



New York City Transit
Bus Company

Transit & Bus Committee Meeting

February 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

February 24, 2014 - 10:30 AM

347 Madison Avenue
Fifth Floor Board Room, New York, NY

AGENDA ITEMS

PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES – JANUARY 27, 2014 1.1
2. COMMITTEE WORK PLAN 2.1
3. OPERATIONS PERFORMANCE SUMMARY 3.1
 - December Operations Report
4. FINANCIAL REPORTS
 - Preliminary Review NYCT 2013 Operating Results 4.1
 - Preliminary Review SIR 2013 Operating Results 4.23
 - Preliminary Review MTA Bus 2013 Operating Results 4.34
 - Capital Program Status Report 4.47
 - Inventory Report 4.58
5. PROCUREMENTS 5.1
 - NYCT Non-Competitive 5.5
 - NYCT Competitive 5.6
 - MTACC Competitive 5.7
6. ACTION ITEM 6.1
 - Agreement with 301 E.69th Street Owners Corp
7. SERVICE CHANGE 7.1
 - NYCT Implement M60 Select Bus Service
8. SPECIAL REPORTS & PRESENTATIONS
 - MetroCard Report 8.1
 - NYCT Adopted Budget/Financial Plan 2014-2017 8.5
 - SIR Adopted Budget/Financial Plan 2014-2017 8.32
 - MTA Bus Adopted Budget/Financial Plan 2014-2017 8.57
 - NYCT Safety Program & Culture (Under Separate Cover)
9. STANDARD FOLLOW-UP REPORTS
 - ADA Compliance 9.1
 - NYC Transit & MTA Bus Service Quality Indicators Report 9.10
 - Escalator & Elevator Service Report 9.52
 - Transit Adjudication Bureau Report 9.78
10. MTACC REPORT 10.1

Date of next meeting: March 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
January 27, 2014
Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
10:30 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. John H. Banks III, Vice-Chair
Hon. Allen P. Cappelli
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Mark Lebow
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Mark Page

The following Members were absent:

Hon. Jeffrey Kay
Hon. David A. Paterson
Hon. James L. Sedore, Jr.
Hon. Ed Watt

Also present were:

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

I. Chairman Ferrer opened the meeting, acknowledging the accomplishments of Mark Lebow as former Committee Chair and thanking him for his valuable contributions.

II. Public Speakers

Maria Escalera, Joann Brown, Murad Awawdeh, Justin Brannan (representing Councilman Gentile), Michael Czaczies (representing Assemblywoman Millman), Elaine Kateb, Kevin Peter Carroll (representing Councilman Levin), Peterson Napoleon (representing Assemblyman Ortiz), Dan Wiley (representing Congresswoman Velazquez), Ivan Luevanos (representing Councilmember Menchaca), Jackie Del Valle, Jim Vogel, and Boris Noble (representing Brooklyn Borough President Adams) addressed the Committee on the proposed implementation of the B37 Bus Route, requesting that the route be fully restored.

Kenneth Kearns, district manager for Bronx Community Board 10, spoke in support of a "one-seat bus ride" through Co-op City.

Murray Bodin thanked the Committee for its attentiveness to the concerns of the public.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the December 16, 2013 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

President Bianco acknowledged the efforts of MTA NYCT and MTA Bus in effectively managing the challenges presented by the severe winter weather experienced during the month.

A. Operations Report

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

In response to a question from Member Albert, SVP Leader informed the Committee that new R156 locomotives would be used in both the A and B Divisions, and in response to a question from Member Cappelli, SVP Smith advised Members that under-river tunnel work would be completed in a timely manner.

In response to a question from Member Moerdler, SVP Leader informed the Committee that on time performance statistics should improve once new subway schedules are released sometime in February or March. President Bianco added that high ridership volume is also

affecting these statistics, noting that wait assessment figures are much more significant than terminal on-time performance. Member Greenberg agreed that maintaining regular headways is critical to the passenger experience, but indicated that he would like to see improvement in these statistics as well. Member Lebow thanked President Bianco for increasing service on the Upper East Side during the recent snow storms.

President Bianco informed the Committee of the status of the intrusion detection system pilot program.

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

In response to a question from Member Moerdler, President Irick noted that the training program aimed at reducing the number of bus collisions driven by new hires, seems to be yielding positive results.

Member Moerdler commented on the increase in applications for Paratransit service, noting the significant deficit incurred by the MTA in running the program.

In response to a suggestion by Member Albert, Chief Cafiero explained that running "every other" bus on the B37 route to Court Street would fail to meet headway criteria.

Vice President Kennedy presented the monthly Safety Report.

President Bianco informed the Committee that a presentation on safety would be made in February, which would address industrial, operational and cultural considerations.

Chief Fox presented the NYPD Transit Bureau statistics.

Member Metzger thanked the transit police for their efforts, noting that the increase in ridership renders the decrease in crime on the system even more significant.

B. Financial Reports

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

President Bianco noted that a ribbon cutting ceremony at the rehabilitated Dyckman Street subway station would take place the morning of February 6th.

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 9 procurement action items totaling approximately \$29.6 Million in proposed expenditures. VP Plochochi noted that the MTA Bus Company's competitive procurement referenced on page 5.9 of the Agenda would not be presented to the Committee for vote this month.

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

NYCT's non-competitive procurements requiring a majority vote (Schedule H in the Agenda) were approved and forwarded to the full Board for consideration, as were its competitive procurements requiring a two-thirds vote (Schedule B in the Agenda) and those requiring a majority vote (Schedules G and L in the Agenda). NYCT's proposed ratification of completed procurement actions requiring a two-thirds vote (Schedule D 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 a question from Member Moerdler regarding the procurement of pharmacy benefits manager services, EVP Bergen clarified that the unions will be involved and will have a representative on the selection committee.

In response to a question from Member Albert regarding the criteria to be applied in evaluating intrusion detection technologies, SVP Smith informed the Committee that although the criteria have not been finalized, factors such as the accuracy of a system and its impact on operations would be considered.

In response to a question from Member Albert, VP Plochochi noted that the modification to the Cubic Transportation Systems Automatic Fare Collection Systems contract would extend the contract duration by two years.

V. Service Changes

Chief Cafiero presented the results of the Co-op City bus service study, available to the public on the mta.info website.

Peter Cafiero, Chief, Operations Planning, presented to the Committee for its information (1) routine schedule adjustments to 49 routes proposed for implementation in April of 2014 and (2) the intention to make permanent X17 Sunday bus service between Huguenot in Staten Island and Midtown Manhattan.

Chief Cafiero presented to the Committee an action item to implement the B37 service restoration and the associated modifications to the B70 and B8 to serve the Boerum Hill, Gowanus, Sunset Park and Bay Ridge neighborhoods, Barclays Center and Fort Hamilton.

He also presented to the Committee the MTA Bus proposal to install three new stops on the B103 bus in Gowanus and Boerum Hill.

Mark Holmes, Director, Operations Planning, MTA Bus, presented for the Committee's information six MTA Bus schedule changes, on four routes, proposed for implementation in April 2014.

In response to a question from Member Moerdler, Chief Cafiero and Lois Tendler, VP, Government and Community Relations, informed the Committee that Bronx Community Board 10 is pleased with the results of the Co-op City bus service study.

Members Moerdler and Cappelli requested that options to further extend B37 bus service be considered, citing the needs of the community.

Upon motion duly made and seconded, the service changes were approved and forwarded to the full Board for consideration.

VI. Special Reports and Presentations

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

Vincent DeMarino, VP Security, presented the Eagle Team Report, and SVP Leader provided an update on the 10 Station Trash Canister Pilot Program.

Member Cappelli thanked VP Marino and the Eagle Team for their efforts.

In response to comments by Members Ballan and Page, VP Leader indicated that the general area that is maintained by NYCT on street level is being checked for debris that may otherwise have been disposed of in the subway stations. Member Metzger commended NYCT on its recycling efforts.

VII. MTA CC Project Report

President Horodniceanu presented the Capital Construction Company report to the Committee, informing Members of the progress of the Second Avenue Subway, Fulton Street Transit Center, and 7 Extension projects.

VIII. 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

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

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2014

Transit Adjudication Bureau Report
Elevator & Escalator Service Report
NYCT & MTA Bus EEO & Diversity Report

Law
Subways
EEO & Human Resources

June 2014

No 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
2014 SIR Mid-Year Forecast Monthly Allocation
2014 MTA Bus Mid-Year Forecast Monthly Allocation
2015 Preliminary NYC Transit Budget
2015 Preliminary SIR Budget
2015 Preliminary MTA Bus Budget
Service Quality Indicators (including PES & MTA Bus PES)
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Management & Budget
Operations Planning
Subways
Law

October 2014

Public Comment/Committee review of budget
2015 Preliminary NYC Transit Budget
2015 Preliminary SIR Budget
2015 Preliminary MTA Bus Budget

Management & Budget
Management & 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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

January 2015

Approval of 2015 NYC Transit
Committee Work Plan

Committee Chair & Members



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

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 2013 Operating Results

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

Preliminary Review of MTA Bus 2013 Operating Results

MTA Bus will present a brief review of its 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

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

II. SPECIFIC AGENDA ITEMS (con't)

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

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

MAY 2014

Transit Adjudication Bureau Report

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

Elevator & Escalator Service Report

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

EEO & Diversity Report

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

JUNE 2014

No Agenda Items

III. SPECIFIC AGENDA ITEMS (con't)

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

MTA Bus will present its 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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

JANUARY 2015

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2015 and will be asked to approve its use for the year.

3. OPERATIONS PERFORMANCE SUMMARY

MONTHLY OPERATIONS REPORT

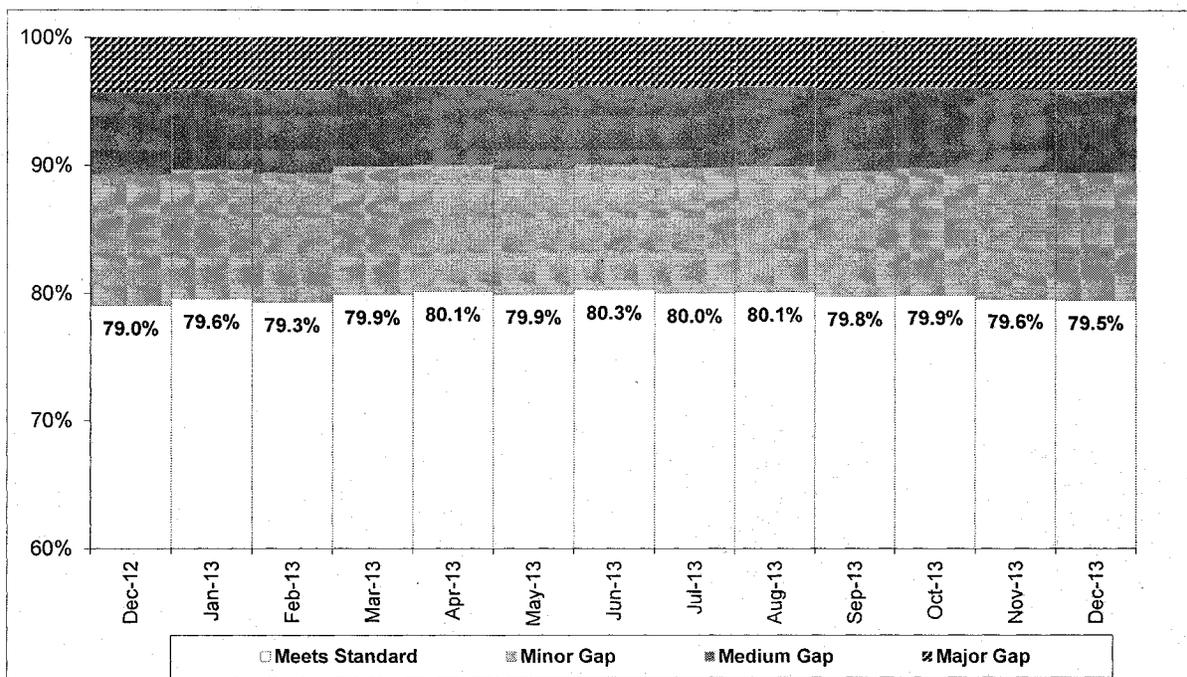
- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: December 2013			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				79.5%	79.0%	+0.5%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	74.6%	74.8%	-0.2%			
A Division Weekday Wait Assessment - (All Lines)				75.2%	75.2%	0.0%
B Division Weekday Wait Assessment	78.0%	81.5%	-3.5%	81.4%	80.8%	+0.6%
System Weekend Wait Assessment (Charts 3)				84.6%	85.1%	-0.5%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	84.2%	85.3%	-1.1%			
A Division Weekend Wait Assessment - (All Lines)				84.0%	84.4%	-0.4%
B Division Weekend Wait Assessment	86.6%	86.9%	-0.3%	85.0%	85.5%	-0.5%
System Weekday Terminal On-Time Performance (Charts 4-5)	78.1%	83.9%	-5.8%	80.5%	83.7%	-3.2%
A Division Weekday Terminal On-Time Performance	71.4%	74.9%	-3.5%	71.8%	76.9%	-5.1%
B Division Weekday Terminal On-Time Performance	83.4%	90.0%	-6.6%	86.4%	88.5%	-2.1%
System Number of Terminal Delays (Charts 6)	36,485	23,075	+58.1%	29,774	23,202	+28.3%
System Weekend Terminal On-Time Performance (Charts 7-8)	85.7%	88.4%	-2.7%	85.4%	88.4%	-3.0%
A Division Weekend Terminal On-Time Performance	81.3%	81.9%	-0.6%	79.1%	82.7%	-3.6%
B Division Weekend Terminal On-Time Performance	88.6%	92.2%	-3.6%	89.1%	91.9%	-2.8%
System Number of Weekend Terminal Delays (Charts 9)	7,766	6,500	+19.5%	6,917	5,169	+33.8%
Mean Distance Between Failures (Charts 10-11)	141,700	180,610	-21.5%	153,382	162,138	-5.4%
A Division Mean Distance Between Failures	126,913	174,782	-27.4%	143,640	149,641	-4.0%
B Division Mean Distance Between Failures	155,382	185,247	-16.1%	161,569	172,739	-6.5%
System Weekday Service-KPI (Charts 12-13)	80.3%	82.2%	-1.9%			
A Division Weekday Service-KPI	75.2%	76.5%	-1.3%			
B Division Weekday Service-KPI	83.6%	85.5%	-1.9%			
System Weekday PES-KPI (Charts 14-16)	92.0%	90.9%	+1.1%			N/A
Staten Island Railway						
24 Hour On-Time Performance	97.2%	87.3%	+9.9%	94.7%	93.1%	+1.6%
AM Rush On-Time Performance	97.6%	86.4%	+11.2%	97.7%	97.5%	+0.2%
PM Rush On-Time Performance	95.8%	86.7%	+9.1%	97.6%	96.7%	+0.9%
Percentage of Completed Trips	99.9%	99.5%	+0.4%	99.7%	99.3%	+0.4%
Mean Distance Between Failures	57,167	63,987	-10.7%	71,313	74,774	-4.6%
Staten Island Railway PES-KPI (Charts 17)	93.2%	92.0%	+1.2%			

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	
December 2013	79.5%	10.0%	6.4%	4.1%	2013 GOAL: 79.4%
December 2012	79.0%	10.2%	6.5%	4.3%	2012 ACTUAL: 79.0%

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

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

Line	December 2013				December 2012				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	82.0%	8.3%	5.5%	4.2%	82.7%	8.6%	5.0%	3.7%	-0.7%
②	72.7%	10.8%	8.6%	7.9%	74.3%	10.4%	8.5%	6.8%	-1.6%
③	78.9%	10.2%	6.1%	4.8%	75.7%	10.3%	7.4%	6.6%	+3.2%
④	73.3%	9.6%	8.6%	8.5%	71.8%	10.2%	8.5%	9.5%	+1.5%
⑤	69.4%	10.6%	9.6%	10.4%	69.8%	10.4%	8.8%	11.1%	-0.4%
⑥	71.4%	8.2%	8.6%	11.8%	74.7%	8.2%	6.7%	10.4%	-3.3%
⑦	78.6%	10.3%	7.5%	3.6%	77.7%	12.6%	6.6%	3.1%	+0.9%
Ⓢ 42nd	91.6%	4.3%	2.0%	2.1%	N/A**	N/A**	N/A**	N/A**	
Subdivision A**	75.2%	9.7%	7.8%	7.3%	75.2%	10.1%	7.4%	7.3%	0.0%
Ⓐ	73.7%	10.7%	9.3%	6.2%	72.7%	10.5%	9.6%	7.2%	+1.0%
Ⓑ	79.1%	11.3%	7.0%	2.6%	79.6%	11.9%	5.8%	2.7%	-0.5%
Ⓒ	83.0%	10.6%	4.7%	1.7%	80.0%	11.3%	5.8%	2.8%	+3.0%
Ⓓ	79.4%	12.5%	6.4%	1.7%	78.5%	12.4%	6.2%	2.9%	+0.9%
Ⓔ	75.0%	11.9%	8.5%	4.7%	75.7%	11.5%	8.2%	4.7%	-0.7%
Ⓕ	75.2%	10.7%	8.6%	5.4%	75.0%	10.7%	9.1%	5.2%	+0.2%
Ⓢ Fkn	97.3%	2.0%	0.5%	0.1%	96.5%	2.7%	0.7%	0.1%	+0.8%
Ⓖ	82.2%	10.5%	5.5%	1.9%	83.6%	10.9%	3.9%	1.7%	-1.4%
Ⓢ Rock	95.5%	3.3%	0.7%	0.5%	94.1%	4.3%	1.2%	0.4%	+1.4%
Ⓙ	80.7%	11.1%	5.6%	2.5%	82.6%	9.8%	5.7%	1.9%	-1.9%
Ⓛ	81.7%	11.4%	4.7%	2.1%	80.2%	11.4%	6.4%	1.9%	+1.5%
Ⓜ	78.9%	12.0%	6.6%	2.5%	77.7%	12.4%	7.6%	2.4%	+1.2%
Ⓝ	80.3%	10.2%	6.2%	3.3%	78.3%	12.0%	6.6%	3.0%	+2.0%
Ⓞ	78.9%	12.2%	6.8%	2.1%	80.1%	11.5%	5.9%	2.5%	-1.2%
Ⓡ	80.8%	11.2%	5.4%	2.6%	77.8%	10.6%	8.2%	3.4%	+3.0%
Subdivision B	81.4%	10.1%	5.8%	2.7%	80.8%	10.3%	6.0%	2.9%	+0.6%
Systemwide**	79.5%	10.0%	6.4%	4.1%	79.0%	10.2%	6.5%	4.3%	+0.5%

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 Ⓢ 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)**

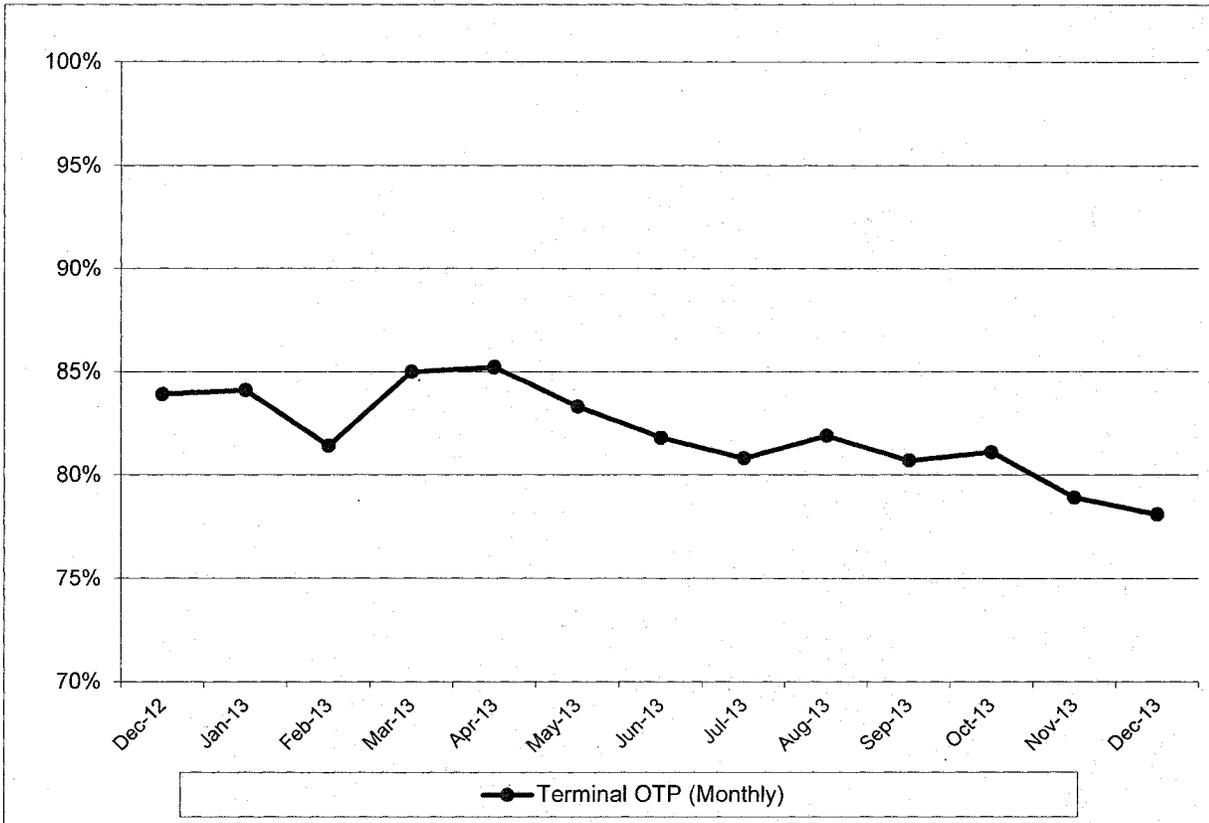
Line	December 2013				December 2012				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	89.6%	6.0%	2.7%	1.6%	83.7%	9.6%	4.7%	1.9%	+5.9%
2	82.0%	10.6%	5.5%	1.8%	83.5%	9.9%	4.3%	2.3%	-1.5%
3	89.8%	6.9%	2.2%	1.0%	88.7%	7.6%	3.1%	0.7%	+1.1%
4	77.9%	10.4%	6.9%	4.7%	81.9%	9.6%	5.6%	2.9%	-4.0%
5	81.5%	8.3%	5.7%	4.6%	85.5%	8.3%	4.0%	2.2%	-4.0%
6	84.2%	6.2%	4.5%	5.1%	88.6%	7.3%	3.2%	1.0%	-4.4%
7	82.6%	10.1%	5.1%	2.2%	78.8%	14.1%	6.1%	1.0%	+3.8%
S 42nd	98.0%	1.2%	0.3%	0.5%	N/A**	N/A**	N/A**	N/A**	N/A
Sub Division A**	84.0%	8.4%	4.7%	3.0%	84.4%	9.5%	4.4%	1.7%	-0.4%
A	79.6%	10.7%	7.1%	2.6%	76.6%	12.2%	8.1%	3.1%	+3.0%
C	79.0%	9.1%	7.7%	4.1%	86.8%	8.9%	3.7%	0.6%	-7.8%
D	81.7%	11.1%	5.9%	1.3%	81.5%	12.3%	5.0%	1.2%	+0.2%
E	87.1%	9.5%	3.3%	0.0%	85.8%	8.2%	3.3%	2.7%	+1.3%
F	79.9%	11.9%	6.3%	1.9%	81.4%	11.1%	5.9%	1.5%	-1.5%
S Fkln	96.7%	3.1%	0.2%	0.0%	94.5%	4.6%	0.6%	0.2%	+2.2%
G	87.5%	7.4%	2.9%	2.1%	88.2%	8.6%	2.9%	0.2%	-0.7%
J Z	90.1%	7.4%	2.1%	0.4%	90.2%	7.6%	1.3%	0.9%	-0.1%
L	85.4%	8.3%	4.3%	1.9%	87.2%	8.9%	2.8%	1.1%	-1.8%
N	83.5%	10.0%	5.0%	1.5%	86.4%	7.8%	4.5%	1.3%	-2.9%
Q	85.8%	8.7%	3.8%	1.6%	84.2%	11.2%	3.9%	0.7%	+1.6%
R	83.8%	11.9%	3.6%	0.7%	82.6%	12.3%	3.8%	1.3%	+1.2%
Sub Division B	85.0%	9.1%	4.4%	1.5%	85.5%	9.5%	3.8%	1.2%	-0.5%
Systemwide**	84.6%	8.8%	4.5%	2.1%	85.1%	9.5%	4.0%	1.4%	-0.5%

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.

* **Headway Definitions**
Meets Standard: meets Wait Assessment standard of scheduled headway +25%
Minor Gap: from 25% to 50% over scheduled headway
Medium Gap: from 50% to 100% over scheduled headway
Major Gap: more than 100% scheduled headway or missed intervals

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Dec 2013: 78.1%
 Dec 2012: 83.9%
 12-Mon Avg: 80.5%
 (Jan '13-Dec '13)

Subdivision A

Monthly Results

Dec 2013: 71.4%
 Dec 2012: 74.9%
 12-Mon Avg: 71.8%
 (Jan '13-Dec '13)

Subdivision B

Monthly Results

Dec 2013: 83.4%
 Dec 2012: 90.0%
 12-Mon Avg: 86.4%
 (Jan '13-Dec '13)

Discussion of Results

In December 2013, Right Of Way (9,802 delays), Over Crowding (6,942 delays), and Track Gangs (6,475 delays), were the highest categories of delays, representing 63.6% of the total 36,485 delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '13 - Dec '13</u>	<u>Jan '12 - Dec '12</u>	<u>% Difference</u>
①	84.4%	88.3%	-3.9%
②	56.0%	60.8%	-4.8%
③	71.5%	72.2%	-0.7%
④	54.7%	64.4%	-9.7%
⑤	56.4%	66.4%	-10.0%
⑥	72.4%	79.2%	-6.8%
⑦	88.6%	90.6%	-2.0%
⑤ 42 St	N/A*	N/A*	
Subdivision A	71.8%	76.9%	-5.1%
①	83.2%	83.7%	-0.5%
②	83.2%	87.1%	-3.9%
③	91.9%	90.8%	+1.1%
④	83.6%	88.6%	-5.0%
⑤	81.4%	85.9%	-4.5%
⑥	72.9%	79.8%	-6.9%
⑤ Fkln	99.3%	99.4%	-0.1%
⑦	86.1%	90.7%	-4.6%
⑤ Rock	97.0%	97.2%	-0.2%
① ②	94.3%	95.7%	-1.4%
④	94.4%	94.8%	-0.4%
⑤	85.4%	90.1%	-4.7%
⑥	82.2%	81.4%	+0.8%
⑦	86.5%	86.4%	+0.1%
⑧	88.3%**	89.4%	-1.1%
Subdivision B	86.4%	88.5%	-2.1%
Systemwide	80.5%	83.7%	-3.2%

* Performance data unavailable pending ATS system software upgrade.

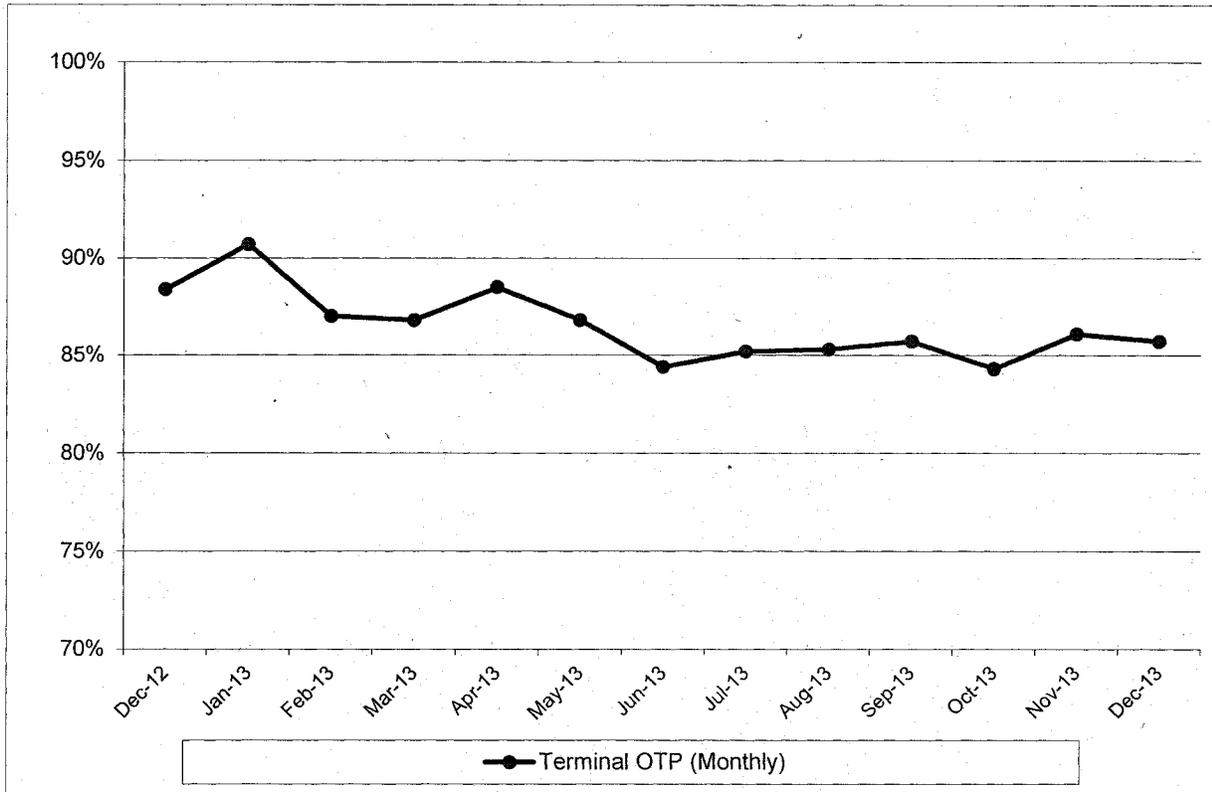
** OTP for December 2013 was 86.2% for the Brooklyn segment and 97.3% for the Manhattan segment.

**December 2013 Weekday Terminal Delays
Systemwide Summary**

<u>Categories</u>	<u>Delays</u>
Row Delays	9,802
Over Crowding	6,942
Track Gangs	6,475
Sick Customer	2,688
Car Equipment	2,225
Police	1,728
Inclement Weather	1,445
Work Equipment/G. O.	1,310
Unruly Customer	1,285
Operational Diversions	687
Fire	579
Employee	546
Infrastructure	516
External	257
Total Delays	<u><u>36,485</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

Dec 2013: 85.7%
 Dec 2012: 88.4%
 12-Mon Avg: 85.4%
 (Jan '13-Dec '13)

Subdivision A Monthly Results

Dec 2013: 81.3%
 Dec 2012: 81.9%
 12-Mon Avg: 79.1%
 (Jan '13-Dec '13)

Subdivision B Monthly Results

Dec 2013: 88.6%
 Dec 2012: 92.2%
 12-Mon Avg: 89.1%
 (Jan '13-Dec '13)

Discussion of Results

In December 2013, Track Gangs (1,827 delays), Right Of Way (1,485 delays), Over Crowding (941 delays) were the highest categories of delays, representing 54.8% of the total 7,766 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '13 - Dec '13</u>	<u>Jan '12 - Dec '12</u>	<u>% Difference</u>
①	85.9%	84.2%	+1.7%
②	63.6%	66.4%	-2.8%
③	82.7%	84.3%	-1.6%
④	70.0%	74.3%	-4.3%
⑤	81.3%	87.8%	-6.5%
⑥	72.4%	79.7%	-7.3%
⑦	92.6%	95.1%	-2.5%
Ⓢ 42 St	N/A*	N/A*	
Subdivision A	79.1%	82.7%	-3.6%
Ⓐ	82.7%	84.3%	-1.6%
Ⓒ	80.3%	87.6%	-7.3%
Ⓓ	86.5%	92.3%	-5.8%
Ⓔ	87.9%	91.7%	-3.8%
Ⓕ	72.9%	84.4%	-11.5%
Ⓢ Fkln	99.7%	99.3%	0.4%
Ⓖ	95.7%	96.4%	-0.7%
Ⓢ Rock	98.1%	97.4%	+0.7%
Ⓙ	96.9%	97.8%	-0.9%
Ⓛ	95.9%	96.5%	-0.6%
Ⓜ	97.9%	96.3%	+1.6%
Ⓝ	80.7%	85.3%	-4.6%
Ⓞ	91.7%	94.0%	-2.3%
Ⓡ	87.3%	92.9%	-5.6%
Subdivision B	89.1%	91.9%	-2.8%
Systemwide	85.4%	88.4%	-3.0%

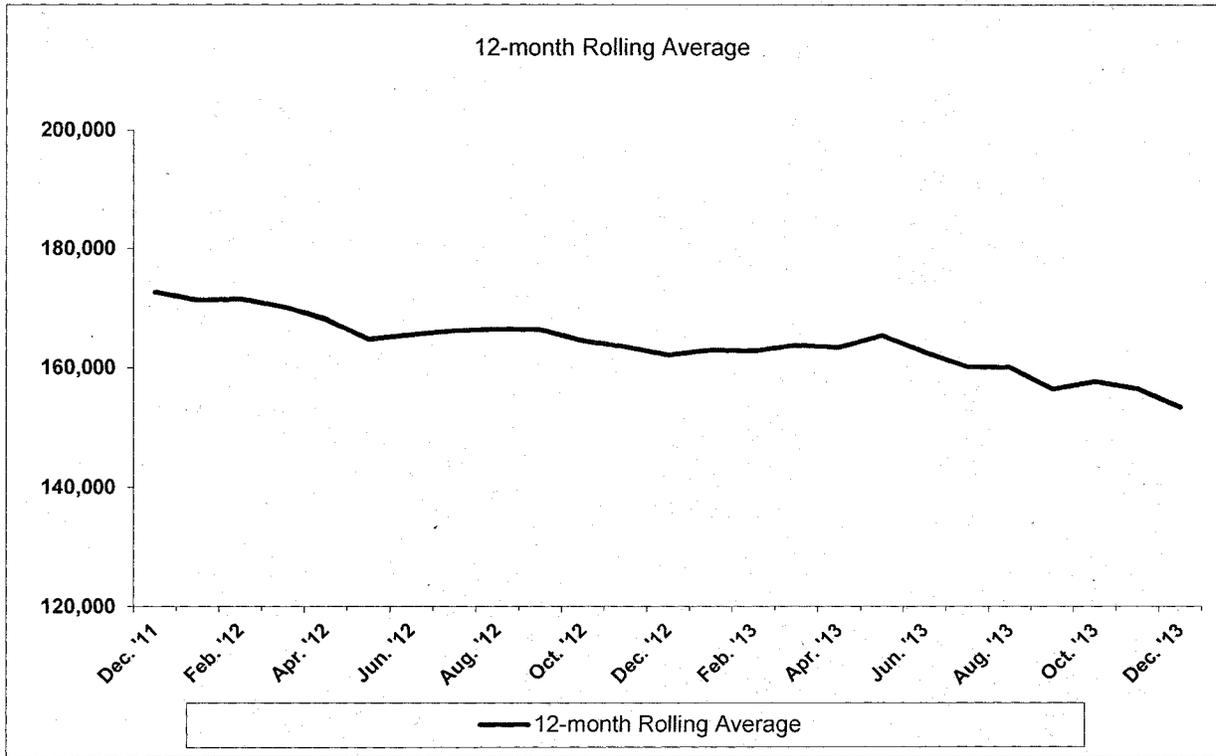
* Performance data unavailable pending ATS system software upgrade.

**December 2013 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	1,827
ROW Delays	1,485
Over Crowding	941
Inclement Weather	711
Work Equipment/G. O.	535
Police	519
Sick Customer	378
Fire	357
Car Equipment	353
Unruly Customer	272
Employee	185
Infrastructure	74
Operational Diversions	70
External	59
Total Delays	7,766

* 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

Dec 2013: 141,700

Dec 2012: 180,610

12-Month Average

Jan 13 - Dec 13: 153,382

Jan 12 - Dec 13: 162,138

Annual Result

2013 Goal: 166,000

2012 Actual: 162,138

Discussion of Results

MDBF in December 2013 decreased 21.5% from December 2012. Over the past year, the MDBF 12-month average decreased 5.4%.

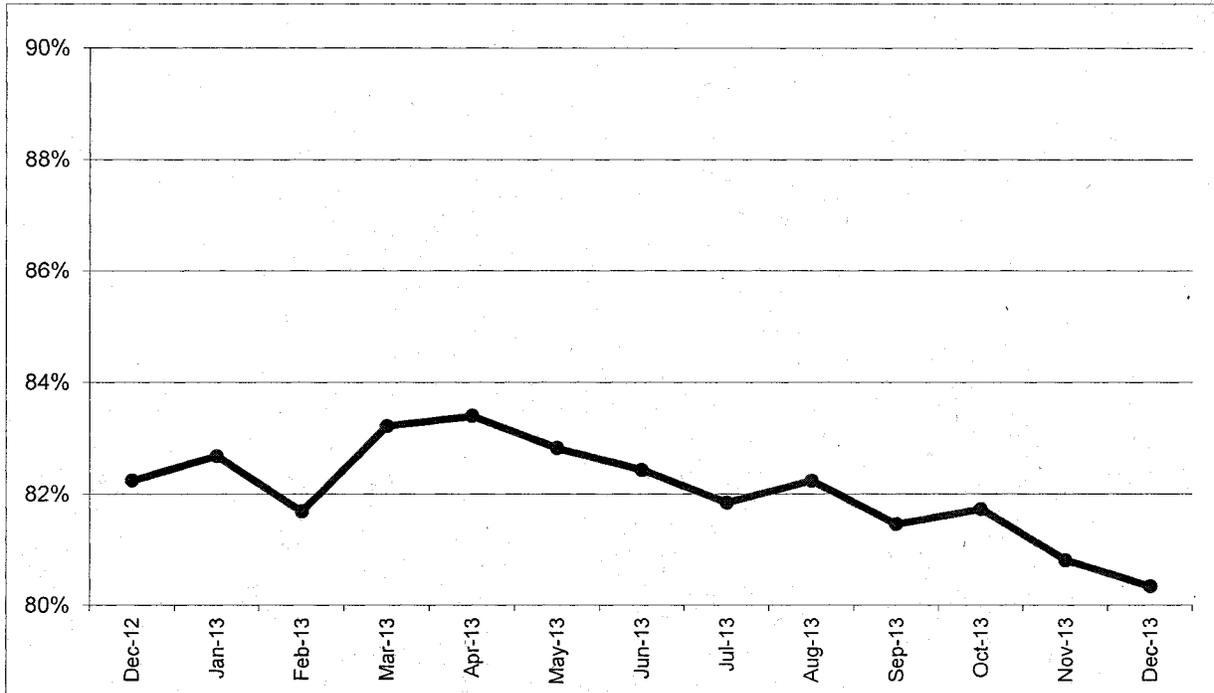
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	Dec '13	Dec '12	% Change
R32	222	53,716	61,029	-11.98%
R42	50	36,088	43,401	-16.85%
R46	752	94,334	85,789	9.96%
R62	315	213,700	181,246	17.91%
R62A	824	159,391	136,253	16.98%
R68	425	170,134	129,797	31.08%
R68A	200	97,194	130,990	-25.80%
R142	1,030	146,442	191,490	-23.52%
R142A	565	108,548	108,671	-0.11%
R143	212	79,465	134,398	-40.87%
R160	1,662	443,842	607,384	-26.93%
R188	33			
FLEET	6,290	153,382	162,138	-5.40%

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

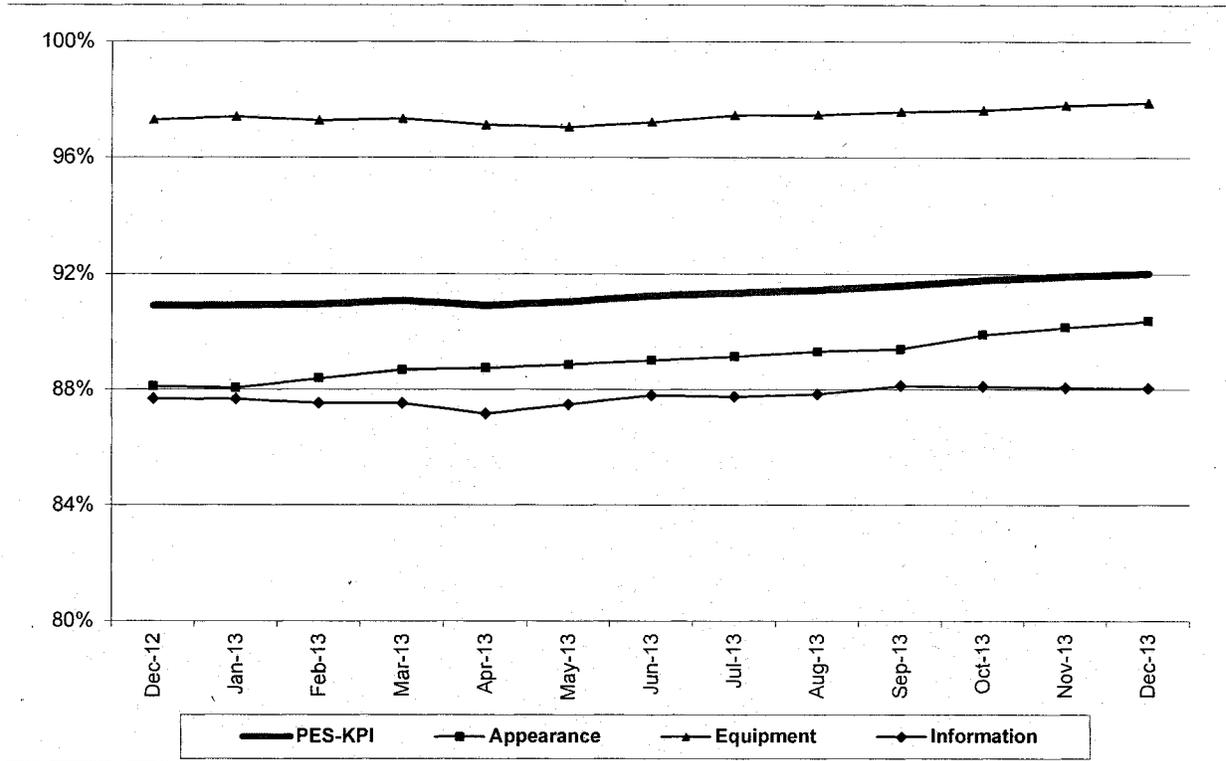
Systemwide	Goal
<u>Monthly Results</u>	
December 2013: 80.3%	2013 GOAL: 85.2%
December 2012: 82.2%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>December 2013</u>	<u>December 2012</u>	<u>% Difference</u>
①	81.9%	82.5%	-0.6%
②	66.9%	72.1%	-5.2%
③	78.1%	76.4%	+1.7%
④	67.0%	69.8%	-2.8%
⑤	67.7%	70.9%	-3.2%
⑥	66.9%	74.3%	-7.4%
⑦	82.4%	83.8%	-1.4%
⑧ 42nd	84.7%	N/A*	N/A*
SubDivision A*	75.2%	76.5%	-1.3%
⑨	74.6%	74.5%	+0.1%
⑩	77.3%	81.3%	-4.0%
⑪	80.2%	78.9%	+1.3%
⑫	81.8%	82.4%	-0.6%
⑬	77.9%	81.6%	-3.7%
⑭	73.0%	80.2%	-7.2%
⑮ Fkln	91.8%	91.2%	+0.6%
⑯	80.0%	83.1%	-3.1%
⑰ Rock	93.8%	89.8%	+4.0%
⑱ Z	84.5%	88.7%	-4.2%
⑲	80.2%	85.0%	-4.8%
⑳	81.0%	83.0%	-2.0%
㉑	83.1%	82.6%	+0.5%
㉒	84.3%	85.0%	-0.7%
㉓	83.1%	79.0%	+4.1%
SubDivision B	83.6%	85.5%	-1.9%
Systemwide*	80.3%	82.2%	-1.9%

* Subdivision A and Systemwide totals do not include the ⑧ 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>
December 2013:	92.0%	90.4%	97.9%	88.0%
December 2012:	90.9%	88.1%	97.3%	87.7%
% Difference:	+1.1%	+2.3%	+0.6%	+0.3%

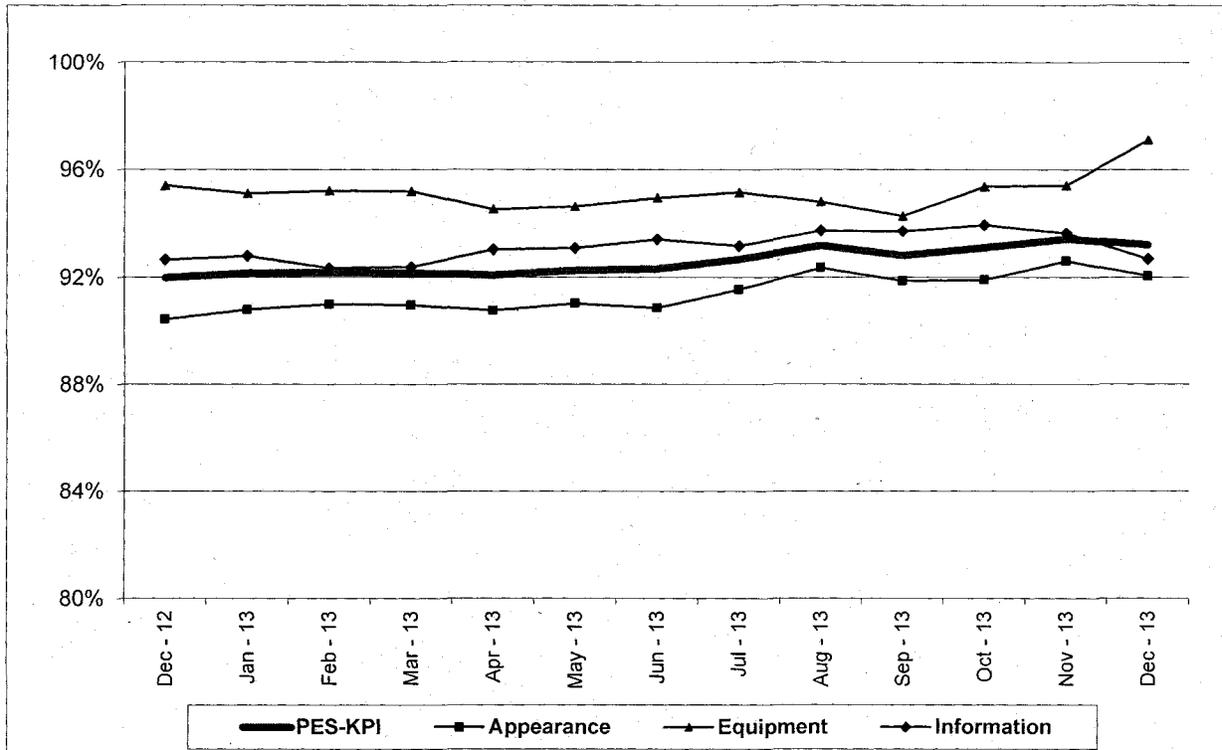
PES-KPI - Subway Car

Line	December 2013				December 2012				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	94.4%	96.7%	95.6%	90.8%	93.5%	96.2%	94.9%	89.4%	+0.9%
②	95.7%	94.4%	96.2%	96.7%	96.6%	96.0%	95.4%	98.4%	-0.9%
③	95.7%	95.7%	97.5%	93.7%	93.9%	92.7%	98.8%	90.4%	+1.8%
④	96.3%	95.0%	97.0%	97.0%	97.8%	95.6%	98.9%	99.0%	-1.5%
⑤	97.5%	96.1%	98.1%	98.4%	95.5%	94.3%	94.6%	97.5%	+2.0%
⑥	96.2%	91.2%	98.1%	99.5%	96.8%	95.5%	95.9%	99.2%	-0.6%
⑦	95.4%	96.3%	95.0%	94.8%	93.4%	95.0%	94.1%	91.0%	+2.0%
Ⓢ 42nd	96.8%	97.1%	96.9%	96.4%	93.9%	98.4%	96.8%	86.3%	+2.9%
SubDivision A	95.8%	95.2%	96.6%	95.7%	95.3%	95.1%	96.0%	94.7%	+0.5%
Ⓐ	94.8%	95.8%	96.1%	92.4%	94.3%	94.1%	97.1%	91.9%	+0.5%
Ⓑ	92.5%	90.1%	96.3%	91.2%	92.3%	87.8%	98.2%	91.1%	+0.2%
Ⓒ	95.1%	95.6%	97.8%	92.0%	92.6%	91.5%	95.1%	91.4%	+2.5%
Ⓓ	92.5%	89.8%	95.4%	92.3%	94.0%	92.4%	97.4%	92.4%	-1.5%
Ⓔ	98.3%	96.3%	99.2%	99.4%	96.4%	94.3%	96.8%	98.2%	+1.9%
Ⓕ	97.0%	95.0%	97.8%	98.3%	96.3%	94.2%	96.9%	98.1%	+0.7%
Ⓢ FkIn	93.9%	94.6%	94.5%	92.6%	90.7%	88.7%	93.7%	89.6%	+3.2%
Ⓖ	95.3%	95.5%	98.1%	92.4%	96.1%	96.7%	98.8%	92.8%	-0.8%
Ⓙ/Ⓚ	96.8%	96.7%	95.4%	98.2%	95.6%	92.0%	96.4%	98.5%	+1.2%
Ⓛ	97.2%	94.5%	98.3%	98.9%	95.9%	94.0%	95.4%	98.3%	+1.3%
Ⓜ	97.2%	93.6%	98.6%	99.4%	95.5%	92.9%	96.0%	97.6%	+1.7%
Ⓝ	96.1%	90.9%	99.0%	98.6%	96.3%	93.1%	97.5%	98.5%	-0.2%
Ⓠ	96.7%	91.8%	99.6%	98.7%	96.3%	91.8%	97.8%	99.4%	+0.4%
Ⓡ	95.1%	94.2%	97.7%	93.5%	93.7%	93.2%	98.8%	89.0%	+1.4%
SubDivision B	95.8%	93.9%	97.6%	95.9%	95.0%	92.9%	97.0%	95.2%	+0.8%
Systemwide	95.8%	94.4%	97.3%	95.8%	95.1%	93.7%	96.6%	95.0%	+0.7%

PES-KPI - Station

<u>Borough</u>	December 2013				December 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	86.6%	83.5%	98.5%	78.7%	86.5%	83.1%	97.5%	79.9%	+0.1%
Manhattan	87.9%	84.2%	98.4%	82.1%	87.1%	81.2%	98.0%	83.4%	+0.8%
Brooklyn	88.1%	88.4%	98.7%	77.6%	85.7%	83.2%	97.9%	76.9%	+2.4%
Queens	90.3%	90.6%	98.5%	81.9%	88.0%	85.6%	98.6%	80.5%	+2.3%
Systemwide	88.2%	86.7%	98.6%	80.0%	86.7%	82.9%	98.0%	80.1%	+1.5%

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

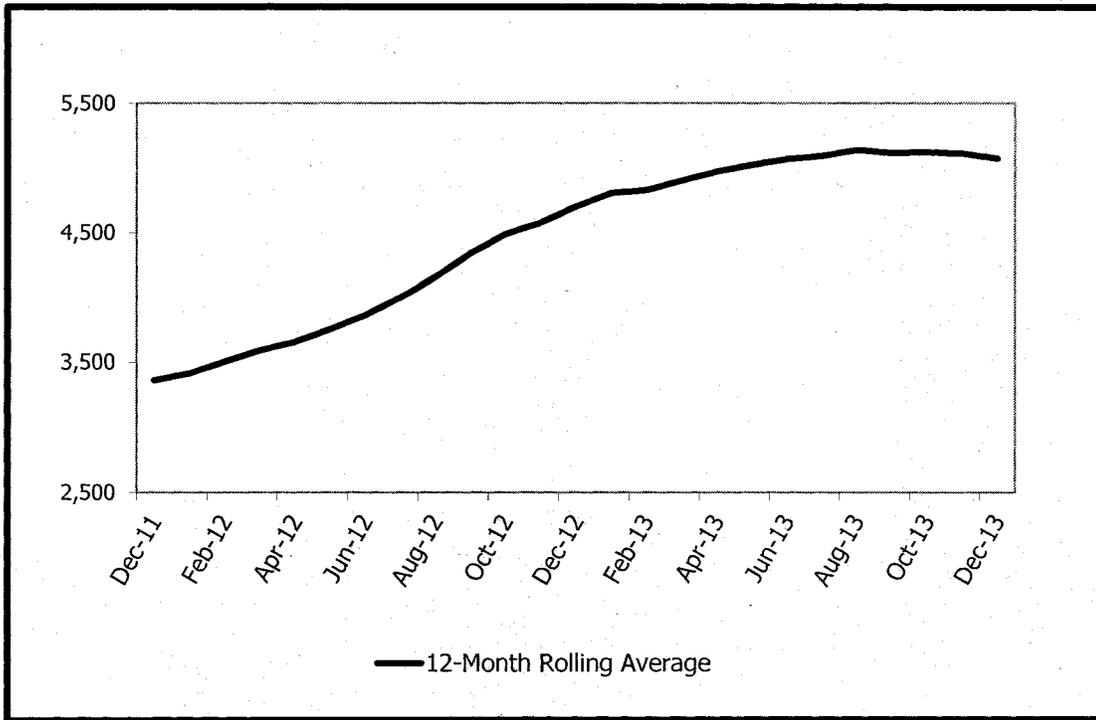
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
December 2013:	93.2%	92.1%	97.1%	92.7%
December 2012:	92.0%	90.4%	95.4%	92.7%
% Difference:	+1.2%	+1.7%	+1.7%	+0.0%

