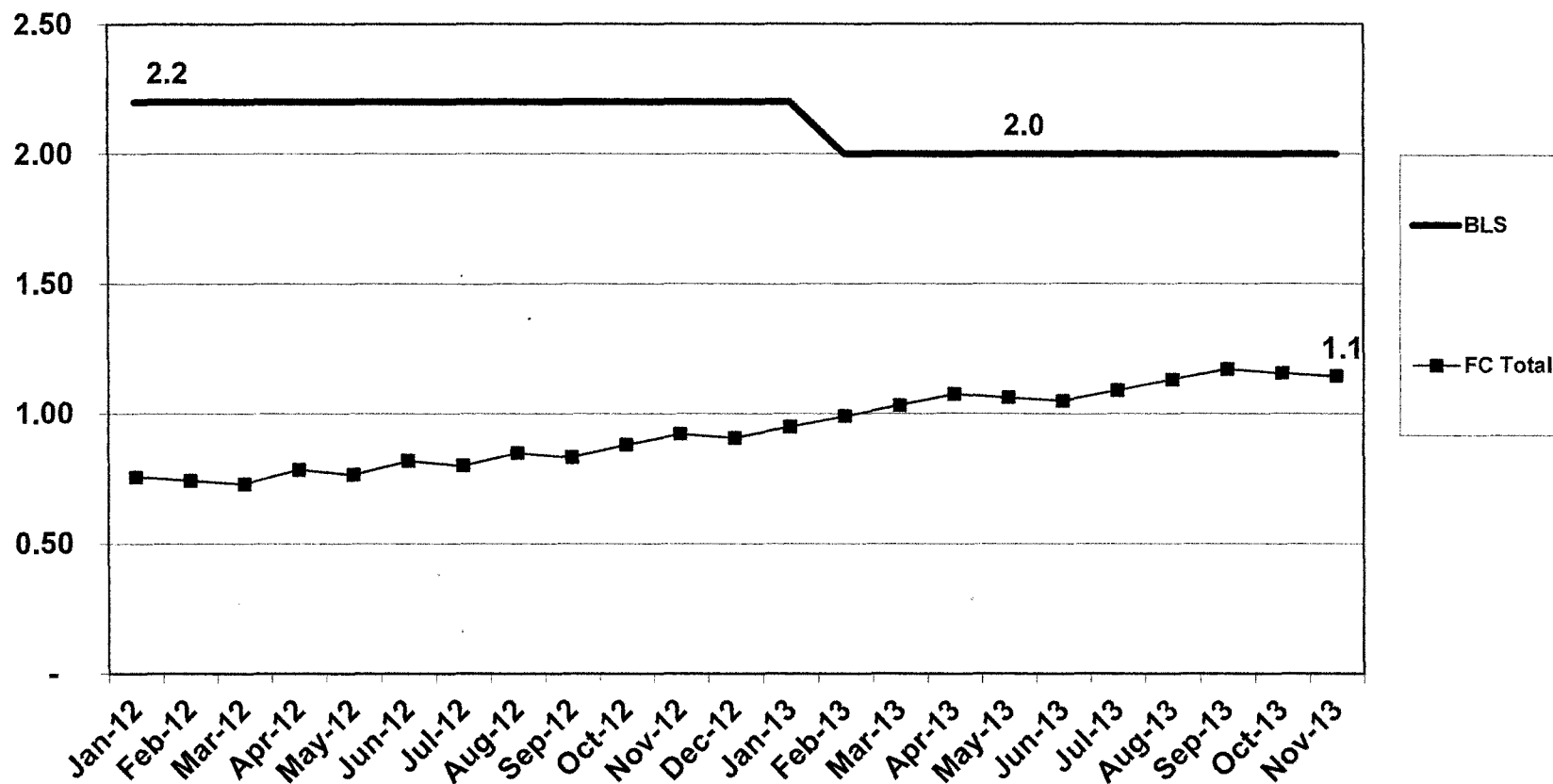
Project Budget: \$1,400 Million



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 - January 2014

(data thru December 2013; \$\$ in million)

	Budget	Expenditures
Final Design	\$ 116.9	111.3
Construction	1,893.2	1,673.0
Construction Management	43.8	30.3
Subway Project Reserve	46.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,814.6
HYDC-Funded Non-Subway Work [†]	266.0	211.2
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,025.8
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,078.8

	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	120.2	4.6	119.2	Oct-2010	Dec-2012	Feb-2014
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	526.0	16.3	397.0	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	18.7	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.

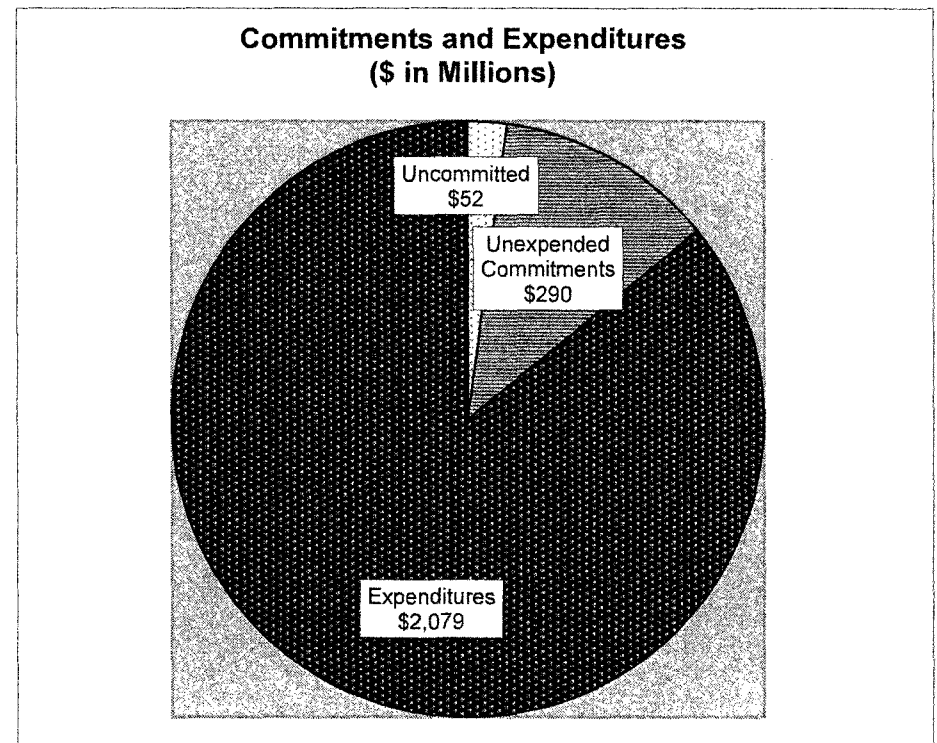
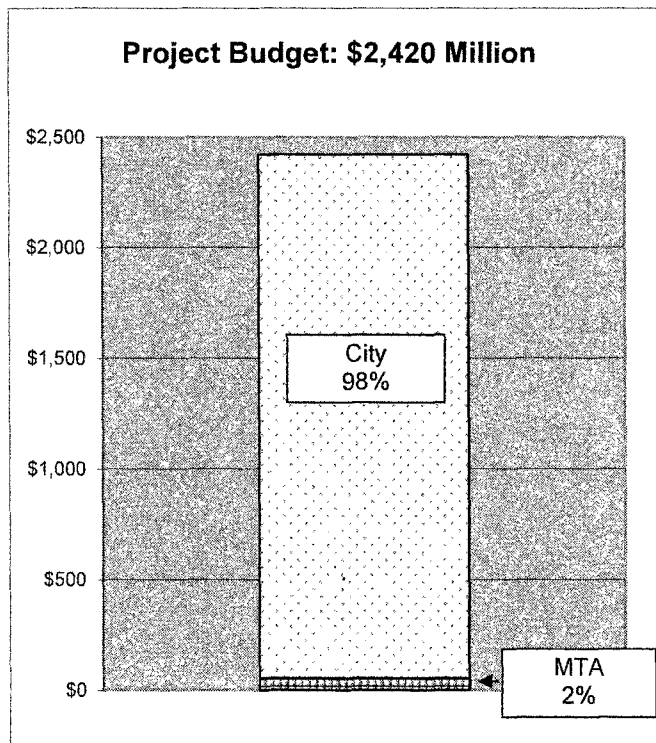
7 Line Extension Status