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: December 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,146	5,664	-9.1%	5,073	4,704	+7.8%
NYCT Bus	4,984	5,504	-9.5%	4,941	4,546	+8.7%
MTA Bus	5,736	6,245	-8.1%	5,548	5,300	+4.7%
System MDBSI (chart 2)	2,690	3,044	-11.6%	2,713	2,654	+2.2%
NYCT Bus	2,714	2,955	-8.1%	2,703	2,594	+4.2%
MTA Bus	2,619	3,371	-22.3%	2,745	2,868	-4.3%
System Trips Completed (chart 3)	98.96%	99.18%	-0.2%	99.22%	98.89%	+0.3%
NYCT Bus	99.10%	99.17%	-0.1%	99.26%	98.90%	+0.4%
MTA Bus	98.40%	99.20%	-0.8%	99.05%	98.83%	+0.2%
System AM Pull Out (chart 4)	99.25%	99.57%	-0.3%	99.63%	99.36%	+0.3%
NYCT Bus	99.50%	99.60%	-0.1%	99.71%	99.42%	+0.3%
MTA Bus	98.41%	99.49%	-1.1%	99.35%	99.15%	+0.2%
System PM Pull Out (chart 5)	99.51%	99.73%	-0.2%	99.84%	99.64%	+0.2%
NYCT Bus	99.77%	99.69%	+0.1%	99.88%	99.66%	+0.2%
MTA Bus	98.63%	99.84%	-1.2%	99.67%	99.56%	+0.1%
System Buses >= 12 years	25%	30%				
NYCT Bus	29%	33%				
MTA Bus	13%	19%				
System Fleet Age	7.87	7.72				
NYCT Bus	8.03	7.83				
MTA Bus	7.33	7.32				
Paratransit						
% of Trips Completed	93.63%	93.68%	-0.1%	94.08%	94.23%	-0.2%
Trips Requested	648,099	637,235	+1.7%	662,339	662,162	+0.0%
Trips Scheduled	560,916	572,789	-2.1%	592,921	598,768	-1.0%
Trips Completed	525,188	536,593	-2.1%	557,805	564,230	-1.1%
Early Cancellations as a Percentage of Trips Requested	12.68%	9.41%	+3.3%	9.71%	8.89%	+0.8%
Late Cancellations as a Percentage of Trips Scheduled	4.08%	4.03%	+0.1%	3.80%	3.73%	+0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.62%	1.85%	-0.2%	1.64%	1.68%	-0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.67%	0.44%	+0.2%	0.48%	0.36%	+0.1%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.77%	0.71%	+0.1%	0.77%	0.68%	+0.1%
New Applications Received	2,637	2,624	+0.5%	3,004	2,658	+13.0%

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

December 2013: 5,146

December 2012: 5,664

12-Month Average

Jan 13 - Dec 13 5,073

Jan 12 - Dec 12 4,704

Annual Results

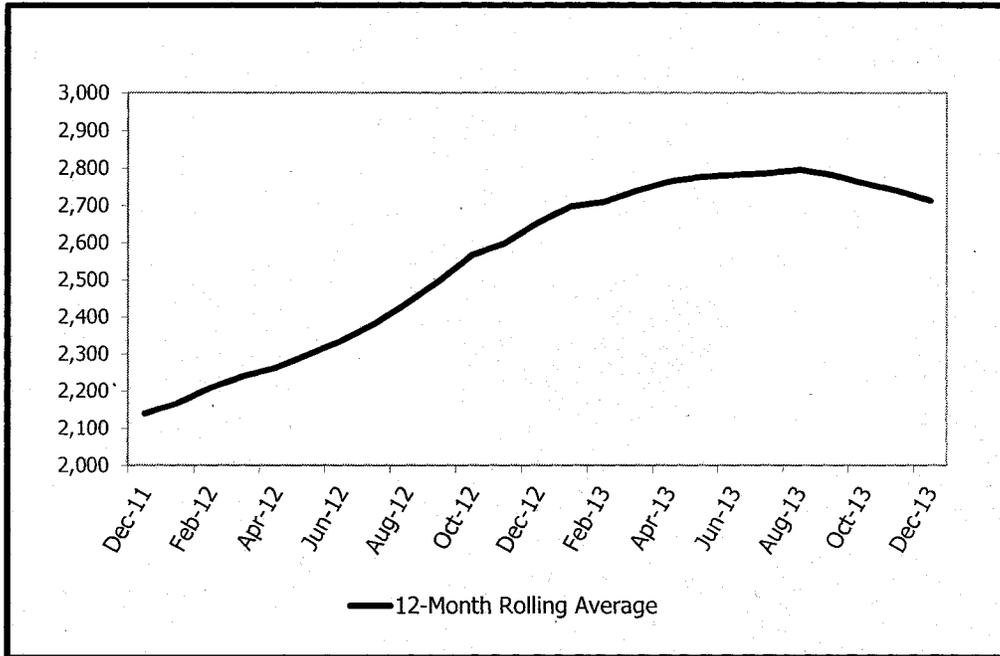
2013 Goal: 4,754

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

December 2013: 2,690

December 2012: 3,044

12-Month Average

Jan 13 - Dec 13 2,713

Jan 12 - Dec 12 2,654

Annual Results

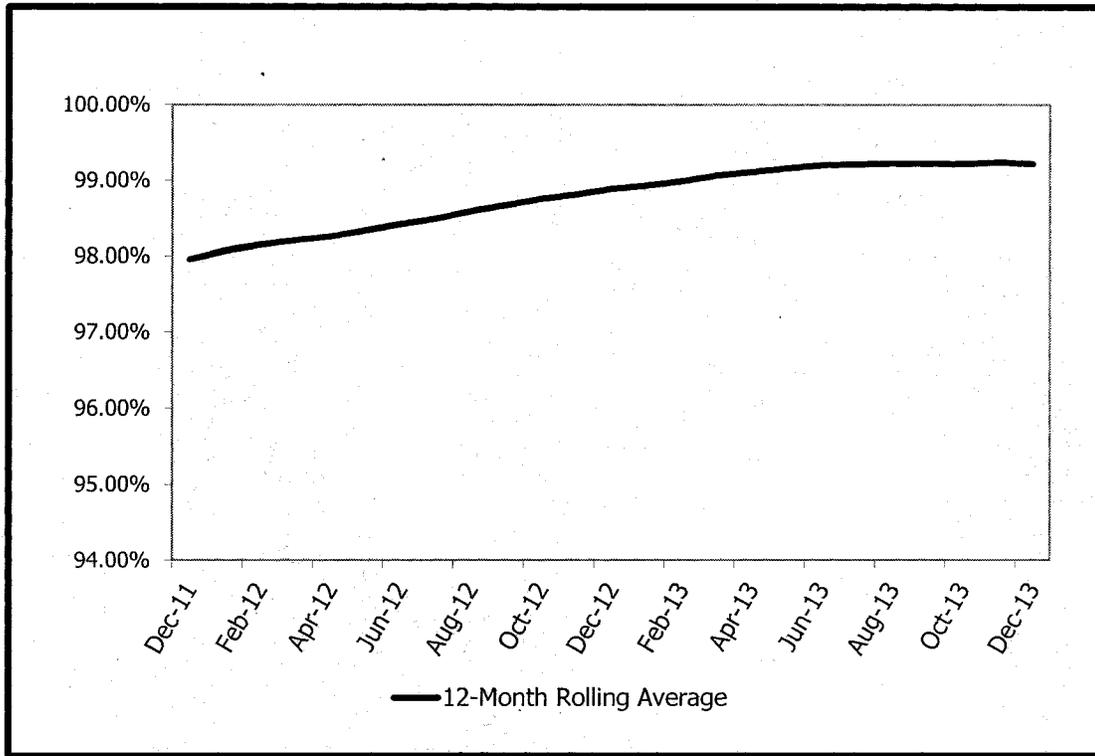
2013 YTD: 2,713

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

December 2013: 98.96%
 December 2012: 99.18%

12-Month Average

Jan 13 - Dec 13 99.22%
 Jan 12 - Dec 12 98.89%

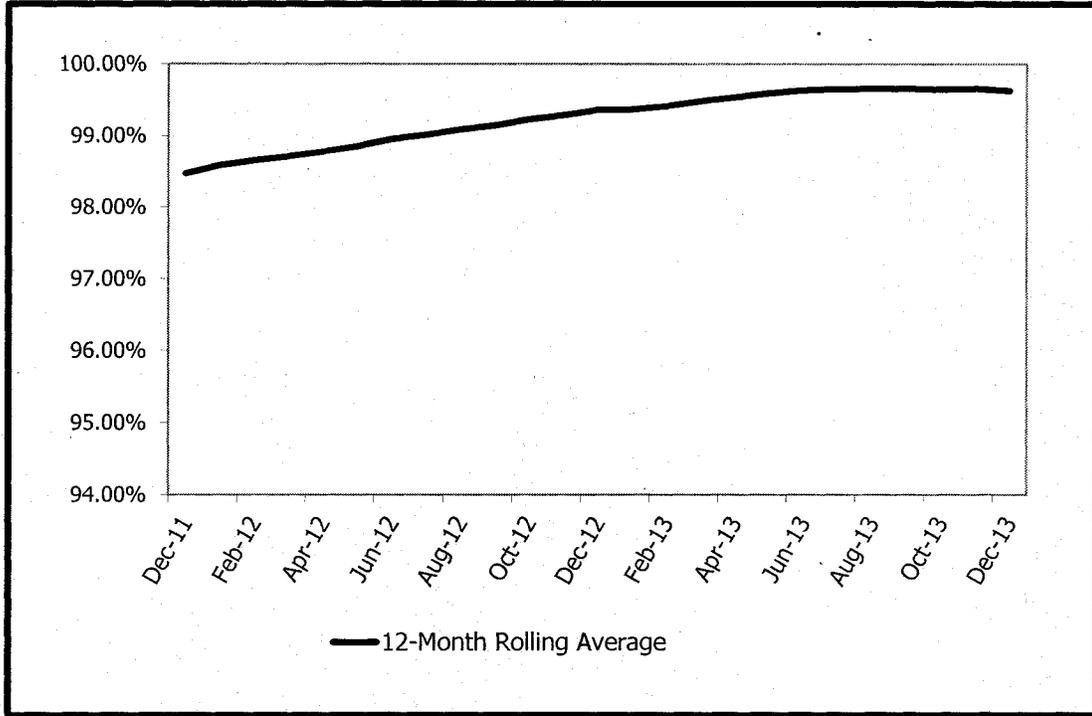
Annual Results

2013 YTD: 99.22%
 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

December 2013: 99.25%
 December 2012: 99.57%

12-Month Average

Jan 13 - Dec 13 99.63%
 Jan 12 - Dec 12 99.36%

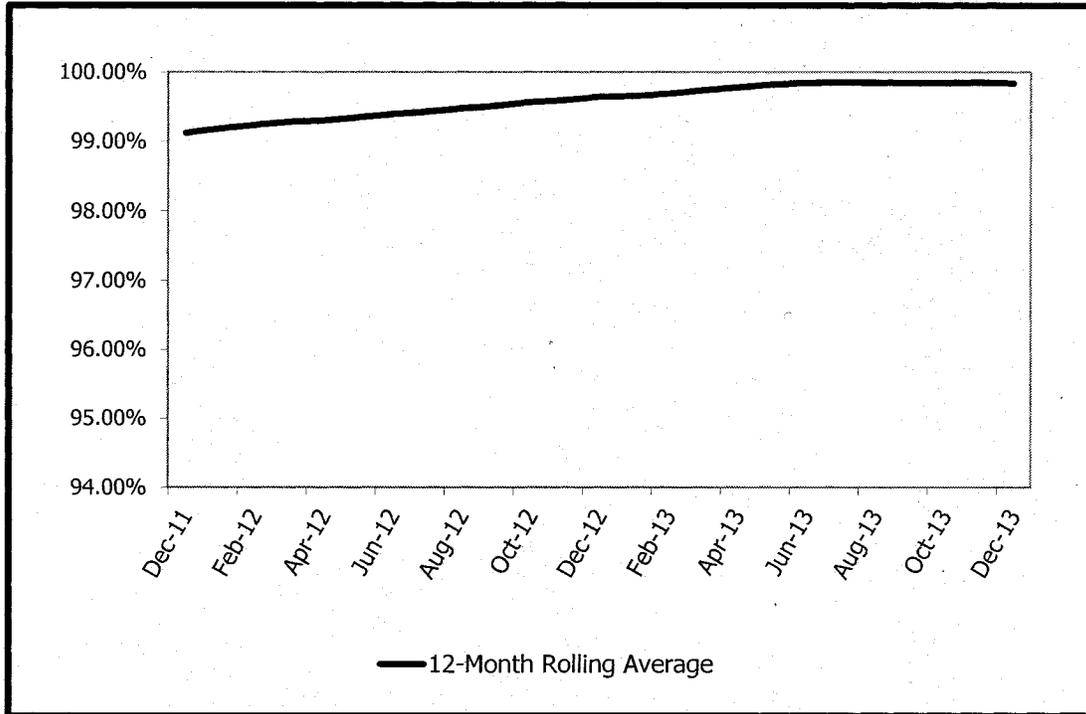
Annual Results

2013 YTD: 99.63%
 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

December 2013: 99.51%

Jan 13 - Dec 13 99.84%

2013 YTD: 99.84%

December 2012: 99.73%

Jan 12 - Dec 12 99.64%

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 December 2013 are shown below.

Safety Report						
Performance Indicator	Current Month: December 2013			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ¹ (chart 1)	3.00	2.81	+7.0%	2.91	2.76	+5.4%
Subway Customer Injuries per Million Customers ¹ (chart 2)	3.00	2.83	+5.8%	2.93	2.81	+4.3%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	1	2	-50.0%
Subway Fires ² (charts 5-6)	77	58	+32.8%	900	794	+13.4%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	2.94	2.43	+21.0%	2.82	2.46	+14.9%

Bus Collisions Per Million Miles (chart 7)						
Regional	47.54	45.88	+3.6%	48.83	46.35	+5.3%
NYCT Bus	48.64	48.71	-0.1%	50.15	47.47	+5.7%
MTA Bus	44.08	36.88	+19.5%	44.57	42.75	+4.3%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	6.87	5.40	+27.3%	6.94	6.32	+9.8%
NYCT Bus	8.42	5.84	+44.2%	7.56	6.60	+14.4%
MTA Bus	1.99	3.99	-50.1%	4.94	5.39	-8.3%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.93	1.02	-8.6%	1.04	1.11	-6.6%
NYCT Bus	1.02	1.02	-0.9%	1.07	1.09	-2.0%
MTA Bus	0.50	1.01	-50.2%	0.87	1.23	-29.2%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.05	1.07	-2.2%	1.12	1.16	-3.0%
NYCT Bus	1.15	1.06	+8.0%	1.15	1.14	+0.6%
MTA Bus	0.50	1.11	-54.8%	0.98	1.24	-21.3%
Bus Employee LT Accidents per 100 Employees (chart 11)						
NYCT Bus	4.28	3.74	+14.5%	5.21	5.53	-5.8%
MTA Bus	5.03	7.60	-33.8%	6.49	8.67	-25.1%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	3.06	2.58	+18.6%	3.31	3.20	+3.4%

Subways Crime Report						
Performance Indicator	Current Month: January 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	217	248	-12.5%	217	248	-12.5%
Robberies ^{3,4}	49	61	-19.7%	49	61	-19.7%

SIR Crime Report						
Performance Indicator	Current Month: January 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	0	3	-100.0%	0	3	-100.0%
Robberies ^{3,4}	0	1	-100.0%	0	1	-100.0%

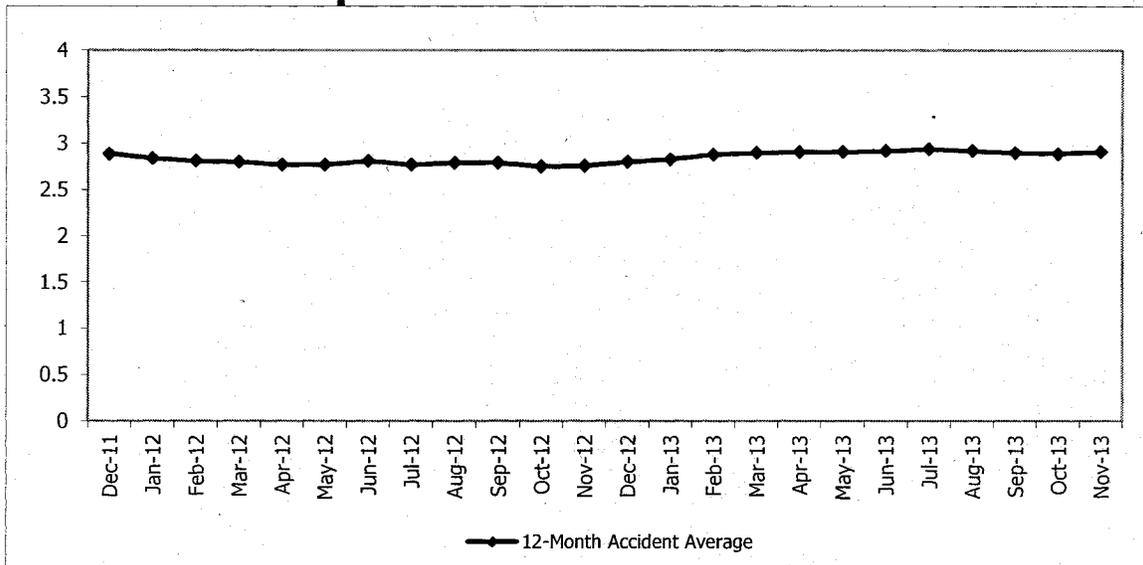
¹ Current month data are for November 2013.

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 January 2014.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

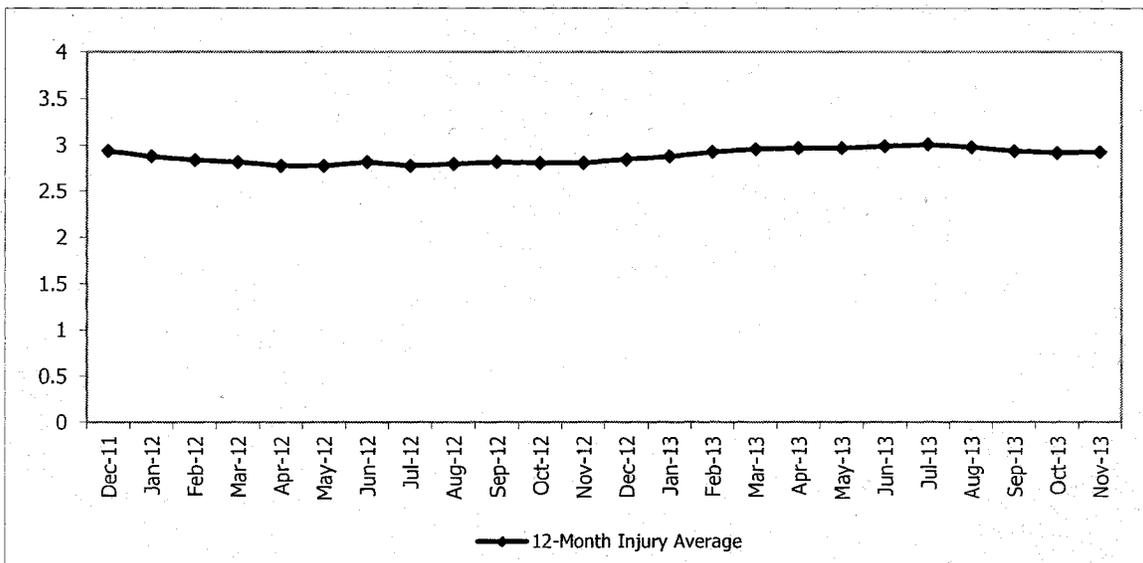
Nov 2013: 3.00
Nov 2012: 2.81

12-Month Average

Dec 12 - Nov 13: 2.91
Dec 11 - Nov 12: 2.76

Annual Results

2013 YTD: 2.87
2012 Actual: 2.80



Monthly Results

Nov 2013: 3.00
Nov 2012: 2.83

12-Month Average

Dec 12 - Nov 13: 2.93
Dec 11 - Nov 12: 2.81

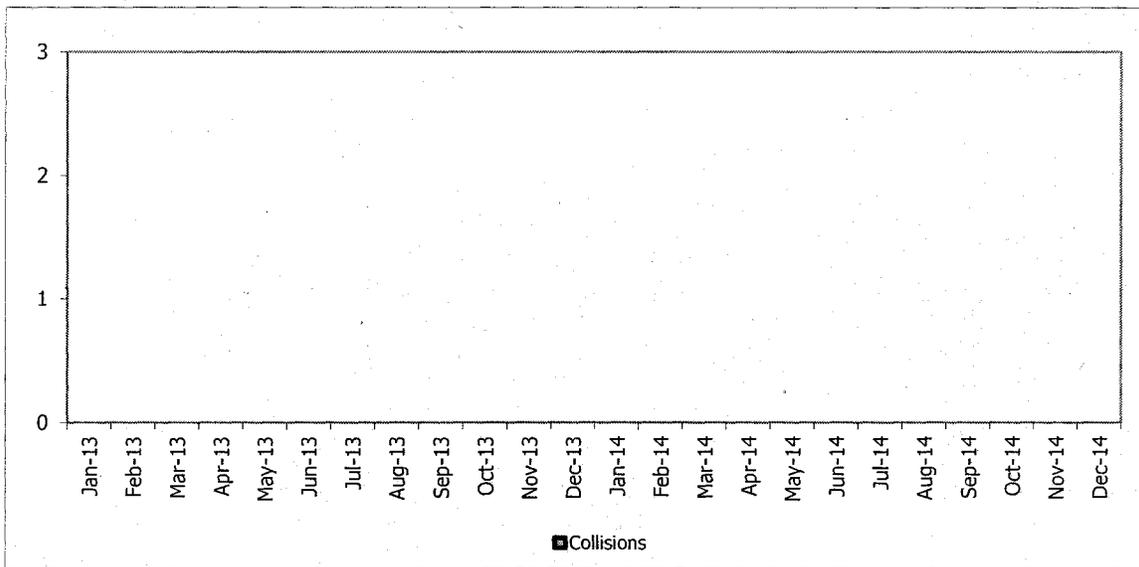
Annual Results

2013 YTD: 2.88
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

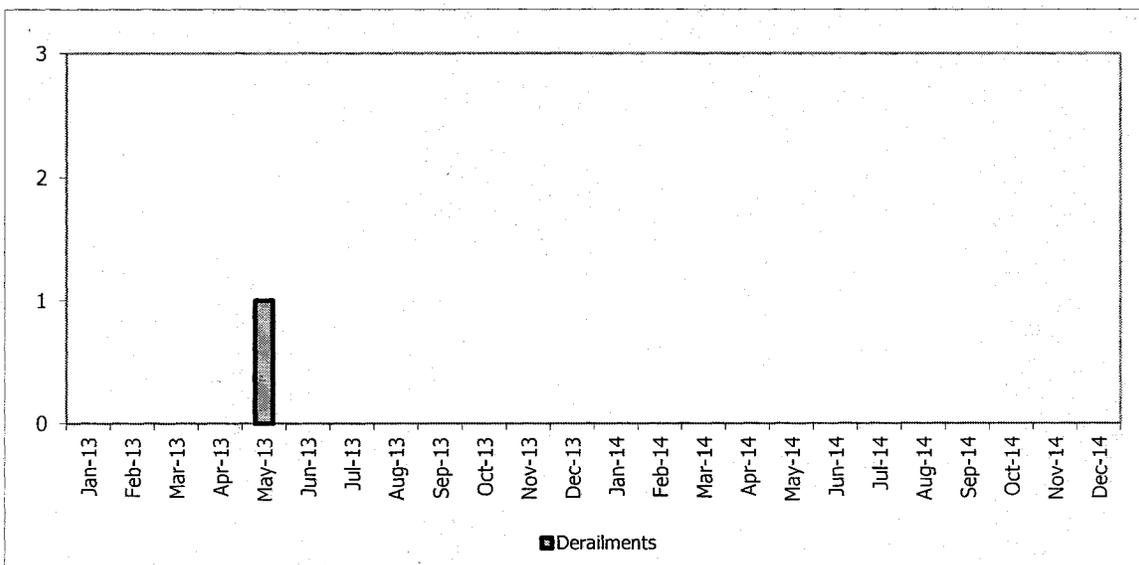
Jan 2014: 0
Jan 2013: 0

12-Month Average

Feb 13 – Jan 14: 0
Feb 12 – Jan 13: 0

Annual Results

2014 YTD: 0
2013 Actual: 0



Monthly Results

Jan 2014: 0
Jan 2013: 0

12-Month Average

Feb 13 – Jan 14: 1
Feb 12 – Jan 13: 2

Annual Results

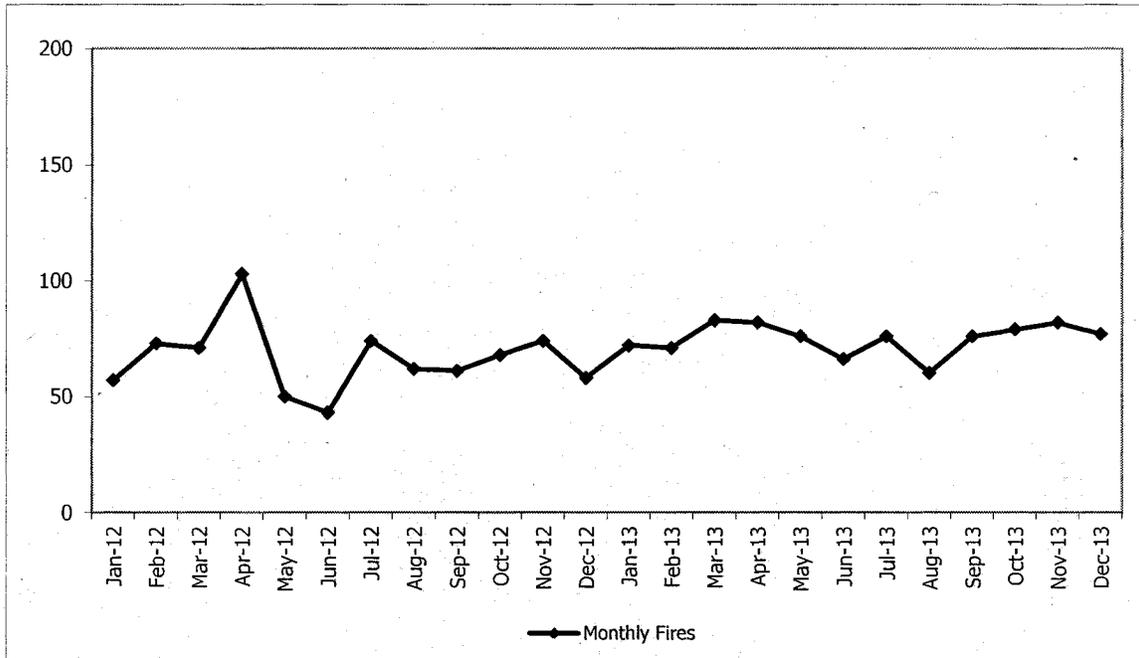
2014 YTD: 0
2013 Actual: 1

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. (5-29-13)

Subway Fires



Monthly Results

Dec 2013: 77

Dec 2012: 58

12-Month Average

Jan 13 – Dec 13: 900

Jan 12 – Dec 12: 794

Annual Results

2013 YTD: 900

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

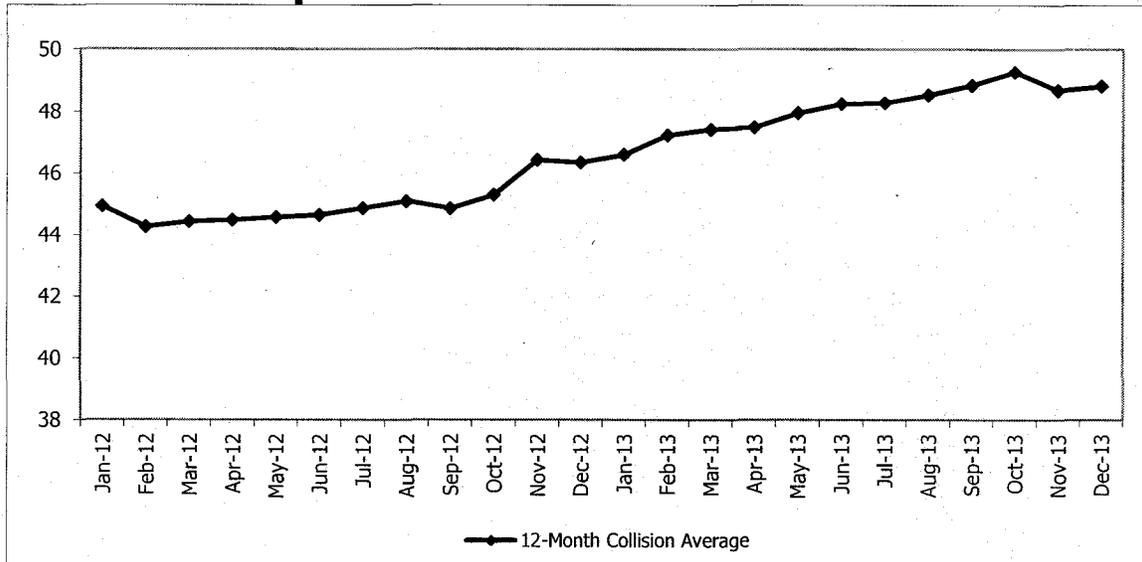
Severity & Location of fires during the current month were as follows:

Low:	92.2%	Train:	14
Average:	7.8%	Right-of-way:	43
Above Average:	0.0%	Station:	20
High:	0.0%	Other:	0
		Total:	77

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

Train:		Right-of-Way:		Station:	
Brake Shoes	4	Debris:	32	Debris:	18
Debris	4	Tie:	2	Electrical:	2
		Fiberglass			
		Insulator:	2		
		Insulator:	2		

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

Dec 2013: 47.54

Dec 2012: 45.88

12-Month Average

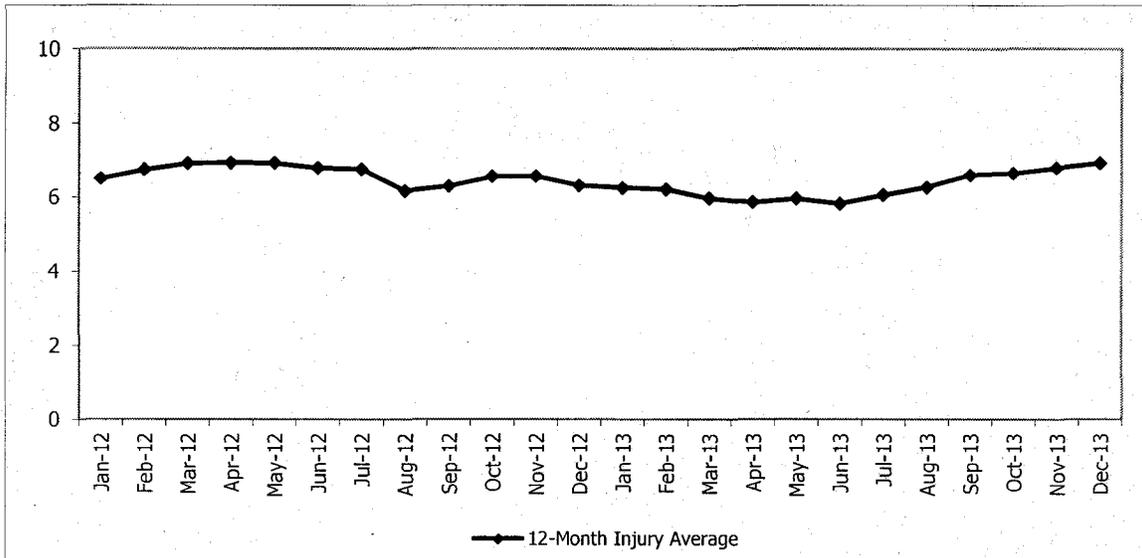
Jan 13 – Dec 13: 48.83

Jan 12 – Dec 12: 46.35

Annual Results

2013 YTD: 48.83

2012 Actual: 46.35



Monthly Results

Dec 2013: 6.87

Dec 2012: 5.40

12-Month Average

Jan 13 – Dec 13: 6.94

Jan 12 – Dec 12: 6.32

Annual Results

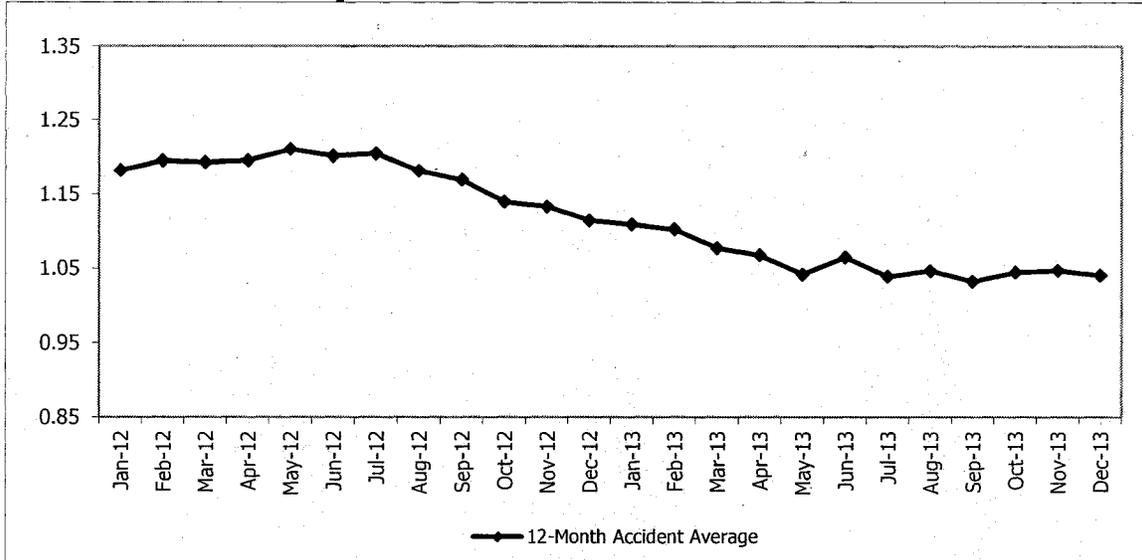
2013 YTD: 6.94

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

Dec 2013: 0.93

Dec 2012: 1.02

12-Month Average

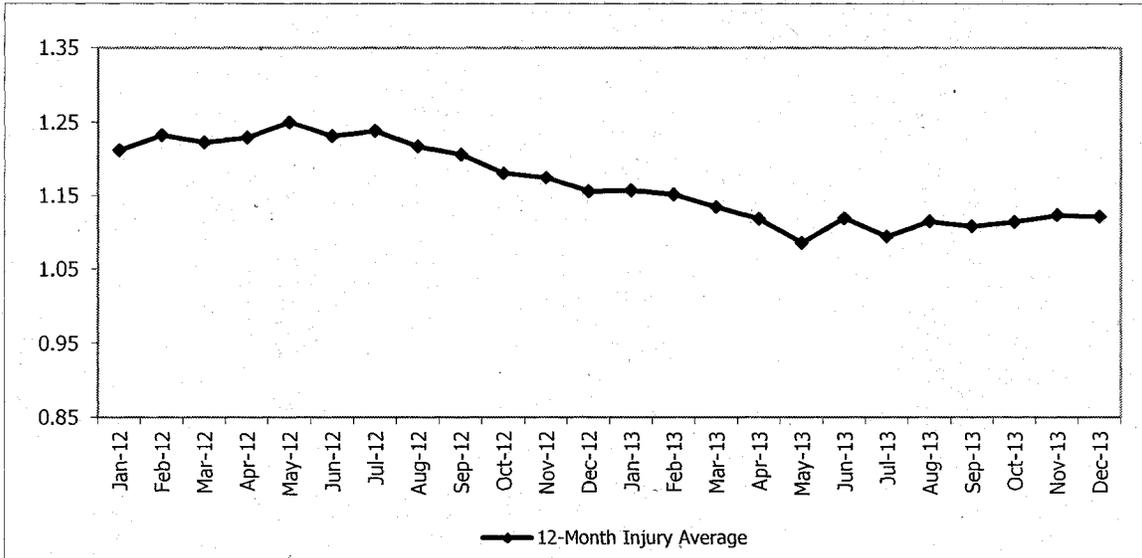
Jan 13 - Dec 13: 1.04

Jan 12 - Dec 12: 1.11

Annual Results

2013 YTD: 1.04

2012 Actual: 1.11



Monthly Results

Dec 2013: 1.05

Dec 2012: 1.07

12-Month Average

Jan 13 - Dec 13: 1.12

Jan 12 - Dec 12: 1.16

Annual Results

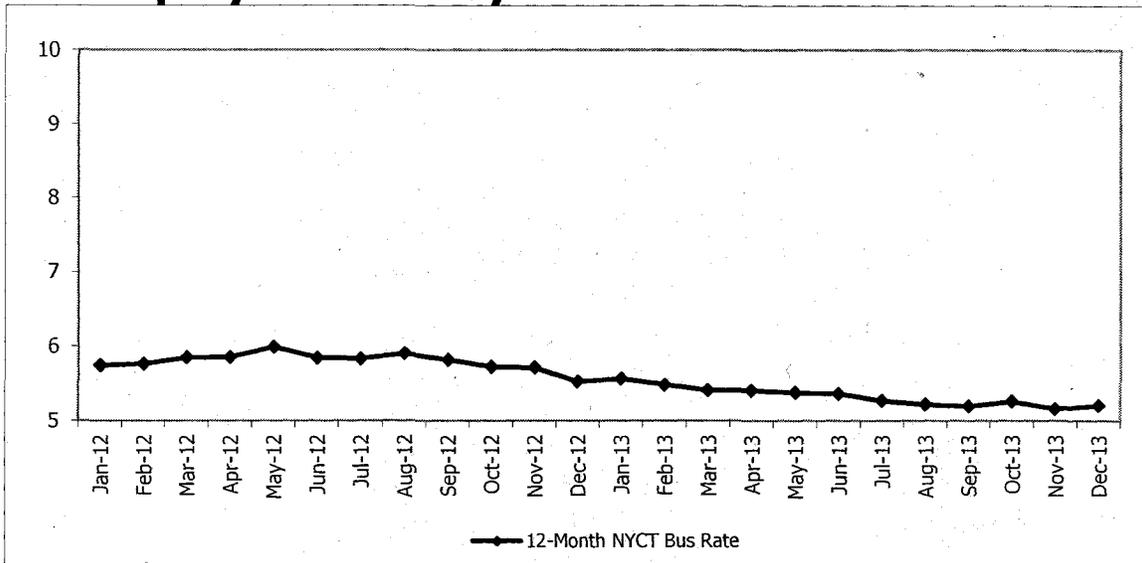
2013 YTD: 1.12

2012 Actual: 1.16

Definitions

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

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



Monthly Results

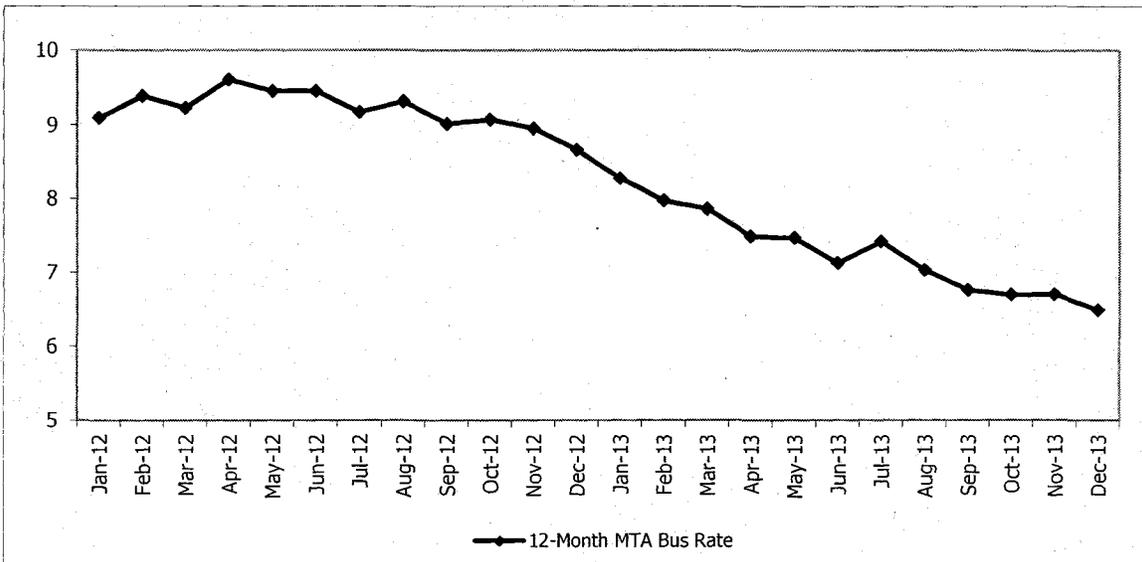
Dec 2013: 4.28
Dec 2012: 3.74

12-Month Average

Jan 13 – Dec 13: 5.21
Jan 13 – Dec 13: 5.53

Annual Results

2013 Goal: 5.13
2012 Actual: 5.53



Monthly Results

Dec 2013: 5.03
Dec 2012: 7.60

12-Month Average

Jan 13 – Dec 13: 6.49
Jan 12 – Dec 12: 8.67

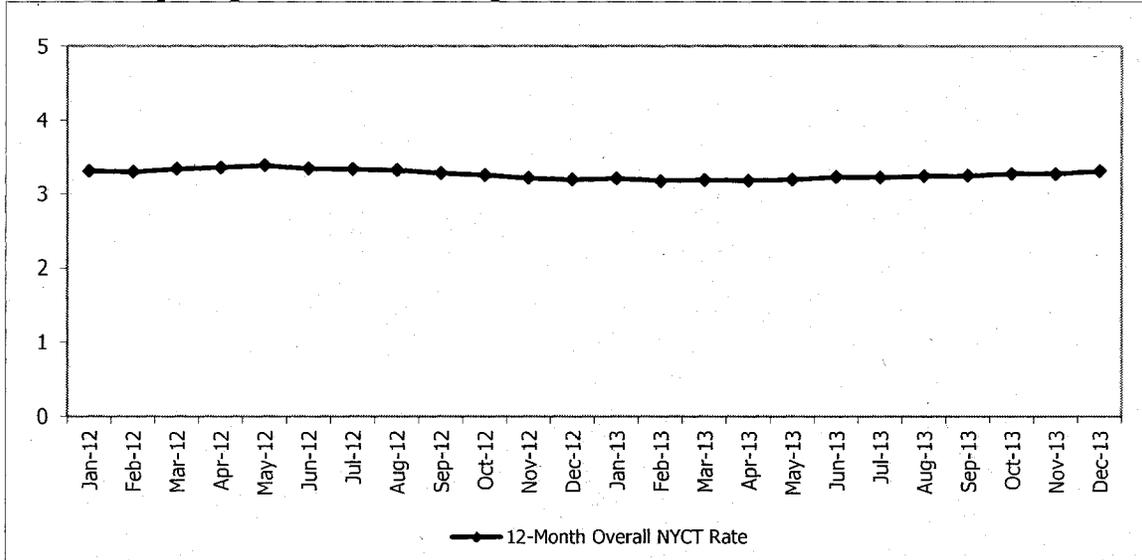
Annual Results

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

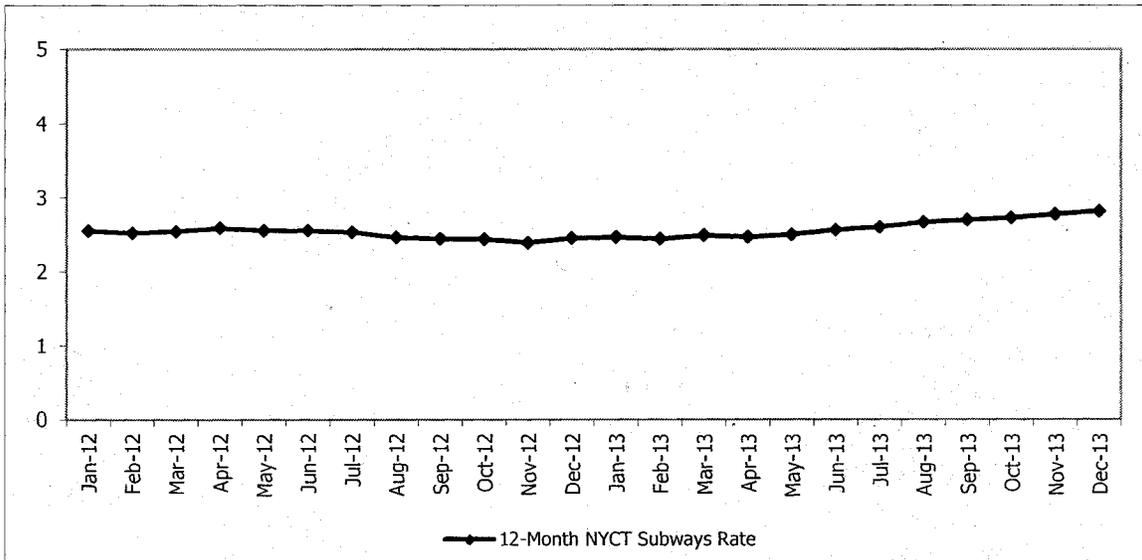
Dec 2013: 3.06
Dec 2012: 2.58

12-Month Average

Jan 13 - Dec 13: 3.31
Jan 12 - Dec 12: 3.20

Annual Results

2013 Goal: 2.97
2012 Actual: 3.20



Monthly Results

Dec 2013: 2.94
Dec 2012: 2.43

12-Month Average

Jan 13 - Dec 13: 2.82
Jan 12 - Dec 12: 2.46

Annual Results

2013 Goal: 2.29
2012 Actual: 2.46

Definitions

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



Police Department
City of New York

REPORT

CRIME STATISTICS JANUARY

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	2	1	1	100.0%
ROBBERY	49	61	-12	-19.7%
FELASSAULT	11	14	-3	-21.4%
BURGLARY	2	1	1	100.0%
GRLARCENY	153	171	-18	-10.5%
<u>TOTAL MAJOR FELONIES</u>	<u>217</u>	<u>248</u>	<u>-31</u>	<u>-12.5%</u>

During January the daily Robbery average decreased from 2 to 1.6

During January the daily Major Felony average decreased from 8 to 7

CRIME STATISTICS JANUARY THRU JANUARY

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	2	1	1	100.0%
ROBBERY	49	61	-12	-19.7%
FELASSAULT	11	14	-3	-21.4%
BURGLARY	2	1	1	100.0%
GRLARCENY	153	171	-18	-10.5%
<u>TOTAL MAJOR FELONIES</u>	<u>217</u>	<u>248</u>	<u>-31</u>	<u>-12.5%</u>

Year to date, the daily Robbery average decreased from 2 to 1.6

Year to date, the daily Major Felony average decreased from 8 to 7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JANUARY ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	4418	4632	-214	-4.6%
TosArrest	2330	2649	-319	-12.0%
Summ	7029	7406	-377	-5.1%

JANUARY - JANUARY ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	4418	4632	-214	-4.6%
TosArrest	2330	2649	-319	-12.0%
Summ	7029	7406	-377	-5.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

		JANUARY																	
		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	Murder	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
	Rape	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
	Robbery	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49
	Assault	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	11
	Burglary	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	2
3.36	GL	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	153
	TOTAL MAJOR FELONIES	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	252	248	217
	Major Fel Per Day	17.55	13.77	12.06	11.32	10.58	10.16	8.77	9.10	10.94	7.29	6.23	6.74	7.26	6.19	6.26	8.13	8.00	7.00



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

January 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	3	-3	-100%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	3	-3	-100%

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for 2013 are presented in the table below.

Category (\$ in millions)	December 2013 Year-to-Date			Favorable/(Unfavorable)			
	Adpt Bud	Final Est	Prel Act	Adopted Budget		Final Estimate	
				\$	%	\$	%
Total Farebox Revenue	4,002.2	4,027.4	4,040.0	37.8	0.9	12.6	0.3%
Nonreimb. Exp. before Dep./OPEB	7,020.7	6,954.1	6,866.9	153.8	2.2	87.2	1.3%
Net Cash Deficit*	(2,596.9)	(2,248.4)	(2,242.4)	354.5	13.6%	6.0	0.3%

*Excludes Subsidies and Debt Service

Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$4,040.0 million, \$12.6 million (0.3 percent) above the estimate, due mostly to higher than estimated average fares.

The 2013 non-student **average fare** of \$1.76 increased 11.7¢ from 2012.

Total **ridership** in 2013 of 2,394.3 million was virtually the same as the estimate. Average weekday ridership in 2013 was 7.7 million, an increase of 1.1 percent from 2012.

Nonreimbursable expenses before depreciation and OPEB of \$6,866.9 million were below the estimate by \$87.2 million (1.3 percent). Labor expenses were favorable by \$45.7 million (0.9 percent), due primarily to vacancies, favorable reimbursable overhead credits, and health & welfare/OPEB current expense underruns due to lower rates. Non-labor expenses were less than the estimate by \$41.5 million (2.4 percent), mostly attributable to favorable results in materials & supplies, electric power, professional service contracts and fuel expenses.

The **net cash deficit** was \$2,242.4 million, favorable to the estimate by a \$6.0 million (0.3 percent).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$37.8 million (0.9 percent) above budget, due to a smaller than expected bus ridership loss after the March 3, 2013 fare increase, as well as higher than budgeted subway average fares.

Nonreimbursable expenses before depreciation and OPEB of \$6,866.9 million was below the budget by \$153.8 million (2.2 percent). Labor expenses were under budget by \$93.7 million (1.8 percent), due largely to underruns in health & welfare/OPEB current expenses, pension expenses, and favorable reimbursable overhead credits. These favorable results were partly offset by higher overtime expenses. Non-labor expenses were under budget by \$60.1 million (3.5 percent), including underruns in electric power, paratransit service contracts, and materials & supplies expenses. These favorable results were partly offset by overruns in professional service contract expenses and claims (public liability) payouts.

Note: Final 2013 results and their impact on 2014 will be reported in April.

FINANCIAL RESULTS

Farebox Revenue

2013 Farebox Revenue - (\$ in millions)							
	2013			Favorable/(Unfavorable)			
	Budget	Estimate	Preliminary Actual	Budget		Estimate	
				Amount	Percent	Amount	Percent
Subway	3,002.5	3,021.5	3,030.7	28.1	0.9%	9.2	0.3%
NYCT Bus	929.8	937.4	941.0	11.2	1.2%	3.6	0.4%
Paratransit	17.6	16.3	16.1	(1.5)	(8.6%)	(0.2)	(1.0%)
Subtotal	3,950.0	3,975.2	3,987.8	37.8	1.0%	12.6	0.3%
Fare Media Liability	52.2	52.2	52.2	0.0	0.0%	0.0	0.0%
Total - NYCT	4,002.2	4,027.4	4,040.0	37.8	0.9%	12.6	0.3%
MTA Bus Company	194.6	198.0	198.9	4.3	2.2%	0.8	0.4%
<i>Total - Regional Bus</i>	<i>1,124.4</i>	<i>1,135.5</i>	<i>1,139.9</i>	<i>15.5</i>	<i>1.4%</i>	<i>4.4</i>	<i>0.4%</i>

Note: Totals may not add due to rounding.

- The positive revenue variance from estimate is mainly due to higher than expected subway and bus average fares.
- The positive variance from budget is due to a smaller than expected bus ridership loss after the March 2013 fare increase, as well as higher than expected subway average fares.
- Fare Media Liability does not include year-end adjustments.

Average Fare

	Annual Non-Student Average Fare - \$							
	NYC Transit				MTA Bus Company			
	2012	Prelim. 2013	Change		2012	Prelim. 2013	Change	
Amount			Percent	Amount			Percent	
Subway	1.727	1.849	0.122	7.0%	1.386	1.482	0.096	6.9%
Local Bus	1.374	1.468	0.094	6.8%	1.386	1.482	0.096	6.9%
Subway & Local Bus	1.631	1.747	0.115	7.1%	1.386	1.482	0.096	6.9%
Express Bus	4.575	4.933	0.359	7.8%	4.565	4.893	0.328	7.2%
Total	1.646	1.763	0.117	7.1%	1.658	1.758	0.100	6.0%

- 2013 non-student subway and bus average fares were higher than 2012 due mainly to the March 2013 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the average fare of \$1.15 in 2013 was 23¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue was below the estimate by \$7.2 million (1.4 percent), due primarily to the unfavorable timing of receipt of reimbursements for losses resulting from Tropical Storms Sandy and Irene, partly offset by higher advertising revenue.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were below the estimate by \$87.2 million (1.3 percent). The major causes of this variance are reviewed below:

Labor expenses were favorable by \$45.7 million (0.9 percent). Payroll expenses were below the estimate by \$15.6 million (0.5 percent), due mostly to vacancies. Reimbursable overhead credits were favorable by \$19.1 million (10.0 percent), resulting from higher reimbursable overtime expenses. Health & welfare expenses (including OPEB current expenses) underran the estimate by \$11.4 million (1.2 percent), due mostly to lower rates.

Non-labor expenses were less than the estimate by \$41.5 million (2.4 percent). Materials and supplies expenses were under the estimate by \$14.2 million (5.0 percent), due to favorable inventory/obsolescence adjustments and higher surplus/scrap sales. Electric power expenses were favorable by \$13.7 million (4.3 percent), due primarily to lower prices and consumption, partly offset by the unfavorable timing of expenses. Professional service contract expenses were below the estimate by \$5.7 million (3.8 percent), due largely to underruns in hardware and maintenance-related information technology accounts and several professional services accounts, partly offset by higher bond service expenses. Fuel expenses underran the estimate by \$5.4 million (3.2 percent), due to lower prices.

Depreciation expenses were less than the estimate by \$19.8 million (1.4 percent), due mostly to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007.

Consistent with its requirements, MTA New York City Transit recorded \$1,362.3 million of accrued expenses, favorable to the estimate by \$84.3 million (5.8 percent). This preliminary result is subject to a year-end adjustment, based on final actuarial information.

Net Cash Deficit

The net cash deficit was \$2,242.4 million, favorable to the estimate by \$6.0 million (0.3 percent).

Incumbents

Excluding 301 temporary hourly paid incumbents, there were 45,864 full-time paid incumbents at the end of December 2013, 194 more than in November, and 734 more than in December 2012 (excluding 199 temporary hourly paid incumbents).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox Revenue

Preliminary 2013 farebox revenue of \$4,040.0 million was \$37.8 million (0.9 percent) above budget. Subway revenue was \$28.1 million (0.9 percent) above budget, bus revenue was \$11.2 million (1.2 percent) above budget, and paratransit revenue was \$1.5 million (8.6 percent) below budget. Preliminary Fare Media Liability revenue, not including year-end adjustments, was equal to Budget.

Other Operating Revenue

Other operating revenue was higher than budget by \$79.0 million (18.2 percent), due mostly to Tropical Storm Sandy reimbursements for losses not assumed in the budget and higher paratransit Urban Tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were less than budget by \$153.8 million (2.2 percent).

Labor expenses underran budget by \$93.7 million (1.8 percent). Health & welfare expenses (including OPEB current expenses) were favorable by \$79.3 million (7.8 percent), due to substantially lower rates. Pension expenses were below budget by \$64.6 million (6.6 percent), due largely to a change in the NYCERS payment method from semi-annual to monthly, significantly reducing interest expenses, and lower than expected MaBSTOA expenses, resulting from revised actuarial assumptions. Reimbursable overhead credits were favorable by \$25.7 million (14.0 percent), largely the result of higher reimbursable overtime requirements. Overtime expenses exceeded budget by \$74.4 million (24.7 percent), including Sandy-related work, subway/bus additional maintenance/vacancy coverage requirements, additional bus unscheduled service, and adverse weather requirements.

Non-labor expenses were under budget by \$60.1 million (3.5 percent). Electric power expenses were below budget by \$47.0 million (13.4 percent), primarily from lower prices and consumption. Paratransit service contract expenses were favorable by \$18.5 million (4.8 percent), due to lower completed trips, and reduced call center activity and vehicle rehabs. Materials & supplies expenses were under budget by \$14.6 million (5.2 percent), due largely to favorable inventory/obsolescence adjustments and higher scrap sales. Professional service contract expenses were higher than budget by \$17.1 million (13.4 percent), essentially caused by overruns in Workers' Compensation Board, Data Center and bond service expenses. Claims (public liability) expenses also overran by \$12.9 million (14.5 percent), due to a higher rate of claims payouts.

Depreciation expenses were under budget by \$106.6 million (7.0 percent), due to the write-off of impaired assets at year-end 2012, resulting from Tropical Storm Sandy, and the 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 \$1,362.3 million of accrued expenses, \$43.0 million (3.1 percent) lower than budget.

RIDERSHIP RESULTS

2013 Ridership vs. Budget and Estimate - (millions)							
	2013			More/(Less)			
	Budget	Estimate	Preliminary	Budget		Estimate	
			Actual	Amount	Percent	Amount	Percent
Subway	1,707.9	1,707.2	1,707.5	(0.4)	(0.0%)	0.3	0.0%
NYCT Bus	666.5	677.7	677.5	11.0	1.6%	(0.1)	(0.0%)
Subtotal	2,374.4	2,384.8	2,385.1	10.6	0.4%	0.2	0.0%
Paratransit	10.7	9.3	9.3	(1.4)	(13.3%)	(0.1)	(0.8%)
Total - NYCT	2,385.1	2,394.2	2,394.3	9.2	0.4%	0.1	0.0%
MTA Bus Company	118.6	124.4	125.0	6.4	5.4%	0.6	0.5%
<i>Total - Regional Bus</i>	<i>785.1</i>	<i>802.0</i>	<i>802.5</i>	<i>17.4</i>	<i>2.2%</i>	<i>0.5</i>	<i>0.1%</i>

Notes: Totals may not add due to rounding.

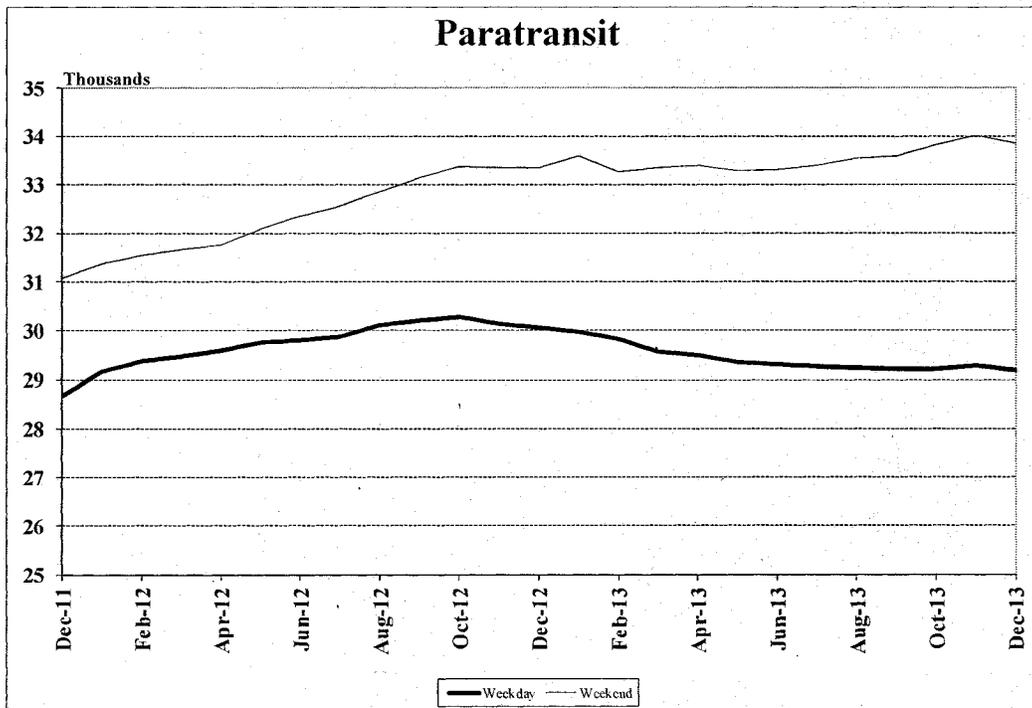
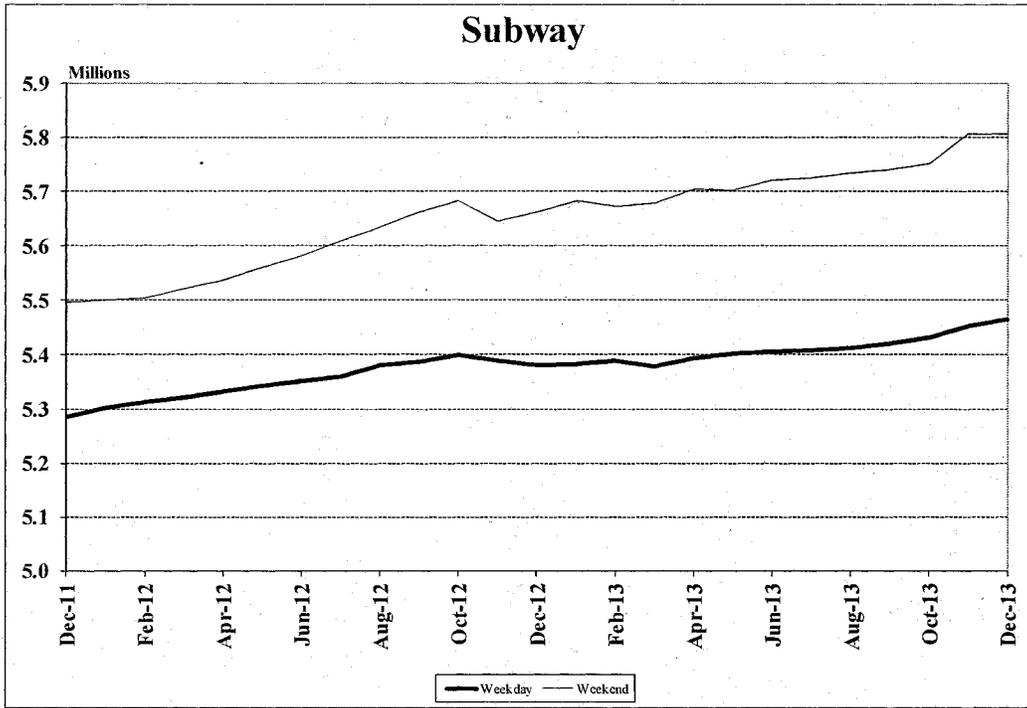
- Total NYCT ridership increased 2.7% from 2012.
- 2013 annual subway ridership increased 3.2 percent from 2012, and was the highest since 1949.
- Paratransit ridership underran both the budget and estimate due in part to initiatives that diverted ridership to more efficient modes.

2013 Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday (thousands)				Average Weekend (thousands)			
	2012	Preliminary	Change		2012	Preliminary	Change	
		2013	Amount	Percent		2013	Amount	Percent
Subway	5,380	5,465	+85	+1.6%	5,663	5,807	+143	+2.5%
NYCT Local Bus	2,127	2,124	-3	-0.1%	2,298	2,310	+12	+0.5%
NYCT Express Bus	43	43	-0	-0.3%	10	12	+1	+13.7%
Paratransit	30	29	-1	-2.9%	33	34	+1	+1.5%
TOTAL - NYCT	7,580	7,660	+81	+1.1%	8,005	8,162	+157	+2.0%
MTABC Local Bus	367	374	+8	+2.1%	367	379	+12	+3.4%
MTABC Express Bus	34	33	-1	-4.2%	14	13	-1	-4.9%
Total - MTA Bus	401	407	+6	+1.6%	381	392	+12	+3.1%
<i>Total - Regional Bus</i>	<i>2,570</i>	<i>2,573</i>	<i>3</i>	<i>+0.1%</i>	<i>2,689</i>	<i>2,714</i>	<i>25</i>	<i>+0.9%</i>

- Average weekday subway ridership was the highest since 1950, and weekend subway ridership exceeded the estimate for 1946, previously the highest weekend ridership year on record.
- Nine of the ten highest weekday subway ridership days in over twenty-five years occurred in 2013.
- Total NYCT average weekday ridership was the highest since 1965, and weekend ridership was the highest in over forty-five years.

Average Weekday and Weekend Ridership

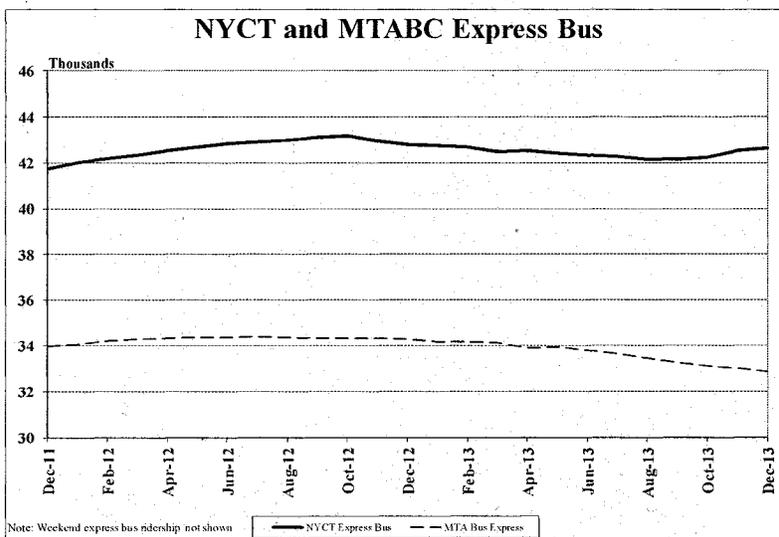
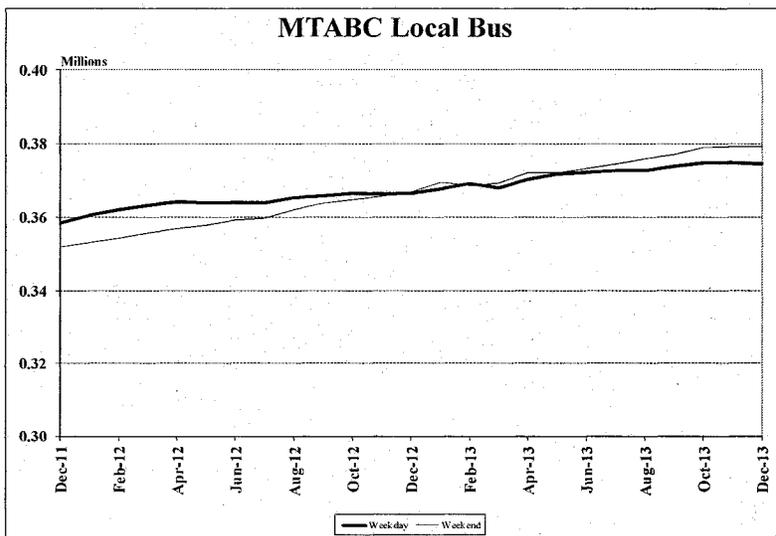
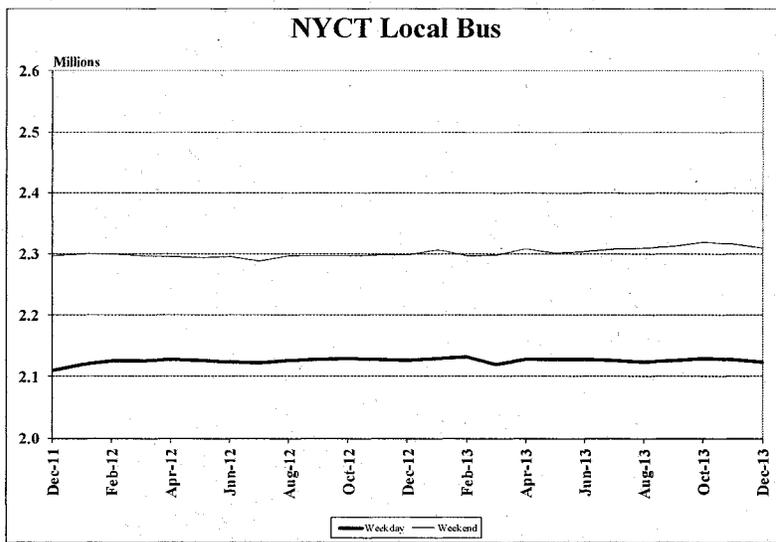
12-Month Rolling Averages*



* excludes days with no service or fare collection due to Sandy

Average Weekday and Weekend Ridership

12-Month Rolling Averages*



* excludes days with no service or fare collection due to Sandy

Ridership on New York Area Transit Services

From 2012 to 2013, average weekday ridership increased on all rail services except Staten Island Railway, and decreased on all bus services except MTA Local Bus. Staten Island Railway experienced residual ridership losses from Sandy. MTA local bus had large ridership increases on their Rockaway routes early in the year when riders diverted to buses during the post-Sandy Rockaway line shut-down. Staten Island Railway weekend ridership was affected by service suspensions on several weekends during the year resulting from construction projects.

Ridership on Transit Services in the New York Area (thousands)			
Transit Service	2012	Preliminary 2013	Percent Change
<u>Average Weekday</u>			
NYCT Subway	5,380	5,465	+1.6%
NYCT Local Bus	2,127	2,124	-0.1%
NYCT Express Bus	43	43	-0.3%
NYCT Paratransit	30	29	-2.9%
Staten Island Railway	16	15	-5.9%
MTA Local Bus	367	374	+2.1%
MTA Express Bus	34	33	-4.2%
Long Island Rail Road	285	290	+1.8%
Metro-North Railroad	276	278	+0.8%
Staten Island Ferry	n/a	49	n/a
PATH	242	244	+0.9%
<u>Average Weekend</u>			
NYCT Subway	5,663	5,807	+2.5%
NYCT Local Bus	2,298	2,310	+0.5%
NYCT Express Bus	10	12	+13.7%
NYCT Paratransit	33	34	+1.5%
Staten Island Railway	8	7	-13.5%
MTA Local Bus	367	379	+3.4%
MTA Express Bus	14	13	-4.9%
Long Island Rail Road	188	188	-0.2%
Metro-North Railroad	212	210	-0.9%
Staten Island Ferry	n/a	68	n/a
PATH	202	200	-0.9%

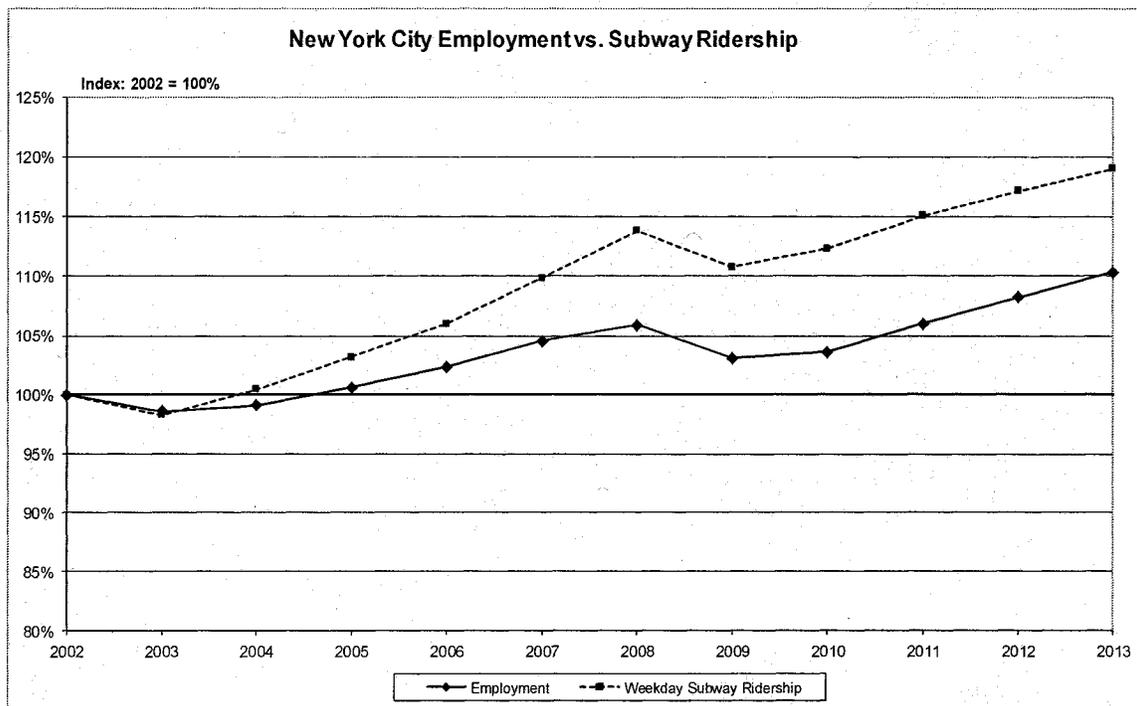
MTA Bridges and Tunnels (thousands)			
Average Weekday	796	803	+0.9%
Average Weekend	1,453	1,460	+0.5%

Note: Percentages are based on unrounded data.

Economy

From 2012 to 2013, preliminary New York City employment increased 2.0 percent (77,000 jobs). Private sector employment increased 2.4 percent (79,400 jobs) and government employment decreased 0.4 percent (2,400 jobs). The sub-sector with the largest absolute and percentage increases was education/health services (up 31,800 jobs or 4.0 percent). The only private sub-sectors with decreases were manufacturing (down 1,300 jobs or 1.7 percent) and information (down 2,000 jobs or 1.1 percent).

The chart below compares changes in New York City employment levels to subway ridership over the past ten years. Subway ridership is correlated with employment levels, as shown by the similar patterns of increases and decreases. However, subway ridership has performed better than employment, with much faster growth in ridership than jobs, especially from 2003 to 2008.



MTA NEW YORK CITY TRANSIT
Preliminary 2013 Year-End Report
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,002.543	3,021.461	3,030.688	28.145	0.9	9.227	0.3
Bus	929.806	937.425	940.997	11.191	1.2	3.572	0.4
Paratransit	17.642	16.285	16.119	(1.523)	(8.6)	(0.166)	(1.0)
Fare Media Liability	52.221	52.221	52.221	0.000	-	0.000	-
Total Farebox Revenue	4,002.212	4,027.392	4,040.025	37.813	0.9	12.633	0.3
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	156.505	162.693	169.615	13.110	8.4	6.922	4.3
Other	194.187	274.148	260.072	65.885	33.9	(14.076)	(5.1)
Total Other Operating Revenue	434.708	520.857	513.703	78.995	18.2	(7.154)	(1.4)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,436.920	4,548.249	4,553.728	116.808	2.6	5.479	0.1
Expenses							
Labor:							
Payroll	2,894.971	2,908.633	2,892.998	1.973	0.1	15.635	0.5
Overtime	301.277	371.881	375.688	(74.411)	(24.7)	(3.807)	(1.0)
Total Salaries & Wages	3,196.248	3,280.514	3,268.686	(72.438)	(2.3)	11.828	0.4
Health and Welfare	667.432	629.060	613.401	54.031	8.1	15.659	2.5
OPEB Current Payment	351.847	322.363	326.609	25.238	7.2	(4.246)	(1.3)
Pensions	981.684	910.969	917.064	64.620	6.6	(6.095)	(0.7)
Other Fringe Benefits	292.761	305.659	296.215	(3.454)	(1.2)	9.444	3.1
Total Fringe Benefits	2,293.724	2,168.051	2,153.289	140.435	6.1	14.762	0.7
Reimbursable Overhead	(183.560)	(190.215)	(209.291)	25.731	14.0	19.076	10.0
Total Labor Expenses	5,306.412	5,258.350	5,212.684	93.728	1.8	45.666	0.9
Non-Labor:							
Electric Power	349.737	316.401	302.703	47.034	13.4	13.698	4.3
Fuel	166.682	168.461	163.049	3.633	2.2	5.412	3.2
Insurance	60.902	61.725	62.492	(1.590)	(2.6)	(0.767)	(1.2)
Claims	89.291	100.934	102.233	(12.942)	(14.5)	(1.299)	(1.3)
Paratransit Service Contracts	385.183	368.324	366.724	18.459	4.8	1.600	0.4
Maintenance and Other Operating Contracts	186.282	183.165	181.736	4.546	2.4	1.429	0.8
Professional Service Contracts	127.140	149.927	144.212	(17.072)	(13.4)	5.715	3.8
Materials & Supplies	282.258	281.836	267.625	14.633	5.2	14.211	5.0
Other Business Expenses	66.826	64.987	63.440	3.386	5.1	1.547	2.4
Total Non-Labor Expenses	1,714.301	1,695.760	1,654.214	60.087	3.5	41.546	2.4
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	7,020.713	6,954.110	6,866.898	153.815	2.2	87.212	1.3
Depreciation	1,520.000	1,433.225	1,413.405	106.595	7.0	19.820	1.4
Other Post Employment Benefits	1,405.331	1,446.605	1,362.322	43.009	3.1	84.283	5.8
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	9,946.044	9,833.940	9,642.625	303.419	3.1	191.315	1.9
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,509.124)	(5,285.691)	(5,088.897)	420.227	7.6	196.794	3.7

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2013 Year-End Report
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	860.311	914.825	964.142	103.831	12.1	49.317	5.4
Total Revenue	860.311	914.825	964.142	103.831	12.1	49.317	5.4
Expenses							
Labor:							
Payroll	357.871	344.277	342.020	15.851	4.4	2.257	0.7
Overtime	63.438	94.995	115.468	(52.030)	(82.0)	(20.473)	(21.6)
Total Salaries & Wages	421.309	439.272	457.488	(36.179)	(8.6)	(18.216)	(4.1)
Health and Welfare	26.008	24.945	22.350	3.658	14.1	2.595	10.4
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	25.030	29.229	29.495	(4.465)	(17.8)	(0.266)	(0.9)
Other Fringe Benefits	109.896	112.041	119.061	(9.165)	(8.3)	(7.020)	(6.3)
Total Fringe Benefits	160.934	166.215	170.906	(9.972)	(6.2)	(4.691)	(2.8)
Reimbursable Overhead	183.560	190.215	209.291	(25.731)	(14.0)	(19.076)	(10.0)
Total Labor Expenses	765.803	795.702	837.685	(71.882)	(9.4)	(41.983)	(5.3)
Non-Labor:							
Electric Power	0.252	0.252	0.345	(0.093)	(36.9)	(0.093)	(36.9)
Fuel	0.023	0.022	0.019	0.004	17.4	0.003	13.6
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.964	(0.964)	-	(0.964)	-
Maintenance and Other Operating Contracts	21.175	30.666	38.736	(17.561)	(82.9)	(8.070)	(26.3)
Professional Service Contracts	18.138	27.459	22.910	(4.772)	(26.3)	4.549	16.6
Materials & Supplies	53.361	58.469	61.550	(8.189)	(15.3)	(3.081)	(5.3)
Other Business Expenses	1.559	2.255	1.933	(0.374)	(24.0)	0.322	14.3
Total Non-Labor Expenses	94.508	119.123	126.457	(31.949)	(33.8)	(7.334)	(6.2)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	860.311	914.825	964.142	(103.831)	(12.1)	(49.317)	(5.4)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2013 Year-End Report
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual*	Adopted Budget		Final Estimate	
	Budget	Estimate	Actual*	\$	%	\$	%
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,002.543	3,021.461	3,030.688	28.145	0.9	9.227	0.3
Bus	929.806	937.425	940.997	11.191	1.2	3.572	0.4
Paratransit	17.642	16.285	16.119	(1.523)	(8.6)	(0.166)	(1.0)
Fare Media Liability	52.221	52.221	52.221	0.000	-	0.000	-
Total Farebox Revenue	4,002.212	4,027.392	4,040.025	37.813	0.9	12.633	0.3
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	156.505	162.693	169.615	13.110	8.4	6.922	4.3
Other	194.187	274.148	260.072	65.885	33.9	(14.076)	(5.1)
Total Other Operating Revenue	434.708	520.857	513.703	78.995	18.2	(7.154)	(1.4)
Capital and Other Reimbursements	860.311	914.825	964.142	103.831	12.1	49.317	5.4
Total Revenue	5,297.231	5,463.074	5,517.870	220.639	4.2	54.796	1.0
Expenses							
Labor:							
Payroll	3,252.842	3,252.910	3,235.018	17.824	0.5	17.892	0.6
Overtime	364.715	466.876	491.156	(126.441)	(34.7)	(24.280)	(5.2)
Total Salaries & Wages	3,617.557	3,719.786	3,726.174	(108.617)	(3.0)	(6.388)	(0.2)
Health and Welfare	693.440	654.005	635.751	57.689	8.3	18.254	2.8
OPEB Current Payment	351.847	322.363	326.609	25.238	7.2	(4.246)	(1.3)
Pensions	1,006.714	940.198	946.559	60.155	6.0	(6.361)	(0.7)
Other Fringe Benefits	402.657	417.700	415.276	(12.619)	(3.1)	2.424	0.6
Total Fringe Benefits	2,454.658	2,334.266	2,324.195	130.463	5.3	10.071	0.4
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	6,072.215	6,054.052	6,050.369	21.846	0.4	3.683	0.1
Non-Labor:							
Electric Power	349.989	316.653	303.048	46.941	13.4	13.605	4.3
Fuel	166.705	168.483	163.068	3.637	2.2	5.415	3.2
Insurance	60.902	61.725	62.492	(1.590)	(2.6)	(0.767)	(1.2)
Claims	89.291	100.934	102.233	(12.942)	(14.5)	(1.299)	(1.3)
Paratransit Service Contracts	385.183	368.324	367.688	17.495	4.5	0.636	0.2
Maintenance and Other Operating Contracts	207.457	213.831	220.472	(13.015)	(6.3)	(6.641)	(3.1)
Professional Service Contracts	145.278	177.386	167.122	(21.844)	(15.0)	10.264	5.8
Materials & Supplies	335.619	340.305	329.175	6.444	1.9	11.130	3.3
Other Business Expenses	68.385	67.242	65.373	3.012	4.4	1.869	2.8
Total Non-Labor Expenses	1,808.809	1,814.883	1,780.671	28.138	1.6	34.212	1.9
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	7,881.024	7,868.935	7,831.040	49.984	0.6	37.895	0.5
Depreciation	1,520.000	1,433.225	1,413.405	106.595	7.0	19.820	1.4
Other Post Employment Benefits	1,405.331	1,446.605	1,362.322	43.009	3.1	84.283	5.8
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	10,806.355	10,748.765	10,606.767	199.588	1.8	141.998	1.3
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,509.124)	(5,285.691)	(5,088.897)	420.227	7.6	196.794	3.7

*Subject to year-end audit

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2013
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		YEAR TO DATE		
		\$	%	
Payroll	NR	15.6	0.5	Primarily due to vacancies
Health & Welfare (including OPEB Current Payment)	NR	11.4	1.2	Largely due to favorable rates
Reimbursable Overhead Credits	NR	19.1	10.0	Favorable credits resulting from higher reimbursable overtime expenses
Electric Power	NR	13.7	4.3	Mostly lower prices and consumption, partly offset by the unfavorable timing of expenses
Fuel	NR	5.4	3.2	Lower prices
Professional Service Contracts	NR	5.7	3.8	Mostly underruns in hardware and maintenance-related Information Technology accounts and several professional services accounts, partly offset by higher bond service expenses
Materials & Supplies	NR	14.2	5.0	Due primarily to favorable inventory/obsolescence adjustments and higher surplus/scrap sales
Depreciation Expense	NR	19.8	1.4	The favorable timing of assets reaching beneficial use.
Other Long-Term Post-Employment Benefits	NR	84.3	5.8	Subject to year-end adjustment based on final actuarial information
Overtime	R	(20.5)	(21.6)	Mainly due to Subways requirements for the Capital Track Program being performed on weekends to take advantage of track availability and support for operations, infrastructure and station environment. Buses additional overtime was due to required shuttle services

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2013
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Nonreimb or Reimb</u>	<u>Favorable (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>	
Other Fringe Benefits	R	(7.0)	(6.3)	Largely higher direct overhead expenses, resulting from increased reimbursable overtime expenses
Reimbursable Overhead	R	(19.1)	(10.0)	Higher reimbursable overhead expenses, resulting from increased reimbursable overtime expenses
Maintenance and Other Operating Contracts	R	(8.1)	(26.3)	Primarily overruns in several building-related and maintenance services expenses
Professional Service Contracts	R	4.5	16.6	Mostly underruns in Information Technology expenses

MTA NEW YORK CITY TRANSIT
Preliminary 2013 Year-End Report
Cash Receipts and Expenditures
2013 Adopted Budget and Final Estimate vs Actual
(\$ in millions)

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	4,018.143	4,043.223	4,086.772	68.629	1.7	43.549	1.1
Other Operating Revenue:							
Fare Reimbursement	84.016	99.016	99.052	15.036	17.9	0.036	0.0
Paratransit Reimbursement	156.280	163.978	167.124	10.844	6.9	3.146	1.9
Other	103.517	191.326	170.667	67.150	64.9	(20.659)	(10.8)
Total Other Operating Revenue	343.813	454.320	436.843	93.030	27.1	(17.477)	(3.8)
Capital and Other Reimbursements	902.703	937.173	889.218	(13.485)	(1.5)	(47.955)	(5.1)
Total Receipts	5,264.659	5,434.716	5,412.833	148.174	2.8	(21.883)	(0.4)
Expenditures							
Labor:							
Payroll	3,242.862	3,183.870	3,168.522	74.340	2.3	15.348	0.5
Overtime	363.596	459.018	470.666	(107.070)	(29.4)	(11.648)	(2.5)
Total Salaries & Wages	3,606.458	3,642.888	3,639.188	(32.730)	(0.9)	3.700	0.1
Health and Welfare	687.897	671.550	658.039	29.858	4.3	13.511	2.0
OPEB Current Payment	351.847	322.363	326.609	25.238	7.2	(4.246)	(1.3)
Pensions	998.441	783.083	789.666	208.775	20.9	(6.583)	(0.8)
Other Fringe Benefits	365.004	376.451	375.254	(10.250)	(2.8)	1.197	0.3
Total Fringe Benefits	2,403.189	2,153.447	2,149.568	253.621	10.6	3.879	0.2
GASB Account	49.848	64.473	66.688	(16.840)	(33.8)	(2.215)	(3.4)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	6,059.495	5,860.808	5,855.444	204.051	3.4	5.364	0.1
Non-Labor:							
Electric Power	349.989	316.653	296.780	53.209	15.2	19.873	6.3
Fuel	166.704	168.483	164.316	2.388	1.4	4.167	2.5
Insurance	62.706	75.367	58.338	4.368	7.0	17.029	22.6
Claims	81.044	92.687	94.554	(13.510)	(16.7)	(1.867)	(2.0)
Paratransit Service Contracts	383.183	366.324	372.787	10.396	2.7	(6.463)	(1.8)
Maintenance and Other Operating Contracts	222.157	228.531	217.714	4.443	2.0	10.817	4.7
Professional Service Contracts	136.278	170.969	165.371	(29.093)	(21.3)	5.598	3.3
Materials & Supplies	331.619	336.018	359.391	(27.772)	(8.4)	(23.373)	(7.0)
Other Business Expenses	68.387	67.287	70.586	(2.199)	(3.2)	(3.299)	(4.9)
Total Non-Labor Expenditures	1,802.067	1,822.319	1,799.837	2.230	0.1	22.482	1.2
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	7,861.562	7,683.127	7,655.281	206.281	2.6	27.846	0.4
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(2,596.903)	(2,248.411)	(2,242.448)	354.455	13.6	5.963	0.3

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2013
(\$ in millions)

Operating Receipts or Disbursements	YEAR TO DATE		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Farebox Receipts	43.5	1.1	Primarily higher receipts most likely representing trips paid for but not used
Other Operating Receipts	(17.5)	(3.8)	Mostly the unfavorable timing of receipt of reimbursements for losses caused by Tropical Storms Sandy and Irene
Capital Reimbursements	(48.0)	(5.1)	Mostly the unfavorable timing of reimbursements
Health & Welfare (including OPEB Current Payment)	9.3	0.9	Largely due to lower rates, partly offset by the unfavorable timing of payments
Electric Power	19.9	6.3	Mainly due to expense underruns and the favorable timing of payments
Insurance	17.0	22.6	Mostly due to the timing of interagency payments.
Maintenance Contracts	10.8	4.7	Substantially due to the favorable timing of payments
Materials & Supplies	(23.4)	(7.0)	Largely the unfavorable timing of payments

MTA NEW YORK CITY TRANSIT
Preliminary 2013 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2013 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	15.931	15.831	46.747	30.816	193.4	30.916	195.3
Other Operating Revenue:							
Fare Reimbursement	0.000	15.000	15.036	15.036	-	0.036	-
Paratransit Reimbursement	(0.225)	1.285	(2.491)	(2.266)	1,007.1	(3.776)	(293.9)
Other	(90.670)	(82.822)	(89.405)	1.265	(1.4)	(6.583)	7.9
Total Other Operating Revenue	(90.895)	(66.537)	(76.860)	14.035	(15.4)	(10.323)	15.5
Capital and Other Reimbursements	42.392	22.348	(74.924)	(117.316)	(276.7)	(97.272)	435.3
Total Receipts	(32.572)	(28.358)	(105.037)	(72.465)	222.5	(76.679)	(270.4)
Expenditures							
Labor:							
Payroll	9.980	69.040	66.496	56.516	566.3	(2.544)	(3.7)
Overtime	1.119	7.858	20.490	19.371	1,731.1	12.632	160.8
Total Salaries & Wages	11.099	76.898	86.986	75.887	683.7	10.088	13.1
Health and Welfare	5.543	(17.545)	(22.288)	(27.831)	(502.1)	(4.743)	(27.0)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	8.273	157.115	156.893	148.620	1,796.4	(0.222)	(0.1)
Other Fringe Benefits	37.653	41.249	40.022	2.369	6.3	(1.227)	(3.0)
Total Fringe Benefits	51.469	180.819	174.627	123.158	239.3	(6.192)	(3.4)
GASB Account	(49.848)	(64.473)	(66.688)	(16.840)	(33.8)	(2.215)	(3.4)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	12.720	193.244	194.925	182.205	1,432.4	1.681	0.9
Non-Labor:							
Electric Power	0.000	0.000	6.268	6.268	-	6.268	#DIV/0!
Fuel	0.001	0.000	(1.248)	(1.249)	-	(1.248)	#DIV/0!
Insurance	(1.804)	(13.642)	4.154	5.958	330.3	17.796	(130.5)
Claims	8.247	8.247	7.679	(0.568)	(6.9)	(0.568)	(6.9)
Paratransit Service Contracts	2.000	2.000	(5.099)	(7.099)	354.9	(7.099)	(354.9)
Maintenance and Other Operating Contracts	(14.700)	(14.700)	2.758	17.458	118.8	17.458	118.8
Professional Service Contracts	9.000	6.417	1.751	(7.249)	(80.5)	(4.666)	(72.7)
Materials & Supplies	4.000	4.287	(30.216)	(34.216)	(855.4)	(34.503)	804.8
Other Business Expenses	(0.002)	(0.045)	(5.213)	(5.211)	-	(5.168)	-
Total Non-Labor Expenditures	6.742	(7.436)	(19.166)	(25.908)	(384.3)	(11.730)	157.7
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	19.462	185.808	175.759	156.297	803.1	(10.049)	(5.4)
Depreciation	1,520.000	1,433.225	1,413.405	(106.595)	(7.0)	(19.820)	(1.4)
Other Post Employment Benefits	1,405.331	1,446.605	1,362.322	(43.009)	(3.1)	(84.283)	(5.8)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	2,944.793	3,065.638	2,951.486	6.693	0.2	(114.152)	(3.7)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	2,912.221	3,037.280	2,846.449	(65.772)	(2.3)	(190.831)	(6.3)

Totals may not add due to rounding.

MTA New York City Transit
2013 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

	December 31, 2013			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget*	Estimate		Variance	Percent	Variance	Percent
Administration							
Office of the President	44	59	53	(9)	-20.5%	6	10.2%
Law	266	267	267	(1)	-0.4%	-	0.0%
Office of the EVP	39	41	40	(1)	-2.6%	1	2.4%
Human Resources	221	230	247	(26)	-11.8%	(17)	-7.4%
Office of Management and Budget	39	39	36	3	7.7%	3	7.7%
Capital Planning & Budget	31	31	28	3	9.7%	3	9.7%
Corporate Communications	249	252	236	13	5.2%	16	6.3%
Technology & Information Services	443	446	427	16	3.6%	19	4.3%
Non-Departmental	84	84	1	83	98.8%	83	-
Labor Relations	96	96	85	11	11.5%	11	11.5%
Materiel	233	252	237	(4)	-1.7%	15	6.0%
Controller	133	137	142	(9)	-6.8%	(5)	-3.6%
Total Administration	1,878	1,934	1,799	79	4.2%	135	7.0%
Operations							
Subways Rapid Transit Operations	7,432	7,431	7,679	(247)	-3.3%	(248)	-3.3%
Subways Finance & Administration	312	319	366	(54)	-17.3%	(47)	-14.7%
Subways Stations	2,636	2,617	2,633	3	0.0%	(16)	-0.6%
Subtotal- Subways	10,380	10,367	10,678	(298)	-2.9%	(311)	-3.0%
Buses	10,416	10,457	10,521	(105)	-1.0%	(64)	-0.6%
Paratransit	170	209	194	(24)	-14.1%	15	7.2%
Operations Planning	388	416	395	(7)	-1.8%	21	5.0%
Revenue Control	457	461	431	26	5.7%	30	6.5%
Total Operations	21,811	21,910	22,219	(408)	-1.9%	(309)	-1.4%
Maintenance							
Subways Operations Support	203	226	190	13	6.4%	36	-
Subways Engineering	307	318	323	(16)	-5.2%	(5)	-1.6%
Subways Car Equipment	4,200	4,214	4,197	3	0.1%	17	0.4%
Subways Infrastructure	1,334	1,373	1,423	(89)	-6.7%	(50)	-3.6%
Subways Elevator & Escalators	377	385	370	7	1.9%	15	-
Subways Stations	3,508	3,535	3,476	32	0.9%	59	1.7%
Subways Track	2,730	2,730	2,705	25	0.9%	25	0.9%
Subways Power	591	584	593	(2)	-0.3%	(9)	-1.5%
Subways Signals	1,374	1,390	1,408	(34)	-2.5%	(18)	-1.3%
Subways Electronics Maintenance	1,403	1,431	1,399	4	0.3%	32	2.2%
Subtotal- Subways	16,027	16,186	16,084	(57)	-0.4%	102	0.6%
Buses	3,780	3,735	3,700	80	2.1%	35	0.9%
Revenue Control	137	137	137	-	0.0%	-	0.0%
Supply Logistics	556	558	561	(5)	-0.9%	(3)	-0.5%
System Safety	88	91	88	-	0.0%	3	3.3%
Total Maintenance	20,588	20,707	20,570	18	0.1%	137	0.7%
Engineering/Capital							
Capital Program Management	1,218	1,319	1,237	(19)	-1.6%	82	6.2%
Total Engineering/Capital	1,218	1,319	1,237	(19)	-1.6%	82	6.2%
Public Safety							
Security	568	584	587	(19)	-3.3%	(3)	-0.5%
Total Public Safety	568	584	587	(19)	-3.3%	(3)	-0.5%
Baseline Total Positions	46,063	46,454	46,412	(349)	-0.8%	42	0.1%
Non-Reimbursable	41,731	41,801	42,459	(728)	-1.7%	(658)	-1.6%
Reimbursable	4,332	4,653	3,953	379	8.7%	700	15.0%
Total Full-Time	45,907	46,290	46,165	(258)	-0.6%	125	0.3%
Total Full-Time Equivalents	156	164	247	(91)	-58.3%	(83)	-50.6%

*The Adopted Budget was adjusted to reflect the impact of a minor reorganization. Total positions remained unchanged.

MTA New York City Transit
2013 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group

	December 31, 2013			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget*	Estimate		Variance	Percent	Variance	Percent
Administration:							
Managers/Supervisors	623	657	573	50	8.0%	84	12.8%
Professional, Technical, Clerical	1,139	1,162	1,204	(65)	-5.7%	(42)	-3.6%
Operational Hourlies	116	115	22	94	81.0%	93	80.9%
Total Administration	1,878	1,934	1,799	79	4.2%	135	7.0%
Operations							
Managers/Supervisors	2,449	2,523	2,534	(85)	-3.5%	(11)	-0.4%
Professional, Technical, Clerical	405	454	476	(71)	-17.5%	(22)	-4.8%
Operational Hourlies	18,957	18,933	19,209	(252)	-1.3%	(276)	-1.5%
Total Operations	21,811	21,910	22,219	(408)	-1.9%	(309)	-1.4%
Maintenance							
Managers/Supervisors	3,919	3,800	3,666	253	6.5%	134	3.5%
Professional, Technical, Clerical	1,027	1,069	973	54	5.3%	96	9.0%
Operational Hourlies	15,642	15,838	15,931	(289)	-1.8%	(93)	-0.6%
Total Maintenance	20,588	20,707	20,570	18	0.1%	137	0.7%
Engineering/Capital							
Managers/Supervisors	272	295	300	(28)	-10.3%	(5)	-1.7%
Professional, Technical, Clerical	944	1,022	935	9	1.0%	87	8.5%
Operational Hourlies	2	2	2	-	0.0%	-	0.0%
Total Engineering/Capital	1,218	1,319	1,237	(19)	-1.6%	82	6.2%
Public Safety							
Managers/Supervisors	195	210	222	(27)	-13.8%	(12)	-5.7%
Professional, Technical, Clerical	36	37	32	4	11.1%	5	13.5%
Operational Hourlies	337	337	333	4	1.2%	4	1.2%
Total Public Safety	568	584	587	(19)	-3.3%	(3)	-0.5%
Total Positions							
Managers/Supervisors	7,458	7,485	7,295	163	2.2%	190	2.5%
Professional, Technical, Clerical	3,551	3,744	3,620	(69)	-1.9%	124	3.3%
Operational Hourlies	35,054	35,225	35,497	(443)	-1.3%	(272)	-0.8%
Total Positions	46,063	46,454	46,412	(349)	-0.8%	42	0.1%

*The Adopted Budget was adjusted to reflect the impact of a minor reorganization. Total positions remained unchanged.

MTA
New York City Transit
Preliminary 2013 Year-End
2013 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2013 Adopted Budget		2013 Final Estimate		Actuals		2013 Adopted vs. Actuals		2013 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	3,987,766	\$116.441	3,873,826	\$113.114	2,857,141	\$112.207	1,130,625	\$4.234	1,016,685	\$0.907
							0.0%	3.6%	0.0%	0.8%
<u>Unscheduled Service</u>	2,676,280	\$78.867	3,264,892	\$97.681	2,446,150	\$91.197	230,130	(\$12.330)	818,742	\$6.483
							0.0%	-15.6%	0.0%	6.6%
<u>Programmatic/Routine Maintenance</u>	2,742,642	\$87.385	3,144,342	\$100.077	8,254,770	\$112.738	(5,512,128)	(\$25.353)	(5,110,428)	(\$12.661)
							0.0%	-29.0%	0.0%	-12.7%
<u>Unscheduled Maintenance</u>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	128,125	\$6.100	676,637	\$21.827	735,121	\$22.571	(606,997)	(\$16.471)	(58,484)	(\$0.744)
							0.0%	0.0%	0.0%	-3.4%
<u>Weather Emergencies</u>	120,567	\$3.665	968,067	\$29.429	1,013,508	\$31.783	(892,941)	(\$28.118)	(45,441)	(\$2.354)
							0.0%	-767.2%	0.0%	-8.0%
<u>Safety/Security/Law Enforcement</u>	123,550	\$3.298	117,220	\$3.129	101,397	\$3.113	22,153	\$0.185	15,823	\$0.016
							0.0%	5.6%	0.0%	0.5%
<u>Other</u>	129,228	\$5.520	155,052	\$6.623	375,873	\$2.078	(246,645)	\$3.441	(220,822)	\$4.544
							0.0%	62.3%	0.0%	68.6%
Sub-Total	9,908,158	\$301.277	12,200,036	\$371.881	15,783,961	\$375.688	(5,875,803)	(\$74.411)	(3,583,925)	(\$3.807)
							0.0%	-24.7%	0.0%	-1.0%
REIMBURSABLE OVERTIME	1,994,017	\$63.438	2,985,933	\$94.995	3,307,666	\$115.468	(1,313,649)	(\$52.030)	(321,733)	(\$20.473)
							0.0%	-82.0%	0.0%	-21.6%
TOTAL NR & R OVERTIME	11,902,175	\$364.715	15,185,969	\$466.876	19,091,627	\$491.156	(7,189,452)	(\$126.441)	(3,905,658)	(\$24.280)
									0.0%	-5.2%

* Above 100%

4.20

MTA
 New York City Transit
 Preliminary 2013 Year-End
 2013 Adopted Budget and Final Estimate vs. Actual
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

December 2013 Year-to-Date

4.21

NON-REIMBURSABLE OVERTIME

Scheduled Service

1,016,685 0.907
 0.0% 0.8%

Unscheduled Service

818,742 6.483
 0.0% 6.6%

Favorable variance due to overtime adjustment in February Plan for service investment and mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

Programmatic/Routine Maintenance

(5,110,428) (12.661)
 0.0% -12.7%

Mainly due to stations maintenance and inspection, testing and maintenance of signal systems, FastTrack and Buses maintenance repair / rehab on facilities and depot equipment.

Unscheduled Maintenance

0.00% 0.0%
 0.0% 0.0%

Vacancy/Absentee Coverage

(58,484) (0.744)
 0.0% -3.4%

Weather Emergencies

(45,441) (2.354)
 0.0% -8.0%

Mainly due to cold weather in December.

Safety/Security/Law Enforcement

15,823 0.016
 0.0% 0.5%

Other

(220,822) 4.544
 0.0% 68.6%

Favorable variance mainly due to Buses training division, should be offset against maintenance hourlies

Sub-Total

(3,583,925) (\$3.807)
 0.0% -1.0%

REIMBURSABLE OVERTIME

(321,733) (\$20.473)
 0.0% -21.6%

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.

TOTAL OVERTIME

(3,905,658) (\$24.280)
 0.0% -5.2%

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



FINANCIAL AND RIDERSHIP REPORT

December 2013 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenues were \$9.8 million in 2013, \$0.1 million (0.8 percent) above the estimate.

Total ridership in 2013 was 4.221 million, a decrease of 0.4 percent (17,828 riders) from the estimate. 2013 average weekday ridership was 15,051, a decrease of 5.9 percent (942 riders) from 2012.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$38.7 million in 2013, \$7.7 million (16.5 percent) below the estimate. Labor expenses underran by \$1.7 million (5.2 percent), due mostly to lower payroll expenses in order to cover additional reimbursable project requirements, and favorable health & welfare/OPEB current expenses, primarily from lower rates and the timing of expenses. Non-labor expenses were less than the estimate by \$6.0 million (41.9 percent), due to significantly lower maintenance contract expenses, resulting from the capitalization of non-revenue vehicle purchases recorded as expenses in the estimate, materials & supplies underruns due mostly to additional reimbursable project requirements, and lower electric power expenses, resulting from lower prices and the timing of expenses.

Depreciation expenses of \$8.1 million were \$0.5 million (5.7 percent) below the estimate, due to write-offs at year-end 2012 of Sandy impaired assets.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.3 million of accrued expenses in 2013, \$1.0 million (43.5 percent) less than the estimate. This preliminary result will be revised in the year-end closing process, based on updated actuarial information.

The 2013 operating cash deficit (excluding subsidies) was \$28.7 million, \$8.3 million (22.5 percent) favorable to the estimate, due mainly to salary & wage payment underruns and the favorable timing of pension and non-labor payments.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenues were \$9.8 million in 2013, \$1.3 million (14.8 percent) above budget, due largely to Sandy reimbursements not anticipated in the budget.

Nonreimbursable expenses were \$3.7 million (8.8 percent) below budget. Labor expenses were higher by \$0.6 million (2.1 percent). Non-labor expenses were under budget by \$4.4 million (34.5 percent), due largely to the capitalization of non-revenue vehicle purchases and lower electric power prices/timing of expenses.

Note: Final 2013 results and their impact on 2014 will be reported in April.

MTA STATEN ISLAND RAILWAY
Preliminary 2013 Year-End Report
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget*</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.048	\$5.517	\$5.504	(\$0.544)	(9.0)	(\$0.013)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.447	4.165	4.251	1.804	73.7	0.086	2.1
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$8.495	\$9.682	\$9.755	\$1.260	14.8	\$0.073	0.8
Expenses							
Labor:							
Payroll	\$17.006	\$17.518	\$16.483	\$0.523	3.1	\$1.035	5.9
Overtime	0.785	2.507	2.369	(1.584)	*	0.138	5.5
Health and Welfare	4.201	4.035	2.600	1.601	38.1	1.435	35.6
OPEB Current Payment	0.753	0.864	1.738	(0.985)	*	(0.874)	*
Pensions	5.800	5.620	5.832	(0.032)	(0.6)	(0.212)	(3.8)
Other Fringe Benefits	1.286	1.593	1.434	(0.148)	(11.5)	0.159	10.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$29.831	\$32.137	\$30.456	(\$0.625)	(2.1)	\$1.681	5.2
Non-Labor:							
Electric Power	\$5.362	\$5.042	\$3.957	\$1.405	26.2	\$1.085	21.5
Fuel	0.410	0.360	0.289	0.121	29.5	0.071	19.7
Insurance	0.300	1.180	0.578	(0.278)	(92.7)	0.602	51.0
Claims	0.279	0.079	0.024	0.255	91.4	0.055	69.6
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.963	3.667	0.901	3.062	77.3	2.766	75.4
Professional Service Contracts	0.424	0.423	0.444	(0.020)	(4.7)	(0.021)	(5.0)
Materials & Supplies	1.899	3.493	1.802	0.097	5.1	1.691	48.4
Other Business Expenses	0.005	0.005	0.285	(0.280)	*	(0.280)	*
Total Non-Labor Expenses	\$12.642	\$14.249	\$8.280	\$4.362	34.5	\$5.969	41.9
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$42.473	\$46.386	\$38.736	\$3.737	8.8	\$7.650	16.5
Depreciation	9.000	8.600	8.111	0.889	9.9	0.489	5.7
Other Post Employment Benefits	2.300	2.300	1.299	1.001	43.5	1.001	43.5
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$53.773	\$57.286	\$48.146	\$5.627	10.5	\$9.140	19.0
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$45.278)	(\$47.604)	(\$38.391)	\$6.887	15.2	\$9.213	19.4

* Offsetting classification adjustments were reflected in Maintenance Contracts and Materials & Supplies accounts for consistency with actual results.

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2013 Year-End Report
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1.674	1.787	4.034	2.360	*	2.247	*
Total Revenue	\$1.674	\$1.787	\$4.034	\$2.360	*	\$2.247	*
Expenses							
Labor:							
Payroll	\$0.287	\$0.343	\$1.303	(\$1.016)	*	(\$0.960)	*
Overtime	0.704	0.704	0.552	0.152	21.6	0.152	21.6
Health and Welfare	0.513	0.513	0.000	0.513	100.0	0.513	100.0
OPEB Current Payment	0.000	0.000	0.020	(0.020)	-	(0.020)	-
Pensions	0.094	0.094	0.000	0.094	100.0	0.094	100.0
Other Fringe Benefits	0.076	0.133	1.094	(1.018)	*	(0.961)	*
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1.674	\$1.787	\$2.969	(\$1.295)	(77.4)	(\$1.182)	(66.1)
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.017	(\$0.017)	-	(\$0.017)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	1.048	(1.048)	-	(1.048)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$1.065	(\$1.065)	-	(\$1.065)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1.674	\$1.787	\$4.034	(\$2.360)	*	(\$2.247)	*
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$1.674	\$1.787	\$4.034	(\$2.360)	*	(\$2.247)	*
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2013 Year-End Report
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.048	\$5.517	\$5.504	(\$0.544)	(9.0)	(\$0.013)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.447	4.165	4.251	1.804	73.7	0.086	2.1
Capital and Other Reimbursements	1.674	1.787	4.034	2.360	*	2.247	*
Total Revenue	\$10.169	\$11.469	\$13.789	\$3.620	35.6	\$2.320	20.2
Expenses							
Labor:							
Payroll	\$17.293	\$17.861	\$17.786	(\$0.493)	(2.9)	\$0.075	0.4
Overtime	1.489	3.211	2.921	(1.432)	(96.2)	0.290	9.0
Health and Welfare	4.714	4.548	2.600	2.114	44.8	1.948	42.8
OPEB Current Payment	0.753	0.864	1.758	(1.005)	*	(0.894)	*
Pensions	5.894	5.714	5.832	0.062	1.1	(0.118)	(2.1)
Other Fringe Benefits	1.362	1.726	2.528	(1.166)	(85.6)	(0.802)	(46.5)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$31.505	\$33.924	\$33.425	(\$1.920)	(6.1)	\$0.499	1.5
Non-Labor:							
Electric Power	\$5.362	\$5.042	\$3.974	\$1.388	25.9	\$1.068	21.2
Fuel	0.410	0.360	0.289	0.121	29.5	0.071	19.7
Insurance	0.300	1.180	0.578	(0.278)	(92.7)	0.602	51.0
Claims	0.279	0.079	0.024	0.255	91.4	0.055	69.6
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.963	3.667	0.901	3.062	77.3	2.766	75.4
Professional Service Contracts	0.424	0.423	0.444	(0.020)	(4.7)	(0.021)	(5.0)
Materials & Supplies	1.899	3.493	2.850	(0.951)	(50.1)	0.643	18.4
Other Business Expenses	0.005	0.005	0.285	(0.280)	*	(0.280)	*
Total Non-Labor Expenses	\$12.642	\$14.249	\$9.345	\$3.297	26.1	\$4.904	34.4
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$44.147	\$48.173	\$42.770	\$1.377	3.1	\$5.403	11.2
Depreciation	9.000	8.600	8.111	0.889	9.9	0.489	5.7
Other Post Employment Benefits	2.300	2.300	1.299	1.001	43.5	1.001	43.5
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$55.447	\$59.073	\$52.180	\$3.267	5.9	\$6.893	11.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$45.278)	(\$47.604)	(\$38.391)	\$6.887	15.2	\$9.213	19.4

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2013 Year-End Report
Cash Receipts and Expenditures
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget*	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$6.048	\$5.097	\$5.567	(\$0.481)	(8.0)	\$0.470	9.2
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.447	4.794	3.497	1.050	42.9	(1.297)	(27.1)
Capital and Other Reimbursements	1.674	2.430	3.367	1.693	*	0.937	38.6
Total Receipts	\$10.169	\$12.321	\$12.431	\$2.262	22.2	\$0.110	0.9
Expenditures							
Labor:							
Payroll	\$17.293	\$17.861	\$15.568	\$1.725	10.0	\$2.293	12.8
Overtime	1.489	3.211	2.627	(1.138)	(76.4)	0.584	18.2
Health and Welfare	4.714	4.548	5.070	(0.356)	(7.6)	(0.522)	(11.5)
OPEB Current Payment	0.753	0.864	1.136	(0.383)	(50.9)	(0.272)	(31.5)
Pensions	5.894	5.714	3.974	1.920	32.6	1.740	30.5
Other Fringe Benefits	1.362	1.726	0.901	0.461	33.8	0.825	47.8
GASB Account	0.513	0.500	0.000	0.513	100.0	0.500	100.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$32.018	\$34.424	\$29.276	\$2.742	8.6	\$5.148	15.0
Non-Labor:							
Electric Power	\$5.362	\$5.042	\$3.995	\$1.367	25.5	\$1.047	20.8
Fuel	0.410	0.360	0.354	0.056	13.7	0.006	1.7
Insurance	0.300	1.180	0.803	(0.503)	*	0.377	31.9
Claims	0.279	0.079	0.017	0.262	93.9	0.062	78.5
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.963	4.067	3.356	0.607	15.3	0.711	17.5
Professional Service Contracts	0.424	0.638	0.654	(0.230)	(54.2)	(0.016)	(2.5)
Materials & Supplies	1.899	3.493	2.625	(0.726)	(38.2)	0.868	24.8
Other Business Expenses	0.005	0.005	0.005	0.000	0.0	0.000	0.0
Total Non-Labor Expenditures	\$12.642	\$14.864	\$11.809	\$0.833	6.6	\$3.055	20.6
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$44.660	\$49.288	\$41.085	\$3.575	8.0	\$8.203	16.6
Operating Cash Deficit	(\$34.491)	(\$36.967)	(\$28.654)	\$5.837	16.9	\$8.313	22.5

* Offsetting classification adjustments were reflected in Maintenance Contracts and Materials & Supplies accounts for consistency with actual results.