Report to the Transit Committee - January 2014

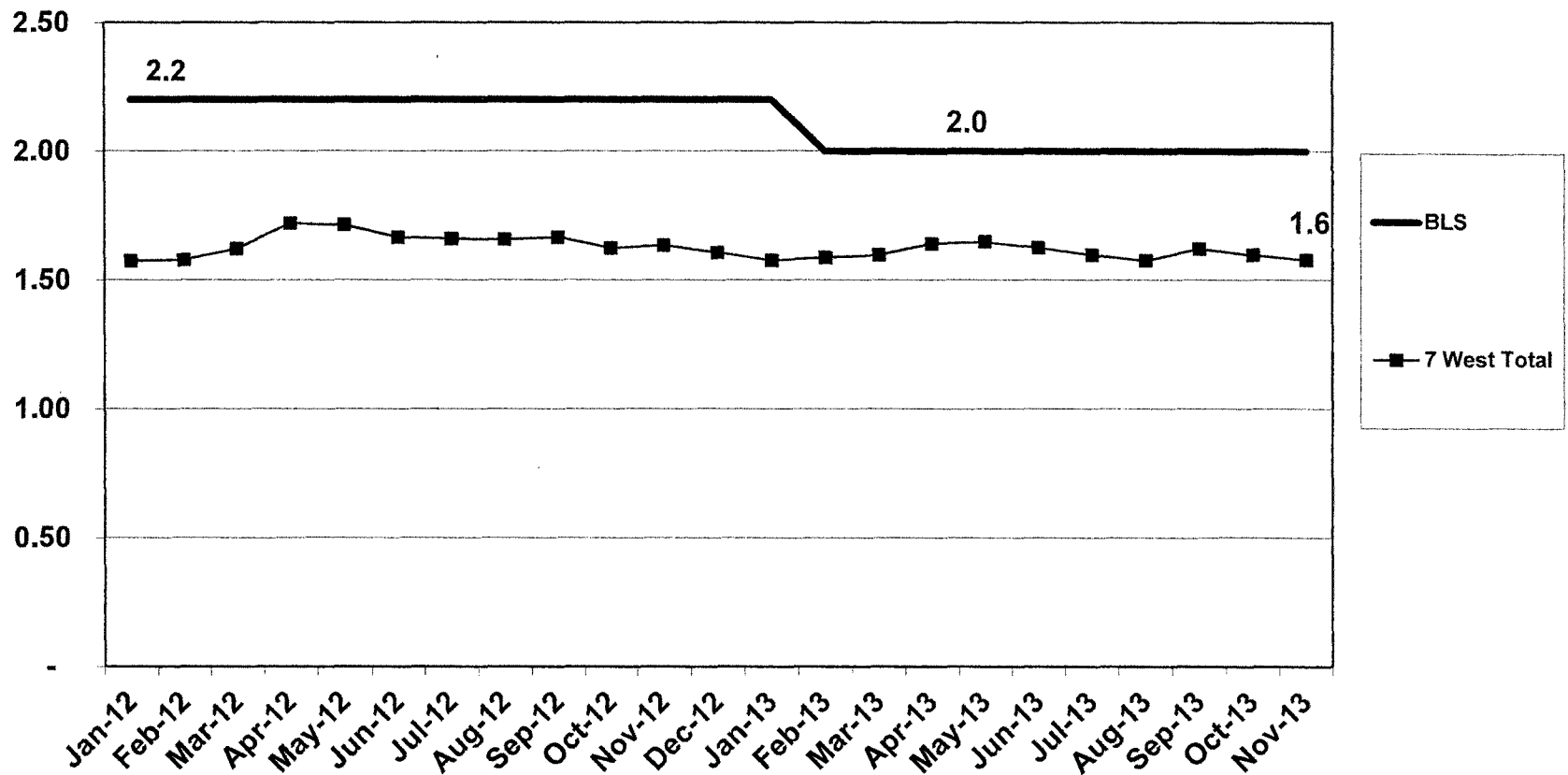
(data thru December 2013)

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	2,026
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,315	\$ 2,368	\$ 52	\$ 2,079

* 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 - January 2014

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

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 1,866.7
Design	497.7	459.4
Construction Management	221.3	112.1
Real Estate	281.5	217.2
Total	\$ 4,451.0	\$ 2,655.5

	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
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	452.4	17.1	415.5	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	184.0	1.3	112.9	Jul-2010	Jan-2011	May-2014	Jun-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	311.5	20.6	224.3	Jan-2011	Aug-2011	Sep-2014	Feb-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	264.7	18.2	39.7	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	347.3	329.9	17.4	87.4	Mar-2011	Jun-2012	Dec-2015	Mar-2016
72nd St Station Finishes <i>Judlau Contracting</i>	276.4	258.4	18.1	10.7	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

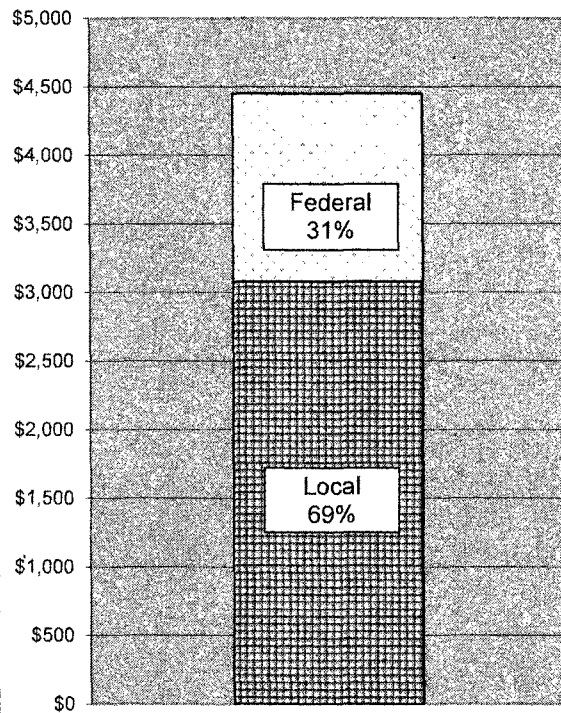
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - January 2014

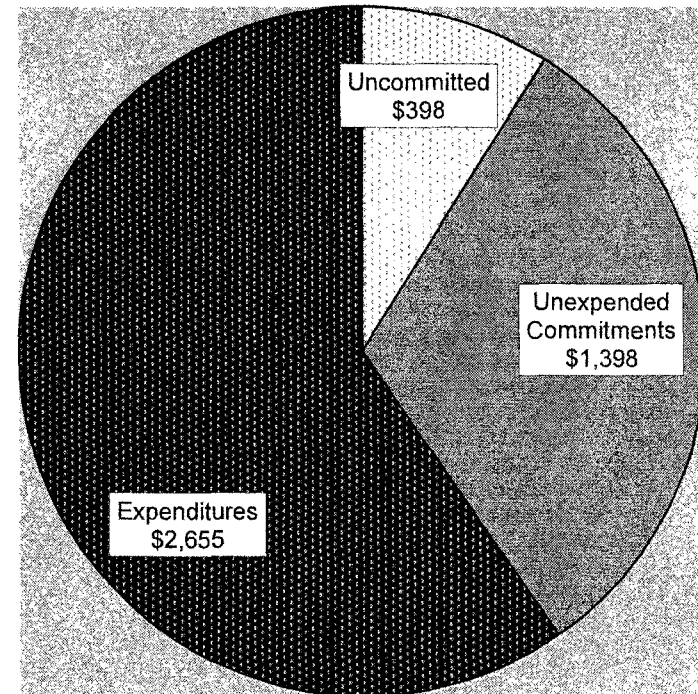
(data thru December 2013)

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	\$ 1,048	\$ 2	\$ 1,025
2005-2009	1,914	846	1,068	758	1,829	85	1,367
2010-2014	1,487	1,487	-	-	1,176	311	263
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,053	\$ 398	\$ 2,655