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2013 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$0.000	(\$0.420)	\$0.063	\$0.063	-	0.483	*
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.629	(0.754)	(0.754)	-	(1.383)	*
Capital and Other Reimbursements	0.000	0.643	(0.667)	(0.667)	-	(1.310)	*
Total Receipts	\$0.000	\$0.852	(\$1.358)	(\$1.358)	-	(\$2.210)	*
Expenditures							
Labor:							
Payroll	\$0.000	\$0.000	\$2.218	2.218	-	2.218	-
Overtime	0.000	0.000	0.294	0.294	-	0.294	-
Health and Welfare	0.000	0.000	(2.470)	(2.470)	-	(2.470)	-
OPEB Current Payment	0.000	0.000	0.622	0.622	-	0.622	-
Pensions	0.000	0.000	1.858	1.858	-	1.858	-
Other Fringe Benefits	0.000	0.000	1.627	1.627	-	1.627	-
GASB Account	(0.513)	(0.500)	0.000	0.513	100.0	0.500	100.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(\$0.513)	(\$0.500)	\$4.149	\$4.662	*	\$4.649	*
Non-Labor:							
Electric Power	\$0.000	\$0.000	(\$0.021)	(0.021)	-	(0.021)	-
Fuel	0.000	0.000	(0.065)	(0.065)	-	(0.065)	-
Insurance	0.000	0.000	(0.225)	(0.225)	-	(0.225)	-
Claims	0.000	0.000	0.007	0.007	-	0.007	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(0.400)	(2.455)	(2.455)	-	(2.055)	*
Professional Service Contracts	0.000	(0.215)	(0.210)	(0.210)	-	0.005	2.3
Materials & Supplies	0.000	0.000	0.225	0.225	-	0.225	-
Other Business Expenses	0.000	0.000	0.280	0.280	-	0.280	-
Total Non-Labor Expenditures	\$0.000	(\$0.615)	(\$2.464)	(\$2.464)	-	(\$1.849)	*
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	(\$0.513)	(\$1.115)	\$1.685	\$2.198	*	\$2.800	*
Depreciation	9.000	8.600	8.111	(0.889)	(9.9)	(0.489)	(5.7)
Other Post Employment Benefits	2.300	2.300	1.299	(1.001)	(43.5)	(1.001)	(43.5)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	\$10.787	\$9.785	\$11.095	\$0.308	2.9	\$1.310	13.4
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$10.787	\$10.637	\$9.737	(\$1.050)	(9.7)	(\$0.900)	(8.5)

Totals may not add due to rounding

MTA Staten Island Railway
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2013 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	1.035	5.9%	Primarily shift to additional reimbursable project requirements
Overtime	Non Reimb.	0.138	5.5%	Mostly impact of Sandy and vacancy coverage requirements
Health and Welfare/OPEB Current Expenses	Non Reimb.	0.561	11.5%	Mostly lower rates/timing
Electric Power	Non Reimb.	1.085	21.5%	Lower prices/timing
Insurance	Non Reimb.	0.602	51.0%	Timing of interagency payments
Maintenance and Other Operating Contracts	Non Reimb.	2.766	75.4%	Primarily capitalization of non-revenue vehicle purchases
Materials & Supplies	Non Reimb.	1.691	48.4%	Mainly shift to additional reimbursable project requirements
Other Business Expenses	Non Reimb.	(0.280)	over (100.0)	Unanticipated bad debt expense requirements
Capital and Other Reimbursements	Reimb.	2.247	over 100.0	Accrued reimbursement of expense increases shown below
Payroll	Reimb.	(0.960)	over (100.0)	Support for additional capital project requirements
Overtime	Reimb.	0.152	21.6%	Capital project work resource shift to payroll
Health and Welfare/OPEB Current Expenses	Reimb.	0.493	96.1%	Underrun offset in other fringe benefits overhead expenses
Other Fringe Benefits	Reimb.	(0.961)	over (100.0)	Mainly additional overhead, resulting from increased capital project requirements
Materials & Supplies	Reimb.	(1.048)	n/a	Increase in materials in support of capital project requirements
<u>CASH</u>				
Farebox Receipts	-	0.470	9.2%	Favorable timing of cash settlements with NYCT
Other Operating Receipts	-	(1.297)	(27.1)%	Unfavorable timing of student fare and insurance reimbursements
Capital and Other Reimbursements	-	0.937	38.6%	Reimbursement of higher project expenses, partly offset by the unfavorable timing of reimbursements
Payroll	-	2.293	12.8%	Expense underruns and the favorable timing of expenses
Overtime	-	0.584	18.2%	Mostly expense underruns
Health & Welfare/OPEB Current	-	(0.794)	(14.7)%	Prior-year retroactive payments
Pension	-	1.740	30.5%	Favorable timing of payments
Other Fringe Benefits	-	0.825	47.8%	Favorable timing of payments
GASB Account	-	0.500	100.0%	Timing of GASB payments to MTA
Electric Power	-	1.047	20.8%	Favorable timing of payments/lower prices
Insurance	-	0.377	31.9%	Favorable timing of interagency payments to MTA
Maintenance and Other Operating Contracts	-	0.711	17.5%	Favorable timing of payments/expense underruns
Materials & Supplies	-	0.868	24.8%	Mostly expense underruns

4.29

**MTA Staten Island Railway
Preliminary 2013 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents**

	December 31, 2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate*	Prel. Actual	Adopted Budget Variance	Percent	Final Estimate Variance	Percent
Administration							
Executive	14	15	16	(2)	(14.3)	(1)	(6.7)
General Office	8	6	5	3	37.5	1	16.7
Purchasing/Stores	6	6	6	0	0.0	0	0.0
Total Administration	28	27	27	1	3.6	0	0.0
Operations							
Transportation	91	92	92	(1)	(1.1)	0	0.0
Total Operations	91	92	92	(1)	(1.1)	0	0.0
Main							
Mechanical	43	45	40	3	7.0	5	11.1
Electronics/Electrical	12	15	12	0	0.0	3	20.0
Power/Signals	26	26	25	1	3.8	1	3.8
Maintenance of Way	46	46	44	2	4.3	2	4.3
Infrastructure	25	25	27	(2)	(8.0)	(2)	(8.0)
Total Maintenance	152	157	148	4	2.6	9	5.7
Grand Total	271	276	267	4	1.5	9	3.3
Non-Reimbursable	268	268	259	9	3.4	9	3.4
Reimbursable	3	8	8	(5)	(166.7)	0	0.0
Total Full-Time	271	276	267	4	1.5	9	3.3
Total Full-Time Equivalents	0	0	0	0	0.0	0	0.0

* The final estimate positions now include a reclassification of 5 separately presented Sandy Capital Construction support positions within the functional areas of administration, operations and maintenance, for consistency with actual position data. The total positions do not change.

MTA Staten Island Railway
Preliminary 2013 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group

	December 31, 2013			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate*		Variance	Percent	Variance	Percent
Administration							
Managers/Supervisors	16	16	13	3	18.8	3	18.8
Professional, Technical, Clerical	12	11	14	(2)	(16.7)	(3)	(27.3)
Operational Hourlies	-	-	-	0	0.0	0	0.0
Total Administration	28	27	27	1	3.6	0	0.0
Operations							
Managers/Supervisors	5	6	2	3	60.0	4	66.7
Professional, Technical, Clerical	3	3	2	1	33.3	1	33.3
Operational Hourlies	83	83	88	(5)	(6.0)	(5)	(6.0)
Total Operations	91	92	92	(1)	(1.1)	0	0.0
Maintenance							
Managers/Supervisors	7	8	12	(5)	(71.4)	(4)	(50.0)
Professional, Technical, Clerical	3	3	2	1	33.3	1	33.3
Operational Hourlies	142	146	134	8	5.6	12	8.2
Total Maintenance	152	157	148	4	2.6	9	5.7
Total Positions							
Managers/Supervisors	28	30	27	1	3.6	3	10.0
Professional, Technical, Clerical	18	17	18	0	0.0	(1)	(5.9)
Operational Hourlies	225	229	222	3	1.3	7	3.1
Total Positions	271	276	267	4	1.5	9	3.3

* The final estimate positions now include a reclassification of 5 separately presented Sandy Capital Construction support positions within the functional areas of administration, operations and maintenance, for consistency with actual position data. The total positions do not change.

MTA STATEN ISLAND RAILWAY
 2013 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
 Ridership (Utilization)

<u>RIDERSHIP</u>	<u>December 2013 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.645	4.238	4.221	(0.424)	(9.1%)	(0.018)	(0.4%)
Total Utilization	4.645	4.238	4.221	(0.424)	(9.1%)	(0.018)	(0.4%)
 <u>FAREBOX REVENUE</u>							
Total Farebox Revenue	6.048	5.517	5.504	(0.544)	(9.0%)	(0.012)	(0.2%)
Total Revenue	\$6.048	\$5.517	\$5.504	(\$0.544)	(9.0%)	(0.012)	(0.2%)

4.32

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

	<u>2012</u>	<u>2013</u>	<u>Variance</u>		<u>Explanation</u>
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.015	(0.001)	(5.9%)	Residual ridership losses from Sandy
Average Weekend	0.008	0.007	(0.001)	(13.5%)	Residual ridership losses from Sandy

Note: SIR ridership includes estimated non-turnstile riders. Excludes Tropical Storm Sandy.

FINANCIAL AND RIDERSHIP REPORT**December 2013 Year-to-Date**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Total operating revenues were \$225.0 million in 2013, \$0.4 million (0.2 percent) above the estimate. Farebox revenue was favorable to the estimate by \$0.8 million (0.4 percent), due to better-than-expected ridership. Other operating revenues were below the estimate by \$0.4 million (1.5 percent), due to unfavorable results for insurance recoveries, scrap and miscellaneous income.

Total MTA Bus ridership in 2013 was 125.0 million, 0.5 percent (0.6 million riders) above the estimate. 2013 average weekday ridership was 407,215, an increase of 1.6 percent (6,429 riders) from 2012.

Nonreimbursable expenses before depreciation and OPEB were \$572.4 million in 2013, \$0.1 million (0.0 percent) below the estimate. Labor expenses overran by \$6.2 million (1.4 percent). Payroll expenses were higher by \$3.6 million (1.6 percent), due largely to interagency misclassifications offset in other fringe benefits and unforecasted miscellaneous charges. Overtime expenses were also unfavorable by \$3.7 million (8.2 percent), due to weather-related bus and facility maintenance costs, vacancies, lower employee availability and required shuttle service in support of a MNRR power outage. Other fringe benefits were favorable by \$1.0 million (2.1 percent), resulting mostly from the offset to misclassifications charged to payroll. Non-labor expenses were below forecast by \$6.3 million (4.5 percent), including underruns in fuel expenses of \$6.7 million (16.4 percent) due to favorable timing of payments and lower average rates. Claims expenses were below the estimate by \$2.6 million (12.8 percent), also due to the favorable timing of payments. Partly offsetting these favorable results was a net expense overrun of materials & supplies/maintenance contract expenses of \$3.7 million (7.1 percent), mainly attributed to prior period expenses.

Depreciation expenses year-to-date of \$48.9 million were \$6.7 million (15.8 percent) higher than the estimate.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$55.4 million of accrued expenses year-to-date, \$0.9 million (1.6 percent) lower than the estimate.

The operating cash deficit (excluding subsidies) year-to-date was \$339.5 million, \$53.9 million (13.7 percent) favorable to the estimate, mostly from payroll underruns due to expired labor contracts and the timing of interagency payments, and the favorable timing of non-labor account payments.

Preliminary Actual Results Compared to the Adopted Budget (budget)-Summary

Operating revenues were higher than budget by \$4.0 million (1.8 percent). Non-reimbursable expenses before depreciation and OPEB exceeded the budget by \$9.0 million (1.6 percent), including labor expense overruns of \$32.9 million (8.1 percent), largely offset by non-labor underruns of \$23.8 million (15.3 percent).

Note: Final 2013 results and their impact on 2014 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	NON-REIMBURSABLE										
	2013			Favorable/(Unfavorable) Variance							
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate					
				\$	%	\$	%				
Operating Revenue											
Farebox Revenue	\$ 194.606	\$ 198.049	\$ 198.885	\$ 4.279	2.2	\$ 0.836	0.4				
Other Operating Revenue	26.398	26.553	26.163	(0.235)	(0.9)	(0.390)	(1.5)				
Capital and Other Reimbursements				-		-					
Total Revenue	\$ 221.004	\$ 224.602	\$ 225.048	\$ 4.044	1.8	\$ 0.446	0.2				
Operating Expenses											
Labor:											
Payroll	\$ 220.146	\$ 229.397	\$ 232.973	\$ (12.827)	(5.8)	\$ (3.576)	(1.6)				
Overtime	42.727	45.364	49.106	(6.379)	(14.9)	(3.742)	(8.2)				
Health and Welfare	49.667	48.511	47.900	1.767	3.6	0.611	1.3				
OPEB Current Payment	15.315	18.576	18.537	(3.222)	(21.0)	0.039	0.2				
Pensions	48.450	45.635	46.112	2.338	4.8	(0.477)	(1.0)				
Other Fringe Benefits	30.706	46.240	45.276	(14.570)	(47.5)	0.964	2.1				
GASB Account				-		-					
Reimbursable Overhead				-		-					
Total Labor Expenses	\$ 407.011	\$ 433.723	\$ 439.904	\$ (32.893)	(8.1)	\$ (6.181)	(1.4)				
Non-Labor:											
Traction and Propulsion Power	\$ 1.162	\$ 1.162	\$ 1.555	\$ (0.393)	(33.8)	\$ (0.393)	(33.8)				
Fuel for Buses and Trains	38.008	41.116	34.375	3.633	9.6	6.741	16.4				
Insurance	17.196	2.771	2.435	14.761	85.8	0.336	12.1				
Claims	26.000	20.000	17.448	8.552	32.9	2.552	12.8				
Maintenance and Other Operating Contracts	24.465	22.373	18.506	5.959	24.4	3.867	17.3				
Professional Service Contracts	15.942	17.400	16.764	(0.822)	(5.2)	0.636	3.7				
Materials & Supplies	29.379	29.768	37.324	(7.945)	(27.0)	(7.556)	(25.4)				
Other Business Expenses	4.152	4.127	4.050	0.102	2.4	0.077	1.9				
Total Non-Labor Expenses	\$ 156.304	\$ 138.717	\$ 132.458	\$ 23.846	15.3	\$ 6.259	4.5				
Other Expense Adjustments:											
Other	\$ -	\$ -	\$ -	\$ -		\$ -	-				
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -		\$ -	-				
Total Expenses before Non-Cash Liability Adjs.	\$ 563.315	\$ 572.440	\$ 572.362	\$ (9.047)	(1.6)	\$ 0.078	0.0				
Depreciation	\$ 42.234	\$ 42.234	\$ 48.887	\$ (6.653)	(15.8)	\$ (6.653)	(15.8)				
OPEB Obligation	56.296	56.296	55.416	0.880	1.6	0.880	1.6				
Environmental Remediation	-		1.741	(1.741)		(1.741)	-				
Total Expenses	\$ 661.845	\$ 670.970	\$ 678.405	\$ (16.560)	(2.5)	\$ (7.435)	(1.1)				
Baseline Surplus/(Deficit)	\$ (440.841)	\$ (446.368)	\$ (453.357)	\$ (12.516)	(2.8)	\$ (6.989)	(1.6)				

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Other Operating Revenue							
Capital and Other Reimbursements	8.423	8.423	6.357	(2.066)	(24.5)	(2.066)	(24.5)
Total Revenue	\$8.423	\$8.423	\$6.357	(\$2.066)	(24.5)	(\$2.066)	(24.5)
Expenses							
Labor:							
Payroll	\$ 5.490	\$ 5.490	\$ 3.304	\$ 2.186	39.8	\$ 2.186	39.8
Overtime	-	-	-	-	-	-	-
Health and Welfare	1.008	1.008	0.912	0.096	9.5	0.096	9.5
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	0.461	0.461	0.480	(0.019)	(4.1)	(0.019)	(4.1)
Other Fringe Benefits	0.448	0.448	0.668	(0.220)	(49.1)	(0.220)	(49.1)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	0.030	(0.030)	-	(0.030)	-
Total Labor Expenses	\$ 7.407	\$ 7.407	\$ 5.394	\$ 2.013	27.2	\$ 2.013	27.2
Non-Labor:							
Traction and Propulsion Power				\$ -	-	\$ -	-
Fuel for Buses and Trains				-	-	-	-
Insurance				-	-	-	-
Claims				-	-	-	-
Paratransit Service Contracts				-	-	-	-
Maintenance and Other Operating Contracts	0.219	0.219	0.071	0.148	67.6	0.148	67.6
Professional Service Contracts	-	-	-	-	-	-	-
Materials & Supplies	0.797	0.797	0.892	(0.095)	(11.9)	(0.095)	(11.9)
Other Business Expenses	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$ 1.016	\$ 1.016	\$ 0.963	\$ 0.053	5.2	\$ 0.053	5.2
Other Expense Adjustments:							
Other	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation	\$ 8.423	\$ 8.423	\$ 6.357	\$ 2.066	24.5	\$ 2.066	24.5
Depreciation	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 8.423	\$ 8.423	\$ 6.357	\$ 2.066	24.5	\$ 2.066	24.5
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	194,606	198,049	\$ 198,885	\$ 4,279	2.2	\$ 0,836	0.4
Other Operating Revenue	26,398	26,553	26,163	(0,235)	(0.9)	(0,390)	(1.5)
Capital and Other Reimbursements	8,423	8,423	6,357	(2,066)	(24.5)	(2,066)	(24.5)
Total Revenue	\$ 229,427	\$ 233,025	\$ 231,405	\$ 1,978	0.9	\$ (1,620)	(0.7)
Expenses							
Labor:							
Payroll	\$ 225,636	\$ 234,887	\$ 236,277	\$ (10,641)	(4.7)	\$ (1,390)	(0.6)
Overtime	42,727	45,364	49,106	(6,379)	(14.9)	(3,742)	(8.2)
Health and Welfare	50,675	49,519	48,812	1,863	3.7	0,707	1.4
OPEB Current Payment	15,315	18,576	18,537	(3,222)	(21.0)	0,039	0.2
Pensions	48,911	46,096	46,592	2,319	4.7	(0,496)	(1.1)
Other Fringe Benefits	31,154	46,688	45,944	(14,790)	(47.5)	0,744	1.6
Reimbursable Overhead	0,000	0,000	0,030	(0,030)	-	(0,030)	-
Total Labor Expenses	\$ 414,418	\$ 441,130	\$ 445,298	\$ (30,880)	(7.5)	\$ (4,168)	(0.9)
Non-Labor:							
Traction and Propulsion Power	\$ 1,162	\$ 1,162	\$ 1,555	\$ (0,393)	(33.8)	\$ (0,393)	(33.8)
Fuel for Buses and Trains	38,008	41,116	34,375	3,633	9.6	6,741	16.4
Insurance	17,196	2,771	2,435	14,761	85.8	0,336	12.1
Claims	26,000	20,000	17,448	8,552	32.9	2,552	12.8
Maintenance and Other Operating Contracts	24,684	22,592	18,577	6,107	24.7	4,015	17.8
Professional Service Contracts	15,942	17,400	16,764	(0,822)	(5.2)	0,636	3.7
Materials & Supplies	30,176	30,565	38,216	(8,040)	(26.6)	(7,651)	(25.0)
Other Business Expenses	4,152	4,127	4,050	0,102	2.4	0,077	1.9
Total Non-Labor Expenses	\$ 157,320	\$ 139,733	\$ 133,421	\$ 23,899	15.2	\$ 6,312	4.5
Other Expense Adjustments:							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 571,738	\$ 580,863	\$ 578,719	\$ (6,981)	(1.2)	\$ 2,144	0.4
Depreciation	\$ 42,234	\$ 42,234	\$ 48,887	\$ (6,653)	(15.8)	\$ (6,653)	(15.8)
OPEB Obligation	\$ 56,296	\$ 56,296	\$ 55,416	\$ 0,880	1.6	\$ 0,880	1.6
Environmental Remediation	\$ -	\$ -	\$ 1,741	\$ (1,741)	-	\$ (1,741)	-
Total Expenses	\$ 670,268	\$ 679,393	\$ 684,762	\$ (14,494)	(2.2)	\$ (5,369)	(0.8)
Baseline Surplus/(Deficit)	\$ (440,841)	\$ (446,368)	\$ (453,357)	\$ (12,516)	(2.8)	\$ (6,989)	(1.6)

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2013 Final Estimate and Preliminary Actual: Accrual
December 2013 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$0.836	0.4	Favorable ridership
Other Operating Revenue	Non Reimb	(\$0.390)	(1.5)	Unfavorable insurance recoveries, scrap and miscellaneous income
Capital and Other Reimbursements	Reimb	(\$2.066)	(24.5)	Less than expected capital reimbursements
Payroll	Non Reimb	(\$3.576)	(1.6)	Mainly due to mischarges of inter-agency fringe benefits, unbudgeted miscellaneous items and vacation buyback program
Overtime	Non Reimb	(\$3.742)	(8.2)	Weather related bus and facility maintenance costs, vacancies, lower employee availability and shuttle service in support of MNRR power outage
Health and Welfare	Non Reimb	\$0.611	1.3	} Timing of expenses
OPEB Current Payment	Non Reimb	\$0.039	0.2	
Pensions	Non Reimb	(\$0.477)	(1.0)	Based on third party actuarial estimate
Other Fringe Benefits	Non Reimb	\$0.964	2.1	(a)
Traction and Propulsion Power	Non Reimb	(\$0.393)	(33.8)	Prior period payments
Fuel for Buses and Trains	Non Reimb	\$6.741	16.4	Favorable timing of payments and lower average rates
Insurance	Non Reimb	\$0.336	12.1	Favorable timing of payments
Claims	Non Reimb	\$2.552	12.8	Favorable timing of payments
Maintenance and Other Operating Contracts	Non Reimb	\$3.867	17.3	Mainly due to traction motors, and alternator units charged to Material & Supplies and delays in facilities contracts
Professional Service Contracts	Non Reimb	\$0.636	3.7	Favorable timing of MOU and BSC admin chargebacks
Materials & Supplies	Non Reimb	(\$7.556)	(25.4)	Mainly due to traction motor, and alternator units budgeted in Main. and Other Operating Contracts and prior period expenses
Other Business Expenses	Non Reimb	\$0.077	1.9	(a)

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 194.606	\$ 198.049	\$ 197.285	\$ 2.679	1.4	\$ (0.764)	(0.4)
Other Operating Revenue	26.398	26.553	26.059	(0.339)	(1.3)	(0.494)	(1.9)
Capital and Other Reimbursements	13.013	16.013	6.437	(6.576)	(50.5)	(9.576)	(59.8)
Total Receipts	\$ 234.017	\$ 240.615	\$ 229.781	\$ (4.236)	(1.8)	\$ (10.834)	(4.5)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 231.654	\$ 259.921	\$ 224.801	\$ 6.853	3.0	\$ 35.120	13.5
Overtime	42.727	45.364	49.529	(6.802)	(15.9)	(4.165)	(9.2)
Health and Welfare	50.268	49.112	53.676	(3.408)	(6.8)	(4.564)	(9.3)
OPEB Current Payment	15.315	18.576	18.537	(3.222)	(21.0)	0.039	0.2
Pensions	48.736	45.921	49.718	(0.982)	(2.0)	(3.797)	(8.3)
Other Fringe Benefits	30.987	49.375	37.454	(6.467)	(20.9)	11.921	24.1
GASB Account	7.190	4.909	4.909	2.281	31.7	-	0.0
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 426.877	\$ 473.178	\$ 438.624	\$ (11.747)	(2.8)	\$ 34.554	7.3
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.162	\$ 1.162	\$ 2.480	(1.318)	*	(1.318)	*
Fuel for Buses and Trains	38.008	45.616	34.550	3.458	9.1	11.066	24.3
Insurance	17.196	3.322	0.428	16.768	97.5	2.894	87.1
Claims	22.000	22.574	18.150	3.850	17.5	4.424	19.6
Maintenance and Other Operating Contracts	24.684	30.792	17.866	6.818	27.6	12.926	42.0
Professional Service Contracts	15.942	19.605	14.676	1.266	7.9	4.929	25.1
Materials & Supplies	30.176	33.636	40.352	(10.176)	(33.7)	(6.716)	(20.0)
Other Business Expenses	4.152	4.168	2.175	1.977	47.6	1.993	47.8
Total Non-Labor Expenditures	\$ 153.320	\$ 160.875	\$ 130.677	\$ 22.643	14.8	\$ 30.198	18.8
<u>Other Expenditure Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures Before Depreciation	\$ 580.197	\$ 634.053	\$ 569.301	\$ 10.896	1.9	\$ 64.752	10.2
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Environmental Remediation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures	\$ 580.197	\$ 634.053	\$ 569.301	\$ 10.896	1.9	\$ 64.752	10.2
Baseline Cash Deficit	\$ (346.180)	\$ (393.438)	\$ (339.520)	\$ 6.660	1.9	\$ 53.918	13.7

*Totals may not add due to rounding

MTA BUS COMPANY
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue		\$ -	\$ (1,600)	\$ (1,600)	-	\$ (1,600)	-
Other Operating Revenue		-	(0.104)	(0.104)	-	(0.104)	-
Capital and Other Reimbursements	4,590	7,590	0,080	(4,510)	(98.3)	(7,510)	(98.9)
Total Receipts	\$ 4,590	\$ 7,590	\$ (1,624)	\$ (6,214)	*	\$ (9,214)	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ (6,018)	\$ (25,034)	\$ 11,476	\$ (17,494)	*	\$ (36,510)	*
Overtime	-	-	(0.423)	0.423	-	0.423	-
Health and Welfare	0.407	0.407	(4,864)	5,271	*	5,271	*
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	0.175	0.175	(3,126)	3,301	*	3,301	*
Other Fringe Benefits	0.167	(2,687)	8,490	(8,323)	*	(11,177)	*
GASB Account	(7,190)	(4,909)	(4,909)	(2,281)	(31.7)	-	0.0
Reimbursable Overhead	-	-	0.030	(0.030)	-	(0.030)	-
Total Labor Expenditures	\$ (12,459)	\$ (32,048)	\$ 6,674	\$ (19,133)	*	\$ (38,722)	*
<u>Non-Labor:</u>							
Traction and Propulsion Power	-	-	(0.925)	0.925	-	0.925	-
Fuel for Buses and Trains	-	(4,500)	(0,175)	0,175	-	(4,325)	(96.1)
Insurance	-	(0,551)	2,007	(2,007)	-	(2,558)	*
Claims	4,000	(2,574)	(0,702)	4,702	*	(1,872)	(72.7)
Maintenance and Other Operating Contracts	-	(8,200)	0,711	(0,711)	-	(8,911)	*
Professional Service Contracts	-	(2,205)	2,088	(2,088)	-	(4,293)	*
Materials & Supplies	-	(3,071)	(2,136)	2,136	-	(0,935)	(30.4)
Other Business Expenses	-	(0,041)	1,875	(1,875)	-	(1,916)	*
Total Non-Labor Expenditures	\$ 4,000	\$ (21,142)	\$ 2,744	\$ 1,256	31.4	\$ (23,886)	*
<u>Other Expenditure Adjustments:</u>							
Other	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ (3,869)	\$ (45,600)	\$ 7,794	\$ (11,663)	*	\$ (53,394)	*
Depreciation	42,234	42,234	48,887	(6,653)	(15.8)	(6,653)	(15.8)
OPEB Obligation	\$ 56,296	\$ 56,296	\$ 55,416	\$ 0,880	1.6	\$ 0,880	1.6
Environmental Remediation	\$ -	\$ -	\$ 1,741	\$ (1,741)	-	\$ (1,741)	-
Baseline Total Cash Conversion Adjustments	\$ 94,661	\$ 52,930	\$ 113,837	\$ (19,176)	(20.3)	\$ (60,907)	*

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2013 Final Estimate and Preliminary Actual: Cash
December 2013 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$0.764)	(0.4)	(a)
Other Operating Revenue	(\$0.494)	(1.9)	(a)
Capital and Other Reimbursements	(\$9.576)	(59.8)	Timing of reimbursement receipts
Payroll	\$35.120	13.5	Mainly due to ATU 1181, ATU 1179, TSO Union RWA expired contracts and delayed inter-agency payments
Overtime	(\$4.165)	(9.2)	Weather related bus and facility maintenance costs, vacancies, lower employee availability and shuttle service in support of MNRR power outage
Health and Welfare	(\$4.564)	(9.3)	} Prior period payments
OPEB Current Payment	\$0.039	0.2	
Pensions	(\$3.797)	(8.3)	Higher expenses and third party actuarial re-estimate
Other Fringe Benefits	\$11.921	24.1	Related to the RWA settlement payments and workers compensation
Traction and Propulsion Power	(\$1.318)	*	Prior period payments
Fuel for Buses and Trains	\$11.066	24.3	Favorable timing of payments and lower average rates
Insurance	\$2.894	87.1	Favorable timing of payments
Claims	\$4.424	19.6	Favorable timing of payments
Maintenance and Other Operating Contracts	\$12.926	42.0	Timing of payments and delayed in facility contracts and mischarges of units to maintenance materials
Professional Service Contracts	\$4.929	25.1	Timing of payments of inter-agency MOU's and BSC admin chargebacks
Materials & Supplies	(\$6.716)	(20.0)	Payments of bus units budgeted in maintenance and other operating contracts
Other Business Expenses	\$1.993	47.8	Favorable timing of payments

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

**MTA BUS COMPANY
2013 YEAR-END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2013 Adopted Budget	Final Estimate	Actual	2013 Adopted Budget		Final Estimate	
<u>Farebox Revenue</u>				\$	%	\$	%
Fixed Route	\$ 194.606	\$ 198.049	\$ 198.885	\$ 4.279	2.2	\$ 0.836	0.4
Total Farebox Revenue	194.606	198.049	198.885	4.279	2.2	0.836	0.4
Other Revenue	26.398	26.553	26.163	(0.235)	(0.9)	(0.390)	(1.5)
Capital & Other	8.423	8.423	6.357	(2.066)	(24.5)	(2.066)	(24.5)
Total Revenue	\$ 229.427	\$ 233.025	\$ 231.405	\$ 1.978	0.9	\$ (1.620)	(0.7)
 <u>Ridership</u>							
Fixed Route	118.568	124.373	124.951	6.383	5.4	0.578	0.5
Total Ridership	118.568	124.373	124.951	6.383	5.4	0.578	0.5

4.42

MTA BUS COMPANY
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents
December 2013 Year-to-Date

FUNCTION/DEPARTMENT	Final Estimate	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	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	12	11	1	
Non-Departmental	8	-	8	
Total Administration	134	115	19	Vacancies to be filled
Operations				
Buses	2,181	2,142	39	Bus Operators vacancies to be filled
Office of the Executive VP	1	1	-	
Safety & Training	18	46	(28)	
Road Operations	116	112	4	
Transportation Support	20	21	(1)	
Operations Planning	32	28	4	
Revenue Control	21	20	1	
Total Operations	2,389	2,370	19	
Maintenance				
Buses	749	738	11	
Maintenance Support/CMF	166	173	(7)	
Facilities	72	43	29	Vacancies Replaced by MOU
Supply Logistics	92	90	2	
Total Maintenance	1,079	1,044	35	
Capital Program Management	37	31	6	
Total Engineering/Capital	37	31	6	
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,657	3,576	81	
Non-Reimbursable	3,593	3,520	73	
Reimbursable	64	56	8	
Total Full-Time	3,642	3,559	83	
Total Full-Time Equivalents	15	17	(2)	

MTA BUS COMPANY
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group
December 2013 Year-to-Date

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	56	42	14	
Professional, Technical, Clerical	70	73	(3)	
Operational Hourlies	8	-	8	
Total Administration	134	115	19	Vacancies to be filled
Operations				
Managers/Supervisors	296	293	3	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,042	2,023	19	
Total Operations	2,389	2,370	19	Bus Operators vacancies to be filled
Maintenance				
Managers/Supervisors	205	196	9	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	858	833	25	
Total Maintenance	1,079	1,044	35	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	31	6	
Public Safety				
Managers/Supervisors	14	10	4	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	592	557	35	
Professional, Technical, Clerical	157	161	(4)	
Operational Hourlies	2,908	2,858	50	
Total Baseline Positions	3,657	3,576	81	

MTA Bus Company
Preliminary 2013 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2013 Adoptd Budget		2013 Final Estimate		Actuals		2013 Adopted vs. Actuals		2013 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
	Var. - Fav./Unfav)		Var. - Fav./Unfav)		Var. - Fav./Unfav)		Var. - Fav./Unfav)		Var. - Fav./Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	640,941	\$27.105	597,287	\$25.152	537,767	\$22.840	103,174	\$4.265	59,520	\$2.312
							16.1%	15.7%	10.0%	9.2%
<u>Unscheduled Service</u>	44,651	\$2.075	99,013	\$4.518	67,905	\$2.878	(23,255)	(\$0.803)	31,108	\$1.640
							-52.1%	-38.7%	31.4%	36.3%
<u>Programmatic/Routine Maintenance</u>	145,561	\$6.199	145,561	\$6.199	238,082	\$10.277	(92,521)	(\$4.078)	(92,521)	(\$4.078)
							-63.6%	-65.8%	-63.6%	-65.8%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	150,474	\$6.844	161,241	\$7.328	253,319	\$10.625	(102,845)	(\$3.781)	(92,078)	(\$3.297)
							-68.3%	-55.2%		
<u>Weather Emergencies</u>	1,275	\$0.059	38,260	\$1.722	43,818	\$1.896	(42,543)	(\$1.837)	(5,559)	(\$0.174)
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	2,641	\$0.128	915	\$0.039	1,726	\$0.089	1,726	\$0.089
							65.4%	69.6%	65.4%	69.6%
<u>Other</u>	3,802	\$0.316	3,802	\$0.316	10,139	\$0.551	(6,337)	(\$0.235)	(6,337)	(\$0.235)
							-166.7%	-74.2%	-166.7%	-74.2%
Total Unscheduled	989,345	\$42.727	1,047,804	\$45.364	1,151,945	\$49.106	(162,600)	(\$6.379)	(104,141)	(\$3.742)
							-16.4%	-14.9%	-9.9%	-8.2%
TOTAL NON-REIMBURSABLE OVERTIME:	989,345	\$42.727	1,047,804	\$45.364	1,151,945	\$49.106	(162,600)	(\$6.379)	(104,141)	(\$3.742)
							-16.4%	-14.9%	-9.9%	-8.2%
REIMBURSABLE OVERTIME ¹	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	989,345	\$42.727	1,047,804	\$45.364	1,151,945	\$49.106	(162,600)	(\$6.379)	(104,141)	(\$3.742)
									-9.9%	-8.2%

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

4.45

MTA Bus Company
Preliminary 2013 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2013 Year-to-Date vs. Final Estimate

	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
<u>Scheduled Service</u>	59,520	\$2,312	Less than schedule service operated.
	10.0%	9.2%	
<u>Unscheduled Service</u>	31,108	\$1,640	
	31.4%	36.3%	
<u>Programmatic/Routine Maintenance</u>	(92,521)	(4,078)	Maintenance work to complete defects on buses and Metro North derailment.
	-63.6%	-65.8%	
<u>Unscheduled Maintenance</u>	-	-	
	0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(92,078)	(\$3,297)	Vacancy and Absentee Coverage.
	0.0%	0.0%	
<u>Weather Emergencies</u>	(5,559)	(\$0.174)	Residual effect of Tropical Storm Sandy and preparation/ response for February 8th to 11th Winter Storm.
	0.0%	0.0%	
<u>Safety/Security/Law Enforcement</u>	1,726	\$0.089	
	65.4%	69.6%	
<u>Other</u>	(6,337)	(\$0.235)	
	-166.7%	-74.2%	
Total Unscheduled	(104,141)	(\$3,742)	
	-9.9%	-8.2%	
TOTAL NON-REIMBURSABLE OVERTIME:	(104,141)	(\$3,742)	
	-9.9%	-8.2%	
REIMBURSABLE OVERTIME ¹	-	\$0.000	
TOTAL OVERTIME	(104,141)	(\$3,742)	
	-9.9%	-8.2%	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

4.46

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$57.5	\$168.9	294
Design Completions	118.5	109.5	93
Awards	2,511.2	2,394.3	95
Substantial Completions	2,046.0	1,542.4	75
Closeouts	8,630.4	3,069.5	36

During December, NYCT awarded projects totaling \$402 million including:

- the purchase of 414 new standard buses;
- renewal of the 80th Street, 88th Street, Rockaway Boulevard, 104th Street and 111th Street Stations on the Liberty Avenue Line in Queens;
- renovation/replacement of three Circuit Breaker Houses in Brooklyn and Manhattan;
- station improvements and component repairs at various stations in Brooklyn, Queens and Manhattan; and
- Superstorm Sandy related repairs including the repair/replacement of signal equipment on the Rockaway Line in Queens and at the Stillwell Terminal and Police District Office #34 in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$329.6 million including:

- the purchase of 23 new railcars and the conversion of 10 existing railcars;
- Superstorm Sandy related repairs on the Rockaway Line;
- mainline track replacement on the 8th Ave and Brighton Lines and various locations systemwide; and
- construction of a back-up Subways Command Center.

Also during December, NYCT started three design projects for \$3.5 million, completed 13 designs for \$16.6 million, and closed out 27 projects for \$1,194.4 million.

Capital Program Status
December 2013
(February 2014)

During December, NYCT awarded projects totaling \$402 million, including two projects for \$215.7 million to purchase 414 standard buses from Nova Bus. These 40-foot buses will be operated throughout New York City and will be designed to operate in Authority revenue service for a minimum of 12 years or 500,000 miles. These buses will meet Environmental Protection Administration (EPA) emission standards as well as Americans with Disabilities Act (ADA) standards.

NYCT awarded projects totaling \$64.8 million to renew five stations on the Liberty Avenue Line in Queens including the 80th Street, 88th Street, Rockaway Boulevard, 104th Street and 111th Street Stations. Items to be addressed at these stations include the painting of the stations and the repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and platform components and canopies as required.

Also during December, NYCT awarded projects for \$30.4 million to rehabilitate or replace three Circuit Breaker Houses (CBHs) in Brooklyn and Manhattan. The project scope includes the installation of new circuit breakers, cables, and ducts and is essential to ensure the performance of the rapid transit system by providing a reliable and consistent power supply to the trains.

Additionally, NYCT awarded several station improvement and component repair projects at various stations in Brooklyn, Queens and Manhattan totaling \$20.7 million. Station components are being repaired or replaced at five stations on the Broadway Line, including City Hall, Rector Street and Whitehall Street Stations in Manhattan and Court Street and Jay Street-Metrotech Stations in Brooklyn. Work includes the repair of stairs, track and platform wall tiles, platform and mezzanine floors and replacement of lighting, as required. In Queens, stairs will be repaired or replaced at the 39th Avenue and Ditmars Boulevard Stations on the Astoria Line. Also, Help Point kiosks are being installed at Avenue I, Bay Parkway, Avenue N and Avenue X Stations on the Culver Line in Brooklyn. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

Also during December, NYCT awarded projects to address damage due to flooding from Superstorm Sandy totaling \$18.8 million. Work will take place at the employee facilities and Police District Office #34 at the Stillwell Terminal in Brooklyn and includes the repair and rehabilitation of HVAC systems, electrical systems, communication system, architectural finishes, drainage and utilities. In addition, damaged signal equipment and cabling will be repaired or replaced along the Rockaway Line in Queens.

During December, NYCT substantially completed projects totaling \$329.6 million including the purchase of 23 new railcars and the conversion of 10 existing railcars for \$115.3 million. NYCT has purchased 23 new CBTC-ready A-Division R-188 cars and converted 10 R-142A cars for use on the Flushing Line which is currently undergoing conversion to CBTC.

NYCT also substantially completed repairs on the Rockaway Line in Queens for \$78.5 million related to damage caused by flooding from Superstorm Sandy. These repairs enabled the restoration of service on the Rockaway Line and included the repair or replacement of damaged signals and signal equipment, track, power infrastructure and other elements along the right-of-way.

Also during December, NYCT substantially completed mainline track replacement on the 8th Avenue Line in Manhattan and the Brighton Line in Brooklyn and various locations systemwide for \$75 million. Work included the replacement of track and materials such as contact rail, running rails, ballast and associated equipment that have reached the end of their useful lives.

Additionally, in December, NYCT substantially completed a \$23.4 million project to construct a back-up Subways Command Center (BSCC) in Brooklyn. The BSCC provides emergency backup support to the new Rail Control Center (RCC) in Manhattan. The purpose of the BSCC is that in case of an interruption in the functions provided by the RCC, the BSCC will allow NYCT to continue to control, monitor and coordinate train service.

Also during December, NYCT started three design projects for \$3.5 million, completed 13 designs for \$16.6 million, and closed out 27 projects for \$1,194.4 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 27 projects that NYCT closed out in December.

Projects Closed During December 2013
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Police Radio Communication System Expansion/Upgrade	\$108.5	\$139.9	07/2008	65
System Wireless Communication System (Additional Prep Work)	\$4.3	\$4.3	06/2010	42
CCTV For Passenger ID - Phase 1	\$20.3	\$20.2	11/2010	37
PA/CIS: 44 Stations: Install Cable & Equipment	\$12.5	\$52.1	10/2012	14
ATM Network System: B Division - 253 Stations Base	\$90.1	\$91.3	11/2012	13
ATM Network System: B Division - 253 Stations Option	\$173.2	\$215.7	11/2012	13
PA/CIS, Phase 2: 156 Stations (IRT)	\$175.4	\$225.5	03/2013	9
Culver Viaduct Rehabilitation - Phase 2	\$150.0	\$156.7	05/2013	7
Interlocking: 4th Avenue / Culver Line	\$118.1	\$116.2	05/2013	7
Chassis Wash Lift Replacement: East New York Depot [SBMP]	\$0.7	\$1.0	09/2013	3
Joralemon/Willow Duct Replacement	\$3.4	\$4.1	09/2013	3
Mainline Track Replacement 2013 at Lexington Avenue Line	\$14.2	\$14.8	10/2013	2
Station Components: Junction Boulevard/Flushing Line [SBMP]	\$1.1	\$1.1	10/2013	2
Staten Island Railway: Rehabilitation of 8 Bridges	\$20.5	\$19.6	11/2013	1
Sandy Repairs: Beach 116 Street / Rockaway Line [SBFP]	\$0.5	\$0.5	11/2013	1
Sandy Repairs: Beach 116 St / Rock Line - Track Quarters [SBFP]	\$0.8	\$1.1	11/2013	1
Overcoating: Cypress Hills - 130 Street / Jamaica Line	\$19.4	\$20.0	11/2013	1
Elevated Structure Rehab: Cypress Hills - 130 St. / Jamaica Line	\$19.3	\$21.4	11/2013	1
Jay Street System Phase 1: Duct & Street Work	\$6.7	\$7.2	12/2013	0
Mainline Track Replacement 2013 at Pelham Line	\$1.5	\$2.4	12/2013	0
Communication Room HVAC: 6 Locations (On-call)	\$3.8	\$4.6	12/2013	0
RTO Master Tower Hardening (In-house)	\$3.1	\$3.1	12/2013	0
Backup Command Center	\$10.9	\$24.3	12/2013	0
Upgrade RTO Radio Base Stations to Fiber Optics	\$8.7	\$15.6	12/2013	0
Police Radio System: Time Domain Interface & Coverage (pilot)	\$4.1	\$10.0	12/2013	0
Negative Return System at Joralemon/Willow	\$4.2	\$3.8	12/2013	0
New Duct Bank: 141 St - 148 St / Lenox Line	\$19.4	\$17.9	12/2013	0

The closeout of the Police Radio Communication System project was delayed by 65 months and the System Wireless Communication System project closeout was delayed by 42 months in order to resolve technical issues with the performance of the system.

The CCTV for Passenger ID project was delayed by 37 months because it was an AWO to the PA/CIS Phase 2 – 156 Stations project listed below. Therefore the CCTV project could not be closed out until the PA/CIS project was closed out. The closeout of the PA/CIS – 44 Stations project was delayed by 14 months in order to complete punch list work. The completion of punch list work was further delayed as in-house forces conducting the work were diverted to prioritized Superstorm Sandy-related repairs.

The ATM Network System B Division – 253 Stations projects had closeout delays of 13 months in order to complete punch list work and to resolve insurance related legal issues. The closeout of the PA/CIS Phase 2 – 156 Stations (IRT) project was delayed by nine months to complete punch list work and resolve software licensing issues.

Closeout of the Culver Viaduct Rehabilitation – Phase 2 and Interlocking: 4th Avenue Line – Culver projects were delayed seven months due to limited track access necessary for the completion of punch list items and weather sensitive work as well as the submission, review and approval of as-built drawings.

**CAPITAL PROJECT MILESTONE SUMMARY
2013**

(THROUGH DECEMBER 31, 2013)

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

December

Design Starts	\$0.0	0	\$3.5	3	N/A	N/A
Design Completions	10.2	16	16.6	13	162.0	81.3
Construction Awards	38.8	5	402.0	26	1,034.8	520.0
Substantial Completions	239.2	27	329.6	17	137.8	63.0
Closeouts	328.1	15	1,194.4	27	364.1	180.0

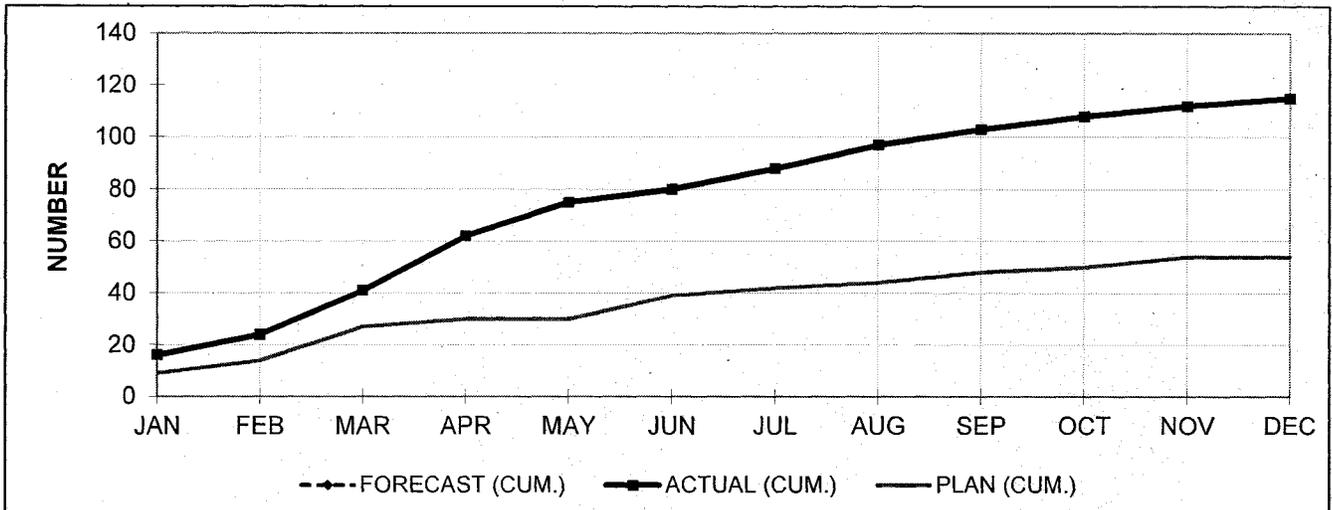
2013 Year-End

	Initial Plan		Actual		%(\$)	%(#)
Design Starts	\$57.5	54	\$168.9	115	293.7	213.0
Design Completions	118.5	98	109.5	90	92.5	91.8
Construction Awards	2,511.2	119	2,394.3	173	95.3	145.4
Substantial Completions	2,046.0	152	1,542.4	114	75.4	75.0
Closeouts	8,630.4	200	3,069.5	144	35.6	72.0

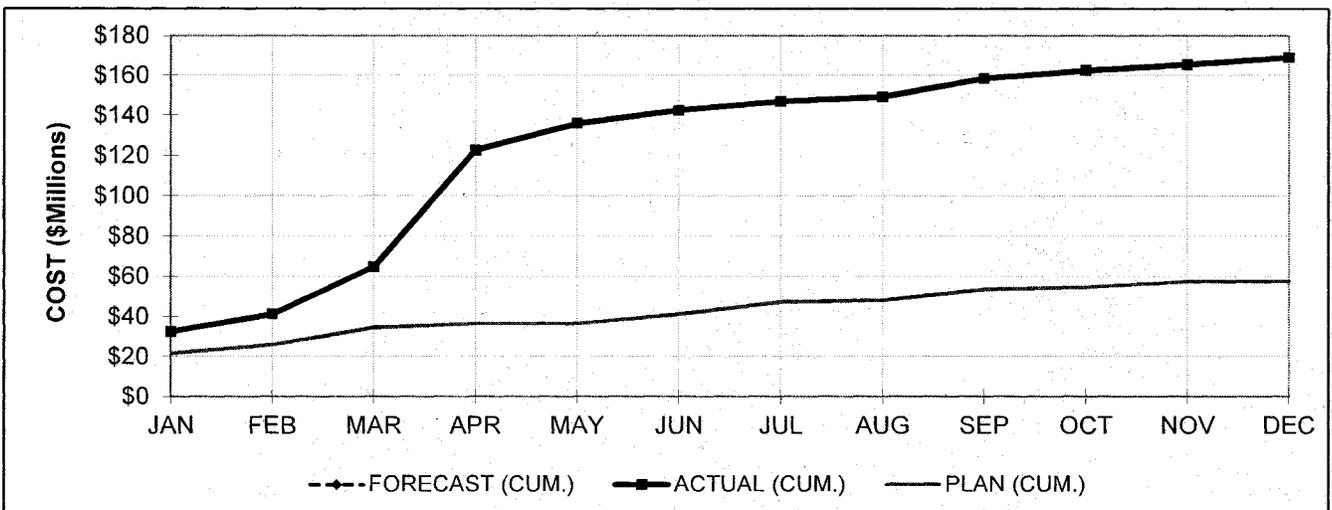
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2013 Design Starts Charts

As of December 2013



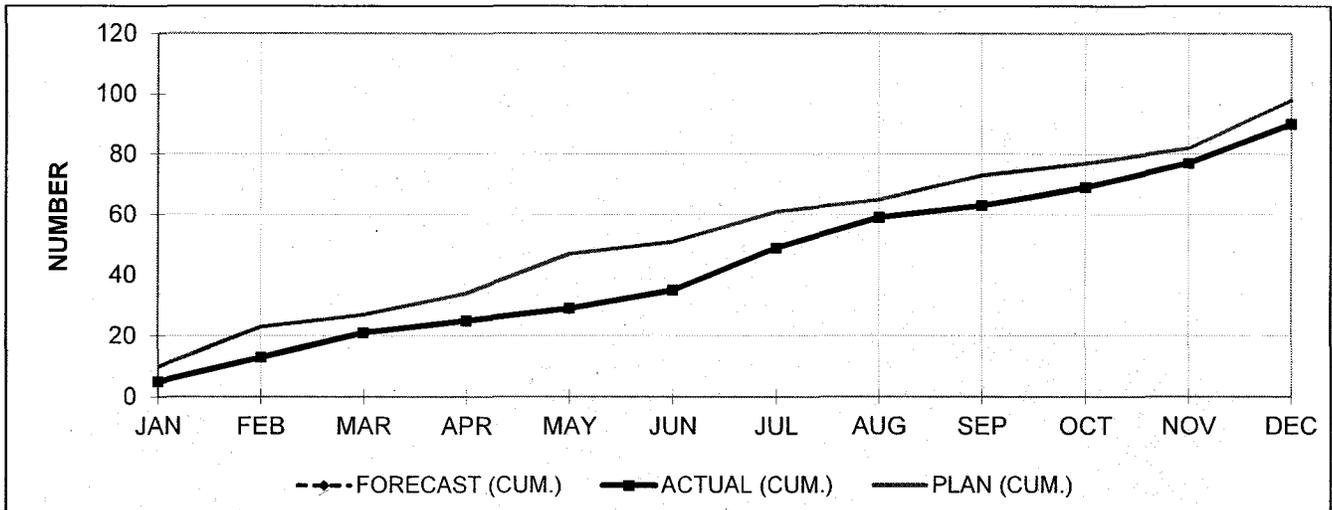
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	16	8	17	21	13	5	8	9	6	5	4	3
PLAN (NON-CUM.)	9	5	13	3	0	9	3	2	4	2	4	0
FORECAST (CUM.)												
ACTUAL (CUM.)	16	24	41	62	75	80	88	97	103	108	112	115
PLAN (CUM.)	9	14	27	30	30	39	42	44	48	50	54	54



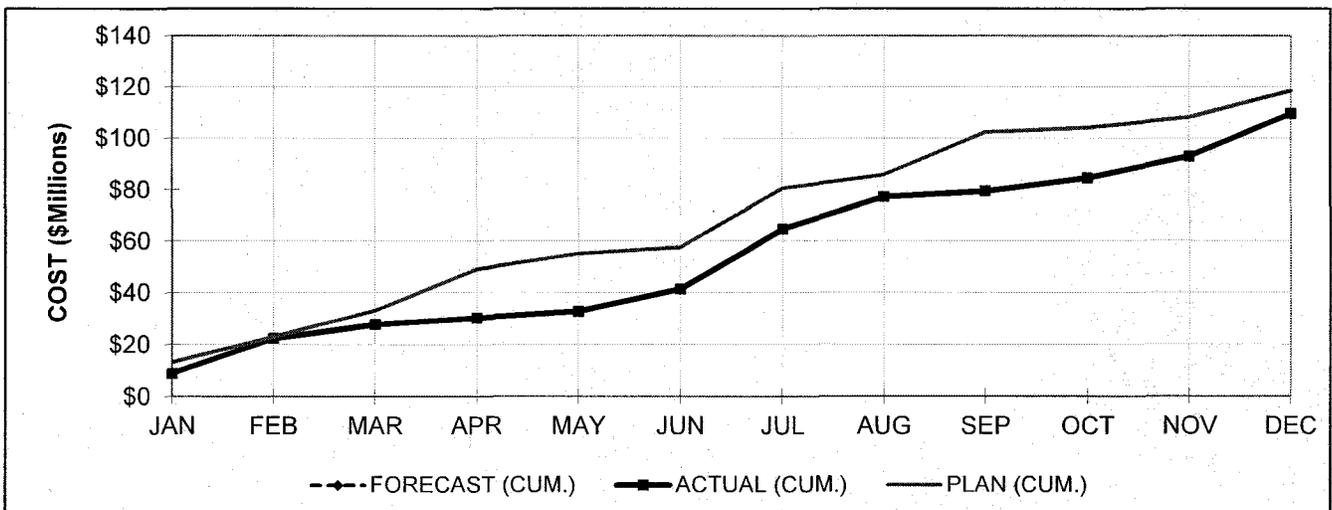
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	32.4	8.9	23.5	57.9	13.3	6.5	4.5	2.3	9.2	4.1	2.9	3.5
PLAN (NON-CUM.)	21.7	4.3	8.5	2.0	0.0	4.8	6.1	0.9	5.3	1.3	2.8	0.0
FORECAST (CUM.)												
ACTUAL (CUM.)	32.4	41.3	64.8	122.6	135.9	142.5	147.0	149.2	158.5	162.5	165.4	168.9
PLAN (CUM.)	21.7	26.0	34.5	36.4	36.4	41.3	47.3	48.2	53.5	54.7	57.5	57.5

2013 Design Completions Charts

As of December 2013



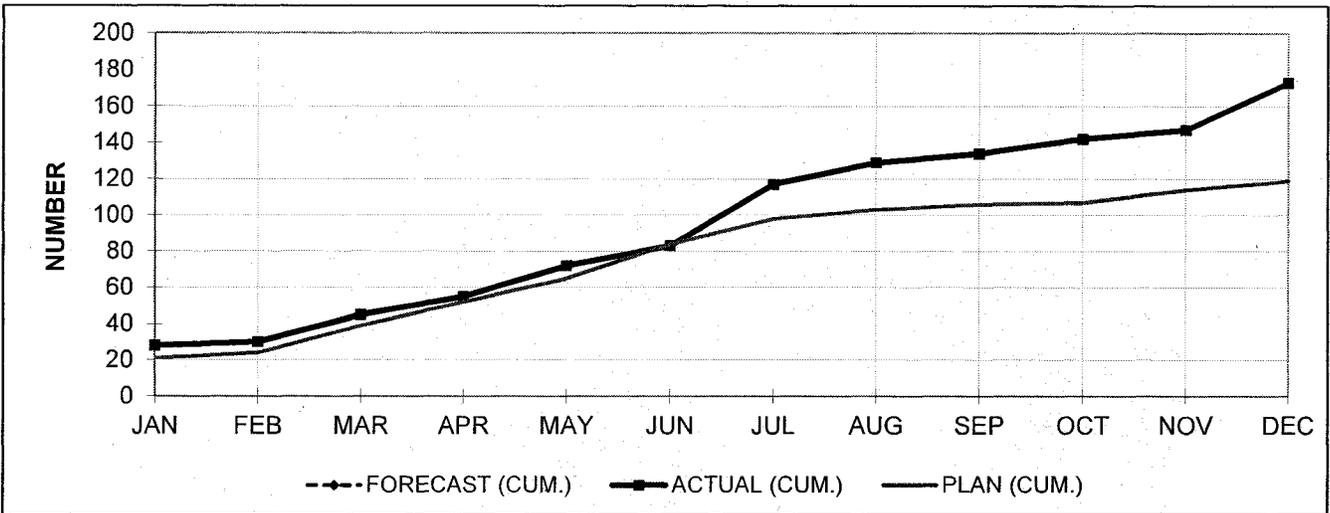
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	5	8	8	4	4	6	14	10	4	6	8	13
PLAN (NON-CUM.)	10	13	4	7	13	4	10	4	8	4	5	16
FORECAST (CUM.)												
ACTUAL (CUM.)	5	13	21	25	29	35	49	59	63	69	77	90
PLAN (CUM.)	10	23	27	34	47	51	61	65	73	77	82	98



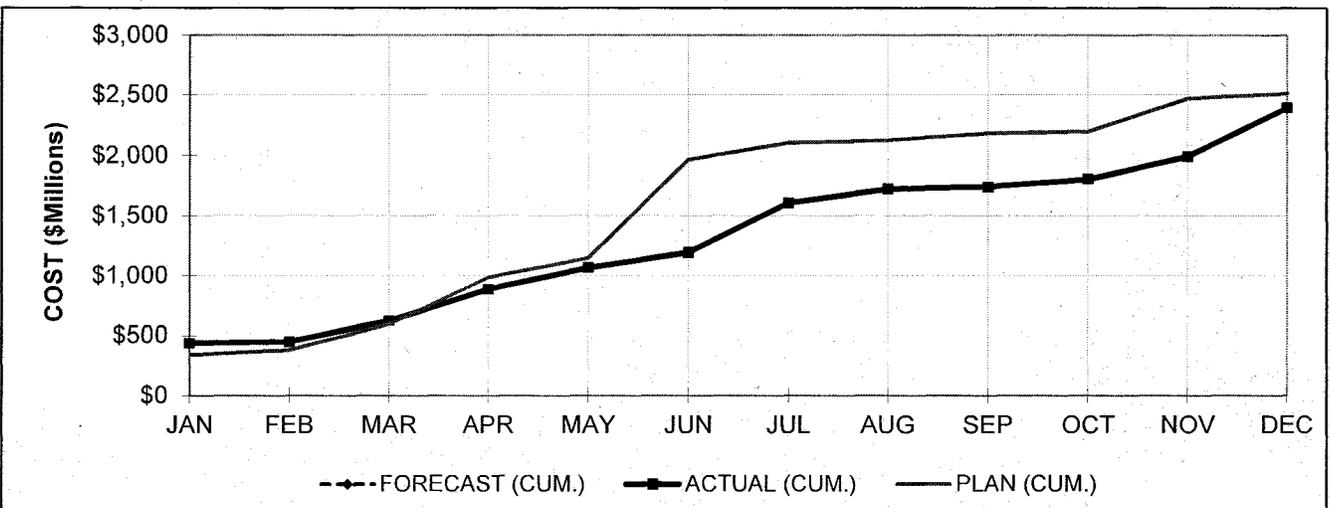
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	9.0	13.4	5.3	2.6	2.6	8.6	23.2	12.6	2.3	5.0	8.4	16.6
PLAN (NON-CUM.)	13.3	9.8	10.1	16.1	6.0	2.5	22.9	5.2	16.6	1.7	4.1	10.2
FORECAST (CUM.)												
ACTUAL (CUM.)	9.0	22.4	27.6	30.2	32.8	41.4	64.6	77.2	79.5	84.5	93.0	109.5
PLAN (CUM.)	13.3	23.0	33.1	49.2	55.2	57.7	80.6	85.7	102.4	104.1	108.2	118.5

2013 Awards Charts

As of December 2013



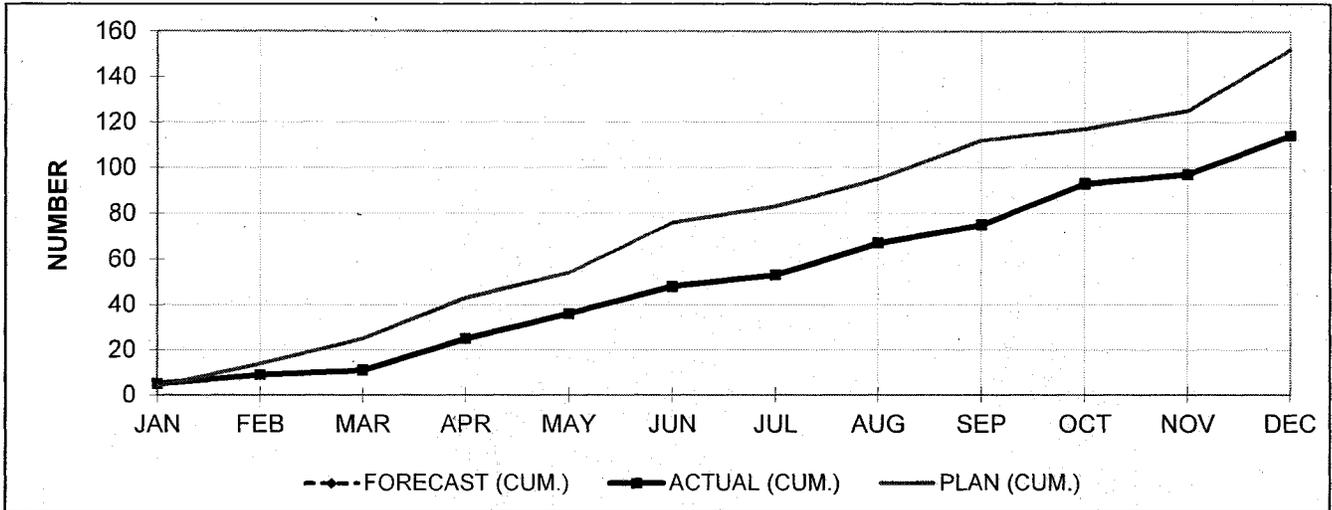
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	28	2	15	10	17	11	34	12	5	8	5	26
PLAN (NON-CUM.)	21	3	15	13	13	19	14	5	3	1	7	5
FORECAST (CUM.)												
ACTUAL (CUM.)	28	30	45	55	72	83	117	129	134	142	147	173
PLAN (CUM.)	21	24	39	52	65	84	98	103	106	107	114	119



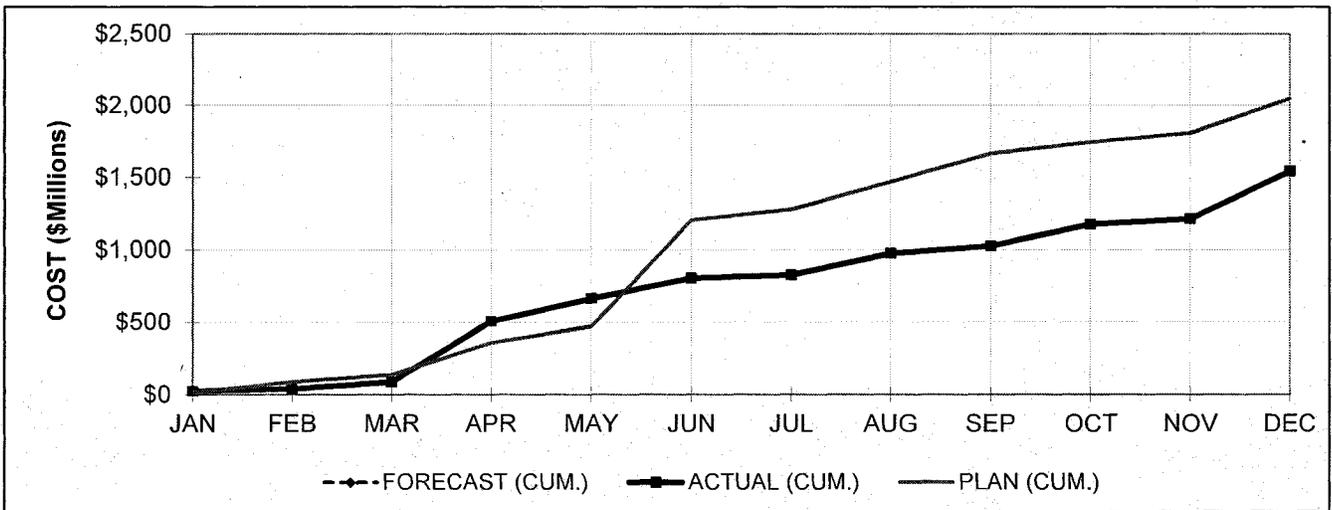
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	433.9	12.8	175.8	262.9	180.4	125.6	412.6	117.3	17.6	64.7	188.8	402.0
PLAN (NON-CUM.)	338.7	40.1	215.9	388.2	164.5	818.1	141.0	23.3	57.1	11.8	273.7	38.9
FORECAST (CUM.)												
ACTUAL (CUM.)	433.9	446.7	622.5	885.5	1,065.8	1,191.4	1,604.0	1,721.2	1,738.8	1,803.5	1,992.3	2,394.3
PLAN (CUM.)	338.7	378.9	594.7	982.9	1,147.4	1,965.5	2,106.5	2,129.8	2,186.9	2,198.6	2,472.4	2,511.2

2013 Substantial Completions Charts

As of December 2013



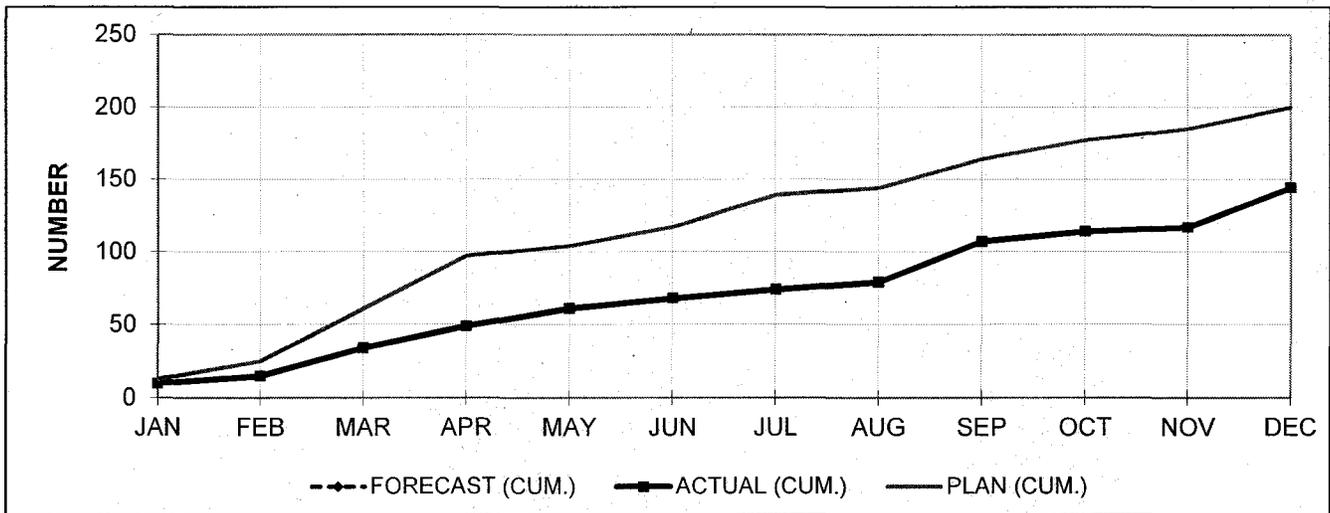
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	5	4	2	14	11	12	5	14	8	18	4	17
PLAN (NON-CUM.)	4	10	11	18	11	22	7	12	17	5	8	27
FORECAST (CUM.)												
ACTUAL (CUM.)	5	9	11	25	36	48	53	67	75	93	97	114
PLAN (CUM.)	4	14	25	43	54	76	83	95	112	117	125	152



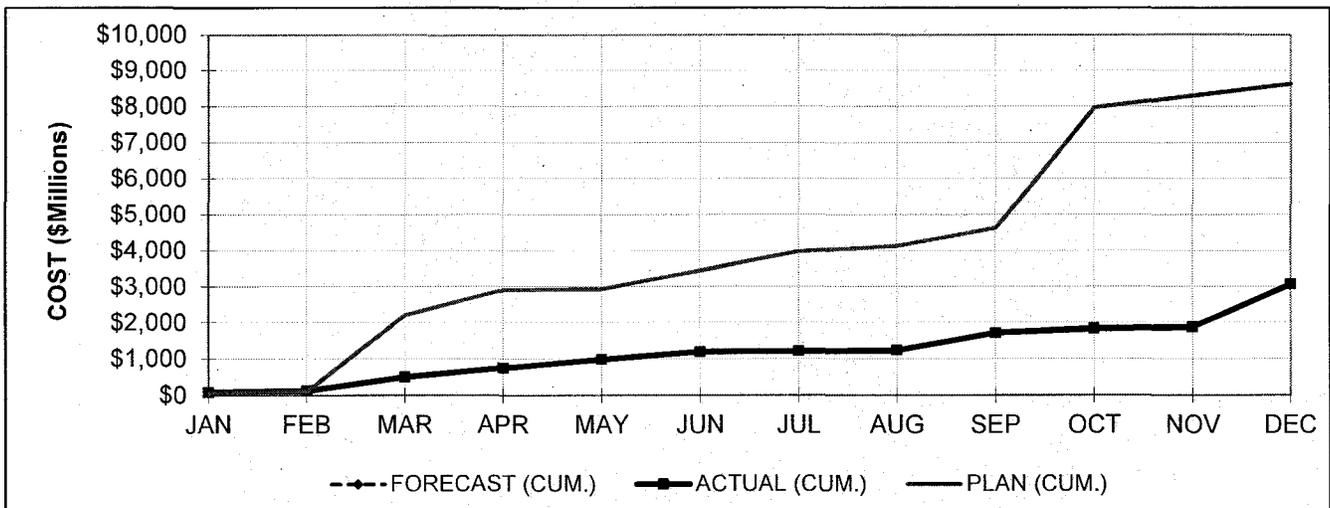
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	25.9	15.7	48.0	417.7	158.3	139.8	21.9	148.3	50.9	149.3	37.1	329.6
PLAN (NON-CUM.)	16.1	75.2	46.6	221.4	112.6	733.4	72.8	192.2	194.5	78.8	63.2	239.2
FORECAST (CUM.)												
ACTUAL (CUM.)	25.9	41.5	89.5	507.2	665.5	805.3	827.2	975.5	1,026.4	1,175.7	1,212.7	1,542.4
PLAN (CUM.)	16.1	91.3	137.9	359.3	471.9	1,205.3	1,278.0	1,470.3	1,664.7	1,743.5	1,806.8	2,046.0

2013 Closeouts Charts

As of December 2013



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	10	5	19	15	12	7	6	5	28	7	3	27
PLAN (NON-CUM.)	13	12	36	36	7	13	22	5	20	13	8	15
FORECAST (CUM.)												
ACTUAL (CUM.)	10	15	34	49	61	68	74	79	107	114	117	144
PLAN (CUM.)	13	25	61	97	104	117	139	144	164	177	185	200



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	89.5	35.7	382.3	242.6	233.5	211.2	25.0	13.9	482.6	121.9	36.9	1194.4
PLAN (NON-CUM.)	46.5	67.8	2099.5	699.5	23.9	518.0	525.8	142.7	504.5	3352.8	321.5	328.1
FORECAST (CUM.)												
ACTUAL (CUM.)	89.5	125.2	507.5	750.2	983.7	1,194.9	1,219.8	1,233.7	1,716.3	1,838.2	1,875.1	3,069.5
PLAN (CUM.)	46.5	114.3	2,213.8	2,913.2	2,937.1	3,455.1	3,980.9	4,123.6	4,628.0	7,980.8	8,302.3	8,630.4

**MTA New York City Transit
INVENTORY REPORT
Year-end 2013**

I. Actual Inventory Activity

Total inventory increased by \$34.5M during 2013, with receipts exceeding issues by \$32.9M (buildup). Approximately \$12.5M of the buildup was due to the receipt of material required for Superstorm Sandy related repair work.

- Buses – built up \$3.6M, with receipts over budget and issues within budget
- Car Equipment – built up \$8.6M, with receipts over budget and issues within budget
- M of W (Maintenance of Way) – built up \$18.7M, with receipts and issues over budget
- Other – built up \$2.0M, with receipts and issues over budget

Total adjustments included:

- an increase of \$2.5M in delivered AFC (Automatic Fare Collection) material
- an increase of \$1.0M in deliveries of new capital spare parts for the R156 train
- a increase of \$0.6M in the amount of right-of-way inventory (working stock)
- a decrease of \$2.8M due to the removal of excess/obsolete material

II./III. 2013 Year-end Overview

Inventory level at the end of 2013 was \$315.0M, \$34.5M higher than the targeted level of \$280.5M.

- NYCT had an inventory impact of \$32.9M in buildup, compared to the budgeted inventory impact of \$2.4M in drawdown.
- A total of \$3.5M in new capital spare parts was delivered in 2013, compared to the projected level of \$4.5M. This consisted of \$1.0M in parts for the R156 train and \$2.5M in AFC (Automatic Fare Collection) material.
- \$2.8M of excess/obsolete material was removed, compared to the targeted level of \$2.1M.

Details by department of the \$32.9M in buildup are as follows:

- Buses ended the year with \$3.6M in buildup, due to provisioning for bus operator's safety barriers, receipt of material needed for new fleets, and variance between forecasts and issues.

MTA New York City Transit

- Car Equipment ended the year with \$8.6M in buildup, due in part to issues related to the receipt of some of the critical material for its SMS (Scheduled Maintenance System) program. This resulted in usage being under forecast for SMS related material. This material is expected to be used in currently scheduled SMS projects.
- M of W ended the year with \$18.7M in buildup. The majority of the buildup was due to Track and ELE receiving material to be used in Superstorm Sandy related repair work.
 - Track (TRK) ended the year with \$15.4M in buildup.
 - Infrastructure (INF) ended the year with \$0.3M in drawdown.
 - Elevators & Escalators (EAE) ended the year with \$1.8M in buildup, due to the receipt of material to meet new emergency stock strategies.
 - Electrical (ELE) ended the year with \$2.8M in buildup.
 - Electronics Maintenance Division (EMD) ended the year with \$1.1M in drawdown.
- “Other” Department ended the year with \$2.0M in buildup.

IV. Service Level

NYCT has a service level goal of 97.0% for fastmovers. During the fourth quarter this year, the service level was 97.4% for Buses and 97.0% for Car Equipment.

V. Turns: 12-Month Rolling Average

Overall inventory turns of 1.3 were slightly higher than last year's inventory turns of 1.2.

**MTA Staten Island Railway
INVENTORY REPORT
Year-end 2013**

I. Actual Inventory Activity

Material forecasting for the current inventory reporting quarter has resulted in a year-to-date closing balance of \$1,765K and an associated inventory buildup amounting to \$75K. This was primarily the result of "Other" having a buildup of \$237K and Car Equipment having a buildup of \$24K. The buildup was a result of SIR's recovery efforts from the loss of inventory post Superstorm Sandy. SIR lost approximately \$486K in inventory after the storm. These numbers are reflected in the adjustments for 2013.

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

The prior year had a same period buildup of \$80K versus the current year's same period buildup of \$75K. The major contributor to the buildup for this year was Other (this year's buildup of \$237K versus the last year buildup of \$49K), while MOW had a drawdown of \$186K for this year versus a buildup of \$10K for the same time period last year.

III. 2013 Year-end Budget Target

The Railway expected to achieve its projected inventory drawdown of \$50K. But due to the Superstorm Sandy recovery efforts, SIR ended the year with a buildup of \$75K.

IV. Service Level Rate

Data collection methodology is not yet available.

V. Turns: 12 Month Rolling Average

The current year's total turn is 0.44 versus the prior year's turn of 0.45 for the same period.

MTA New York City Transit
INVENTORY REPORT
Year-end 2013

\$ in millions

	Buses	Car Equipment	M of W ^(b)	Other ^(c)	Total
I. <u>Actual Inventory Activity</u>					
1. Opening Balance (1/01/13)	59.9	128.4	83.9	8.3	280.5
2. Receipts YTD	87.0	102.4	103.4	25.5	318.4
3. Issues YTD	83.5	93.7	84.7	23.5	285.4
4. Adjustments ^(a)	(1.2)	1.1	2.4	(0.7)	1.5
5. Closing Balance YTD (12/31/13)	62.3	138.0	105.0	9.7	315.0
6. Receipts More/(Less) than Issues	3.6	8.6	18.7	2.0	32.9
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>					
7. Opening Balance (1/01/12)	57.4	128.5	82.7	10.0	278.6
8. Closing Balance (12/31/12)	59.9	128.4	83.4	8.9	280.5
9. Receipts More/(Less) than Issues (12/31/12)	(0.3)	(0.8)	(3.2)	0.8	(3.5)
III. <u>2013 Year End Budget Targets</u>					
10. Budget Closing Balance (12/31/13)	57.9	129.2	85.3	8.1	280.5
11. Receipts More/(Less) than Issues (12/31/13)	(1.0)	(0.5)	(0.9)	0.0	(2.4)
IV. <u>Service Level Rate</u>					
12. Current Quarter Average Rate	97.4%	97.0%	N/A	N/A	
V. <u>Turns: 12 Month Rolling Average</u>					
13. Current: As of 12/31/13	1.8	1.0	1.2	3.3	1.3
14. Prior year: As of 12/31/12	1.7	0.9	1.1	2.2	1.2

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

^(b) Inventory Table on the following page gives a breakdown of the divisions within M of W.

^(c) "Other" Department includes: Stations, Revenue, Administration and miscellaneous departments.

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

MTA New York City Transit

M of W Divisions

INVENTORY REPORT

Year-end 2013

\$ in millions

	TRK	INF	EAE	ELE	EMD	TOTAL
<u>I. Actual Inventory Activity</u>						
1. Opening Balance (1/01/13)	24.3	9.9	7.0	8.7	34.0	83.9
2. Receipts YTD	64.7	6.0	3.8	16.8	12.2	103.4
3. Issues YTD	49.3	6.2	2.0	13.9	13.3	84.7
4. Adjustments	(0.2)	(0.1)	(0.1)	(0.1)	2.9	2.4
5. Closing Balance YTD (12/31/13)	39.5	9.4	8.7	11.5	35.9	105.0
6. Receipts More/(Less) than Issues	15.4	(0.3)	1.8	2.8	(1.1)	18.7
<u>II. Year-to-date Actuals: Current Year vs. Last Year</u>						
7. Opening Balance (1/01/12)	25.7	9.5	7.0	8.2	32.3	82.7
8. Closing Balance (12/31/12)	24.3	9.9	7.0	8.7	33.4	83.4
9. Receipts More/(Less) than Issues (12/31/12)	(0.9)	(0.0)	0.0	0.5	(2.8)	(3.2)
<u>III. 2013 Year End Budget Targets</u>						
10. Budget Closing Balance (12/31/13)	24.1	9.7	9.0	8.3	34.2	85.3
11. Receipts More/(Less) than Issues (12/31/13)	0.0	0.0	2.0	(0.4)	(2.5)	(0.9)
<u>IV. Service Level Rate</u>						
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A	N/A	N/A
<u>V. Turns: 12 Month Rolling Average</u>						
13. Current: As of 12/31/13	1.6	0.6	0.2	1.3	1.3	1.2
14. Prior year: As of 12/31/12	1.6	0.4	0.3	0.9	1.2	1.1

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

MTA Staten Island Railway
INVENTORY REPORT
Year-end 2013

\$ in thousands

	Car Equipment	M of W	Other	Total
I. <u>Actual Inventory Activity</u>				
1. Opening Balance (1/01/13)	625	1,446	142	2,213
2. Receipts YTD	353	262	259	874
3. Issues YTD	329	448	22	799
4. Adjustments	(373)	(48)	(102)	(523)
5. Closing Balance YTD (12/31/13)	276	1,212	277	1,765
6. Receipts More/(Less) than Issues	24	(186)	237	75
II. <u>Year-to-date Actuals: Current Year vs. Last Year</u>				
7. Opening Balance (1/01/12)	604	1,436	93	2,133
8. Closing Balance (12/31/12)	625	1,446	142	2,213
9. Receipts More/(Less) than Issues (12/31/12)	21	10	49	80
III. <u>2013 Year End Budget Targets</u>				
10. Budget Closing Balance (12/31/13)	589	1,404	90	2,083
11. Receipts More/(Less) than Issues (12/31/13)	(15)	(32)	(3)	(50)
IV. <u>Service Level Rate</u>				
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>				
13. Current: As of 12/31/13	0.18	0.25	0.01	0.44
14. Prior year: As of 12/31/12	0.50	0.45	0.26	0.45

5. PROCUREMENTS

Report

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$11.0M.

Subject Request for Authorization to Award Various Procurements

Department Materiel Division – NYCT

Department Head Name Stephen M. Plochochi

Department Head Signature *[Signature]*

Project Manager Name Rose Davis

February 12, 2014

Department Law and Procurement – MTACC

Department Head Name Evan Eisland

Department Head Signature *[Signature]*

Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/24/14			
2	Board	2/26/14			

Internal Approvals			
	Approval		Approval
<i>[Signature]</i>	President NYCT	<i>[Signature]</i>	President MTACC
<i>[Signature]</i>	Executive VP	<i>[Signature]</i>	President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:	# of Actions	\$ Amount
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 5.3 M
• Prevost Car (US) \$ 5.3 M		
SUBTOTAL	1	\$ 5.3 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	1	\$ 3.8 M
SUBTOTAL	2	\$ 3.8 M

MTA Capital Construction proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote</u>		
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 1.9 M
SUBTOTAL	1	\$ 1.9 M

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

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

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

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

TOTAL	4	\$ 11.0 M
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COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

FEBRUARY 2014

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|---|---------------------------|--------------------------------------|
| 1. Prevost Car (US), Inc.
Sole Source - Three-year omnibus
Purchase of inventory and non-inventory replacement bus parts. | \$5,300,000 (Est.) | <u>Staff Summary Attached</u> |
|---|---------------------------|--------------------------------------|

FEBRUARY 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** **Staff Summary Attached**
Contract Term To Be Determined
Contract# B-40660

Purchase of up to 256 low floor 60-foot articulated diesel buses with an option to purchase up to 275 additional buses.

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. **Applied Adaptive Solutions Corp.** **\$3,826,600 (Est.)**
Three bids/Low-bidder – Five-year contract
Contract# 6737

This competitively bid contract will provide preventive and remedial maintenance and installation of Halon Fire Extinguishing Systems (Halon Systems) in station fare booths, PBX locations, the Power Control Center and the Bus Radio Command Center. The Halon Systems are used in nearly 500 locations throughout NYC Transit to detect and quickly extinguish fire without leaving residue that could damage the assets being protected.

The Department of Subways, Electronic Maintenance Division requires continuous maintenance of the Halon Systems in various locations throughout the NYC Transit system. Over the course of the contract, the contractor will be responsible for Preventive Maintenance, which includes semi-annual inspection, leak detection, visual inspection, and cleaning of the flame detectors in all of the Halon Systems; Remedial Maintenance, which includes the refilling of any Halon cylinder after discharge, as well as the repair of other electrical/mechanical failures on an emergency basis; and Station Rehabilitation and Installation, which includes the installation, removal, and relocation of complete Halon Systems and Halon System components.

Following extensive outreach to the contracting community, three bids were received. Of the three bidders, the incumbent, Applied Adaptive Solutions Corp. (Applied) submitted a bid that was 18% lower than the next lowest bidder. Compared to the current contract, the new pricing reflects an annual escalation of less than 2% per year. Based upon effective competition, Procurement finds Applied's bid to be fair and reasonable.

FEBRUARY 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

I. Modifications to Purchase and Public Work Contracts

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

1. **E.E. Cruz and Tully Construction** **\$1,855,875** *Staff Summary Attached*

Company, JV, LLC
Contract # C-26010.20

Modification to the contract for Station finishes for the Second Avenue Subway, 96th Street Station, for changes to the manufacturing and installation of the switch gear.

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Prevost Car (US), Inc. (Elgin, IL)
Description Purchase of non-inventory and inventory bus parts
Contract Term (including Options, if any) March 28, 2014 – March 27, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: NYC Transit: \$5,000,000 MTABC: \$300,000	\$5,300,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	

Discussion:

This is an omnibus approval request for items identified as obtainable only from Prevost Car (US), Inc. (Prevost) and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit has buses manufactured by Nova Bus (Nova) and Prevost; MTA Bus Company (MTABC) has buses manufactured by Nova. The parent company of Nova and Prevost, AB Volvo, decided to have Prevost sell all aftermarket parts for both companies. NYC Transit and MTABC are not obligated to generate any expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL §1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 4,452 items covered by this approval for the purchase of Nova and Prevost parts for NYC Transit Department of Buses (DOB) and MTABC buses. These items are identified as obtainable only from Prevost for the following reasons: not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Nova or Prevost. These items are advertised a minimum of once every twelve months to seek competition. A list of Nova and Prevost sole source items, as well as each agency's intention to buy items on the list without competitive bidding, are available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be used by DOB and MTABC for normal maintenance and replenishment of inventory and non-inventory bus parts to be purchased on an as-required basis.

DOB and MTABC will utilize these sole source parts on approximately 1,447 buses (1,326 NYCT, 121 MTABC), which include Nova 40-foot diesel buses, Nova articulated diesel buses and Prevost Over-the-Road diesel buses. These 1,447 buses represent 25.3% of the entire 5,714 bus NYC Transit and MTABC bus fleets. The current omnibus approval for \$6,500,000 (\$6 million NYC Transit, \$500,000 MTABC) was approved by the Board in February 2011 and expires on March 27, 2014. There is a remaining balance of approximately \$2.5 million for NYC Transit and \$336,000 for MTABC on the current omnibus approval.

Procurement performed a price analysis on 31 sole source items for which 37 contracts were issued by NYC Transit during the term of the current omnibus approval, which exceed the \$15,000 threshold. The 31 items amount to a total of \$1,687,585 or 49.2% of the value of the contracts issued under the current omnibus approval. A comparative price analysis of these 31 items revealed an annual weighted average price increase of approximately 2.92% over the past three years. However, there is one particular item that impacted the overall price increase due to an administrative error in pricing by Prevost for which the price on the earlier contract to NYC Transit, on which the comparison is based, was lower than Prevost's actual cost. Prevost honored the erroneous low price for the remainder of the contract and corrected its price on the ensuing contract. If this item is excluded from the analysis, the annual weighted average price increase is 1.62%. A review of the Producer Price Indices of similar items within the last three years indicates an annual weighted average price increase of 1.92%.

Based on the current expenditures as well as projections for 2014 through 2017, it is anticipated that DOB and MTABC will require approximately \$5,300,000 for sole source items from Prevost during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from Prevost for the next three year period. Procurement and DOB will continue to research alternate sources of supply wherever possible.

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

Staff Summary

Item Number 1						SUMMARY INFORMATION	
Division & Division Head Name: VP Materiel, Stephen M. Plochochi						Vendor Name	
						RFP Authorizing Resolution	
						Contract Number B-40660	
Board Reviews						Description	
Order	To	Date	Approval	Info	Other	Purchase of up to 256 low floor 60-foot articulated diesel buses with an option to purchase up to 275 additional buses.	
						Total Amount	
						Cost To Be Determined	
						Contract Term (including Options, if any)	
						TBD	
						Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Internal Approvals						Procurement Type	
Order	Approval	Order	Approval			<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
1	Materiel	5 NYC For AD	Executive VP			Solicitation Type	
2 X	Law	6	President			<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
3 X	SVP Buses					Funding Source	
4 X	Budget					<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate for the procurement of up to 256 low floor 60-foot articulated diesel buses for NYC Transit with an option to purchase up to an additional 275 buses, and that it is in the public interest to issue a competitive Request for Proposals (RFP) pursuant to subdivision 9(g) of §1209 of the Public Authorities Law.

DISCUSSION:

Subdivision 9(g) of §1209 of the Public Authorities Law permits NYC Transit to use a competitive RFP in lieu of competitive bidding to award a contract for the purchase or rehabilitation of rapid transit cars or omnibuses. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of up to 256 low floor 60-foot articulated diesel buses. These articulated diesel buses will be purchased to replace aging high floor 60-foot diesel buses that have reached the end of their 12-year useful life.

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

By utilizing the RFP process, NYC Transit will be able to: 1) weigh factors such as overall project price, NYS content, overall quality of proposer and product including but not limited to reliability and fuel economy; 2) negotiate specific contract terms, such as warranty and payment terms; 3) negotiate technical matters as deemed appropriate; 4) include any other factors that NYC Transit deems relevant to its operation; and 5) potentially split the award in such a manner as deemed to be in the public interest provided that the terms and conditions offered by the proposers are commercially reasonable and the proposers' Best and Final Offers (BAFOs) are deemed to be within a reasonable competitive range. NYC Transit reserves the right to award the entire contract to a single proposer if there are substantial differences between the BAFOs received.

Staff Summary

With respect to the option, if there is a split award on the base, it is anticipated that award of the option will be based upon obtaining proposals on a competitive basis from both awardees in the form of a "run-off" at the time the option is to be exercised, thus ensuring the best value for both the base and the option buses. In the event another bus manufacturer is deemed qualified before the "run-off," no option will be exercised and a new RFP will be conducted. Board approval will be sought for the award of the option(s).

ALTERNATIVE:

Issue an Invitation to Bid. Not recommended given the complexity of this procurement and the advantages offered by the RFP process.

IMPACT ON FUNDING:

This procurement is funded under SF02-6976, as part of the approved 2010-2014 Capital Program. It is anticipated that this project will be 100% MTA funded. The option will be proposed as part of the future 2015-2019 Capital Program.

RECOMMENDATION:

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of up to 256 low floor 60-foot articulated diesel buses for NYC Transit with an option to purchase up to an additional 275 buses, and that it is in the public interest to issue a competitive RFP pursuant to subdivision 9(g) of §1209 of the Public Authorities Law.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) E. E. Cruz and Tully Construction Company, JV, LLC (New York, NY)	
Description Second Avenue Subway Route – 96 th Street Station Finishes	
Contract Term (including Options, if any) June 22, 2012 – December 21, 2015	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26010	AWO/Modification # 20
Original Amount:	\$ 324,600,000
Prior Modifications:	\$ 4,957,630
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 329,557,630
This Request:	\$ 1,855,875
% of This Request to Current Amount:	0.6%
% of Modifications (including This Request) to Original Amount:	2.0%

Discussion:

This modification is for changes to the manufacturing and installation of the medium voltage switchgear related to facility power. The switchgear is a combination of electrical disconnect switches and circuit breakers used to control, protect and isolate electrical equipment. The switchgear is used to safely de-energize the electrical equipment when necessary.

This contract is for station finishes for the Second Avenue Subway – 96th Street Station Finishes. The work to be performed under this contract includes: the rehabilitation and retro-fit of the existing 99th – 105th Street Tunnel; construction of invert slab and benches in the newly constructed 87th – 92nd Street Tunnels and in the northern section of the 97th – 99th Street Tunnel; waterproofing; installation of mechanical systems, including HVAC, electrical medium voltage and 120V systems; plumbing; supply and installation of elevators and escalators in the station and entrances; construction of the station platform, mezzanine levels, ancillaries and entrances; construction of interior walls and rooms; installation of architectural finishes; restoration of the surface of Second Avenue and adjacent streets; removal of the temporary road deck installed in previous contracts; and maintenance of the station until contract completion.

The contract requires Con Edison service for facility power at the 96th Street Station associated with two facility power substations that will provide power for lighting, tunnel ventilation fans, escalators, elevators, communication rooms, HVAC and plumbing systems. The contract includes a performance-based design which is based on requirements from Con Edison’s specifications for providing High Tension Service and, accordingly, the designs for facility power used for bidding purposes were developed based on coordination meetings with Con Edison.

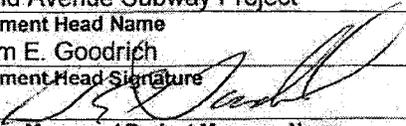
After this Contract was out for bid, however, MTACC received specific comments from Con Edison related to the facility power design for the No. 7 Line Extension Project, which has a similar system. Although some of those comments were added to the bid package for this contract by addendum, the more significant comments could not be included without jeopardizing the contract award date. Accordingly, the more significant comments/changes which were not able to be incorporated into the bid package form the basis for this modification with the primary change being the requirement for the mimic panel in the north and south switchgear rooms to be able to remotely operate all of the functions in the other room. This change results in significant amounts of additional conduit and cable on this contract.

Additional changes resulting from Con Edison’s review of the post-award submission, specific to this contract, will be addressed in a subsequent modification that may require Board approval. Modifications associated with the facility power design at the 86th and 72nd Street Stations will also be required under those contracts, but to a lesser extent as those contracts benefited from lessons-learned from the No. 7 Project and this contract.

The changes addressed in this modification include: in addition to the changes to the mimic panel mentioned above; revision of a detailed interlocking for the main circuit breakers for both substations; modifying the circuit breakers for tripping requirements; revising the diagrams of primary service feeders; changing the 480V system and circuit breakers for electrical operation; modifying the 125V DC control power including conduits and cables; various revisions to other equipment and devices including breakers, relays, circuits, panels, battery chargers, transfer switches and disconnects. The aggregate schedule impact of this modification and others related to Con Edison service is still under review and will be addressed in a subsequent modification. The contractor submitted a cost proposal in the net amount of \$2,273,375; MTACC’s estimate was \$1,703,749. Negotiations resulted in the agreed upon net lump sum price of \$1,855,875, which is considered fair and reasonable. Savings of \$417,500 were achieved.

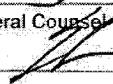
6. ACTION ITEM

Staff Summary

Subject Construction & Access Services for 301 East 69th Street (Block 1444, Lot 1)
Department Second Avenue Subway Project
Department Head Name William E. Goodrich
Department Head Signature 
Program Manager / Project Manager Name Anil Parikh/Tim Gianfrancesco/Manan Garg

Date February 4, 2014
Vendor Name 301/69th Street Owners Corp.
Contract Number N/A
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee	02/24/14	X		
2	MTA Board	02/26/14	X		

Internal Approvals			
Order	Approval	Order	Approval
2	Chief Financial Officer 	4	President 
1	General Counsel 	3	Executive Vice President 

PURPOSE:

MTACC seeks MTA's Board Approval to enter into an access and work agreement with 301/69 Street Owners Corp. to construct alterations to a privately owned building located at 301 East 69th Street for Entrance 1 of 72nd Street Station.

The total amount is for a not-to-exceed amount of \$368,000. The alterations are required to accommodate an escalator entrance for the 72nd Street Station of the Second Avenue Subway (SAS).

BACKGROUND:

The Second Avenue Subway Project acquired permanent and temporary easements for the 72nd Street Station entrance in a privately-owned building located at 301 East 69th Street, at Second Avenue between 69th and 70th Streets. Over the last three years, MTACC, along with its design consultants, have worked with the building's owners to develop an entrance design that is acceptable to both parties based upon existing utility conditions.

Now that the entrance design is complete and has been approved by all parties, including the FTA, MTA is ready to begin entrance construction at the building, which includes:

- Mechanical, electrical, plumbing and fire protection relocations impacted by the SAS facility.
- Structural and architectural changes to the building impacted by the SAS facility.
- Construction phase consultant services to review construction drawings, specifications, calculations and shop drawings provided by MTA, its consultants and contractors, for entrance construction impacting their building.

In order to perform this work, MTACC needs to work with the building's owners for building access and execution of permit applications, among other things. As part of the agreement, the building's owners will; (1) have their technical consultants review construction shop drawings and inspect the work to ensure it conforms to the approved entrance plans; (2) be paid rent for MTA's use and occupancy of the temporary easement areas; and (3) be reimbursed for their consultants' fees.

MTACC seeks to enter into an agreement with 301/69 Owners Corp. that will grant it the access needed to perform construction and ensure a cooperative relationship with the Owner.

ALTERNATIVES:

The alternative is for the MTACC to contract directly for this work without the benefit of input by the building owners and their consultants. This is not recommended because the work cannot be reasonably accomplished without the input from the building owners.

Staff Summary

FUNDING IMPACT:

The work will be funded from the MTA's 2005-2009 Capital Plan.

RECOMMENDATIONS:

MTACC recommends that the Board approve entering into an agreement with 301/69 Street Owners Corp. to proceed with construction for alterations needed to accommodate the escalator entrance at 69th Street for the 72nd Street Station of the Second Avenue Subway for a not-to-exceed amount of \$368,000.

7. SERVICE CHANGE

Report



New York City Transit

**SERVICE CHANGES: IMPLEMENT M60 SELECT BUS SERVICE
BETWEEN MANHATTAN AND LAGUARDIA
AIRPORT**

Service Issue

In 2009, the Bus Rapid Transit Phase II: Future Corridors study recommended faster bus service to LaGuardia Airport as a primary need. LaGuardia Airport is the only New York City area airport without a rapid transit link despite serving over 60,000 passengers a day. A LaGuardia Airport Access Alternatives Analysis was conducted by the New York City Department of Transportation, New York City Transit and the Port Authority of New York and New Jersey, and one of the recommendations was to convert the M60 bus route to Select Bus Service.

The M60 has the highest ridership of the four crosstown bus routes on 125th Street (9,600 customers a day) and the majority of the M60's boardings and alightings occur on 125th Street serving residents, shoppers and commuters. In addition, the route serves an important role as an airport feeder bus for both air passengers and airport employees. The M60 suffers from slow speeds (operating speed of 2.6 mph in the p.m. peak approaching the RFK/Triborough Bridge) and low reliability, particularly on frequently-congested 125th Street.

The M60 SBS will replace the M60 local at all times and will continue to operate between Morningside Heights (Broadway and West 106th Street in Manhattan) and LaGuardia Airport. The M60 SBS will make fewer stops across 125th Street than the current M60 service. Local service across 125th Street will be provided by M100, M101 and Bx15 buses.

Recommendation

Implement M60 Select Bus Service (SBS) replacing M60 local service.

Budget Impact

Implementation of M60 SBS will result in increased operating costs of \$2.7 million annually. This includes costs for increased bus service, maintenance of fare machinery, security, and revenue collection and processing.

Proposed Implementation Date

Spring 2014.

Staff Summary



Subject	Implement M60 Select Bus Service between Manhattan and LaGuardia Airport
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Ted Orosz

Date	February 7, 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 ^{NJC For} _{2/12/14 RB}	3	Director OMB 4/5/14
X 6	SVP Buses	2	VP GCR 2/5/14
X 5	VP Corp. Comm.	1	Chief OF 2/5/14

Purpose

To obtain Presidential approval to implement M60 Select Bus Service between Manhattan and LaGuardia Airport via 125th Street. This staff summary also addresses the required schedule and fare collection changes.

Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Bus Rapid Transit in New York City. Bus Rapid Transit is a high-performance surface transportation system that incorporates elements such as bus lanes, proof-of-payment fare collection, and high-capacity low-floor buses to bring a noteworthy improvement in speed and service reliability. In New York City, Bus Rapid Transit is branded Select Bus Service. These features, which are currently in place on six routes in New York City, have on average improved bus speeds by 20% and increased ridership by 10%.

In 2009, the Bus Rapid Transit Phase II: Future Corridors study, which included substantial input from elected officials and community members, recommended faster bus service to LaGuardia Airport as a primary need. LaGuardia Airport is the only New York City area airport without a rapid transit link despite serving over 60,000 passengers a day. A LaGuardia Airport Access Alternatives Analysis was conducted by the New York City Department of Transportation, New York City Transit and the Port Authority of New York and New Jersey, and one of the recommendations was to convert the M60 bus route to Select Bus Service.

The M60 carries over 17,000 riders on an average weekday, a figure that has been consistently increasing. The M60 has the highest ridership of the four crosstown bus routes on 125th Street (9,600 customers a day) and the majority of the M60's boardings and alightings occur on 125th Street, serving residents, shoppers and commuters. In addition, the route serves an important role as an airport feeder bus for both air passengers and airport employees. The M60 suffers from slow speeds (operating speed of 2.6 mph in the p.m. peak approaching the RFK/Triborough Bridge) and low reliability, particularly on frequently-congested 125th Street. 125th Street is congested due to the vibrant business activity, double-parking, lack of commercial loading zones and short bus stops along the corridor. At times, these short bus stops make it difficult for buses to fully pull into stops and consequently sometimes buses block traffic and crosswalks.

The proposal would convert the M60 local to the M60 SBS at all times. The new service would include standard SBS features such as off-board fare collection, fewer stops, bus lanes, traffic signal priority, and specially-branded buses with luggage racks.

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 M60 Select Bus Conversion would not result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this 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.

M60 Service Changes

The M60 is a 9-mile, east-west interborough route that provides local bus service between Morningside Heights, Manhattan at Broadway/West 106th Street and LaGuardia Airport, Queens.

All M60 SBS service would operate with one service pattern between Morningside Heights and LaGuardia Airport. From Morningside Heights, the service will operate via Broadway, West 120th Street, Amsterdam Avenue, 125th Street, the Robert F. Kennedy Bridge, Astoria Boulevard, 23rd Avenue, and 94th Street into LaGuardia Airport (see Figure 1).

It will provide customers the opportunity to transfer to 12 subway routes, all branches of the Metro-North Commuter Railroad, and 26 other MTA bus routes.

The M60 SBS will make limited stops, with all subway and commuter rail connections maintained as well as other high-ridership stops. Local service across 125th Street will be provided by M100, M101 and Bx15 buses. The M60 SBS stops will be at the following locations:

M60 Eastbound

Broadway/W 106 St

Broadway/W 116 St **1** (Columbia University)

W 120 St/Broadway

Amsterdam Av/W 120 St

Amsterdam Av/LaSalle St (W 125 St)

W 125 St/St Nicholas Av **A B C D**

W 125 St/Lenox Av **2 3**

E 125 St/Madison Av (Metro-North)

Staff Summary

M60 Eastbound (continued)

E 125 St/Lexington Av **4 5 6**

E 125 St/2 Av (M15 SBS)

Hoyt Av/31 St **N Q**

Astoria Blvd/Steinway St

Astoria Blvd/77 St

23 Av/82 St

23 Av/87 St

94 St/23 Av

LaGuardia Airport Parking Lot #1

M60 Westbound

LaGuardia Airport Terminal D

LaGuardia Airport Terminal C

LaGuardia Airport Central Terminal

LaGuardia Airport Marine Air Terminal

Ditmars Blvd-82 St/Grand Central Pkwy Service Rd N

Astoria Blvd/77 St

Astoria Blvd/Steinway St

Hoyt Av/31 St **N Q**

E 125 St/2 Av (M15 SBS)

E 125 St/Lexington Av **4 5 6**

E 125 St/Madison Av (Metro-North)

W 125 St/Lenox Av **2 3**

W 125 St/Frederick Douglass Blvd **A B C D**

Amsterdam Av/W 125 St

Amsterdam Av/W 120 St

Broadway/W 120 St

Broadway/W 116 St **1** (Columbia University)

W 106 St/Broadway

M60 SBS Span and Frequency

The M60 will continue to operate 24 hours a day, seven days a week. The implementation of M60 SBS service is expected to generate an increase in ridership. Both weekday and weekend SBS service will operate with greater frequency than the current M60 local. The total number of bus trips operating on the M60 will increase by 10% on weekdays, 14% on Saturdays and 13% on Sundays over current scheduled service.

Bus Lanes

With M60 SBS, NYCDOT will introduce bus lanes on 125th Street between Lenox Avenue and 2nd Avenue, a distance of 0.7 miles, which will benefit M100, M101 and Bx15 riders as well as M60 SBS riders. Most of the bus lanes will be offset, or one lane away from the curb, which will accommodate deliveries, community parking needs, and right turns; the bus lane between 3rd Avenue and 2nd Avenue will be curbside and only in the eastbound direction.

Public Outreach

NYCT and NYCDOT staff have attended over 50 community meetings on the M60 SBS project. Staff have presented to every affected Community Board and six informational open houses were held. Additionally, a Community Advisory Committee (CAC) was convened to

provide guidance in the design and implementation of SBS in this corridor. The CAC is comprised of a broad range of stakeholders, from elected officials to Community Boards to major area institutions. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.

Recommendation

Implement M60 Select Bus Service (SBS), replacing M60 local service.

Alternatives

1. *Implement Limited-Stop service on the M60, but not Select Bus Service.* Though Limited-Stop service on the M60 would benefit customers to a certain extent, additional SBS elements such as bus lanes and off-board fare collection will more greatly improve the speed, reliability, and marketability on this bus route.
2. *Implement only an SBS shuttle from LaGuardia Airport to the Astoria Blvd **NQ** station.* This alternative would mainly only benefit LaGuardia Airport air passengers and employees looking to travel to Long Island City and Midtown Manhattan. Implementing SBS on the full M60 route will benefit crosstown bus customers on 125th Street, who constitute the majority of M60 riders, as well as air passengers and employees traveling to Upper Manhattan, the Bronx, and Westchester County.
3. *Extend the M60 SBS route to the 96 St **123** station.* This alternative would increase bus operating costs while benefiting few additional customers. Customers who wish to transfer to the M60 from the **23** lines would enjoy a faster trip by continuing on the subway and connecting at 125th Street.