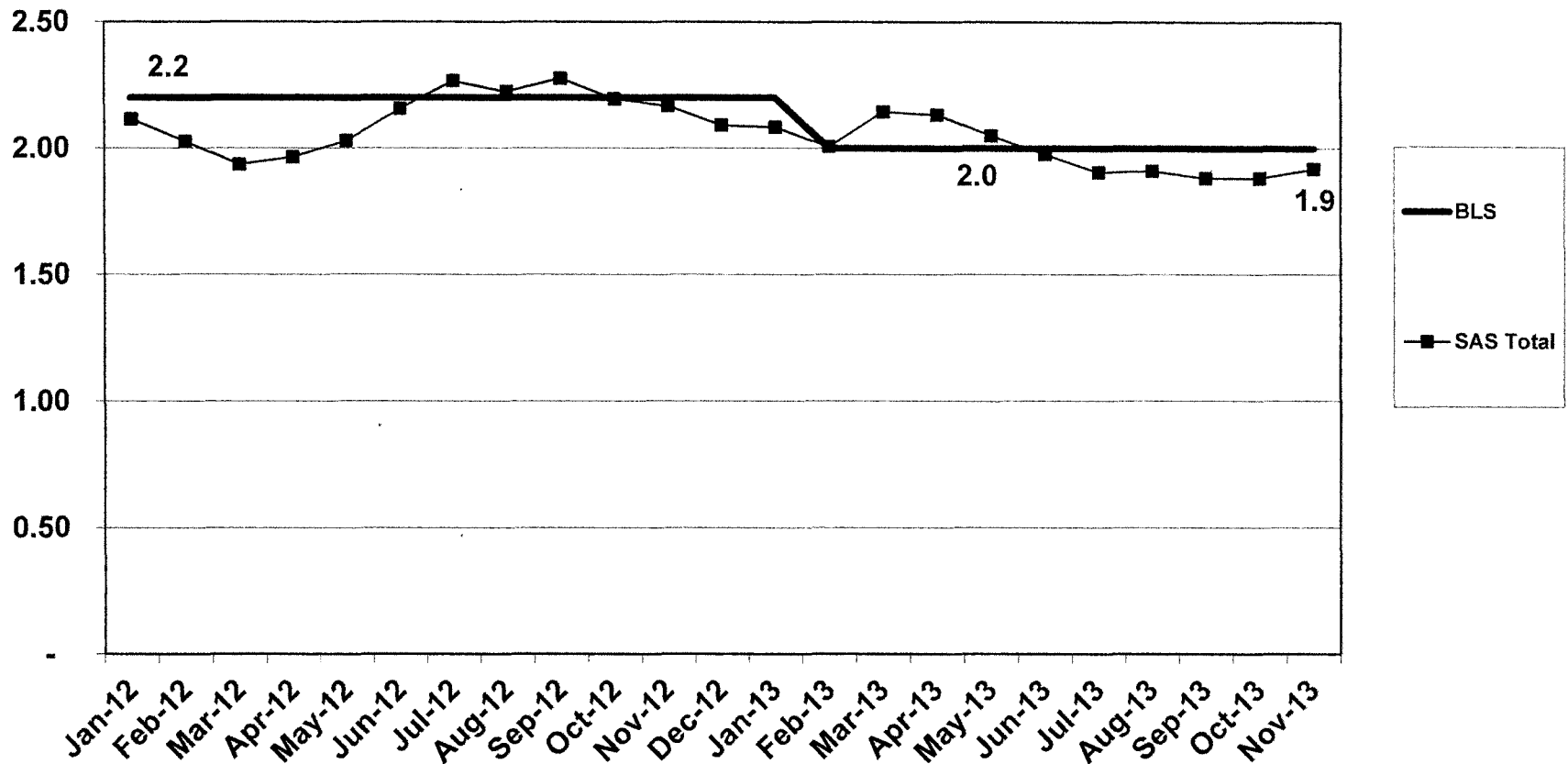
Project Budget: \$4,451 Million



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)