Budget Impact

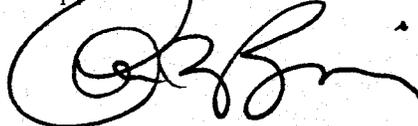
Implementation of M60 SBS will increase operating costs by \$2.7 million annually. These costs are included in the approved operating budget, and they include \$500,000 for increased bus service, \$700,000 for maintenance of fare machines, \$100,000 for revenue collection, and \$1.4 million for enforcement of fare payment.

Enforcement has reduced fare evasion on other SBS routes across New York City and will have a similar effect on M60 SBS.

Implementation Date

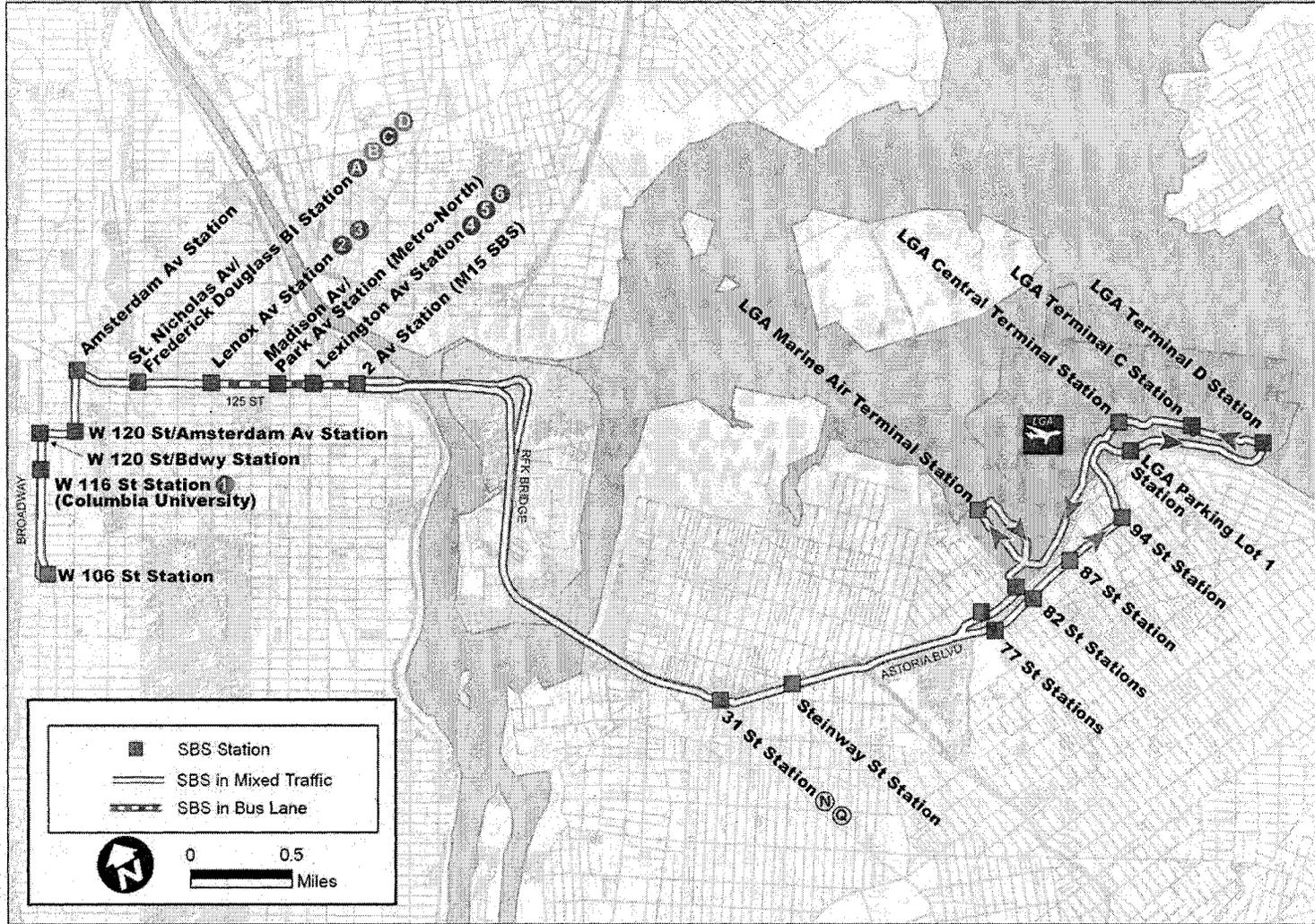
Spring 2014.

Approved:



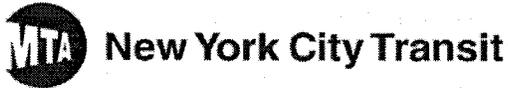
Carmen Bianco
President

Figure 1 – Proposed M60 Select Bus Service



8. SPECIAL REPORTS & PRESENTATIONS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>December 2012</u>	<u>December 2013*</u>	<u>Difference</u>
Cash	3.1%	2.7%	(0.4%)
Single-Ride Ticket	1.2%	1.0%	(0.2%)
Bonus Pay-Per-Ride	39.6%	45.3%	5.7%
Non-Bonus Pay-Per-Ride	10.8%	3.3%	(7.5%)
7-Day Farecard	18.1%	20.8%	2.7%
30-Day Farecard	<u>27.2%</u>	<u>27.0%</u>	(0.2%)
Total	100.0%	100.0%	

* Preliminary

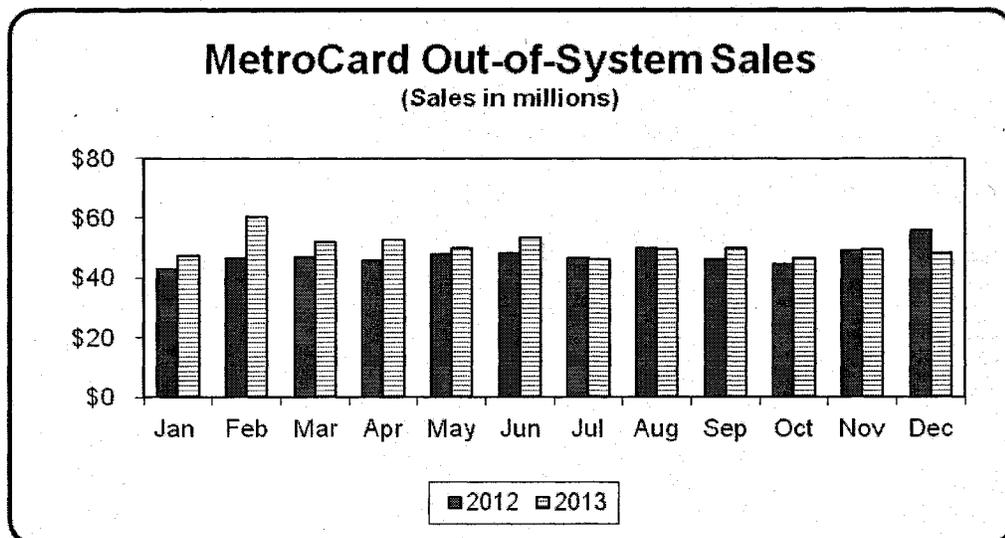
Note: Percentages may not add due to rounding.

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 December 2013 was 4,444 a 5.41 percent decrease from the same period last year. The average value of a credit issued was \$66.58.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$48.6 million in December 2013, a 12.7 percent decrease compared to December of 2012. Year to date sales totaled \$607.8 million, a 6.6 percent increase compared to the same period last year.



Retail Sales

There were 4,260 active out-of-system sales and distribution locations for MetroCards, generating \$24.4 million in sales revenue during December 2013.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 176,210 MetroCards valued at approximately \$16.2 million were made in December 2013 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$92.12. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 56,275 for December 2013, generating an additional \$6.3 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$277.1 million, an 18.7 percent increase when compared to last year.

Mobile Sales Program

In December 2013, the Mobile Sales unit completed 185 site visits, of which 126 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$94,000 in revenue was generated. In December 2013, the Mobile Sales unit assisted and enabled 1,319 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as Kings County Hospital Center (Brooklyn).

Reduced-Fare Program

During December 2013 enrollment in the Reduced-Fare Program increased by 5,939 new customers, while 731 customers left the program. The total number of customers in the program is 875,674. Seniors account for 712,240 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 163,434 customers. Of those, a total of 35,665 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 \$7.2 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In December 2013, the EasyPay Reduced Fare program enrollment totaled 133,726 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$1.9 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In December 2013, the EasyPay Xpress PPR program enrollment totaled 63,460 accounts. During this month, active Xpress PPR customers accounted for approximately 1.1 million subway, express bus and local bus rides with \$2.8 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

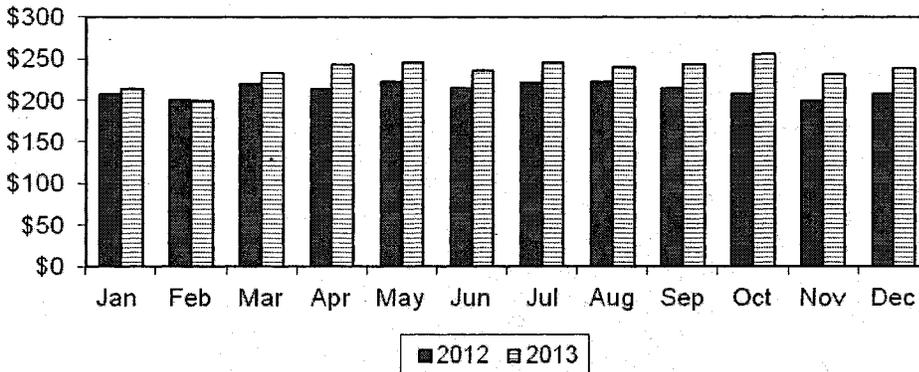
In December 2013, the EasyPay Xpress Unlimited program enrollment totaled 11,953 accounts. During this month, active Xpress Unlimited customers accounted for approximately 530,000 subway and local bus rides with \$1.1 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during December 2013 totaled \$238.9 million, on a base of 15.8 million customer transactions. This represents a 10.8 percent increase in vending machine sales compared to the same period last year. During December 2013, MEMs accounted for 2,102,632 transactions resulting in \$48,601,832 in sales. Debit/credit card purchases account for 73.6 percent of total vending machine revenue, while cash purchases account for 26.4 percent. Debit/credit card transactions account for 49.1 percent of total vending machine transactions, while cash transactions account for 50.9 percent. The average credit sale is \$25.88, more than three times the average cash sale of \$7.82. The average debit sale is \$18.37.

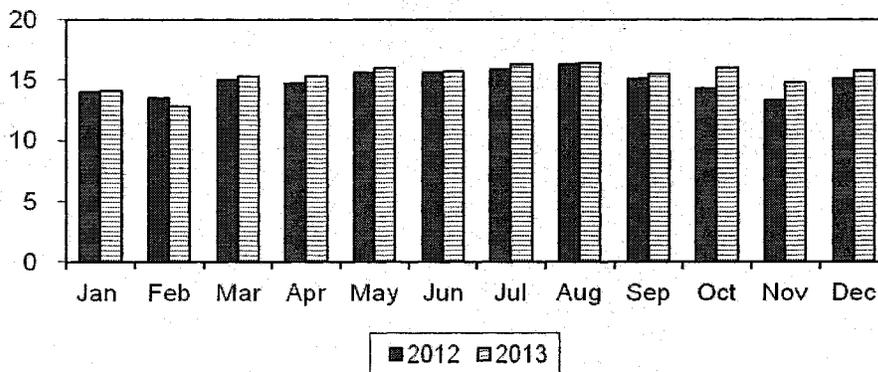
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2014-2017
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014 - 2017. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan and adopted by the Board in December 2013, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

Inclusion of MTA Adjustments:

- Service investments proposed in July and now approved for implementation. The financial impact represents expenses of \$3.864 million in 2013 and the addition of 165 positions and \$13.909 million of expenses for each subsequent year beginning 2014.
- The November Plan included a 2014 provision for traction power based upon a final reconciliation of 2010 NYPA billings. This adjustment reflects a change in the timing assumptions, shifting \$3.722 million to 2013 from 2014.
- A cost of \$5.523 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

MTA NYCT Primary Technical Adjustments:

- A labor contract arbitration ruling was reached on 12/21/13 applicable to the Subway-Surface Supervisors Association (SSSA) and the Transit Supervisors Organization (TSO). The ruling awarded wage increases of 4%, 4%, and 3% for the three years ended 2012. The current financial plan assumes 4%, 4%, and 0%, respectively. Financial impacts resulting from this ruling are as follows: expense increases of \$23.745 million in 2013, \$13.152 million in 2014, \$5.355 million in 2015, \$4.694 million in 2016 and \$4.948 million in 2017. On a cash basis, \$23.746 million of retro-wage payments are deferred from 2013 to 2014.
- Additional security and utility requirements are necessary in support of the Fulton Street Transit Center, resulting in expense increases of \$3.116 million in 2014 and \$6.233 million in subsequent plan years.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2014 - 2017
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline										
Surplus/(Deficit)	41,801	(\$5,248.328)	42,302	(\$5,562.616)	42,180	(\$5,924.448)	42,088	(\$6,244.004)	42,347	(\$6,737.463)
Technical Adjustments:										
SSSA/TSO Arbitration Award		(\$23.745)		(\$13.152)		(\$5.355)		(\$4.694)		(\$4.948)
Fulton Street Transit Center		0.000	(2)	(3.116)	(2)	(6.233)	(2)	(6.233)	(2)	(6.233)
Bus Operator Headcount/Overtime Swap			(75)	(0.013)	(75)	(0.013)	(75)	(0.013)	(75)	(0.013)
Select Bus Service-M60			(22)	0.005	(22)	0.005	(22)	0.005	(22)	0.005
Other		(0.509)		0.261		(0.192)		0.002		(0.097)
Sub-Total Technical Adjustments	0	(\$24.254)	(99)	(\$16.015)	(99)	(\$11.788)	(99)	(\$10.933)	(99)	(\$11.286)
MTA Plan Adjustments:										
Service Investments (Proposed in July)		(\$3.864)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA		(3.722)		3.722						
Con Edison (MNR)										
EEO Training		(5.523)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$13.109)	(165)	(\$10.187)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
2014 February Financial Plan: Baseline										
Surplus/(Deficit)	41,801	\$ (5,285.691)	42,566	\$ (5,588.818)	42,444	\$ (5,950.145)	42,352	\$ (6,268.846)	42,611	\$ (6,762.658)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2014 - 2017
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2013 November Financial Plan: Baseline										
Surplus/(Deficit)	4,653	\$0.000	4,745	\$0.000	4,594	\$0.000	4,348	\$0.000	4,219	\$0.000

Technical Adjustments:

Expense Revisions		\$0.001		\$1.287		\$0.373		\$0.512		\$0.261
Capital Reimbursement Revisions		(0.001)		(1.287)		(0.373)		(0.512)		(0.261)

Sub-Total Technical Adjustments		0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments:

- Service Investments (Proposed in July)
- MTA re-estimates:
 - Reduction in Unfunded Pension Liability (LIRR)
 - Energy - NYPA
 - Con Edison (MNR)
 - EEO Training
 - Other

Sub-Total MTA Plan Adjustments		0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2014 February Financial Plan: Baseline										
Surplus/(Deficit)	4,653	\$ -	4,745	\$ -	4,594	\$ -	4,348	\$ -	4,219	\$ -

MTA NEW YORK CITY TRANSIT
February Financial Plan 2014 - 2017
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline										
Surplus/(Deficit)	46,454	(\$2,235.303)	47,047	(\$2,736.800)	46,774	(\$2,780.200)	46,436	(\$2,991.087)	46,566	(\$3,263.017)
Technical Adjustments:										
SSSA/TSO Arbitration Award		\$0.001		(\$37.407)		(\$5.355)		(\$4.694)		(\$4.948)
Fulton Street Transit Center			(2)	(3.116)	(2)	(6.233)	(2)	(6.233)	(2)	(6.233)
Bus Operator Headcount/Overtime Swap			(75)	(0.013)	(75)	(0.013)	(75)	(0.013)	(75)	(0.013)
Select Bus Service-M60			(22)	0.005	(22)	0.005	(22)	0.005	(22)	0.005
Other				(0.007)		(0.001)		(0.027)		(0.045)
Sub-Total Technical Adjustments	0	\$.001	(99)	(\$40.538)	(99)	(\$11.597)	(99)	(\$10.962)	(99)	(\$11.234)
MTA Plan Adjustments:										
Service Investments (Proposed in July)	-	(\$3.864)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA		(3.722)		3.722						
Con Edison (MNR)										
EEO Training		(5.523)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$13.109)	(165)	(\$10.187)	(165)	(\$13.909)	(165)	(\$13.909)	(165)	(\$13.909)
2014 February Financial Plan: Baseline										
Surplus/(Deficit)	46,454	\$ (2,248.411)	47,311	\$ (2,787.525)	47,038	\$ (2,805.706)	46,700	\$ (3,015.958)	46,830	\$ (3,288.160)

MTA New York City Transit
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
Revenue								
Farebox Revenue:								0.000
Subway	\$3,111.715	0.160						3,111.875
Bus	962.999	1.030						964.029
Paratransit	18.343							18.343
Fare Media Liability	41.221							41.221
Farebox Revenue	\$4,134.278	\$1.190	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4,135.468
Vehicle Toll Revenue	\$0.000							
Other Operating Revenue:								
Fare Reimbursement	84.016							84.016
Paratransit Reimbursement	176.969							176.969
Other	180.321							180.321
Other Operating Revenue	441.306	0.000	0.000	0.000	0.000	0.000	0.000	441.306
Capital and Other Reimbursements	0.000							0.000
Total Revenue	\$4,575.584	\$1.190	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4,576.774
Expenses								
Labor:								
Payroll	\$2,922.368	7.545					14.435	2,944.348
Overtime	331.477	2.265					(5.398)	328.344
Total Salaries & Wages	\$3,253.845	9.810	0.000	0.000	0.000	0.000	9.037	3,272.692
Health and Welfare	702.703						3.313	706.016
OPFB Current Payment	356.612							356.612
Pensions	943.274						2.224	945.498
Other Fringe Benefits	286.677	3.732					(1.910)	288.499
Total Fringe Benefits	\$2,289.266	3.732	0.000	0.000	0.000	0.000	3.627	2,296.625
Reimbursable Overhead	(190.705)						0.113	(190.592)
Total Labor Expenses	\$5,352.406	\$13.542	\$0.000	\$0.000	\$0.000	\$0.000	\$12.777	\$5,378.725
Non-Labor:								
Electric Power	\$326.243	0.000	0.000	(3.722)	0.000	0.000	1.247	323.768
Fuel	165.858	0.676	0.000	0.000	0.000	0.000	(0.059)	166.475
Insurance	72.920							72.920
Claims	91.682							91.682
Paratransit Service Contracts	394.216							394.216
Maintenance and Other Operating Contracts	183.000	0.087					1.994	185.081
Professional Service Contracts	143.895						0.071	143.966
Materials & Supplies	289.224	0.794					(0.076)	289.942
Other Business Expenses	69.953						0.061	70.014
Total Non-Labor Expenses	\$1,736.991	\$1.557	\$0.000	(\$3.722)	\$0.000	\$0.000	\$3.238	\$1,738.064
Other Expense Adjustments:								
Other	0.000							0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$7,089.397	\$15.099	\$0.000	(\$3.722)	\$0.000	\$0.000	\$16.015	\$7,116.789
Depreciation	\$1,544.334							1,544.334
OPFB Obligation	1,504.469							1,504.469
Environmental Remediation	0.000							0.000
Total Expenses	\$10,138.200	\$15.099	\$0.000	(\$3.722)	\$0.000	\$0.000	\$16.015	\$10,165.592
Net Surplus/(Deficit)	(\$5,562.616)	(\$13.909)	\$0.000	\$3.722	\$0.000	\$0.000	(\$16.015)	(\$5,588.818)

MTA New York City Transit
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
Revenue								
Fare Revenue	0.000							0.000
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	0.000							0.000
Capital and Other Reimbursements	943.492						1.287	944.779
Total Revenue	\$943.492	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.287	\$944.779
Expenses								
Labor:								
Payroll	\$392.600						1.201	393.801
Overtime	69.503						(0.012)	69.491
Total Salaries & Wages	\$462.103	0.000	0.000	0.000	0.000	0.000	1.189	463.292
Health and Welfare	27.520							27.520
OPEB Current Payment	0.000							0.000
Pensions	30.031						(0.001)	30.030
Other Fringe Benefits	131.117						0.212	131.329
Total Fringe Benefits	\$188.668	0.000	0.000	0.000	0.000	0.000	0.211	188.879
Reimbursable Overhead	190.705						(0.113)	190.592
Total Labor Expenses	\$841.476	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.287	\$842.763
Non-Labor:								
Electric Power	\$0.252	0.000	0.000	0.000	0.000	0.000	0.000	0.252
Fuel	0.023	0.000	0.000	0.000	0.000	0.000	0.000	0.023
Insurance	0.000							0.000
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	26.841						(0.620)	26.221
Professional Service Contracts	17.154							17.154
Materials & Supplies	55.836						0.620	56.456
Other Business Expenses	1.910							1.910
Total Non-Labor Expenses	\$102.016	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$102.016
Other Expense Adjustments:								
Other	0.000							0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$943.492	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.287	\$944.779
Depreciation	0.000							0.000
Total Expenses	\$943.492	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.287	\$944.779
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

8.10

MTA New York City Transit
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014							February Adopted Budget
	Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
Revenue								
Farebox Revenue:								
Subway	\$3,111.715	\$0.16	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	3,111.875
Bus	962.999	\$1.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	964.029
Paratransit	18.343	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	18.343
Fare Media Liability	41.221	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	41.221
Total Farebox Revenue	\$4,134.278	\$1.190	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4,135.468
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue:								
Fare Reimbursement	84.016	0.000	0.000	0.000	0.000	0.000	0.000	84.016
Paratransit Reimbursement	176.969	0.000	0.000	0.000	0.000	0.000	0.000	176.969
Other	180.321	0.000	0.000	0.000	0.000	0.000	0.000	180.321
Other Operating Revenue	441.306	0.000	0.000	0.000	0.000	0.000	0.000	441.306
Capital and Other Reimbursements	943.492	0.000	0.000	0.000	0.000	0.000	1.287	944.779
Total Revenue	\$5,519.076	\$1.190	\$0.000	\$0.000	\$0.000	\$0.000	\$1.287	\$5,521.553
Expenses								
Labor:								
Payroll	\$3,314.968	7.545	0.000	0.000	0.000	0.000	15.636	3,338.149
Overtime	400.980	2.265	0.000	0.000	0.000	0.000	(5.410)	397.835
Total Salaries & Wages	\$3,715.948	9.810	0.000	0.000	0.000	0.000	10.226	3,735.984
Health and Welfare	730.223	0.000	0.000	0.000	0.000	0.000	3.313	733.536
OPEB Current Payment	356.612	0.000	0.000	0.000	0.000	0.000	0.000	356.612
Pensions	973.305	0.000	0.000	0.000	0.000	0.000	2.223	975.528
Other Fringe Benefits	417.794	3.732	0.000	0.000	0.000	0.000	(1.698)	419.828
Total Fringe Benefits	\$2,477.934	3.732	0.000	0.000	0.000	0.000	3.838	2,485.504
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,193.882	\$13.542	\$0.000	\$0.000	\$0.000	\$0.000	\$14.064	\$6,221.488
Non-Labor:								
Electric Power	\$326.495	0.000	0.000	(3.722)	0.000	0.000	1.247	324.020
Fuel	165.881	0.676	0.000	0.000	0.000	0.000	(0.059)	166.498
Insurance	72.920	0.000	0.000	0.000	0.000	0.000	0.000	72.920
Claims	91.682	0.000	0.000	0.000	0.000	0.000	0.000	91.682
Paratransit Service Contracts	394.216	0.000	0.000	0.000	0.000	0.000	0.000	394.216
Maintenance and Other Operating Contracts	209.841	0.087	0.000	0.000	0.000	0.000	1.374	211.302
Professional Service Contracts	161.049	0.000	0.000	0.000	0.000	0.000	0.071	161.120
Materials & Supplies	345.060	0.784	0.000	0.000	0.000	0.000	0.544	346.398
Other Business Expenses	71.863	0.000	0.000	0.000	0.000	0.000	0.061	71.924
Total Non-Labor Expenses	\$1,839.007	\$1.557	\$0.000	(\$3.722)	\$0.000	\$0.000	\$3.238	\$1,840.080
Other Expense Adjustments:								
Other	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
Total Expenses before Depreciation and GASB Adjs.	\$8,032.889	\$15.099	\$0.000	(\$3.722)	\$0.000	\$0.000	\$17.302	\$8,061.568
Depreciation	\$1,544.334	0.000	0.000	0.000	0.000	0.000	0.000	1,544.334
OPEB Obligation	1,504.469	0.000	0.000	0.000	0.000	0.000	0.000	1,504.469
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,081.692	\$15.099	\$0.000	(\$3.722)	\$0.000	\$0.000	\$17.302	\$11,110.371
Net Surplus/(Deficit)	(\$5,562.616)	(\$13.909)	\$0.000	\$3.722	\$0.000	\$0.000	(\$16.015)	(\$5,588.818)

8.11

MTA New York City Transit
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
Receipts								
Fare Revenue	\$4,143,509	\$1,190						4,144,699
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue:								
Fare Reimbursement	84,016							84,016
Paratransit Reimbursement	176,660							176,660
Other	86,431							86,431
Other Operating Revenue	\$347,107	0.000	0.000	0.000	0.000	0.000	0.000	347,107
Capital and Other Reimbursements	1,023,016						1,019	1,024,035
Total Receipts	\$5,513,632	\$1,190	\$0.000	\$0.000	\$0.000	\$0.000	\$1,019	\$5,515,841
Expenditures								
Labor:								
Payroll	\$3,480,411	7,545					46,988	3,544,944
Overtime	422,202	2,265					(14,694)	409,773
Total Salaries & Wages	\$3,912,613	9,810	0.000	0.000	0.000	0.000	32,294	3,954,717
Health and Welfare	724,264						3,822	728,086
OPEB Current Payment	356,612							356,612
Pensions	960,996	3,732					-1,509	963,219
Other Fringe Benefits	394,406						3,711	398,117
Total Fringe Benefits	\$2,436,278	3,732	0.000	0.000	0.000	0.000	6,024	2,446,034
CASB Account	69,488							69,488
Reimbursable Overhead	0.000							0.000
Total Labor Expenditures	\$6,418,379	\$13,542	\$0.000	\$0.000	\$0.000	\$0.000	\$38,318	\$6,470,239
Non-Labor:								
Electric Power	\$326,495	0.000	0.000	(3,722)	0.000	0.000	1,247	324,020
Fuel	165,881	0.676	0.000	0.000	0.000	0.000	(0.059)	166,498
Insurance	74,818							74,818
Claims	83,154							83,154
Paratransit Service Contracts	392,216							392,216
Maintenance and Other Operating Contracts	224,541	0.087					1,374	226,002
Professional Service Contracts	152,049						0.071	152,120
Materials & Supplies	340,623	0.794					0.544	341,961
Other Business Expenditures	72,276						0.062	72,338
Total Non-Labor Expenditures	\$1,832,053	\$1,557	\$0.000	(\$3,722)	\$0.000	\$0.000	\$3,239	\$1,833,127
Other Expenditure Adjustments:								
Other	0.000							0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$8,250,432	\$15,099	\$0.000	(\$3,722)	\$0.000	\$0.000	\$41,557	\$8,303,366
Net Cash Deficit	(\$2,736,800)	(\$13,909)	\$0.000	\$3,722	\$0.000	\$0.000	(\$40,538)	(\$2,787,525)

8.12

MTA New York City Transit
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014								
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates					All Other	February Adopted Budget
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	EEO Training		
Receipts									
Fare Revenue	9,231	0.000	0.000	0.000	0.000	0.000	0.000	9,231	
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Operating Revenue:	0.000								
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Paratransit Reimbursement	(0.309)	0.000	0.000	0.000	0.000	0.000	0.000	(0.309)	
Other	(93.890)	0.000	0.000	0.000	0.000	0.000	0.000	(93.890)	
Other Operating Revenue	(94.199)	0.000	0.000	0.000	0.000	0.000	0.000	(94.199)	
Capital and Other Reimbursements	79.524	0.000	0.000	0.000	0.000	0.000	(0.268)	79.256	
Total Receipt Adjustments	(\$5.444)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.268)	(\$5.712)	
Expenditures									
Labor:									
Payroll	(175.443)	0.000	0.000	0.000	0.000	0.000	(31.352)	(206.795)	
Overtime	(21.222)	0.000	0.000	0.000	0.000	0.000	9.284	(11.938)	
Total Salaries & Wages	(\$196.665)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$22.068)	(\$218.733)	
Health and Welfare	5.959	0.000	0.000	0.000	0.000	0.000	(0.509)	5.450	
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Pensions	12.309	(3.732)	0.000	0.000	0.000	0.000	3.732	12.309	
Other Fringe Benefits	23.388	3.732	0.000	0.000	0.000	0.000	(5.409)	21.711	
Total Fringe Benefits	41.656	0.000	0.000	0.000	0.000	0.000	(2.186)	39.470	
GASB Account	(69.488)	0.000	0.000	0.000	0.000	0.000	0.000	(69.488)	
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Labor Expenditures	(\$224.497)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$24.254)	(\$248.751)	
Non-Labor:									
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Insurance	(1.898)	0.000	0.000	0.000	0.000	0.000	0.000	(1.898)	
Claims	8.528	0.000	0.000	0.000	0.000	0.000	0.000	8.528	
Paratransit Service Contracts	2.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000	
Maintenance and Other Operating Contracts	(14.700)	0.000	0.000	0.000	0.000	0.000	0.000	(14.700)	
Professional Service Contracts	9.000	0.000	0.000	0.000	0.000	0.000	0.000	9.000	
Materials & Supplies	4.437	0.000	0.000	0.000	0.000	0.000	0.000	4.437	
Other Business Expenditures	(0.413)	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.414)	
Total Non-Labor Expenditures	\$6.954	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$6.953	
Other Expenditure Adjustments:									
Other	0.000	0.000	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	\$0.000	\$0.000	
Total Expenditure Adjustments	(\$217.543)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$24.255)	(\$241.798)	
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$222.987)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$24.523)	(\$247.510)	
Depreciation Adjustment	1,544.334	0.000	0.000	0.000	0.000	0.000	0.000	1,544.334	
OPEB Obligation	1,504.469	0.000	0.000	0.000	0.000	0.000	0.000	1,504.469	
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Cash Conversion Adjustments	\$2,825.816	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$24.523)	\$2,801.293	

8.13

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

NON-REIMBURSABLE					
	2013 Final <u>Estimate</u>	2014 Adopted <u>Budget</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Operating Revenue					
<i>Farebox Revenue:</i>					
Subway	3,021.461	3,111.875	3,154.015	3,197.125	3,215.267
Bus	937.425	964.029	974.589	985.341	985.333
Paratransit	16.285	18.343	19.810	21.395	23.106
Fare Media Liability	<u>52.221</u>	<u>41.221</u>	<u>40.221</u>	<u>40.221</u>	<u>40.221</u>
Farebox Revenue	4,027.392	4,135.468	4,188.635	4,244.082	4,263.927
<i>Other Operating Revenue:</i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	162.693	176.969	188.079	208.816	236.828
Other	<u>274.148</u>	<u>180.321</u>	<u>150.573</u>	<u>153.748</u>	<u>157.015</u>
Other Operating Revenue	520.857	441.306	422.668	446.580	477.859
Capital and Other Reimbursements	00.000	00.000	00.000	00.000	00.000
Total Revenue	\$4,548.249	\$4,576.774	\$4,611.303	\$4,690.662	\$4,741.786
Operating Expenses					
<i>Labor:</i>					
Payroll	2,908.633	2,944.348	3,002.395	3,060.855	3,133.145
Overtime	<u>371.881</u>	<u>328.344</u>	<u>320.807</u>	<u>325.059</u>	<u>330.303</u>
Total Salaries & Wages	3,280.514	3,272.692	3,323.202	3,385.914	3,463.448
Health and Welfare	629.060	706.016	759.704	816.685	879.597
OPEB Current Payment	322.363	356.612	390.410	427.690	465.289
Pensions	910.969	945.498	951.008	965.693	962.746
Other Fringe Benefits	<u>305.659</u>	<u>288.499</u>	<u>302.835</u>	<u>314.147</u>	<u>327.913</u>
Total Fringe Benefits	2,168.051	2,296.625	2,403.957	2,524.215	2,635.545
Reimbursable Overhead	<u>(190.215)</u>	<u>(190.592)</u>	<u>(185.541)</u>	<u>(181.402)</u>	<u>(179.022)</u>
Total Labor Expenses	\$5,258.350	\$5,378.725	\$5,541.618	\$5,728.727	\$5,919.971
<i>Non-Labor:</i>					
	\$316.401	\$323.768	\$349.646	\$373.264	\$399.510
Insurance	\$168.461	\$166.475	\$168.465	\$168.452	\$172.431
Claims	61.725	72.920	85.895	101.600	120.248
Paratransit Service Contracts	100.934	91.682	94.590	98.056	100.534
Maintenance and Other Operating Contracts	368.324	394.216	411.506	456.590	525.734
Professional Service Contracts	183.165	185.081	189.130	201.155	191.092
Materials & Supplies	149.927	143.966	139.474	138.027	140.388
Other Business Expenses	281.836	289.942	306.473	304.699	307.319
Other Business Expenses	64.987	70.014	71.859	73.561	71.602
Total Non-Labor Expenses	\$1,695.760	\$1,738.064	\$1,817.038	\$1,915.404	\$2,028.858
<i>Other Expenses Adjustments:</i>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$6,954.110	\$7,116.789	\$7,358.656	\$7,644.131	\$7,948.829
Depreciation	1,433.225	1,544.334	1,638.144	1,688.144	1,863.292
OPEB Obligation	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$9,833.940	\$10,165.592	\$10,561.448	\$10,959.508	\$11,504.444
Baseline Surplus/(Deficit)	(\$5,285.691)	(\$5,588.818)	(\$5,950.145)	(\$6,268.846)	(\$6,762.658)

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

REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Revenue					
Fare Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	914.825	944.779	908.537	895.272	878.744
Total Revenue	\$914.825	\$944.779	\$908.537	\$895.272	\$878.744
Expenses					
Labor:					
Payroll	344.277	393.801	381.369	374.144	364.862
Overtime	94.995	69.491	66.474	67.180	65.849
Total Salaries & Wages	439.272	463.292	447.843	441.324	430.711
Health and Welfare	24.945	27.520	29.410	30.718	31.815
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	29.229	30.030	30.560	30.631	30.079
Other Fringe Benefits	112.041	131.329	125.437	122.449	118.760
Total Fringe Benefits	166.215	188.879	185.407	183.798	180.654
Reimbursable Overhead	190.215	190.592	185.541	181.402	179.022
Total Labor Expenses	\$795.702	\$842.763	\$818.791	\$806.524	\$790.387
Non-Labor:					
	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
	\$0.022	\$0.023	\$0.023	\$0.023	\$0.023
Insurance					
Claims			(0.002)	(0.002)	(0.002)
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	30.666	26.221	26.071	26.071	26.197
Professional Service Contracts	27.459	17.154	16.239	16.592	16.324
Materials & Supplies	58.469	56.456	45.253	43.903	43.653
Other Business Expenses	2.255	1.910	1.910	1.909	1.910
Total Non-Labor Expenses	\$119.123	\$102.016	\$89.746	\$88.748	\$88.357
Other Expense Adjustments:					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$914.825	\$944.779	\$908.537	\$895.272	\$878.744
Depreciation					
Total Expenses	\$914.825	\$944.779	\$908.537	\$895.272	\$878.744
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Revenue					
<u>Farebox Revenue:</u>					
Subway	\$3,021.461	\$3,111.875	\$3,154.015	\$3,197.125	\$3,215.267
Bus	937.425	964.029	974.589	985.341	985.333
Paratransit	16.285	18.343	19.810	21.395	23.106
Fare Media Liability	52.221	41.221	40.221	40.221	40.221
Farebox Revenue	\$4,027.392	\$4,135.468	\$4,188.635	\$4,244.082	\$4,263.927
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	162.693	176.969	188.079	208.816	236.828
Other	274.148	180.321	150.573	153.748	157.015
Other Operating Revenue	\$520.857	\$441.306	\$422.668	\$446.580	\$477.859
Capital and Other Reimbursements	914.825	944.779	908.537	895.272	878.744
Total Revenue	\$5,463.074	\$5,521.553	\$5,519.840	\$5,585.934	\$5,620.530
Expenses					
<u>Labor:</u>					
Payroll	\$3,252.910	\$3,338.149	\$3,383.764	\$3,434.999	\$3,498.007
Overtime	466.876	397.835	387.281	392.239	396.152
Total Salaries & Wages	\$3,719.786	\$3,735.984	\$3,771.045	\$3,827.238	\$3,894.159
Health and Welfare	654.005	733.536	789.114	847.403	911.412
OPEB Current Payment	322.363	356.612	390.410	427.690	465.289
Pensions	940.198	975.528	981.568	996.324	992.825
Other Fringe Benefits	417.700	419.828	428.272	436.596	446.673
Total Fringe Benefits	\$2,334.266	\$2,485.504	\$2,589.364	\$2,708.013	\$2,816.199
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,054.052	\$6,221.488	\$6,360.409	\$6,535.251	\$6,710.358
<u>Non-Labor:</u>					
	\$316.653	\$324.020	\$349.898	\$373.516	\$399.762
	168.483	166.498	168.488	168.475	172.454
Insurance	61.725	72.920	85.895	101.600	120.248
Claims	100.934	91.682	94.588	98.054	100.532
Paratransit Service Contracts	368.324	394.216	411.506	456.590	525.734
Maintenance and Other Operating Contracts	213.831	211.302	215.201	227.226	217.289
Professional Service Contracts	177.386	161.120	155.713	154.619	156.712
Materials & Supplies	340.305	346.398	351.726	348.602	350.972
Other Business Expenses	67.242	71.924	73.769	75.470	73.512
Total Non-Labor Expenses	\$1,814.883	\$1,840.080	\$1,906.784	\$2,004.152	\$2,117.215
<u>Other Expense Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$7,868.935	\$8,061.568	\$8,267.193	\$8,539.403	\$8,827.573
Depreciation	1,433.225	1,544.334	1,638.144	1,688.144	1,863.292
OPEB Obligation	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,748.765	\$11,110.371	\$11,469.985	\$11,854.780	\$12,383.188
Baseline Surplus/(Deficit)	(\$5,285.691)	(\$5,588.818)	(\$5,950.145)	(\$6,268.846)	(\$6,762.658)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2014 - 2017
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Receipts					
Fare Revenue	4,043.223	4,144.699	4,198.866	4,254.313	4,274.158
<i>Other Operating Revenue:</i>					
Fare Reimbursement	99.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	163.978	176.660	187.770	208.569	236.697
Other	<u>191.326</u>	<u>86.431</u>	<u>53.887</u>	<u>54.140</u>	<u>54.419</u>
Other Operating Revenue	454.320	347.107	325.653	346.725	375.132
Capital and Other Reimbursements	937.173	1,024.035	925.581	897.528	881.680
Total Receipts	\$5,434.716	\$5,515.841	\$5,450.100	\$5,498.566	\$5,530.970
Expenditures					
<i>Labor:</i>					
Payroll	3,183.870	3,544.944	3,358.342	3,400.778	3,471.554
Overtime	<u>459.018</u>	<u>409.773</u>	<u>385.632</u>	<u>387.994</u>	<u>394.332</u>
Total Salaries & Wages	3,642.888	3,954.717	3,743.974	3,788.772	3,865.886
Health and Welfare	671.550	728.086	782.708	840.517	904.009
OPEB Current Payment	322.363	356.612	390.410	427.690	465.289
Pensions	783.083	963.219	975.221	987.133	983.335
Other Fringe Benefits	<u>376.451</u>	<u>398.117</u>	<u>386.410</u>	<u>392.679</u>	<u>402.295</u>
Total Fringe Benefits	2,153.447	2,446.034	2,534.749	2,648.019	2,754.928
GASB Account	64.473	69.488	75.731	83.187	90.706
Reimbursable Overhead					
Total Labor Expenditures	\$5,860.808	\$6,470.239	\$6,354.454	\$6,519.978	\$6,711.520
<i>Non-Labor:</i>					
	316.653	324.020	349.898	373.516	399.762
	168.483	166.498	168.488	168.475	172.454
Insurance	75.367	74.818	91.393	105.079	123.727
Claims	92.687	83.154	83.958	85.269	87.747
Paratransit Service Contracts	366.324	392.216	409.506	454.590	523.734
Maintenance and Other Operating Contracts	228.531	226.002	229.901	241.926	231.989
Professional Service Contracts	170.969	152.120	146.713	145.619	147.712
Materials & Supplies	336.018	341.961	347.725	344.602	346.971
Other Business Expenditures	67.287	72.338	73.770	75.470	73.514
Total Non-Labor Expenditures	\$1,822.319	\$1,833.127	\$1,901.352	\$1,994.546	\$2,107.610
<i>Other Expenditure Adjustments:</i>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7,683.127	\$8,303.366	\$8,255.806	\$8,514.524	\$8,819.130
Baseline Cash Surplus/(Deficit)	(\$2,248.411)	(\$2,787.525)	(\$2,805.706)	(\$3,015.958)	(\$3,288.160)

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

CASH FLOW ADJUSTMENTS					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Receipts					
Fare Revenue	\$15.831	\$9.231	\$10.231	\$10.231	\$10.231
<u>Other Operating Revenue:</u>					
Fare Reimbursement	15.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	1.285	(0.309)	(0.309)	(0.247)	(0.131)
Other	(82.822)	(93.890)	(96.708)	(99.608)	(102.596)
Other Operating Revenue	(\$66.537)	(\$94.199)	(\$97.015)	(\$99.855)	(\$102.727)
Capital and Other Reimbursements	22.348	79.256	17.044	2.256	2.936
Total Receipt Adjustments	(\$28.358)	(\$5.712)	(\$69.740)	(\$87.368)	(\$89.560)
Expenditures					
<u>Labor:</u>					
Payroll	\$69.040	(\$206.795)	\$25.422	\$34.221	\$26.453
Overtime	7.858	(11.938)	1.649	4.245	1.820
Health and Welfare	(17.545)	5.450	6.406	6.886	7.403
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	157.115	12.309	6.347	9.191	9.490
Other Fringe Benefits	41.249	21.711	41.862	43.917	44.378
Total Fringe Benefits	\$180.819	\$39.470	\$54.615	\$59.994	\$61.271
GASB Account	(64.473)	(69.488)	(75.731)	(83.187)	(90.706)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$193.244	(\$248.751)	\$5.955	\$15.273	(\$1.162)
<u>Non-Labor:</u>					
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	(13.642)	(1.898)	(5.498)	(3.479)	(3.479)
Paratransit Service Contracts	8.247	8.528	10.630	12.785	12.785
Maintenance and Other Operating Contracts	2.000	2.000	2.000	2.000	2.000
Professional Service Contracts	(14.700)	(14.700)	(14.700)	(14.700)	(14.700)
Materials & Supplies	6.417	9.000	9.000	9.000	9.000
Other Business Expenditures	4.287	4.437	4.001	4.000	4.001
Other Business Expenditures	(0.045)	(0.414)	(0.001)	0.000	(0.002)
Total Non-Labor Expenditures	(\$7.436)	\$6.953	\$5.432	\$9.606	\$9.605
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$157.450	(\$247.510)	(\$58.353)	(\$62.489)	(\$81.117)
Depreciation Adjustment	1,433.225	1,544.334	1,638.144	1,688.144	1,863.292
OPEB Obligation	1,446.605	1,504.469	1,564.648	1,627.233	1,692.323
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$3,037.280	\$2,801.293	\$3,144.439	\$3,252.888	\$3,474.498

MTA New York City Transit
2014 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	3,809,365	\$115.681	35.2%
<u>Unscheduled Service</u>	2,794,931	\$84.875	25.8%
<u>Programmatic/Routine Maintenance</u>	3,280,208	\$99.612	30.3%
<u>Unscheduled Maintenance</u>	0	\$0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	241,014	\$7.319	2.2%
<u>Weather Emergencies</u>	368,815	\$11.200	3.4%
<u>Safety/Security/Law Enforcement</u>	118,312	\$3.593	1.1%
<u>Other ¹</u>	199,694	\$6.064	1.8%
Subtotal	10,812,339	\$328.344	100.0%
REIMBURSABLE OVERTIME	2,195,363	\$69.491	
TOTAL OVERTIME	13,007,702	\$397.835	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

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

	2013	2014			
	Final Estimate	Adopted Budget	2015	2016	2017
RIDERSHIP					
Subway	1707.192	1735.591	1758.163	1781.26	1790.98
Bus	677.656	688.985	696.296	703.692	703.687
Paratransit	9.341	10.155	10.967	11.844	12.792
Total Ridership	2,394.189	2,434.731	2,465.426	2,496.796	2,507.459
FAREBOX REVENUE (Excluding fare media liability)					
Subway	3,021.461	3,111.875	3,154.015	3,197.125	3,215.267
Bus	937.425	964.029	974.589	985.341	985.333
Paratransit	16.285	18.343	19.810	21.395	23.106
Total Farebox Revenue	\$3,975.171	\$4,094.247	\$4,148.414	\$4,203.861	\$4,223.706

MTA NEW YORK CITY TRANSIT
February Financial Plan 2014 - 2017
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

Function/Department	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Administration					
Office of the President	59	57	57	56	56
Law	267	267	267	267	267
Office of the EVP	41	41	41	39	39
Human Resources	230	219	215	214	214
Office of Management and Budget	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31
Corporate Communications	252	253	253	251	251
Technology & Information Services	446	446	443	441	441
Non-Departmental	84	49	63	84	84
Labor Relations	96	96	96	96	96
Material	252	253	238	228	227
Controller	137	137	137	130	130
Total Administration	1,934	1,888	1,880	1,876	1,875
Operations					
Subways Rapid Transit Operations	7,431	7,675	7,562	7,537	7,565
Subways Operations Support /Admin	319	369	369	369	369
Subways Stations	2,617	2,632	2,631	2,631	2,631
<i>Subtotal - Subways</i>	10,367	10,676	10,562	10,537	10,565
Buses	10,457	10,696	10,646	10,646	10,646
Paratransit	209	208	208	208	208
Operations Planning	416	403	376	371	371
Revenue Control	461	465	478	478	478
Total Operations	21,910	22,448	22,270	22,240	22,268
Maintenance					
Subways Operations Support /Admin	226	194	177	152	152
Subways Engineering	318	312	300	288	286
Subways Car Equipment	4,214	4,343	4,390	4,271	4,137
Subways Infrastructure	1,373	1,449	1,420	1,409	1,409
Subways Elevator & Escalators	385	393	393	395	395
Subways Stations	3,535	3,626	3,598	3,603	3,758
Subways Track	2,730	2,739	2,739	2,739	2,739
Subways Power	584	616	596	582	582
Subways Signals	1,390	1,403	1,384	1,362	1,362
Subways Electronics Maintenance	1,431	1,456	1,443	1,417	1,417
<i>Subtotal - Subways</i>	16,186	16,531	16,440	16,218	16,237
Buses	3,735	3,754	3,736	3,712	3,796
Revenue Control	137	137	137	137	137
Supply Logistics	558	560	557	557	557
System Safety	91	91	91	88	88
Total Maintenance	20,707	21,073	20,961	20,712	20,815
Engineering/Capital					
Capital Program Management	1,319	1,274	1,299	1,244	1,244
Total Engineering/Capital	1,319	1,274	1,299	1,244	1,244
Public Safety					
Security	584	628	628	628	628
Total Public Safety	584	628	628	628	628
Baseline Total Positions	46,454	47,311	47,038	46,700	46,830
Non-Reimbursable	41,801	42,566	42,444	42,352	42,611
Reimbursable	4,653	4,745	4,594	4,348	4,219
Total Full-Time	46,290	47,153	46,895	46,557	46,687
Total Full-Time Equivalents	164	158	143	143	143

MTA NEW YORK CITY TRANSIT
February Financial Plan 2014 - 2017
Total Positions by Function and Occupation

Function/Occupational Group	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Administration					
Managers/Supervisors	657	646	634	627	626
Professional, Technical, Clerical	1,162	1,127	1,131	1,134	1,134
Operational Hourlies	115	115	115	115	115
Total Administration	1,934	1,888	1,880	1,876	1,875
Operations					
Managers/Supervisors	2,523	2,581	2,571	2,556	2,557
Professional, Technical, Clerical	454	489	486	484	484
Operational Hourlies	18,933	19,378	19,213	19,200	19,227
Total Operations	21,910	22,448	22,270	22,240	22,268
Maintenance					
Managers/Supervisors	3,800	3,848	3,808	3,764	3,766
Professional, Technical, Clerical	1,069	1,024	990	947	945
Operational Hourlies	15,838	16,201	16,163	16,001	16,104
Total Maintenance	20,707	21,073	20,961	20,712	20,815
Engineering/Capital					
Managers/Supervisors	295	329	334	283	283
Professional, Technical, Clerical	1,022	943	963	959	959
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	1,319	1,274	1,299	1,244	1,244
Public Safety					
Managers/Supervisors	210	254	254	254	254
Professional, Technical, Clerical	37	40	40	40	40
Operational Hourlies	337	334	334	334	334
Total Public Safety	584	628	628	628	628
Total					
Managers/Supervisors	7,485	7,658	7,601	7,484	7,486
Professional, Technical, Clerical	3,744	3,623	3,610	3,564	3,562
Operational Hourlies	35,225	36,030	35,827	35,652	35,782
Baseline Total Positions	46,454	47,311	47,038	46,700	46,830

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 (\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue:													
Subway	\$251,262	\$234,824	\$264,134	\$260,561	\$265,339	\$261,289	\$265,570	\$255,276	\$263,652	\$276,477	\$249,516	\$263,975	\$3,111,875
Bus	76,526	71,880	82,321	80,407	82,518	80,163	83,788	81,580	83,558	86,185	76,259	78,844	964,029
Paratransit	1,504	1,385	1,555	1,551	1,577	1,547	1,529	1,459	1,518	1,625	1,500	1,593	18,343
Fare Media Liability	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	41,221
Farebox Revenue	\$332,727	\$311,524	\$351,445	\$345,954	\$352,869	\$346,434	\$354,322	\$341,750	\$352,163	\$367,722	\$330,710	\$347,848	\$4,135,468
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	8,428	7,156	8,927	7,545	9,042	6,812	2,935	1,873	6,916	9,461	7,343	7,578	84,016
Paratransit Reimbursement	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,741	176,969
Other	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	45,131	180,321
Other Operating Revenue	\$35,466	\$34,194	\$35,965	\$34,583	\$36,080	\$33,850	\$29,973	\$28,911	\$33,954	\$36,499	\$34,381	\$67,450	\$441,306
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$368,193	\$345,718	\$387,410	\$380,537	\$388,949	\$380,284	\$384,295	\$370,661	\$386,117	\$404,221	\$365,091	\$415,298	\$4,576,774
Operating Expenses													
Labor:													
Payroll	252,332	228,318	238,439	238,974	249,778	237,521	252,716	243,426	243,152	247,261	249,279	263,153	2,944,348
Overtime	29,745	25,837	27,123	26,650	26,520	26,839	28,599	27,035	27,448	26,917	25,594	30,036	328,344
Total Salaries & Wages	282,077	254,155	265,561	265,624	276,298	264,360	281,315	270,461	270,600	274,179	274,873	293,189	3,272,692
Health and Welfare	57,634	57,206	57,256	57,348	57,505	53,869	65,347	60,186	59,944	59,895	59,816	60,009	706,016
OPEB Current Payment	29,111	28,895	28,920	28,967	29,046	27,210	33,007	30,400	30,253	30,213	30,311	30,311	356,612
Pensions	17,552	17,552	17,552	17,552	17,552	17,552	752,430	17,552	17,552	17,552	17,552	17,552	945,498
Other Fringe Benefits	24,771	23,241	23,240	23,601	24,151	23,612	25,555	23,813	23,922	23,094	24,118	25,380	288,499
Total Fringe Benefits	129,069	126,894	126,968	127,467	128,254	122,243	876,339	131,950	131,696	130,794	131,700	133,252	2,296,625
Reimbursable Overhead	(16,238)	(14,918)	(16,565)	(15,927)	(16,504)	(15,985)	(16,021)	(16,144)	(16,179)	(16,380)	(14,663)	(15,068)	(190,592)
Total Labor Expenses	\$394,908	\$366,130	\$375,964	\$377,164	\$388,048	\$370,618	\$1,141,632	\$386,267	\$386,118	\$388,593	\$391,909	\$411,373	\$5,378,725
Non-Labor:													
Electric Power	27,517	27,555	26,653	25,677	24,560	26,776	28,284	27,888	26,965	27,295	26,847	27,750	323,768
Fuel	15,216	14,779	15,877	16,350	14,602	12,732	12,217	12,005	12,103	12,688	13,097	14,808	166,475
Insurance	6,352	6,352	5,760	5,761	6,087	6,087	6,087	6,087	6,087	6,087	6,087	6,087	72,920
Claims	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,638	91,682
Paratransit Service Contracts	32,732	31,013	33,120	33,079	33,445	32,953	32,759	31,729	32,666	34,205	32,597	33,918	394,216
Mtce. and Other Operating Contracts	11,652	13,806	14,106	19,494	15,050	15,227	15,444	20,074	15,426	15,444	15,439	13,919	185,081
Professional Service Contracts	5,417	9,925	12,922	10,536	10,646	12,874	10,752	10,587	12,863	12,806	13,251	21,389	143,966
Materials & Supplies	23,594	23,129	24,106	23,903	23,906	24,181	24,028	24,040	24,253	24,172	24,319	26,312	289,942
Other Business Expenses	5,478	5,421	7,917	5,732	5,667	5,671	5,666	5,641	5,583	5,797	5,583	5,856	70,014
Total Non-Labor Expenses	\$135,598	\$139,622	\$148,101	\$148,173	\$141,603	\$144,142	\$142,878	\$145,691	\$143,585	\$146,134	\$144,859	\$157,677	\$1,738,064
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000						
Total Expenses													
before Depreciation, OPEB	\$530,506	\$505,752	\$524,065	\$525,337	\$529,651	\$514,760	\$1,284,510	\$531,958	\$529,703	\$534,727	\$536,768	\$569,051	\$7,116,789
Depreciation	118,000	119,000	120,000	121,000	122,000	131,762	132,762	133,762	134,762	135,762	136,762	138,762	1,544,334
OPEB Account	0.000	0.000	376,117	0.000	0.000	376,117	0.000	0.000	376,117	0.000	0.000	376,117	1,504,469
Total Expenses	\$648,506	\$624,752	\$1,020,182	\$646,337	\$651,651	\$1,022,640	\$1,417,272	\$665,720	\$1,040,582	\$670,489	\$673,530	\$1,083,930	\$10,165,592
Net Surplus/(Deficit)	(\$280,313)	(\$279,034)	(\$632,772)	(\$265,800)	(\$262,702)	(\$642,356)	(\$1,032,977)	(\$295,059)	(\$654,465)	(\$266,268)	(\$308,439)	(\$668,632)	(\$5,588,818)

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue:													
Subway	\$251,262	\$234,824	\$264,134	\$260,561	\$265,339	\$261,289	\$265,570	\$255,276	\$263,652	\$276,477	\$249,516	\$263,975	\$3,111,875
Bus	76,526	71,880	82,321	80,407	82,518	80,163	83,788	81,580	83,558	86,185	76,259	78,844	964,029
Paratransit	1,504	1,385	1,555	1,551	1,577	1,547	1,529	1,459	1,518	1,625	1,500	1,593	18,343
Fare Media Liability	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,435	3,436	41,221
Farebox Revenue	\$332,727	\$311,524	\$351,445	\$345,954	\$352,869	\$346,434	\$354,322	\$341,750	\$352,163	\$367,722	\$330,710	\$347,848	\$4,135,468
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	8,428	7,156	8,927	7,545	9,042	6,812	2,935	1,873	6,916	9,461	7,343	7,578	84,016
Paratransit Reimbursement	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,748	14,741	176,969
Other	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	12,290	45,131	180,321
Other Operating Revenue	\$35,466	\$34,194	\$35,965	\$34,583	\$36,080	\$33,850	\$29,973	\$28,911	\$33,954	\$36,499	\$34,381	\$67,450	\$441,306
Capital and Other Reimbursements	76,211	71,797	76,794	76,896	78,695	76,410	102,757	77,675	76,894	80,136	73,714	76,800	944,779
Total Revenue	\$444,404	\$417,515	\$464,204	\$457,433	\$467,644	\$456,694	\$487,052	\$448,336	\$463,011	\$484,357	\$438,805	\$492,098	\$5,521,553
Expenses													
Labor:													
Payroll	285,093	258,508	272,551	271,863	283,727	269,972	285,538	276,594	275,839	282,216	280,707	295,542	3,338,149
Overtime	35,647	31,510	32,803	32,383	32,355	32,648	34,472	32,964	33,280	32,690	31,337	35,747	397,835
Total Salaries & Wages	320,740	290,018	305,354	304,246	316,082	302,620	320,010	309,558	309,119	314,906	312,043	331,289	3,735,984
Health and Welfare	59,921	59,440	59,489	59,582	59,761	56,125	67,668	62,506	62,265	62,216	62,137	62,426	733,536
OPEB Current Payment	29,111	28,895	28,920	28,967	29,046	27,210	33,007	30,400	30,278	30,253	30,213	30,311	356,612
Pensions	17,901	17,901	17,901	17,901	17,901	17,901	778,621	17,901	17,901	17,901	17,901	17,900	975,528
Other Fringe Benefits	35,747	33,420	34,595	34,496	35,410	34,400	36,445	34,898	34,882	34,820	34,609	36,106	419,828
Total Fringe Benefits	142,680	139,655	140,905	140,946	142,118	135,636	915,740	145,705	145,326	145,190	144,860	146,743	2,485,504
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$463,421	\$429,673	\$446,259	\$445,191	\$458,199	\$438,256	\$1,235,751	\$455,253	\$454,445	\$460,096	\$456,903	\$478,032	\$6,221,488
Non-Labor:													
Electric Power	27,538	27,577	26,674	25,698	24,580	26,797	28,304	27,909	26,985	27,316	26,867	27,772	324,020
Fuel	15,218	14,781	15,879	16,352	14,604	12,734	12,219	12,007	12,105	12,690	13,099	14,810	166,498
Insurance	6,352	6,352	5,760	5,761	6,087	6,087	6,087	6,087	6,087	6,087	6,087	6,087	72,920
Claims	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,640	7,638	91,682
Paratransit Service Contracts	32,732	31,013	33,120	33,079	33,445	32,953	32,759	31,729	32,666	34,205	32,597	33,918	394,216
Mtce. and Other Operating Contracts	13,769	16,056	16,247	21,612	17,300	17,368	17,712	22,324	17,566	17,504	17,646	16,197	211,302
Professional Service Contracts	6,381	11,042	14,157	12,174	11,981	14,388	12,098	11,957	14,352	14,196	14,616	23,778	161,120
Materials & Supplies	27,869	27,672	28,871	28,671	28,520	28,940	28,708	28,754	28,834	29,009	29,122	31,427	346,398
Other Business Expenses	5,797	5,743	6,251	6,054	5,989	6,007	5,988	5,963	5,917	6,119	5,905	6,192	71,924
Total Non-Labor Expenses	\$143,296	\$147,877	\$154,600	\$157,042	\$150,147	\$152,914	\$151,516	\$154,371	\$152,153	\$154,767	\$153,579	\$167,818	\$1,840,080
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000						
Total Expenses													
before Depreciation, OPEB	\$606,717	\$577,550	\$600,859	\$602,233	\$608,346	\$591,170	\$1,387,267	\$609,634	\$606,597	\$614,863	\$610,482	\$645,850	\$8,061,568
Depreciation	118,000	119,000	120,000	121,000	122,000	131,762	132,762	133,762	134,762	135,762	136,762	138,762	1,544,334
OPEB Account	0.000	0.000	376,117	0.000	0.000	376,117	0.000	0.000	376,117	0.000	0.000	376,117	1,504,469
Total Expenses	\$724,717	\$696,550	\$1,096,976	\$723,233	\$730,346	\$1,099,050	\$1,520,029	\$743,396	\$1,117,477	\$750,625	\$747,244	\$1,160,729	\$11,110,371
Net Surplus/(Deficit)	(\$280,313)	(\$279,034)	(\$632,772)	(\$265,800)	(\$262,702)	(\$642,356)	(\$1,032,977)	(\$295,059)	(\$654,465)	(\$266,268)	(\$308,439)	(\$668,632)	(\$5,588,818)

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 CASH RECEIPTS and EXPENDITURES
 (\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$336,768	\$312,219	\$351,739	\$345,023	\$357,329	\$346,637	\$356,652	\$342,233	\$351,337	\$371,091	\$329,889	\$343,782	\$4,144,699
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	0.000	0.000	6.312	0.000	43.766	6.312	0.000	0.000	6.313	0.000	21.313	84.016
Paratransit Reimbursement	2.938	42.938	2.938	2.938	42.938	2.938	2.938	42.938	2.938	2.938	24.342	2.938	176.660
Other	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	3.758	45.093	86.431
Other Operating Revenue	\$6,696	\$46,696	\$6,696	\$13,008	\$46,696	\$50,462	\$13,008	\$46,696	\$6,696	\$13,009	\$28,100	\$69,344	\$347,107
Capital and Other Reimbursements	76.211	71.797	76.794	76.896	78.695	76.410	102.757	77.675	91.894	95.136	88.714	111.056	1,024.035
Total Receipts	\$419,675	\$430,712	\$435,229	\$434,927	\$482,720	\$473,509	\$472,417	\$466,604	\$449,927	\$479,236	\$446,703	\$524,182	\$5,515,841
Expenditures													
<u>Labor:</u>													
Payroll	354,830	255,270	243,319	251,568	382,242	240,102	387,126	247,780	255,961	282,209	261,548	382,988	3,544,944
Overtime	45,300	31,510	29,375	30,098	31,376	29,138	45,817	29,536	30,995	30,486	29,052	47,091	409,773
Total Salaries & Wages	400,131	286,780	272,694	281,666	413,618	269,240	432,943	277,316	286,956	312,695	290,599	430,079	3,954,717
Health and Welfare	59,921	59,440	59,489	59,582	59,761	56,125	67,668	62,506	62,265	62,216	62,137	56,976	728,086
OPEB Current Payment	29,111	28,895	28,920	28,967	29,046	27,210	33,007	30,400	30,278	30,253	30,213	30,311	356,612
Pensions	76,985	76,985	76,985	76,985	76,985	76,983	93,595	81,544	81,544	81,544	81,544	81,543	963,219
Other Fringe Benefits	38,548	29,984	29,984	29,600	39,637	28,689	41,788	29,272	30,017	31,471	29,799	40,374	398,117
Total Fringe Benefits	204,565	195,303	194,332	195,134	205,429	189,007	236,057	203,722	204,104	205,484	203,693	209,204	2,446,034
GASB Account	5,791	5,791	5,791	5,791	5,791	5,791	5,791	5,791	5,791	5,791	5,791	5,787	69,488
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$610,487	\$487,875	\$472,817	\$482,590	\$624,837	\$464,038	\$674,792	\$486,829	\$496,851	\$523,970	\$500,083	\$645,070	\$6,470,239
<u>Non-Labor:</u>													
Electric Power	27,538	27,577	26,674	25,698	24,580	26,797	28,304	27,909	26,985	27,316	26,867	27,772	324,020
Fuel	15,218	14,781	15,879	16,352	14,604	12,734	12,219	12,007	12,105	12,690	13,099	14,810	166,498
Insurance	9,105	0.000	14,123	0.001	0.157	20,307	0.000	0.000	15,045	0.000	0.000	16,080	74,818
Claims	6,930	6,930	6,930	6,930	6,930	6,930	6,930	6,930	6,930	6,930	6,930	6,928	83,154
Paratransit Service Contracts	32,565	30,846	32,953	32,912	33,278	32,786	32,592	31,562	32,500	34,039	32,431	33,752	392,216
Mtce. and Other Operating Contracts	13,769	16,056	16,247	21,612	17,300	17,368	17,712	22,324	17,566	17,504	17,646	30,897	226,002
Professional Service Contracts	6,381	11,042	11,907	12,174	11,981	12,138	12,098	11,957	12,102	14,196	14,616	21,528	152,120
Materials & Supplies	29,833	29,636	30,085	29,885	29,733	28,154	27,922	26,967	27,048	27,223	27,336	28,140	341,961
Other Business Expenditures	5,797	5,743	6,251	6,054	5,989	6,007	5,988	5,963	5,917	6,119	5,905	6,606	72,338
Total Non-Labor Expenditures	\$147,135	\$142,610	\$161,049	\$151,618	\$144,553	\$163,221	\$143,765	\$145,620	\$156,198	\$146,017	\$144,829	\$186,512	\$1,833,127
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustmen	\$0.000												
Total Expenditures	\$757,622	\$630,485	\$633,867	\$634,209	\$769,390	\$627,258	\$818,557	\$632,448	\$653,049	\$669,987	\$644,912	\$831,582	\$8,303,366
Net Cash Deficit	(\$337,947)	(\$199,773)	(\$198,638)	(\$199,281)	(\$286,670)	(\$153,749)	(\$346,140)	(\$165,844)	(\$203,122)	(\$190,751)	(\$198,209)	(\$307,401)	(\$2,787,525)

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$4.041	\$0.695	\$0.294	(\$0.931)	\$4.460	\$0.203	\$2.330	\$0.483	(\$0.826)	\$3.369	(\$0.821)	(\$4.066)	\$9.231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(8.428)	(7.156)	(8.927)	(1.233)	(9.042)	36.954	3.377	(1.873)	(6.916)	(3.148)	(7.343)	13.735	0.000
Paratransit Reimbursement	(11.810)	28.190	(11.810)	(11.810)	28.190	(11.810)	(11.810)	28.190	(11.810)	(11.810)	9.594	(11.803)	(0.309)
Other	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(8.532)	(0.038)	(93.890)
Other Operating Revenue	(\$28.770)	\$12.502	(\$29.269)	(\$21.575)	\$10.616	\$16.612	(\$16.965)	\$17.785	(\$27.258)	(\$23.490)	(\$6.281)	\$1.894	(\$94.199)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.000	15.000	15.000	34.256	79.256
Total Receipt Adjustments	(\$24.729)	\$13.197	(\$28.975)	(\$22.506)	\$15.076	\$16.815	(\$14.635)	\$18.268	(\$13.084)	(\$5.121)	\$7.898	\$32.084	(\$5.712)
Expenditures													
<u>Labor:</u>													
Payroll	(69.737)	3.237	29.231	20.295	(98.515)	29.870	(101.588)	28.814	19.878	0.007	19.159	(87.446)	(206.795)
Overtime	(9.653)	0.000	3.428	2.285	0.979	3.510	(11.345)	3.428	2.285	2.204	2.285	(11.344)	(11.938)
Total Salaries & Wages	(79.390)	3.237	32.659	22.580	(97.536)	33.380	(112.933)	32.242	22.163	2.211	21.444	(98.790)	(218.733)
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.450	5.450
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(59.084)	(59.084)	(59.084)	(59.084)	(59.084)	(59.082)	685.026	(63.643)	(63.643)	(63.643)	(63.643)	(63.643)	12.309
Other Fringe Benefits	(2.801)	3.436	5.657	4.896	(4.227)	5.711	(5.343)	5.626	4.865	3.349	4.810	(4.268)	21.711
Total Fringe Benefits	(61.885)	(55.648)	(53.427)	(54.188)	(63.311)	(53.371)	679.683	(58.017)	(58.778)	(60.294)	(58.833)	(62.461)	39.470
GASB Account	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.791)	(5.787)	(69.488)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$147.066)	(\$58.202)	(\$26.559)	(\$37.399)	(\$166.638)	(\$25.782)	\$560.959	(\$31.566)	(\$42.406)	(\$63.874)	(\$43.180)	(\$167.038)	(\$248.751)
<u>Non-Labor:</u>													
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(2.753)	6.352	(8.363)	5.760	5.930	(14.220)	6.087	6.087	(8.958)	6.087	6.087	(9.993)	(1.898)
Claims	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	0.711	8.528
Paratransit Service Contracts	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.166	0.166	0.166	0.166	2.000
Mtce. and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(14.700)	(14.700)
Professional Service Contracts	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	2.250	9.000
Materials & Supplies	(1.964)	(1.964)	(1.214)	(1.214)	(1.214)	0.786	0.786	1.786	1.786	1.786	1.786	3.286	4.437
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.414)	(0.414)
Total Non-Labor Expenditures	(\$3.839)	\$5.266	(\$6.449)	\$5.424	\$5.594	(\$10.306)	\$7.751	\$8.751	(\$4.045)	\$8.750	\$8.750	(\$18.694)	\$6.953
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustmen	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	(\$150.905)	(\$52.935)	(\$33.008)	(\$31.975)	(\$161.044)	(\$36.088)	\$568.710	(\$22.815)	(\$46.451)	(\$55.124)	(\$34.430)	(\$185.732)	(\$241.798)
Total Cash Conversion Adj. before Depreciation, OPEB	(\$175.634)	(\$39.738)	(\$61.983)	(\$54.481)	(\$145.968)	(\$19.273)	\$554.075	(\$4.547)	(\$59.535)	(\$60.245)	(\$26.532)	(\$153.648)	(\$247.510)
Depreciation Adjustment	118.000	119.000	120.000	121.000	122.000	131.762	132.762	133.762	134.762	135.762	136.762	138.762	1,544.334
OPEB Obligation	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	0.000	0.000	376.117	1,504.469
Total Cash Conversion Adj.	(\$57.634)	\$79.262	\$434.134	\$66.519	(\$23.968)	\$488.606	\$686.837	\$129.215	\$451.344	\$75.517	\$110.230	\$361.231	\$2,801.293

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	141.545	132.122	149.481	146.831	150.391	145.637	143.414	136.965	146.597	156.049	139.466	147.093	1,735.591
Bus	<u>56.194</u>	<u>52.071</u>	<u>60.416</u>	<u>58.001</u>	<u>60.772</u>	<u>57.209</u>	<u>55.760</u>	<u>53.550</u>	<u>59.634</u>	<u>63.443</u>	<u>55.145</u>	<u>56.790</u>	<u>688.985</u>
Subtotal	197.739	184.193	209.897	204.832	211.163	202.846	199.174	190.515	206.231	219.492	194.611	203.883	2,424.576
Paratransit*	0.833	0.767	0.860	0.859	0.873	0.856	0.847	0.807	0.841	0.900	0.830	0.882	10.155
Total Ridership	198.572	184.960	210.757	205.691	212.036	203.702	200.021	191.322	207.072	220.392	195.441	204.765	2,434.731
Farebox Revenue (including fare media liability)													
Subway	251.262	234.824	264.134	260.561	265.339	261.289	265.570	255.276	263.652	276.477	249.516	263.975	3,111.875
Bus	76.526	71.880	82.321	80.407	82.518	80.163	83.788	81.580	83.558	86.185	76.259	78.844	964.029
Subtotal	327.788	306.704	346.455	340.968	347.857	341.452	349.358	336.856	347.210	362.662	325.775	342.819	4,075.904
Paratransit	1.504	1.385	1.555	1.551	1.577	1.547	1.529	1.459	1.518	1.625	1.500	1.593	18.343
Total Farebox Revenue	329.292	308.089	348.010	342.519	349.434	342.999	350.887	338.315	348.728	364.287	327.275	344.412	4,094.247

* Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 OVERTIME - NON-REIMBURSABLE/REIMBURSABLE BASIS
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$10.069	\$9.079	\$9.897	\$9.834	\$9.909	\$9.733	\$9.243	\$9.063	\$9.593	\$10.211	\$9.222	\$9.827	\$115.681
<u>Unscheduled Service</u>	6.268	6.087	6.161	7.027	7.142	6.966	7.667	7.353	7.192	7.232	6.936	8.814	84.846
<u>Programmatic/Routine Maintenance</u>	10.169	7.476	7.783	7.897	7.588	8.292	9.825	8.746	8.755	7.630	7.553	7.861	99.576
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	0.610	7.319
<u>Weather Emergencies</u>	1.833	1.812	1.834	0.451	0.436	0.446	0.463	0.471	0.467	0.443	0.480	2.131	11.267
<u>Safety/Security/Law Enforcement</u>	0.295	0.295	0.295	0.294	0.295	0.295	0.295	0.294	0.295	0.295	0.295	0.295	3.535
<u>Other</u>	0.500	0.478	0.543	0.537	0.540	0.498	0.496	0.497	0.536	0.497	0.498	0.499	6.120
Sub-Total	\$29.745	\$25.837	\$27.123	\$26.650	\$26.520	\$26.839	\$28.599	\$27.035	\$27.448	\$26.917	\$25.594	\$30.036	\$328.344
REIMBURSABLE OVERTIME	\$5.902	\$5.673	\$5.680	\$5.732	\$5.835	\$5.809	\$5.873	\$5.929	\$5.831	\$5.773	\$5.743	\$5.711	\$69.491
TOTAL NR & R OVERTIME	\$35.646	\$31.510	\$32.802	\$32.383	\$32.355	\$32.648	\$34.472	\$32.963	\$33.279	\$32.690	\$31.337	\$35.747	\$397.835

8.29

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS**

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	57	57	57	57	57	57	57	57	57	57	57	57
Law	267	267	267	267	267	267	267	267	267	267	267	267
Office of the EVP	41	41	41	41	41	41	41	41	41	41	41	41
Human Resources	219	219	219	219	219	219	219	219	219	219	219	219
Office of Management and Budget	39	39	39	39	39	39	39	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31	31	31	31	31	31	31	31
Corporate Communications	253	253	253	253	253	253	253	253	253	253	253	253
Technology & Information Services	446	446	446	446	446	446	446	446	446	446	446	446
Non-Departmental	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	(51)	49
Labor Relations	96	96	96	96	96	96	96	96	96	96	96	96
Material	253	253	253	253	253	253	253	253	253	253	253	253
Controller	137	137	137	137	137	137	137	137	137	137	137	137
Total Administration	1,788	1,888										
Operations												
Subways Rapid Transit Operations	7,586	7,594	7,646	7,711	7,805	7,848	7,854	7,909	7,856	7,865	7,774	7,675
Subways Operations Support/Admin	369	369	369	369	369	369	369	369	369	369	369	369
Subways Stations	2,626	2,626	2,626	2,626	2,644	2,650	2,650	2,650	2,650	2,632	2,632	2,632
Sub-total - Subways	10,581	10,589	10,641	10,706	10,818	10,867	10,873	10,928	10,875	10,866	10,775	10,676
Buses	10,557	10,557	10,557	10,603	10,639	10,639	10,620	10,620	10,736	10,704	10,704	10,696
Paratransit	208	208	208	208	208	208	208	208	208	208	208	208
Operations Planning	418	418	418	418	418	418	418	403	403	403	403	403
Revenue Control	464	464	464	464	464	465	465	465	465	465	465	465
Total Operations	22,228	22,236	22,288	22,399	22,547	22,597	22,569	22,624	22,687	22,646	22,555	22,448
Maintenance												
Subways Operations/Support/Admin.	201	201	201	201	201	201	201	201	201	201	201	194
Subways Engineering	312	312	312	312	312	314	312	312	312	312	312	312
Subways Car Equipment	4,311	4,311	4,317	4,317	4,317	4,339	4,337	4,337	4,337	4,337	4,337	4,343
Subways Infrastructure	1,428	1,428	1,428	1,428	1,428	1,453	1,453	1,453	1,453	1,453	1,453	1,449
Subways Elevator & Escalators	384	384	384	384	384	393	393	393	393	393	393	393
Subways Stations	3,552	3,552	3,552	3,552	3,564	3,638	3,638	3,638	3,638	3,626	3,626	3,626
Subways Track	2,725	2,725	2,725	2,725	2,725	2,732	2,732	2,732	2,732	2,732	2,732	2,739
Subways Power	608	608	608	606	606	616	616	616	616	616	616	616
Subways Signals	1,388	1,388	1,388	1,387	1,387	1,402	1,402	1,402	1,402	1,402	1,402	1,403
Subways Electronics Maintenance	1,445	1,445	1,445	1,442	1,442	1,456	1,456	1,456	1,456	1,456	1,456	1,456
Sub-total - Subways	16,354	16,354	16,360	16,354	16,366	16,544	16,540	16,540	16,540	16,528	16,528	16,531
Buses	3,745	3,745	3,745	3,751	3,751	3,751	3,753	3,753	3,757	3,757	3,757	3,754
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	560	560	560	560	560	560	560	560	560	560	560	560
System Safety	91	91	91	91	91	91	91	91	91	91	91	91
Total Maintenance	20,887	20,887	20,893	20,893	20,905	21,083	21,081	21,081	21,085	21,073	21,073	21,073
Engineering/Capital												
Capital Program Management	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274	1,274
Total Engineering/Capital	1,274											
Public Safety												
Security	626	626	626	626	626	626	628	628	628	628	628	628
Total Public Safety	626	626	626	626	626	626	628	628	628	628	628	628
Total Positions	46,803	46,811	46,869	46,980	47,140	47,368	47,340	47,395	47,462	47,409	47,318	47,311
Non-Reimbursable	42,033	42,033	42,037	42,088	42,201	42,436	42,412	42,412	42,532	42,467	42,467	42,566
Reimbursable	4,770	4,778	4,832	4,892	4,939	4,932	4,928	4,983	4,930	4,942	4,851	4,745
Total Full-Time	46,837	46,845	46,703	46,814	46,974	47,202	47,182	47,237	47,304	47,251	47,160	47,153
Total Full-Time Equivalents	166	166	166	166	166	166	158	158	158	158	158	158

8.30

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION**

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	646	646	646	646	646	646	646	646	646	646	646	646
Professional, Technical, Clerical	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127	1,127
Operational Hourlies	15	15	15	15	15	15	15	15	15	15	15	116
Total Administration	1,788	1,888										
Operations												
Managers/Supervisors	2,577	2,578	2,578	2,588	2,592	2,592	2,592	2,592	2,592	2,592	2,586	2,581
Professional, Technical, Clerical	490	490	490	490	490	490	487	487	487	487	487	489
Operational Hourlies	19,161	19,168	19,220	19,321	19,465	19,515	19,490	19,545	19,608	19,567	19,482	19,378
Total Operations	22,228	22,236	22,288	22,399	22,547	22,597	22,569	22,624	22,687	22,646	22,555	22,448
Maintenance												
Managers/Supervisors	3,817	3,817	3,818	3,818	3,818	3,845	3,844	3,844	3,844	3,844	3,844	3,848
Professional, Technical, Clerical	1,028	1,028	1,028	1,026	1,026	1,028	1,025	1,025	1,025	1,025	1,025	1,024
Operational Hourlies	16,042	16,042	16,047	16,049	16,061	16,210	16,212	16,212	16,216	16,204	16,204	16,201
Total Maintenance	20,887	20,887	20,893	20,893	20,905	21,083	21,081	21,081	21,085	21,073	21,073	21,073
Engineering/Capital												
Managers/Supervisors	329	329	329	329	329	329	329	329	329	329	329	329
Professional, Technical, Clerical	943	943	943	943	943	943	943	943	943	943	943	943
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,274											
Public Safety												
Managers/Supervisors	253	253	253	253	253	253	254	254	254	254	254	254
Professional, Technical, Clerical	39	39	39	39	39	39	40	40	40	40	40	40
Operational Hourlies	334	334	334	334	334	334	334	334	334	334	334	334
Total Public Safety	626	626	626	626	626	626	628	628	628	628	628	628
Total Positions												
Managers/Supervisors	7,622	7,623	7,624	7,634	7,638	7,665	7,665	7,665	7,665	7,665	7,659	7,658
Professional, Technical, Clerical	3,627	3,627	3,627	3,625	3,625	3,627	3,622	3,622	3,622	3,622	3,622	3,623
Operational Hourlies	35,554	35,561	35,618	35,721	35,877	36,076	36,053	36,108	36,175	36,122	36,037	36,030
Total Positions	46,803	46,811	46,869	46,980	47,140	47,368	47,340	47,395	47,462	47,409	47,318	47,311

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2014-2017
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017.

The attached information does not include any changes from the 2014 Adopted Budget and the 2014-2017 Financial Plan, adopted by the MTA Board in December, 2013.

The attached information includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2014 - 2017
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline Surplus/(Deficit)	268	(\$47.604)	268	(\$43.018)	268	(\$51.969)	268	(\$54.451)	268	(\$57.243)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2014 February Financial Plan: Baseline Surplus/(Deficit)	268	(\$47.604)	268	(\$43.018)	268	(\$51.969)	268	(\$54.451)	268	(\$57.243)

8.33

MTA STATEN ISLAND RAILWAY
February Financial Plan 2014 - 2017
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2013 November Financial Plan: Baseline										
Surplus/(Deficit)	8	\$0.000	37	\$0.000	37	\$0.000	3	\$0.000	3	\$0.000

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments

- Service Investments (Proposed in July)
- MTA re-estimates:
 - Reduction in Unfunded Pension Liability (LIRR)
 - Energy - NYPA
 - Con Edison (MNR)
 - EEO Training
 - Other

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2014 February Financial Plan: Baseline										
Surplus/(Deficit)	8	\$0.000	37	\$0.000	37	\$0.000	3	\$0.000	3	\$0.000

8.34

MTA STATEN ISLAND RAILWAY
February Financial Plan 2014 - 2017
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline Surplus/(Deficit)	276	(\$36.967)	305	(\$32.593)	305	(\$41.550)	271	(\$44.042)	271	(\$46.845)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2014 February Financial Plan: Baseline Surplus/(Deficit)	276	(\$36.967)	305	(\$32.593)	305	(\$41.550)	271	(\$44.042)	271	(\$46.845)

8.35

MTA Staten Island Railway
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
Revenue								
Farebox Revenue	\$5.727							\$5.727
Vehicle Toll Revenue								\$0.000
Other Operating Revenue	4.149							\$4.149
Capital and Other Reimbursements	0.000							\$0.000
Total Revenue	\$9.876	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$9.876
Expenses								
Labor:								
Payroll	\$17.761							\$17.761
Overtime	2.269							\$2.269
Health and Welfare	4.212							\$4.212
OPEB Current Payment	0.859							\$0.859
Pensions	5.551							\$5.551
Other Fringe Benefits	1.535							\$1.535
Reimbursable Overhead	(2.205)							(\$2.205)
Total Labor Expenses	\$29.982	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.982
Non-Labor:								
Electric Power	\$5.643		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.643
Fuel	0.368		0.000	0.000	0.000	0.000	0.000	0.368
Insurance	1.680							1.680
Claims	0.083							0.083
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	2.760							2.760
Professional Service Contracts	0.420							0.420
Materials & Supplies	1.528							1.528
Other Business Expenses	(0.170)							(0.170)
Total Non-Labor Expenses	\$12.312	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$12.312
Other Expense Adjustments:								
Other	\$0.000							\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$42.294	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.294
Depreciation	\$8.300							8.300
Other Post Employment Benefits	2.300							2.300
Environmental Remediation	0.000							0.000
Total Expenses	\$52.894	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$52.894
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$43.018)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$43.018)

8.36

MTA Staten Island Railway
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
Revenue								
Farebox Revenue	\$0.000							\$0.000
Vehicle Toll Revenue	0.000							\$0.000
Other Operating Revenue	0.000							\$0.000
Capital and Other Reimbursements	6.049							\$6.049
Total Revenue	\$6.049	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.049
Expenses								
Labor:								
Payroll	\$2.449							\$2.449
Overtime	0.707							\$0.707
Health and Welfare	0.517							\$0.517
OPEB Current Payment	0.000							\$0.000
Pensions	0.094							\$0.094
Other Fringe Benefits	0.077							\$0.077
Reimbursable Overhead	2.205							\$2.205
Total Labor Expenses	\$6.049	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.049
Non-Labor:								
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000							0.000
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	0.000							0.000
Professional Service Contracts	0.000							0.000
Materials & Supplies	0.000							0.000
Other Business Expenses	0.000							0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:								
Other	\$0.000							\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$6.049	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.049
Depreciation	\$0.000							\$0.000
Other Post Employment Benefits	\$0.000							\$0.000
Environmental Remediation	\$0.000							\$0.000
Total Expenses	\$6.049	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.049
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

8.37

MTA Staten Island Railway
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
Revenue								
Farebox Revenue	\$5.727	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.727
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.149	0.000	0.000	0.000	0.000	0.000	0.000	4.149
Capital and Other Reimbursements	6.049	0.000	0.000	0.000	0.000	0.000	0.000	6.049
Total Revenue	\$15.925	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$15.925
Expenses								
Labor:								
Payroll	\$20.210	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$20.210
Overtime	2.976	0.000	0.000	0.000	0.000	0.000	0.000	2.976
Health and Welfare	4.729	0.000	0.000	0.000	0.000	0.000	0.000	4.729
OPEB Current Payment	0.859	0.000	0.000	0.000	0.000	0.000	0.000	0.859
Pensions	5.645	0.000	0.000	0.000	0.000	0.000	0.000	5.645
Other Fringe Benefits	1.612	0.000	0.000	0.000	0.000	0.000	0.000	1.612
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$36.031	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$36.031
Non-Labor:								
Electric Power	\$5.643	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	5.643
Fuel	0.368	0.000	0.000	0.000	0.000	0.000	0.000	0.368
Insurance	1.680	0.000	0.000	0.000	0.000	0.000	0.000	1.680
Claims	0.083	0.000	0.000	0.000	0.000	0.000	0.000	0.083
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.760	0.000	0.000	0.000	0.000	0.000	0.000	2.760
Professional Service Contracts	0.420	0.000	0.000	0.000	0.000	0.000	0.000	0.420
Materials & Supplies	1.528	0.000	0.000	0.000	0.000	0.000	0.000	1.528
Other Business Expenses	(0.170)	0.000	0.000	0.000	0.000	0.000	0.000	(0.170)
Total Non-Labor Expenses	\$12.312	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$12.312
Other Expense Adjustments:								
Other	\$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
Total Expenses Before Depreciation	\$48.343	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$48.343
Depreciation	8.300	0.000	0.000	0.000	0.000	0.000	0.000	8.300
Other Post Employment Benefits	2.300	0.000	0.000	0.000	0.000	0.000	0.000	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$58.943	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$58.943
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$43.018)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$43.018)

8.38

MTA Staten Island Railway
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
Receipts								
Farebox Revenue	\$5.727							\$5.727
Vehicle Toll Revenue								\$0.000
Other Operating Revenue	4.149							\$4.149
Capital and Other Reimbursements	6.049							\$6.049
Total Receipts	\$15.925	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$15.925
Expenditures								
Labor:								
Payroll	\$20.210							\$20.210
Overtime	2.976							\$2.976
Health and Welfare	4.729							\$4.729
OPEB Current Payment	0.859							\$0.859
Pensions	5.645							\$5.645
Other Fringe Benefits	1.612							\$1.612
GASB Account	0.175							\$0.175
Reimbursable Overhead	0.000							\$0.000
Total Labor Expenditures	\$36.206	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$36.206
Non-Labor:								
Electric Power	\$5.643	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.643
Fuel	0.368	0.000	0.000	0.000	0.000	0.000	0.000	0.368
Insurance	1.680							1.680
Claims	0.083							0.083
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	2.760							2.760
Professional Service Contracts	0.420							0.420
Materials & Supplies	1.528							1.528
Other Business Expenses	(0.170)							(0.170)
Total Non-Labor Expenditures	\$12.312	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$12.312
Other Expense Adjustments:								
B&T Capital Transfer	\$0.000							\$0.000
General Reserve	0.000							\$0.000
Interagency Subsidy	0.000							\$0.000
Other	0.000							\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$48.518	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$48.518
Operating Cash Deficit	(\$32.593)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$32.593)

8.39

MTA Staten Island Railway
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014							February Adopted Budget
	2014		MTA Re-estimates					
	Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
Receipts								
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures								
Labor:								
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	(0.175)	0.000	0.000	0.000	0.000	0.000	0.000	(0.175)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$0.175)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.175)
Non-Labor:								
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:								
Other	0.000	0.000	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	\$0.000	\$0.000
Total Expenditures Before Depreciation	(\$0.175)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.175)
Depreciation	8.300	0.000	0.000	0.000	0.000	0.000	0.000	8.300
Other Post Employment Benefits	2.300	0.000	0.000	0.000	0.000	0.000	0.000	2.300
Total Expenditures	\$10.425	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$10.425
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$10.425	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$10.425

8.40

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

Non-Reimbursable					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Operating Revenue					
Farebox Revenue	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.165	4.149	2.358	2.379	2.401
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$9.682	\$9.876	\$8.164	\$8.256	\$8.312
Operating Expenses					
<u>Labor:</u>					
Payroll	\$17.518	\$17.761	\$18.070	\$18.437	\$18.832
Overtime	2.507	2.269	0.734	0.748	0.761
Health and Welfare	4.035	4.212	4.353	4.586	4.833
OPEB Current Payment	0.864	0.859	0.887	0.937	0.988
Pensions	5.620	5.551	5.651	5.751	5.851
Other Fringe Benefits	1.650	1.535	1.558	1.584	1.609
Reimbursable Overhead	(0.057)	(2.205)	(2.205)	(1.102)	0.000
Total Labor Expenses	\$32.137	\$29.982	\$29.048	\$30.941	\$32.874
<u>Non-Labor:</u>					
Electric Power	\$5.042	\$5.643	\$5.917	\$6.287	\$6.642
Fuel	0.360	0.368	0.350	0.335	0.342
Insurance	1.180	1.680	1.859	2.174	2.656
Claims	0.079	0.083	0.088	0.093	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.667	2.760	10.816	10.508	10.256
Professional Service Contracts	0.423	0.420	0.425	0.435	0.444
Materials & Supplies	3.493	1.528	1.025	1.329	1.637
Other Business Expenses	0.005	(0.170)	0.005	0.005	0.005
Total Non-Labor Expenses	\$14.249	\$12.312	\$20.485	\$21.166	\$22.081
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$46.386	\$42.294	\$49.533	\$52.107	\$54.955
Depreciation	\$8.600	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$57.286	\$52.894	\$60.133	\$62.707	\$65.555
Baseline Surplus/(Deficit)	(\$47.604)	(\$43.018)	(\$51.969)	(\$54.451)	(\$57.243)

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

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

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

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

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

CASH RECEIPTS AND EXPENDITURES					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Receipts					
Farebox Revenue	\$5.097	\$5.727	\$5.805	\$5.877	\$5.911
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.794	4.149	2.358	2.379	2.401
Capital and Other Reimbursements	2.430	6.049	6.049	3.864	1.680
Total Receipts	\$12.321	\$15.925	\$14.212	\$12.120	\$9.992
Expenditures					
<u>Labor:</u>					
Payroll	\$17.861	\$20.210	\$20.519	\$19.806	\$19.120
Overtime	3.211	2.976	1.441	1.453	1.465
Health and Welfare	4.548	4.729	4.870	5.103	5.350
OPEB Current Payment	0.864	0.859	0.887	0.937	0.988
Pensions	5.714	5.645	5.745	5.845	5.945
Other Fringe Benefits	1.726	1.612	1.635	1.661	1.686
GASB Account	0.500	0.175	0.180	0.191	0.202
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$34.424	\$36.206	\$35.277	\$34.996	\$34.756
<u>Non-Labor:</u>					
Electric Power	\$5.042	\$5.643	\$5.917	\$6.287	\$6.642
Fuel	0.360	0.368	0.350	0.335	0.342
Insurance	1.180	1.680	1.859	2.174	2.656
Claims	0.079	0.083	0.088	0.093	0.099
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.067	2.760	10.816	10.508	10.256
Professional Service Contracts	0.638	0.420	0.425	0.435	0.444
Materials & Supplies	3.493	1.528	1.025	1.329	1.637
Other Business Expenses	0.005	(0.170)	0.005	0.005	0.005
Total Non-Labor Expenditures	\$14.864	\$12.312	\$20.485	\$21.166	\$22.081
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$49.288	\$48.518	\$55.762	\$56.162	\$56.837
Baseline Cash Deficit	(\$36.967)	(\$32.593)	(\$41.550)	(\$44.042)	(\$46.845)

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

CASH FLOW ADJUSTMENTS					
	<u>2013</u> Final Estimate	<u>2014</u> Adopted Budget	<u>2015</u>	<u>2016</u>	<u>2017</u>
Receipts					
Farebox Revenue	(\$0.420)	\$0.000	(\$0.001)	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.629	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.643	0.000	0.000	0.000	0.000
Total Receipts	\$0.852	\$0.000	(\$0.001)	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
GASB Account	(0.500)	(0.175)	(0.180)	(0.191)	(0.202)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$0.500)	(\$0.175)	(\$0.180)	(\$0.191)	(\$0.202)
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.400)	0.000	0.000	0.000	0.000
Professional Service Contracts	(0.215)	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$0.615)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$0.263)	(\$0.175)	(\$0.181)	(\$0.191)	(\$0.202)
Depreciation Adjustment	\$8.600	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$10.637	\$10.425	\$10.419	\$10.409	\$10.398
Total Cash Conversion Adjustments	\$10.637	\$10.425	\$10.419	\$10.409	\$10.398

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

2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
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RIDERSHIP

Fixed Route	4.238	4.320	4.370	4.415	4.436
Baseline Total Ridership	4.238	4.320	4.370	4.415	4.436

FAREBOX REVENUE

Fixed Route	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911
Baseline Total Revenue	\$5.517	\$5.727	\$5.806	\$5.877	\$5.911

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

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

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

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Administration					
Managers/Supervisors	14	14	14	14	14
Professional, Technical, Clerical	11	11	11	11	11
Operational Hourlies	-	-	-	-	-
Total Administration	25	25	25	25	25
Operations					
Managers/Supervisors	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	83	83	83	83	83
Total Operations	91	91	91	91	91
Maintenance					
Managers/Supervisors	8	8	8	8	8
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	144	144	144	144	144
Total Maintenance	155	155	155	155	155
Engineering/Capital					
Managers/Supervisors	1	4	4	-	-
Professional, Technical, Clerical	2	2	2	-	-
Operational Hourlies	2	28	28	-	-
Total Engineering/Capital	5	34	34	-	-
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors					
Professional, Technical, Clerical	28	31	31	27	27
Operational Hourlies	19	19	19	17	17
Baseline Total Positions	229	255	255	227	227
	276	305	305	271	271

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

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.466	\$0.424	\$0.475	\$0.477	\$0.483	\$0.489	\$0.498	\$0.480	\$0.496	\$0.525	\$0.453	\$0.461	\$5.727
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.281	0.186	0.243	0.188	0.237	0.178	0.063	0.049	0.218	0.270	0.206	2.030	4.149
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.747	\$0.610	\$0.718	\$0.665	\$0.720	\$0.667	\$0.561	\$0.529	\$0.714	\$0.795	\$0.659	\$2.491	\$9.876
Operating Expenses													
Labor:													
Payroll	\$1.973	\$1.316	\$1.316	\$1.316	\$1.316	\$1.316	\$1.973	\$1.316	\$1.316	\$1.315	\$1.315	\$1.973	17.761
Overtime	0.252	0.168	0.168	0.168	0.168	0.168	0.252	0.168	0.168	0.168	0.169	0.252	2.269
Health and Welfare	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	0.351	4.212
OPEB Current Payment	0.071	0.071	0.071	0.071	0.071	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.859
Pensions	0.462	0.462	0.462	0.462	0.462	0.462	0.463	0.463	0.463	0.463	0.463	0.464	5.551
Other Fringe Benefits	0.171	0.114	0.114	0.114	0.114	0.114	0.171	0.113	0.113	0.113	0.113	0.171	1.535
Reimbursable Overhead	(0.045)	(0.090)	(0.135)	(0.180)	(0.180)	(0.180)	(0.224)	(0.224)	(0.224)	(0.224)	(0.224)	(0.275)	(2.205)
Total Labor Expenses	\$3.235	\$2.392	\$2.347	\$2.302	\$2.302	\$2.303	\$3.058	\$2.259	\$2.259	\$2.258	\$2.259	\$3.008	\$29.982
Non-Labor:													
Electric Power	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.471	\$0.471	\$0.471	\$0.470	\$0.470	\$0.470	\$5.643
Fuel	0.030	0.030	0.030	0.030	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.368
Insurance	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	1.680
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.006	0.083
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	2.760
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.420
Materials & Supplies	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.128	0.128	0.128	0.128	1.528
Other Business Expenses	0.001	0.000	0.001	0.000	0.001	(0.175)	0.001	0.000	0.001	0.000	0.000	0.000	(0.170)
Total Non-Labor Expenses	\$1.040	\$1.039	\$1.040	\$1.039	\$1.041	\$0.865	\$1.042	\$1.041	\$1.043	\$1.041	\$1.041	\$1.040	\$12.312
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$4.275	\$3.431	\$3.387	\$3.341	\$3.343	\$3.168	\$4.100	\$3.300	\$3.302	\$3.299	\$3.300	\$4.048	\$42.294
Depreciation	0.600	0.625	0.650	0.675	0.700	0.700	0.725	0.725	0.725	0.725	0.725	0.725	8.300
OPEB Obligation	-	-	0.575	-	-	0.575	-	-	0.575	-	-	0.575	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$4.875	\$4.056	\$4.612	\$4.016	\$4.043	\$4.443	\$4.825	\$4.025	\$4.602	\$4.024	\$4.025	\$5.348	\$52.894
Net Surplus/(Deficit)	(\$4.128)	(\$3.446)	(\$3.894)	(\$3.351)	(\$3.323)	(\$3.776)	(\$4.264)	(\$3.496)	(\$3.888)	(\$3.229)	(\$3.366)	(\$2.857)	(\$43.018)

8.49

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

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue													\$0.000
Toll Revenue													-
Other Operating Revenue													-
Capital and Other Reimbursements	0.155	0.250	0.345	0.440	0.440	0.535	0.630	0.630	0.630	0.631	0.631	0.731	6.049
Total Revenue	\$0.155	\$0.250	\$0.345	\$0.440	\$0.440	\$0.535	\$0.630	\$0.630	\$0.630	\$0.631	\$0.631	\$0.731	\$6.049
Expenses													
Labor:													
Payroll	\$0.050	\$0.100	\$0.150	\$0.200	\$0.200	\$0.200	\$0.250	\$0.250	\$0.250	\$0.250	\$0.250	\$0.299	\$2.449
Overtime	0.025	0.025	0.025	0.025	0.025	0.083	0.083	0.083	0.083	0.083	0.083	0.084	0.707
Health and Welfare	0.025	0.025	0.025	0.025	0.025	0.056	0.056	0.056	0.056	0.056	0.056	0.056	0.517
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.005	0.005	0.005	0.005	0.005	0.009	0.010	0.010	0.010	0.010	0.010	0.010	0.094
Other Fringe Benefits	0.005	0.005	0.005	0.005	0.005	0.007	0.007	0.007	0.007	0.008	0.008	0.008	0.077
Reimbursable Overhead	0.045	0.090	0.135	0.180	0.180	0.180	0.224	0.224	0.224	0.224	0.224	0.274	2.205
Total Labor Expenses	\$0.155	\$0.250	\$0.345	\$0.440	\$0.440	\$0.535	\$0.630	\$0.630	\$0.630	\$0.631	\$0.631	\$0.731	\$6.049
Non-Labor:													
Electric Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000												
Other Expenses Adjustments:													
Other													
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation	\$0.155	\$0.250	\$0.345	\$0.440	\$0.440	\$0.535	\$0.630	\$0.630	\$0.630	\$0.631	\$0.631	\$0.731	\$6.049
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$0.155	\$0.250	\$0.345	\$0.440	\$0.440	\$0.535	\$0.630	\$0.630	\$0.630	\$0.631	\$0.631	\$0.731	\$6.049
Net Surplus/(Deficit)	\$0.000												

8.50

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

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.466	\$0.424	\$0.475	\$0.477	\$0.483	\$0.489	\$0.498	\$0.480	\$0.496	\$0.525	0.453	0.461	5.727
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.281	0.186	0.243	0.188	0.237	0.178	0.063	0.049	0.218	0.270	0.206	2.030	4.149
Capital and Other Reimbursements	0.155	0.250	0.345	0.440	0.440	0.535	0.630	0.630	0.630	0.631	0.631	0.731	6.049
Total Revenue	\$0.902	\$0.860	\$1.063	\$1.105	\$1.160	\$1.202	\$1.191	\$1.159	\$1.344	\$1.426	\$1.290	\$3.222	\$15.925
Expenses													
Labor:													
Payroll	\$2.023	\$1.416	\$1.466	\$1.516	\$1.516	\$1.516	\$2.223	\$1.566	\$1.566	\$1.565	\$1.565	\$2.272	\$20.210
Overtime	0.277	0.193	0.193	0.193	0.193	0.251	0.335	0.251	0.251	0.251	0.252	0.336	2.976
Health and Welfare	0.376	0.376	0.376	0.376	0.376	0.407	0.407	0.407	0.407	0.407	0.407	0.407	4.729
OPEB Current Payment	0.071	0.071	0.071	0.071	0.071	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.859
Pensions	0.467	0.467	0.467	0.467	0.467	0.471	0.473	0.473	0.473	0.473	0.473	0.474	5.645
Other Fringe Benefits	0.176	0.119	0.119	0.119	0.119	0.121	0.178	0.120	0.120	0.121	0.121	0.179	1.612
Reimbursable Overhead	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.000)
Total Labor Expenses	\$3.390	\$2.642	\$2.692	\$2.742	\$2.742	\$2.838	\$3.688	\$2.889	\$2.889	\$2.889	\$2.890	\$3.739	\$36.031
Non-Labor:													
Electric Power	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.471	\$0.471	\$0.471	\$0.470	\$0.470	\$0.470	\$5.643
Fuel	0.030	0.030	0.030	0.030	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.368
Insurance	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	1.680
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.006	0.083
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	2.760
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.420
Materials & Supplies	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.128	0.128	0.128	0.128	1.528
Other Business Expenses	0.001	0.000	0.001	0.000	0.001	(0.175)	0.001	0.000	0.001	0.000	0.000	0.000	(0.170)
Total Non-Labor Expenses	\$1.040	\$1.039	\$1.040	\$1.039	\$1.041	\$0.865	\$1.042	\$1.041	\$1.043	\$1.041	\$1.041	\$1.040	\$12.312
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$4.430	\$3.681	\$3.732	\$3.781	\$3.783	\$3.703	\$4.730	\$3.930	\$3.932	\$3.930	\$3.931	\$4.779	\$48.343
Depreciation	\$0.600	\$0.625	\$0.650	\$0.675	\$0.700	\$0.700	\$0.725	\$0.725	\$0.725	\$0.725	\$0.725	\$0.725	\$8.300
OPEB Obligation	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$5.030	\$4.306	\$4.957	\$4.456	\$4.483	\$4.978	\$5.455	\$4.655	\$5.232	\$4.655	\$4.656	\$6.079	\$58.943
Net Surplus/(Deficit)	(\$4.128)	(\$3.446)	(\$3.894)	(\$3.351)	(\$3.323)	(\$3.776)	(\$4.264)	(\$3.496)	(\$3.888)	(\$3.229)	(\$3.366)	(\$2.857)	(\$43.018)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2014 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.466	\$0.424	\$0.475	\$0.477	\$0.483	\$0.489	\$0.498	\$0.480	\$0.496	\$0.525	\$0.453	\$0.461	\$5.727
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Other Operating Revenue	0.281	0.186	0.243	0.188	0.237	0.178	0.063	0.049	0.218	0.270	0.206	2.030	4.149
Capital and Other Reimbursements	0.155	0.155	0.250	0.250	0.345	0.440	0.725	0.725	0.725	0.726	0.726	0.827	6.049
Total Receipts	\$0.902	\$0.765	\$0.968	\$0.915	\$1.065	\$1.107	\$1.286	\$1.254	\$1.439	\$1.521	\$1.385	\$3.318	\$15.925
Expenditures													
Labor:													
Payroll	\$2.023	\$1.366	\$1.416	\$1.416	\$1.466	\$1.466	\$2.273	\$1.616	\$1.616	\$1.615	\$1.615	\$2.322	20.210
Overtime	0.277	0.193	0.193	0.193	0.193	0.251	0.335	0.251	0.251	0.251	0.252	0.336	2.976
Health and Welfare	0.376	0.376	0.376	0.376	0.376	0.407	0.407	0.407	0.407	0.407	0.407	0.407	4.729
OPEB Current Payment	0.071	0.071	0.071	0.071	0.071	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.859
Pensions	0.467	0.467	0.467	0.467	0.467	0.471	0.473	0.473	0.473	0.473	0.473	0.474	5.645
Other Fringe Benefits	0.176	0.119	0.119	0.119	0.119	0.121	0.178	0.120	0.120	0.121	0.121	0.179	1.612
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.175	0.175
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$3.390	\$2.592	\$2.642	\$2.642	\$2.692	\$2.788	\$3.738	\$2.939	\$2.939	\$2.939	\$2.940	\$3.965	\$36.206
Non-Labor:													
Electric Power	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.470	\$0.471	\$0.471	\$0.471	\$0.470	\$0.470	\$0.470	\$5.643
Fuel	\$0.030	\$0.030	\$0.030	\$0.030	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	\$0.031	0.368
Insurance	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	1.680
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.006	0.083
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.230	2.760
Professional Service Contracts	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.420
Materials & Supplies	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.128	0.128	0.128	0.128	1.528
Other Business Expenses	0.001	0.000	0.001	0.000	0.001	(0.175)	0.001	0.000	0.001	0.000	0.000	0.000	(0.170)
Total Non-Labor Expenditures	\$1.040	\$1.039	\$1.040	\$1.039	\$1.041	\$0.865	\$1.042	\$1.041	\$1.043	\$1.041	\$1.041	\$1.040	\$12.312
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000												
Total Expenditures	\$4.430	\$3.631	\$3.682	\$3.681	\$3.733	\$3.653	\$4.780	\$3.980	\$3.982	\$3.980	\$3.981	\$5.005	\$48.518
Net Cash Deficit	(\$3.528)	(\$2.866)	(\$2.714)	(\$2.766)	(\$2.668)	(\$2.546)	(\$3.494)	(\$2.726)	(\$2.543)	(\$2.459)	(\$2.596)	(\$1.687)	(\$32.593)

8.52

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2014 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	(0.095)	(0.095)	(0.190)	(0.095)	(0.095)	0.095	0.095	0.095	0.095	0.095	0.096	0.000
Total Receipts	\$0.000	(\$0.095)	(\$0.095)	(\$0.190)	(\$0.095)	(\$0.095)	\$0.095	\$0.095	\$0.095	\$0.095	\$0.095	\$0.096	\$0.000
Expenditures													
Labor:													
Payroll	\$0.000	\$0.050	\$0.050	\$0.100	\$0.050	\$0.050	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.175)	(0.175)
Reimbursable Overhead	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.000)
Total Labor Expenditures	(\$0.000)	\$0.050	\$0.050	\$0.100	\$0.050	\$0.050	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.050)	(\$0.226)	(\$0.175)
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000												
Other Expenditures Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000												
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.													
	(\$0.000)	(\$0.045)	(\$0.045)	(\$0.090)	(\$0.045)	(\$0.045)	\$0.045	\$0.045	\$0.045	\$0.045	\$0.045	(\$0.130)	(\$0.175)
Depreciation Adjustment	0.600	0.625	0.650	0.675	0.700	0.700	0.725	0.725	0.725	0.725	0.725	0.725	8.300
OPEB Obligation	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.600	\$0.580	\$1.180	\$0.585	\$0.655	\$1.230	\$0.770	\$0.770	\$1.345	\$0.770	\$0.770	\$1.170	\$10.425

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2014 Adopted Budget
Ridership/(Utilization)
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.384	0.318	0.374	0.352	0.374	0.362	0.322	0.306	0.386	0.425	0.354	0.363	4.320
Total Ridership	0.384	0.318	0.374	0.352	0.374	0.362	0.322	0.306	0.386	0.425	0.354	0.363	4.320

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

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	13	13	13	13	13	13	13	13	13	13	13	13
General Office	6	6	6	6	6	6	6	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6	6	6	6	6	6	6	6
Total Administration	25											
Operations												
Transportation	91	91	91	91	91	91	91	91	91	91	91	91
Maintenance												
Mechanical	43	43	43	43	43	43	43	43	43	43	43	43
Electronic/Electrical	15	15	15	15	15	15	15	15	15	15	15	15
Power/Signals	26	26	26	26	26	26	26	26	26	26	26	26
Maintenance of Way	46	46	46	46	46	46	46	46	46	46	46	46
Infrastructure	25	25	25	25	25	25	25	25	25	25	25	25
Total Maintenance	155											
Engineering/Capital												
Sandy Recovery	5	15	21	26	26	26	26	26	26	26	26	34
Total Baseline Positions	276	286	292	297	305							
<i>Non-Reimbursable</i>	268	268	268	268	268	268	268	268	268	268	268	268
<i>Reimbursable</i>	8	18	24	29	29	29	29	29	29	29	29	37
<i>Total Full-Time</i>	276	286	292	297	297	297	297	297	297	297	297	305
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

8.55

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2014 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	14	14	14	14	14	14	14	14	14	14	14	14
Professional, Technical, Clerical	11	11	11	11	11	11	11	11	11	11	11	11
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	25											
Operations												
Managers/Supervisors	5	5	5	5	5	5	5	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	83	83	83	83	83	83	83	83	83	83	83	83
Total Operations	91											
Maintenance												
Managers/Supervisors	8	8	8	8	8	8	8	8	8	8	8	8
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	144	144	144	144	144	144	144	144	144	144	144	144
Total Maintenance	155											
Engineering/Capital (Sandy Recovery)												
Managers/Supervisors	1	3	4	4	4	4	4	4	4	4	4	4
Professional, Technical, Clerical	2	2	2	2	2	2	2	2	2	2	2	2
Operational Hourlies	2	10	15	20	20	20	20	20	20	20	20	28
Total Engineering/Capital	5	15	21	26	34							
Total Baseline Positions												
Managers/Supervisors	28	30	31	31	31	31	31	31	31	31	31	31
Professional, Technical, Clerical	19	19	19	19	19	19	19	19	19	19	19	19
Operational Hourlies	229	237	242	247	247	247	247	247	247	247	247	255
Total Positions	276	286	292	297	305							

8.56

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2014-2017
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of a MTA Adjustment that was presented in the November Plan and adopted by the Board in December 2013.

These adjustments are presented on the attached reconciliation from the November Financial Plan and are described below:

- Technical adjustments reflect the reclassification of labor expenses from Other Fringe Benefits to Payroll expenses, with no net impact to expenses.
- A cost of \$0.383 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

The attached also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2014 - 2017
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline Net Surplus/(Deficit)	3,593	(\$445.985)	3,640	(\$451.070)	3,718	(\$524.210)	3,733	(\$539.999)	3,699	(\$537.571)
<i>Technical Adjustments:</i>										
Reclassification - Impact on Payroll				(\$2.416)		(\$2.461)		(\$2.507)		(\$2.720)
Reclassification - Impact on Other Fringe Benefits				\$2.416		\$2.461		\$2.507		\$2.720
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training		(\$0.383)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$0.383)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2014 February Financial Plan: Baseline Net Surplus/(Deficit)	3,593	\$ (446.368)	3,640	\$ (451.070)	3,718	\$ (524.210)	3,733	\$ (539.999)	3,699	\$ (537.571)

8.58

MTA BUS COMPANY
February Financial Plan 2014 - 2017
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)									
2013		2014		2015		2016		2017	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2013 November Financial Plan: Baseline Net Surplus/(Deficit)	64	\$0.000								
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Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments

Service Investments (Proposed in July)
 MTA re-estimates:
 Reduction in Unfunded Pension Liability (LIRR)
 Energy - NYPA
 Con Edison (MNR)
 EEO Training
 Other

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2014 February Financial Plan: Baseline Net Surplus/(Deficit)	64	\$0.000								
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MTA BUS COMPANY
February Financial Plan 2014 - 2017
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline Net Surplus/(Deficit)	3,657	(\$393.055)	3,704	(\$336.426)	3,782	(\$417.784)	3,797	(\$432.839)	3,763	(\$428.771)
<i>Technical Adjustments:</i>										
Reclassification - Impact on Payroll				(\$2.416)		(\$2.461)		(\$2.507)		(\$2.720)
Reclassification - Impact on Other Fringe Benefits				\$2.416		\$2.461		\$2.507		\$2.720
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Service Investments (Proposed in July)										
MTA re-estimates:										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training		(\$0.383)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$0.383)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2014 February Financial Plan: Baseline Net Surplus/(Deficit)	3,657	\$ (393.438)	3,704	\$ (336.426)	3,782	\$ (417.784)	3,797	\$ (432.839)	3,763	\$ (428.771)

MTA BUS COMPANY
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
Revenue								
Farebox Revenue	\$201.484							\$201.484
Toll Revenue	-							-
Other Operating Revenue	26.258							26.258
Capital and Other Reimbursements	-							-
Total Revenue	\$227.742	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$227.742
Expenses								
Labor:								
Payroll	\$226.167						\$2.416	\$228.583
Overtime	43.986							43.986
Health and Welfare	53.065							53.065
OPEB Current Payment	20.166							20.166
Pensions	45.694							45.694
Other Fringe Benefits	48.415						(2.416)	45.999
Reimbursable Overhead	-							-
Total Labor Expenses	\$437.493	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$437.493
Non-Labor:								
Electric Power	\$1.253							\$1.253
Fuel	40.331	0.000	0.000	0.000	0.000	0.000	0.000	40.331
Insurance	3.413							3.413
Claims	22.256							22.256
Paratransit Service Contracts	-							0.000
Maintenance and Other Operating Contracts	19.905							19.905
Professional Service Contracts	19.801							19.801
Materials & Supplies	33.246							33.246
Other Business Expenses	1.960							1.960
Total Non-Labor Expenses	\$142.165	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	142.165
Other Expense Adjustments:								
Other	0.000							0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Total Expenses before Non-Cash Liability Adjustments	\$579.658	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$579.658
Depreciation	\$42.235							\$42.235
OPEB Obligation	56.919							56.919
Environmental Remediation	-							0.000
Total Expenses	\$678.812	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$678.812
Baseline Surplus/(Deficit)	(\$451.070)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$451.070)

- Differences are due to rounding.

8.61

MTA BUS COMPANY
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
Revenue								
Farebox Revenue	\$0.000							\$0.000
Toll Revenue	0.000							0.000
Other Operating Revenue	0.000							0.000
Capital and Other Reimbursements	8.551							8.551
Total Revenue	\$8.551	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8.551
Expenses								
Labor:								
Payroll	\$5.572							\$5.572
Overtime	-							0.000
Health and Welfare	1.023							1.023
OPEB Current Payment	-							0.000
Pensions	0.465							0.465
Other Fringe Benefits	0.456							0.456
Reimbursable Overhead	-							0.000
Total Labor Expenses	\$7.516	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.516
Non-Labor:								
Electric Power	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000							0.000
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	0.223							0.223
Professional Service Contracts	0.000							0.000
Materials & Supplies	0.812							0.812
Other Business Expenses	0.000							0.000
Total Non-Labor Expenses	\$1.035	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.035
Other Expense Adjustments:								
Other	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
Total Expenses before Depreciation	\$8.551	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8.551
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$8.551	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8.551
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

- Differences are due to rounding.

8.62

MTA BUS COMPANY
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	MTA Re-estimates				All Other	
			Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
Revenue								
Farebox Revenue	\$201.484	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$201.484
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	26.258	0.000	0.000	0.000	0.000	0.000	0.000	26.258
Capital and Other Reimbursements	8.551	0.000	0.000	0.000	0.000	0.000	0.000	8.551
Total Revenue	\$236.293	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$236.293
Expenses								
Labor:								
Payroll	\$231.739	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.416	\$234.155
Overtime	43.986	0.000	0.000	0.000	0.000	0.000	0.000	43.986
Health and Welfare	54.088	0.000	0.000	0.000	0.000	0.000	0.000	54.088
OPEB Current Payment	20.166	0.000	0.000	0.000	0.000	0.000	0.000	20.166
Pensions	46.159	0.000	0.000	0.000	0.000	0.000	0.000	46.159
Other Fringe Benefits	48.871	0.000	0.000	0.000	0.000	0.000	(2.416)	46.455
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$445.009	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$445.009
Non-Labor:								
Electric Power	\$1.253	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.253
Fuel	40.331	0.000	0.000	0.000	0.000	0.000	0.000	40.331
Insurance	3.413	0.000	0.000	0.000	0.000	0.000	0.000	3.413
Claims	22.256	0.000	0.000	0.000	0.000	0.000	0.000	22.256
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	20.128	0.000	0.000	0.000	0.000	0.000	0.000	20.128
Professional Service Contracts	19.801	0.000	0.000	0.000	0.000	0.000	0.000	19.801
Materials & Supplies	34.058	0.000	0.000	0.000	0.000	0.000	0.000	34.058
Other Business Expenses	1.960	0.000	0.000	0.000	0.000	0.000	0.000	1.960
Total Non-Labor Expenses	\$143.200	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$143.200
Other Expense Adjustments:								
Other	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
Total Expenses before Non-Cash Liability Adjustments	\$588.209	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$588.209
Depreciation	\$42.235	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.235
OPEB Obligation	56.919	0.000	0.000	0.000	0.000	0.000	0.000	56.919
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$687.363	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$687.363
Baseline Surplus/(Deficit)	(\$451.070)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$451.070)

Differences are due to rounding.

8.63

MTA BUS COMPANY
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
Receipts								
Farebox Revenue	\$201.484							\$201.484
Toll Revenue	0.000							0.000
Other Operating Revenue	26.257							26.257
Capital and Other Reimbursements	13.271							13.271
Total Receipts	\$241.012	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$241.012
Expenditures								
Labor:								
Payroll	\$229.746						\$2.416	\$232.162
Overtime	43.986							43.986
Health and Welfare	53.677							53.677
OPEB Current Payment	20.166							20.166
Pensions	45.986							45.986
Other Fringe Benefits	38.701						(2.416)	36.285
GASB Account	4.975							4.975
Reimbursable Overhead	0.000							0.000
Total Labor Expenditures	\$437.237	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$437.237
Non-Labor:								
Electric Power	\$1.253	0.000	0.000	0.000	0.000	0.000	0.000	\$1.253
Fuel	40.331	0.000	0.000	0.000	0.000	0.000	0.000	40.331
Insurance	3.413							3.413
Claims	19.256							19.256
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	20.128							20.128
Professional Service Contracts	19.801							19.801
Materials & Supplies	34.058							34.058
Other Business Expenditures	1.961							1.961
Total Non-Labor Expenditures	\$140.201	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$140.201
Other Expenditure Adjustments:								
Other	0.000							0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$577.438	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$577.438
Baseline Cash Deficit	(\$336.426)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$336.426)

- Differences are due to rounding.

MTA BUS COMPANY
2014 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded MTA Re-estimates				All Other	
			Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
Receipts								
Farebox Revenue	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Capital and Other Reimbursements	4.720	0.000	0.000	0.000	0.000	0.000	0.000	4.720
Total Receipt Adjustments	\$4.719	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.719
Expenditures								
Labor:								
Payroll	\$1.993	0.000	0.000	0.000	0.000	0.000	0.000	\$1.993
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.411	0.000	0.000	0.000	0.000	0.000	0.000	0.411
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.173	0.000	0.000	0.000	0.000	0.000	0.000	0.173
Other Fringe Benefits	10.170	0.000	0.000	0.000	0.000	0.000	0.000	10.170
GASB Account	(4.975)	0.000	0.000	0.000	0.000	0.000	0.000	(4.975)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7.772	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.772
Non-Labor:								
Electric Power	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	3.000	0.000	0.000	0.000	0.000	0.000	0.000	3.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Total Non-Labor Expenditures	\$2.999	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.999
Other Expenditure Adjustments:								
Other	0.000	0.000	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	\$0.000	\$0.000
Total Expenditure Adjustments	\$10.771	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$10.771
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$15.490	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$15.490
Depreciation Adjustment	42.235	0.000	0.000	0.000	0.000	0.000	0.000	42.235
OPEB Obligation	56.919	0.000	0.000	0.000	0.000	0.000	0.000	56.919
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$114.644	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$114.644

- Differences are due to rounding.

8.65

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

NON-REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Operating Revenue					
Farebox Revenue	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
Toll Revenue					
Other Operating Revenue	26.553	26.258	20.169	20.578	20.939
Capital and Other Reimbursements					
Total Revenue	\$224.602	\$227.742	\$223.058	\$225.135	\$225.772
Operating Expenses					
<u>Labor:</u>					
Payroll	\$229.397	\$228.583	\$242.206	\$248.964	\$251.605
Overtime	45.364	43.986	45.807	46.716	47.470
Health and Welfare	48.511	53.065	57.653	62.569	67.342
OPEB Current Payment	18.576	20.166	21.844	23.679	25.669
Pensions	45.635	45.694	47.157	47.867	48.460
Other Fringe Benefits	46.240	45.999	47.026	49.652	49.109
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$433.723	\$437.493	\$461.693	\$479.447	\$489.655
<u>Non-Labor:</u>					
Electric Power	\$1.162	\$1.253	\$1.349	\$1.454	\$1.568
Fuel	41.116	40.331	39.563	40.019	41.074
Insurance	2.771	3.413	4.079	4.870	5.820
Claims	20.000	22.256	28.000	29.000	29.447
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	22.373	19.905	51.110	46.911	32.998
Professional Service Contracts	17.400	19.801	20.058	20.531	20.797
Materials & Supplies	29.768	33.246	39.690	40.417	35.845
Other Business Expenses	4.127	1.960	1.827	1.985	4.090
Total Non-Labor Expenses	\$138.717	\$142.165	\$185.676	\$185.187	\$171.639
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$572.440	\$579.658	\$647.369	\$664.634	\$661.294
Depreciation	\$42.234	\$42.235	\$42.236	\$42.236	\$42.887
OPEB Obligation	56.296	56.919	57.663	58.264	59.162
Environmental Remediation					
Total Expenses	\$670.970	\$678.812	\$747.268	\$765.134	\$763.343
Baseline Surplus/(Deficit)	(\$446.368)	(\$451.070)	(\$524.210)	(\$539.999)	(\$537.571)

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

REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Revenue					
Farebox Revenue					
Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursements	8.423	8.551	8.679	8.809	8.877
Total Revenue	\$8.423	\$8.551	\$8.679	\$8.809	\$8.877
Expenses					
<u>Labor:</u>					
Payroll	\$5.490	\$5.572	\$5.655	\$5.740	\$5.782
Overtime	-	-	-	-	-
Health and Welfare	1.008	1.023	1.038	1.053	1.060
OPEB Current Payment	-	-	-	-	-
Pensions	0.461	0.465	0.470	0.473	0.473
Other Fringe Benefits	0.448	0.456	0.462	0.469	0.472
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$7.407	\$7.516	\$7.625	\$7.735	\$7.787
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	0.219	0.223	0.227	0.231	0.235
Professional Service Contracts					
Materials & Supplies	0.797	0.812	0.827	0.843	0.855
Other Business Expenses					
Total Non-Labor Expenses	\$1.016	\$1.035	\$1.054	\$1.074	\$1.090
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$8.423	\$8.551	\$8.679	\$8.809	\$8.877
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$8.423	\$8.551	\$8.679	\$8.809	\$8.877
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Revenue					
Farebox Revenue	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
Toll Revenue	-	-	-	-	-
Other Operating Revenue	26.553	26.258	20.169	20.578	20.939
Capital and Other Reimbursements	8.423	8.551	8.679	8.809	8.877
Total Revenue	\$233.025	\$236.293	\$231.737	\$233.944	\$234.649
Expenses					
<u>Labor:</u>					
Payroll	\$234.887	\$234.155	\$247.861	\$254.704	\$257.387
Overtime	45.364	43.986	45.807	46.716	47.470
Health and Welfare	49.519	54.088	58.691	63.622	68.402
OPEB Current Payment	18.576	20.166	21.844	23.679	25.669
Pensions	46.096	46.159	47.627	48.340	48.933
Other Fringe Benefits	46.688	46.455	47.488	50.121	49.581
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$441.130	\$445.009	\$469.318	\$487.182	\$497.442
<u>Non-Labor:</u>					
Electric Power	\$1.162	\$1.253	\$1.349	\$1.454	\$1.568
Fuel	41.116	40.331	39.563	40.019	41.074
Insurance	2.771	3.413	4.079	4.870	5.820
Claims	20.000	22.256	28.000	29.000	29.447
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	22.592	20.128	51.337	47.142	33.233
Professional Service Contracts	17.400	19.801	20.058	20.531	20.797
Materials & Supplies	30.565	34.058	40.517	41.260	36.700
Other Business Expenses	4.127	1.960	1.827	1.985	4.090
Total Non-Labor Expenses	\$139.733	\$143.200	\$186.730	\$186.261	\$172.729
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$580.863	\$588.209	\$656.048	\$673.443	\$670.171
Depreciation	\$42.234	\$42.235	\$42.236	\$42.236	\$42.887
OPEB Obligation	56.296	56.919	57.663	58.264	59.162
Environmental Remediation	-	-	-	-	-
Total Expenses	\$679.393	\$687.363	\$755.947	\$773.943	\$772.220
Baseline Surplus/(Deficit)	(\$446.368)	(\$451.070)	(\$524.210)	(\$539.999)	(\$537.571)

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

CASH RECEIPTS AND EXPENDITURES					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Receipts					
Farebox Revenue	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
Vehicle Toll Revenue					
Other Operating Revenue	26.553	26.257	20.169	20.578	20.939
Capital and Other Reimbursements	16.013	13.271	13.531	13.897	14.068
Total Receipts	\$240.615	\$241.012	\$236.589	\$239.032	\$239.840
Expenditures					
<u>Labor:</u>					
Payroll	\$259.921	\$232.162	\$245.850	\$252.677	\$255.345
Overtime	45.364	43.986	45.807	46.716	47.470
Health and Welfare	49.112	53.677	58.277	63.205	67.982
OPEB Current Payment	18.576	20.166	21.844	23.679	25.669
Pensions	45.921	45.986	47.454	48.168	48.763
Other Fringe Benefits	49.375	36.285	47.317	49.948	49.408
GASB Account	4.909	4.975	5.094	5.216	5.306
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$473.178	\$437.237	\$471.643	\$489.609	\$499.943
<u>Non-Labor:</u>					
Electric Power	\$1.162	\$1.253	\$1.349	\$1.454	\$1.568
Fuel	45.616	40.331	39.563	40.019	41.074
Insurance	3.322	3.413	4.079	4.870	5.820
Claims	22.574	19.256	24.000	25.000	25.385
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	30.792	20.128	51.337	47.142	33.234
Professional Service Contracts	19.605	19.801	20.058	20.531	20.797
Materials & Supplies	33.636	34.058	40.517	41.260	36.700
Other Business Expenses	4.168	1.961	1.827	1.986	4.090
Total Non-Labor Expenses	\$160.875	\$140.201	\$182.730	\$182.262	\$168.668
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$634.053	\$577.438	\$654.373	\$671.871	\$668.611
Baseline Cash Surplus/(Deficit)	(\$393.438)	(\$336.426)	(\$417.784)	(\$432.839)	(\$428.771)

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

CASH FLOW ADJUSTMENTS					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	(0.001)	-	-	-
Capital and Other Reimbursements	7.590	4.720	4.852	5.088	5.191
Total Receipts	\$7.590	\$4.719	\$4.852	\$5.088	\$5.191
Expenditures					
<u>Labor:</u>					
Payroll	(\$25.034)	\$1.993	\$2.011	\$2.027	\$2.042
Overtime	-	-	-	-	-
Health and Welfare	0.407	0.411	0.414	0.417	0.420
OPEB Current Payment	-	-	-	-	-
Pensions	0.175	0.173	0.173	0.172	0.170
Other Fringe Benefits	(2.687)	10.170	0.171	0.173	0.173
GASB Account	(4.909)	(4.975)	(5.094)	(5.216)	(5.306)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$32.048)	\$7.772	(\$2.325)	(\$2.427)	(\$2.501)
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(4.500)	-	-	-	-
Insurance	(0.551)	-	-	-	-
Claims	(2.574)	3.000	4.000	4.000	4.062
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(8.200)	-	-	-	(0.001)
Professional Service Contracts	(2.205)	-	-	-	-
Materials & Supplies	(3.071)	-	-	-	-
Other Business Expenditures	(0.041)	(0.001)	-	(0.001)	-
Total Non-Labor Expenses	(\$21.142)	\$2.999	\$4.000	\$3.999	\$4.061
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$45.600)	\$15.490	\$6.527	\$6.660	\$6.751
Depreciation Adjustment	\$42.234	\$42.235	\$42.236	\$42.236	\$42.887
OPEB Obligation	56.296	56.919	57.663	58.264	59.162
Environmental Remediation	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$52.930	\$114.644	\$106.426	\$107.160	\$108.800

**MTA Bus Company
2014 Adopted Budget
Non-Reimbursable/Reimbursable Overtime**

	Total		
	Hours	\$	%
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	592,023	\$25.097	57.1%
<u>Unscheduled Service</u>	82,332	\$3.375	7.7%
<u>Programmatic/Routine Maintenance</u>	146,876	\$6.255	14.2%
<u>Unscheduled Maintenance</u>	0	\$0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	171,083	\$7.555	17.2%
<u>Weather Emergencies</u>	36,058	\$1.259	2.9%
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	0.3%
<u>Other</u>	3,802	\$0.316	0.7%
Sub-Total	1,034,814	\$43.986	100.0%
REIMBURSABLE OVERTIME	0	\$0.000	
TOTAL OVERTIME	1,034,814	\$43.986	

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

	2013	2014			
	Final	Adopted			
	Estimate	Budget	2015	2016	2017

RIDERSHIP

Fixed Route	124.373	124.674	125.315	126.125	126.180
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Baseline Total Ridership	124.373	124.674	125.315	126.125	126.180
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FAREBOX REVENUE

Fixed Route	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
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Baseline Total Revenue	\$198.049	\$201.484	\$202.889	\$204.557	\$204.833
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MTA BUS COMPANY
February Financial Plan 2014 - 2017
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

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

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

FUNCTION/OCCUPATIONAL GROUP		2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
Administration						
	Managers/Supervisors	56	56	56	56	56
	Professional, Technical, Clerical	70	71	71	75	75
	Operational Hourlies	8	17	20	12	16
	Total Administration	134	144	147	143	147
Operations						
	Managers/Supervisors	296	298	298	298	298
	Professional, Technical, Clerical	51	51	51	51	51
	Operational Hourlies	2,042	2,080	2,080	2,080	2,080
	Total Operations	2,389	2,429	2,429	2,429	2,429
Maintenance						
	Managers/Supervisors	205	205	207	207	207
	Professional, Technical, Clerical	16	17	17	17	17
	Operational Hourlies	858	854	927	946	908
	Total Maintenance	1,079	1,076	1,151	1,170	1,132
Engineering/Capital						
	Managers/Supervisors	21	21	21	21	21
	Professional, Technical, Clerical	16	16	16	16	16
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	37	37	37	37	37
Public Safety						
	Managers/Supervisors	14	14	14	14	14
	Professional, Technical, Clerical	4	4	4	4	4
	Operational Hourlies	-	-	-	-	-
	Total Public Safety	18	18	18	18	18
Total Positions						
	Managers/Supervisors	592	594	596	596	596
	Professional, Technical, Clerical	157	159	159	163	163
	Operational Hourlies	2,908	2,951	3,027	3,038	3,004
	Total Baseline Positions	3,657	3,704	3,782	3,797	3,763

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$16,059	\$15,017	\$17,142	\$16,969	\$17,272	\$16,840	\$17,412	\$16,867	\$17,366	\$18,047	\$15,856	\$16,637	\$201,484
Other Operating Revenue	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,190	26,258
Capital and Other Reimbursements													
Total Revenue	\$18,247	\$17,205	\$19,330	\$19,157	\$19,460	\$19,028	\$19,600	\$19,055	\$19,554	\$20,235	\$18,044	\$18,827	\$227,742
Operating Expenses													
Labor:													
Payroll	\$20,143	\$17,516	\$18,392	\$19,268	\$19,268	\$18,392	\$20,143	\$18,392	\$19,268	\$20,143	\$17,516	\$20,143	\$228,583
Overtime	3,841	3,629	3,720	3,777	3,848	3,501	3,635	3,679	3,514	3,733	3,483	3,627	43,986
Health and Welfare	4,422	4,422	4,422	4,422	4,422	4,422	4,422	4,422	4,422	4,422	4,422	4,422	53,065
OPEB Current Payment	1,680	1,680	1,680	1,680	1,680	1,680	1,681	1,681	1,681	1,681	1,681	1,681	20,166
Pensions	4,027	3,501	3,677	3,852	3,852	3,677	4,027	3,677	3,852	4,027	3,501	4,027	45,694
Other Fringe Benefits	4,054	3,525	3,701	3,877	3,877	3,701	4,054	3,701	3,877	4,054	3,525	4,054	45,999
Reimbursable Overhead													
Total Labor Expenses	\$38,166	\$34,273	\$35,591	\$36,875	\$36,946	\$35,373	\$37,962	\$35,551	\$36,614	\$38,060	\$34,128	\$37,953	\$437,493
Non-Labor:													
Electric Power	\$0,110	\$0,096	\$0,101	\$0,106	\$0,106	\$0,101	\$0,110	\$0,101	\$0,106	\$0,110	\$0,096	\$0,110	\$1,253
Fuel	3,554	3,090	3,245	3,400	3,400	3,245	3,554	3,245	3,400	3,554	3,090	3,554	40,331
Insurance	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	3,413
Claims	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	22,256
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	1,754	1,525	1,602	1,678	1,678	1,602	1,754	1,602	1,678	1,754	1,525	1,754	19,905
Professional Service Contracts	1,745	1,517	1,593	1,669	1,669	1,593	1,745	1,593	1,669	1,745	1,517	1,745	19,801
Materials & Supplies	2,930	2,548	2,675	2,802	2,802	2,675	2,930	2,675	2,802	2,930	2,548	2,930	33,246
Other Business Expenses	0,173	0,150	0,158	0,165	0,165	0,158	0,173	0,158	0,165	0,173	0,150	0,173	1,960
Total Non-Labor Expenses	\$12,405	\$11,066	\$11,512	\$11,959	\$11,959	\$11,512	\$12,405	\$11,512	\$11,959	\$12,405	\$11,066	\$12,405	\$142,165
Other Expenses Adjustments:													
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expense Adjustments	\$0,000												
Total Expenses before Non-Cash Liability Adjs.	\$50,571	\$45,339	\$47,104	\$48,834	\$48,905	\$46,885	\$50,367	\$47,064	\$48,572	\$50,465	\$45,194	\$50,358	\$579,658
Depreciation	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,515	\$42,235
OPEB Obligation	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,746	56,919
Environmental Remediation													
Total Expenses	\$58,834	\$53,602	\$55,367	\$57,097	\$57,168	\$55,148	\$58,630	\$55,327	\$56,835	\$58,728	\$53,457	\$58,619	\$678,812
Baseline Net Surplus/(Deficit)	(\$40,587)	(\$36,397)	(\$36,037)	(\$37,940)	(\$37,708)	(\$36,120)	(\$39,030)	(\$36,272)	(\$37,281)	(\$38,493)	(\$35,413)	(\$39,792)	(\$451,070)

8.75

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue													
Capital and Other Reimbursements	0.754	0.655	0.688	0.721	0.721	0.688	0.754	0.688	0.721	0.754	0.655	0.754	8.551
Total Revenue	\$0.754	\$0.655	\$0.688	\$0.721	\$0.721	\$0.688	\$0.754	\$0.688	\$0.721	\$0.754	\$0.655	\$0.754	\$8.551
Expenses													
Labor:													
Payroll	\$0.491	\$0.427	\$0.448	\$0.470	\$0.470	\$0.448	\$0.491	\$0.448	\$0.470	\$0.491	\$0.427	\$0.491	\$5.572
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.090	0.078	0.082	0.086	0.086	0.082	0.090	0.082	0.086	0.090	0.078	0.090	1.023
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.041	0.036	0.037	0.039	0.039	0.037	0.041	0.037	0.039	0.041	0.036	0.041	0.465
Other Fringe Benefits	0.040	0.035	0.037	0.038	0.038	0.037	0.040	0.037	0.038	0.040	0.035	0.040	0.456
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$0.662	\$0.576	\$0.605	\$0.634	\$0.634	\$0.605	\$0.662	\$0.605	\$0.634	\$0.662	\$0.576	\$0.662	\$7.516
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.020	0.017	0.018	0.019	0.019	0.018	0.020	0.018	0.019	0.020	0.017	0.020	0.223
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.072	0.062	0.065	0.068	0.068	0.065	0.072	0.065	0.068	0.072	0.062	0.072	0.812
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.091	\$0.079	\$0.083	\$0.087	\$0.087	\$0.083	\$0.091	\$0.083	\$0.087	\$0.091	\$0.079	\$0.091	\$1.035
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation	\$0.754	\$0.655	\$0.688	\$0.721	\$0.721	\$0.688	\$0.754	\$0.688	\$0.721	\$0.754	\$0.655	\$0.754	\$8.551
Depreciation													
Total Expenses	\$0.754	\$0.655	\$0.688	\$0.721	\$0.721	\$0.688	\$0.754	\$0.688	\$0.721	\$0.754	\$0.655	\$0.754	\$8.551
Baseline Net Surplus/(Deficit)	\$0.000												

8.76

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$16,059	\$15,017	\$17,142	\$16,969	\$17,272	\$16,840	\$17,412	\$16,867	\$17,366	\$18,047	\$15,856	\$16,637	\$201,484
Other Operating Revenue	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,190	26,258
Capital and Other Reimbursements	0,754	0,655	0,688	0,721	0,721	0,688	0,754	0,688	0,721	0,754	0,655	0,754	8,551
Total Revenue	\$19,001	\$17,860	\$20,018	\$19,878	\$20,181	\$19,716	\$20,354	\$19,743	\$20,275	\$20,989	\$18,699	\$19,581	\$236,293
Expenses													
Labor:													
Payroll	\$20,634	\$17,943	\$18,840	\$19,737	\$19,737	\$18,840	\$20,634	\$18,840	\$19,737	\$20,634	\$17,943	\$20,634	\$234,155
Overtime	3,841	3,629	3,720	3,777	3,848	3,501	3,635	3,679	3,514	3,733	3,483	3,627	43,986
Health and Welfare	4,512	4,500	4,504	4,508	4,508	4,504	4,512	4,504	4,508	4,512	4,500	4,512	54,088
OPEB Current Payment	1,680	1,680	1,680	1,680	1,680	1,680	1,681	1,681	1,681	1,681	1,681	1,681	20,166
Pensions	4,068	3,537	3,714	3,891	3,891	3,714	4,068	3,714	3,891	4,068	3,537	4,068	46,159
Other Fringe Benefits	4,094	3,560	3,738	3,916	3,916	3,738	4,094	3,738	3,916	4,094	3,560	4,094	46,455
Reimbursable Overhead													
Total Labor Expenses	\$38,829	\$34,849	\$36,196	\$37,509	\$37,580	\$35,977	\$38,624	\$36,156	\$37,247	\$38,722	\$34,704	\$38,616	\$445,009
Non-Labor:													
Electric Power	\$0,110	\$0,096	\$0,101	\$0,106	\$0,106	\$0,101	\$0,110	\$0,101	\$0,106	\$0,110	\$0,096	\$0,110	\$1,253
Fuel	3,554	3,090	3,245	3,400	3,400	3,245	3,554	3,245	3,400	3,554	3,090	3,554	40,331
Insurance	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	0,284	3,413
Claims	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	1,855	22,256
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	1,774	1,542	1,619	1,697	1,697	1,619	1,774	1,619	1,697	1,774	1,542	1,774	20,128
Professional Service Contracts	1,745	1,517	1,593	1,669	1,669	1,593	1,745	1,593	1,669	1,745	1,517	1,745	19,801
Materials & Supplies	3,001	2,610	2,740	2,871	2,871	2,740	3,001	2,740	2,871	3,001	2,610	3,001	34,058
Other Business Expenses	0,173	0,150	0,158	0,165	0,165	0,158	0,173	0,158	0,165	0,173	0,150	0,173	1,960
Total Non-Labor Expenses	\$12,496	\$11,145	\$11,596	\$12,046	\$12,046	\$11,596	\$12,496	\$11,596	\$12,046	\$12,496	\$11,145	\$12,496	\$143,200
Other Expenses Adjustments:													
Other													
Total Other Expense Adjustments	\$0,000												
Total Expenses before Non-Cash Liability Adjs.	\$51,325	\$45,994	\$47,792	\$49,555	\$49,626	\$47,573	\$51,121	\$47,752	\$49,293	\$51,218	\$45,849	\$51,112	\$588,209
Depreciation	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,520	\$3,515	\$42,235
OPEB Obligation	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,743	4,746	56,919
Environmental Remediation													
Total Expenses	\$59,588	\$54,257	\$56,055	\$57,818	\$57,889	\$55,836	\$59,384	\$56,015	\$57,556	\$59,481	\$54,112	\$59,373	\$687,363
Baseline Net Surplus/(Deficit)	(\$40,587)	(\$36,397)	(\$36,037)	(\$37,940)	(\$37,708)	(\$36,120)	(\$39,030)	(\$36,272)	(\$37,281)	(\$38,493)	(\$35,413)	(\$39,792)	(\$451,070)

8.77

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$16,059	\$15,017	\$17,142	\$16,969	\$17,272	\$16,840	\$17,412	\$16,867	\$17,366	\$18,047	\$15,856	\$16,637	\$201,484
Other Operating Revenue	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,188	2,189	26,257
Capital and Other Reimbursements	1,106	1,106	1,106	1,106	1,106	1,106	1,106	1,106	1,106	1,106	1,106	1,105	13,271
Total Receipts	\$19,353	\$18,311	\$20,436	\$20,263	\$20,566	\$20,134	\$20,706	\$20,161	\$20,660	\$21,341	\$19,150	\$19,931	\$241,012
Expenditures													
Labor:													
Payroll	\$17,858	\$17,858	\$17,858	\$17,858	\$17,858	\$17,858	\$26,789	\$17,859	\$17,859	\$17,859	\$17,859	\$26,789	\$232,162
Overtime	3,841	3,629	3,720	3,777	3,848	3,501	3,635	3,679	3,514	3,733	3,483	3,627	43,986
Health and Welfare	4,473	4,473	4,473	4,473	4,473	4,473	4,473	4,473	4,473	4,473	4,473	4,474	53,677
OPEB Current Payment	1,681	1,681	1,681	1,681	1,681	1,681	1,681	1,681	1,681	1,681	1,681	1,675	20,166
Pensions	3,832	3,832	3,832	3,832	3,832	3,832	3,832	3,832	3,832	3,832	3,832	3,834	45,986
Other Fringe Benefits	3,024	3,024	3,024	3,024	3,024	3,024	3,024	3,024	3,024	3,024	3,024	3,021	36,285
GASB Account	-	-	-	-	-	-	-	-	-	-	-	4,975	4,975
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$34,709	\$34,497	\$34,588	\$34,645	\$34,716	\$34,369	\$43,434	\$34,548	\$34,383	\$34,602	\$34,352	\$48,395	\$437,237
Non-Labor:													
Electric Power	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.104	\$0.109	\$1,253
Fuel	3,361	3,361	3,361	3,361	3,361	3,361	3,361	3,361	3,361	3,361	3,361	3,360	40,331
Insurance	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.284	0.289	3,413
Claims	1,605	1,605	1,605	1,605	1,605	1,605	1,605	1,605	1,605	1,604	1,604	1,603	19,256
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1,677	1,677	1,677	1,677	1,677	1,677	1,677	1,677	1,677	1,677	1,677	1,681	20,128
Professional Service Contracts	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,651	19,801
Materials & Supplies	2,838	2,838	2,838	2,838	2,838	2,838	2,838	2,838	2,838	2,838	2,839	2,839	34,058
Other Business Expenses	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.163	0.168	1,961
Total Non-Labor Expenditures	\$11,682	\$11,681	\$11,682	\$11,700	\$140,201								
Other Expenditure Adjustments:													
Other													
Total Other Expenditure Adjustments	\$0.000												
Total Expenditures	\$46,391	\$46,179	\$46,270	\$46,327	\$46,398	\$46,051	\$55,116	\$46,230	\$46,065	\$46,283	\$46,034	\$60,095	\$577,438
Baseline Net Cash Deficit	(\$27,038)	(\$27,868)	(\$25,834)	(\$26,064)	(\$25,832)	(\$25,917)	(\$34,410)	(\$26,069)	(\$25,405)	(\$24,942)	(\$26,884)	(\$40,164)	(\$336,426)

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue												(0.001)	(0.001)
Capital and Other Reimbursements	0.352	0.451	0.418	0.385	0.385	0.418	0.352	0.418	0.385	0.352	0.451	0.351	4.720
Total Receipts	\$0.352	\$0.451	\$0.418	\$0.385	\$0.385	\$0.418	\$0.352	\$0.418	\$0.385	\$0.352	\$0.451	\$0.350	\$4.719
Expenditures													
Labor:													
Payroll	\$2.776	\$0.085	\$0.982	\$1.879	\$1.879	\$0.982	(\$6.155)	\$0.981	\$1.878	\$2.775	\$0.084	(\$6.155)	\$1.993
Overtime													
Health and Welfare	0.039	0.027	0.031	0.035	0.035	0.031	0.039	0.031	0.035	0.039	0.027	0.038	0.411
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	0.236	(0.295)	(0.118)	0.059	0.059	(0.118)	0.236	(0.118)	0.059	0.236	(0.295)	0.234	0.173
Other Fringe Benefits	1.070	0.536	0.714	0.892	0.892	0.714	1.070	0.714	0.892	1.070	0.536	1.073	10.170
GASB Account												(4.975)	(4.975)
Reimbursable Overhead													
Total Labor Expenditures	\$4.121	\$0.353	\$1.609	\$2.865	\$2.865	\$1.609	(\$4.810)	\$1.608	\$2.864	\$4.120	\$0.352	(\$9.785)	\$7.772
Non-Labor:													
Electric Power	\$0.006	(\$0.008)	(\$0.003)	\$0.002	\$0.002	(\$0.003)	\$0.006	(\$0.003)	\$0.002	\$0.006	(\$0.008)	\$0.001	\$0.000
Fuel	0.193	(0.271)	(0.116)	0.039	0.039	(0.116)	0.193	(0.116)	0.039	0.193	(0.271)	0.194	(0.000)
Insurance													
Claims	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.251	0.251	0.252	3.000
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	0.097	(0.135)	(0.058)	0.020	0.020	(0.058)	0.097	(0.058)	0.020	0.097	(0.135)	0.093	0.000
Professional Service Contracts	0.095	(0.133)	(0.057)	0.019	0.019	(0.057)	0.095	(0.057)	0.019	0.095	(0.133)	0.094	(0.000)
Materials & Supplies	0.163	(0.228)	(0.098)	0.033	0.033	(0.098)	0.163	(0.098)	0.033	0.163	(0.229)	0.162	(0.000)
Other Business Expenditures	0.010	(0.013)	(0.005)	0.002	0.002	(0.005)	0.010	(0.005)	0.002	0.010	(0.013)	0.005	(0.001)
Total Non-Labor Expenditures	\$0.814	(\$0.537)	(\$0.087)	\$0.363	\$0.363	(\$0.087)	\$0.814	(\$0.087)	\$0.363	\$0.815	(\$0.537)	\$0.801	\$2.999
Other Expenditures Adjustments:													
Other													
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before	\$5.287	\$0.267	\$1.940	\$3.614	\$3.614	\$1.940	(\$3.644)	\$1.939	\$3.613	\$5.287	\$0.266	(\$8.634)	\$15.490
Non-Cash Liability Adjs.													
Depreciation Adjustment	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.520	\$3.515	\$42.235
OPEB Obligation	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.743	4.746	56.919
Environmental Remediation													
Baseline Total Cash Conversion Adjustments	\$13.550	\$8.530	\$10.203	\$11.877	\$11.877	\$10.203	\$4.619	\$10.202	\$11.876	\$13.550	\$8.529	(\$0.373)	\$114.644

8.79

MTA Bus Company
February Financial Plan - 2014 Adopted Budget
Overtime Decomposition Allocation
(\$ in millions)

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$ 2.122	\$ 1.911	\$ 2.114	\$ 2.098	\$ 2.130	\$ 2.035	\$ 2.149	\$ 2.149	\$ 2.038	\$ 2.187	\$ 2.043	\$ 2.121	\$ 25.097
<u>Unscheduled Service</u>	0.32	0.26	0.27	0.27	0.28	0.26	0.27	0.28	0.26	0.28	0.31	0.30	3.38
<u>Programmatic/Routine Maintenance</u>	0.72	0.72	0.54	0.65	0.65	0.39	0.37	0.38	0.44	0.49	0.44	0.46	6.26
<u>Unscheduled Maintenance</u>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<u>Vacancy/Absentee Coverage</u>	0.54	0.60	0.65	0.61	0.64	0.67	0.70	0.73	0.63	0.63	0.55	0.60	7.56
<u>Weather Emergencies</u>	0.11	0.10	0.11	0.10	0.11	0.10	0.11	0.11	0.10	0.11	0.10	0.11	1.26
<u>Safety/Security/Law Enforcement</u>	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.13
<u>Other</u>	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.32
Sub-Total	\$3.841	\$3.629	\$3.720	\$3.777	\$3.848	\$3.501	\$3.635	\$3.679	\$3.514	\$3.733	\$3.483	\$3.627	\$43.986
REIMBURSABLE OVERTIME	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL NR & R OVERTIME	\$3.841	\$3.629	\$3.720	\$3.777	\$3.848	\$3.501	\$3.635	\$3.679	\$3.514	\$3.733	\$3.483	\$3.627	\$43.986

08.8

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	10.214	9.444	10.946	10.528	11.006	10.359	10.051	9.618	10.755	11.495	9.953	10.305	124.674
Baseline Total Ridership	10.214	9.444	10.946	10.528	11.006	10.359	10.051	9.618	10.755	11.495	9.953	10.305	124.674
<u>FAREBOX REVENUE</u>													
Fixed Route	\$16.059	\$15.017	\$17.142	\$16.969	\$17.272	\$16.840	\$17.412	\$16.867	\$17.366	\$18.047	\$15.856	\$16.637	\$201.484
Baseline Total Revenue	\$16.059	\$15.017	\$17.142	\$16.969	\$17.272	\$16.840	\$17.412	\$16.867	\$17.366	\$18.047	\$15.856	\$16.637	\$201.484

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	6	6	6	6	6	6	6	6	6	6	6	6
Office of Management and Budget	15	15	15	15	15	15	15	15	15	15	15	15
Technology & Information Services	16	16	16	16	16	16	16	16	16	16	16	16
Materiel	18	18	18	18	18	18	18	18	18	18	18	18
Controller	15	15	15	15	15	15	15	15	15	15	15	15
Office of the President	6	6	6	6	6	6	6	6	6	6	6	6
Sytem Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	24	24	24	24	24	24	24	24	24	24	24	24
Corporate Communications	3	3	3	3	3	3	3	3	3	3	3	3
Strategic Office	12	12	12	12	12	12	12	12	12	12	12	12
Labor Relations	4	4	4	4	4	4	4	4	4	4	4	4
Non-Departmental	17	17	17	17	17	17	17	17	17	17	17	17
Total Administration	144											
Operations												
Buses	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211
Office of the Executive Vice President, Regional	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	28	28	28	28	28	28	28	28	28	28	28	28
Road Operations	116	116	116	116	116	116	116	116	116	116	116	116
Transportation Support	20	20	20	20	20	20	20	20	20	20	20	20
Operations Planning	32	32	32	32	32	32	32	32	32	32	32	32
Revenue Control	21	21	21	21	21	21	21	21	21	21	21	21
Total Operations	2,429											
Maintenance												
Buses	755	755	755	755	755	755	755	755	755	755	755	755
Maintenance Support/CMF	156	156	156	156	156	156	156	156	156	156	156	156
Facilities	73	73	73	73	73	73	73	73	73	73	73	73
Supply Logistics	92	92	92	92	92	92	92	92	92	92	92	92
Total Maintenance	1,076											
Engineering/Capital												
Capital Program Management	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Office of the Senior Vice President	18	18	18	18	18	18	18	18	18	18	18	18
Total Positions	3,704											
<i>Non-Reimbursable</i>	3,640	3,640	3,640	3,640	3,640	3,640	3,640	3,640	3,640	3,640	3,640	3,640
<i>Reimbursable</i>	64	64	64	64	64	64	64	64	64	64	64	64
<i>Total Full-Time</i>	3,689	3,689	3,689	3,689	3,689	3,689	3,689	3,689	3,689	3,689	3,689	3,689
<i>Total Full-Time Equivalents</i>	15	15	15	15	15	15	15	15	15	15	15	15

8.82

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	56	56	56	56	56	56	56	56	56	56	56	56
Professional, Technical, Clerical	71	71	71	71	71	71	71	71	71	71	71	71
Operational Hourlies	17	17	17	17	17	17	17	17	17	17	17	17
Total Administration	144											
Operations												
Managers/Supervisors	298	298	298	298	298	298	298	298	298	298	298	298
Professional, Technical, Clerical	51	51	51	51	51	51	51	51	51	51	51	51
Operational Hourlies	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080
Total Operations	2,429											
Maintenance												
Managers/Supervisors	205	205	205	205	205	205	205	205	205	205	205	205
Professional, Technical, Clerical	17	17	17	17	17	17	17	17	17	17	17	17
Operational Hourlies	854	854	854	854	854	854	854	854	854	854	854	854
Total Maintenance	1,076											
Engineering/Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	37											
Public Safety												
Managers/Supervisors	14	14	14	14	14	14	14	14	14	14	14	14
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	18											
Total Baseline Positions												
Managers/Supervisors	594	594	594	594	594	594	594	594	594	594	594	594
Professional, Technical, Clerical	159	159	159	159	159	159	159	159	159	159	159	159
Operational Hourlies	2,951	2,951	2,951	2,951	2,951	2,951	2,951	2,951	2,951	2,951	2,951	2,951
Total Baseline Positions	3,704											

9. STANDARD FOLLOW-UP REPORTS

Report



J. STANDARD FOLLOW UP REPORT: AMERICANS WITH DISABILITIES ACT COMPLIANCE

This report is the annual update to the New York City Transit Committee on the status of compliance with the Americans With Disabilities Act (ADA) at MTA New York City Transit.

The report summarizes the activities for compliance with the ADA, including:

- Rehabilitation projects of Key Stations
- ADA requirements in bus and subway transportation
- Customer services
- Salient achievements throughout the year

AMERICANS WITH DISABILITIES ACT COMPLIANCE Title VI July 2001 - December 2013

This section is a summary of activities associated with implementing the Americans with Disabilities Act (ADA). It includes an update on matters related to the Key Station Plan, bus accessibility, the transition plan for facilities, the self-evaluation plan and oversight activities.

I. KEY STATION PLAN

In 1994, the New York Public Buildings Law and Transportation Law were amended (Chapter 6.10, L. 1994). These amendments require MTA New York City Transit to expand its Key Stations Plan from 54 stations to be made accessible to people with disabilities by the year 2010, to 100 stations to be made accessible by the year 2020. While 46 additional stations are added, the new law exempts the transportation facilities of MTA New York City Transit and Staten Island Railway from the accessibility obligations that otherwise apply to public buildings under the Public Buildings Law, except for new subway construction. The Revised Key Stations Plan specified 91 of the 100 stations with the remaining 9 to be identified over time by New York City Transit in consultation with the New York City Transportation Disabled Committee. Subsequently, 66th Street/Broadway (1 line) and Prospect Park/Brighton (B, Q, S lines) were identified and included as the 92nd and 93rd stations in the revised Key Stations Plan. The revised plan was submitted in October 1998 for FTA's approval. While awaiting FTA's response, it became necessary to "fine tune" the plan. Three proposals were presented for public comments at the ADA Compliance Coordination Committee meeting on March 24, 2000. The first proposal was to add 2 stations: Broadway/Lafayette (B, D, F, V lines) and Bleecker Street (6 line) to the Key Station Plan. The second proposal was to substitute 2 non-feasible stations: Broad Street (J, M, Z lines) and Church Avenue (B, Q lines); with feasible alternates: Chambers Street (J, M, Z lines) and Kings Highway (B, Q lines). The third proposal was to revise dates for Chambers Street and 96th Street stations for later completion dates and to effect minor date revisions for six other Key Stations. All three proposals received public support. The proposals and a schedule to complete a specified number of Key Stations in each 5-year period was presented to the FTA in March and approved in June 2000. On October 16, 2000, a NYCT proposal to add Mott Avenue (A line) to the Key Station Plan as the 96th Key Station received public support. On December 16, 2002 at the ADA Compliance Coordination Committee meeting, a proposal to add East 180th Street (2, 5 lines) to the Key Station Plan as the 97th Key Station received support.

On July 16, 2003 at the ADA Compliance Coordination Committee meeting, a proposal to add South Ferry (1 line) to the Key Station Plan as the 98th Key Station received support; (previously determined to be technically infeasible due to gap fillers). On August 5, 2004 Brooklyn Museum (2, 3 lines) was presented and received support at the ADA Compliance Coordination Committee meeting and has since been accepted as the 99th Key Station. On May 5, 2005 at the ADA Compliance Coordination Committee meeting, a proposal to add Borough Hall (4, 5 lines) was presented as the 100th Key Station, but did not receive widespread support. On June 16, 2006 at the ADA Compliance Coordination Committee meeting, a proposal to add Bedford Park Boulevard (B, D lines) was presented as the 100th Key Station and received support. The final proposed station was reviewed by New York City Transportation Disabled Committee and has been accepted as the 100th Key Station.

The following reports on our progress in complying with the Revised Key Station Plan:

i) Wheelchair Accessible Stations

The following 80 Key Stations in New York City Transit's Revised Key Station Plan are wheelchair accessible, listed in order of completion.

Station	Line	Borough	Status
1. 125 Street	4, 5, 6	Manhattan	Completed
2. 175 Street	A	Manhattan	Completed
3. 42 Street-Port Authority	A, C, E	Manhattan	Completed
4. Pelham Bay Park	6	Bronx	Completed
5. Great Kills	SIR	Staten Island	Completed
6. 51 Street	6	Manhattan	Completed
7. 42 St-Grand Central	4, 5, 6	Manhattan	Completed
8. World Trade Center*	E	Manhattan	Not Accessible
9. Simpson Street	2, 5	Bronx	Completed
10. Coney Island-Stillwell Avenue	D, F, N, Q	Brooklyn	Completed
11. 34 Street-Herald Square **	N, Q, R	Manhattan	Completed
12. 34 Street-Herald Square **	B, D, F, M	Manhattan	Completed
13. Brooklyn Bridge-City Hall	4, 5, 6	Manhattan	Completed
14. 149 Street-3rd Avenue	2, 5	Bronx	Completed
15. Borough Hall	2, 3	Brooklyn	Completed
16. Dongan Hills	SIR	Staten Island	Completed
17. Flatbush Avenue-Brooklyn College	2, 5	Brooklyn	Completed
18. Church Avenue	2, 5	Brooklyn	Completed
19. 34 Street-Penn Station	1, 2, 3	Manhattan	Completed
20. Woodside-61 Street	7	Queens	Completed
21. Flushing-Main Street	7	Queens	Completed
22. Union Square	N, Q, R	Manhattan	Completed
Union Square	L	Manhattan	Completed
23. 207 Street	A	Manhattan	Completed
24. 66 Street-Lincoln Center	1	Manhattan	Completed
25. 14 Street	A, C, E	Manhattan	Completed
26. 8 Avenue	L	Manhattan	Completed

(Continued)

<u>Station</u>	<u>Line</u>	<u>Borough</u>	<u>Status</u>
27. Franklin Avenue	C	Brooklyn	Completed
28. Franklin Avenue	S	Brooklyn	Completed
29. 161 Street-Yankee Stadium	4	Bronx	Completed
30. 161 Street-Yankee Stadium	B, D	Bronx	Completed
31. Grand Central-42 Street	7	Manhattan	Completed
32. Grand Central-42 Street	S	Manhattan	Completed
33. 34 Street-Penn Station	A, C, E	Manhattan	Completed
34. Flushing Avenue	J, M	Brooklyn	Completed
35. Prospect Park	B, Q, S	Brooklyn	Completed
36. 72 Street	1, 2, 3	Manhattan	Completed
37. Pacific Street	D, N, R	Brooklyn	Completed
38. Atlantic Avenue	B, Q	Brooklyn	Completed
39. Atlantic Avenue	2, 3, 4, 5	Brooklyn	Completed
40. Howard Beach	A	Queens	Completed
41. Marcy Avenue	J, M, Z	Brooklyn	Completed
42. Lexington Avenue	E, M	Manhattan	Completed
43. Utica Avenue	3, 4	Brooklyn	Completed
44. Dekalb Avenue	B, Q, R	Brooklyn	Completed
45. West 4 Street	A, B, C, D, E, F, M	Manhattan	Completed
46. 179 Street	F	Queens	Completed
47. Times Square-42 Street	N, Q, R	Manhattan	Completed
48. 74 Street-Broadway	7	Queens	Completed
49. Jackson Hts-Roosevelt Avenue	E, F, M, R	Queens	Completed
50. 125 Street	A, B, C, D	Manhattan	Completed
51. Euclid Avenue	A, C	Brooklyn	Completed
52. Fordham Road	4	Bronx	Completed
53. Queens Plaza	E, M, R	Queens	Completed
54. Times Square-42 Street	1, 2, 3	Manhattan	Completed
55. Times Square-42 Street	7	Manhattan	Completed
56. 231 Street	1	Bronx	Completed
57. Junction Boulevard	7	Queens	Completed
58. 168 Street	A, C	Manhattan	Completed
59. Pelham Parkway	2, 5	Bronx	Completed
60. 233 Street	2, 5	Bronx	Completed
61. Bowling Green	4, 5	Manhattan	Completed
62. Myrtle Avenue	L	Brooklyn	Completed
63. Wyckoff Avenue	M	Brooklyn	Completed
64. 135 Street	2, 3	Manhattan	Completed
65. Church Av	F, G	Brooklyn	Completed
66. St. George	SIR	Staten Island	Completed
67. Union Turnpike	E, F	Queens	Completed
68. South Ferry***	1	Manhattan	Closed
69. 47-50 Sts-Rockefeller Ctr	B, D, F, M	Manhattan	Completed
70. Chambers Street	1, 2, 3	Manhattan	Completed
71. 59 Street	A, B, C, D	Manhattan	Completed
72. 59 Street	1	Manhattan	Completed
73. Jay Street-MetroTech	A, C, F	Brooklyn	Completed
74. 96 Street	1, 2, 3	Manhattan	Completed

(Continued)

Station	Line	Borough	Status
75. Kings Highway	B, Q	Brooklyn	Completed
76. Mott Avenue	A	Queens	Completed
77. East 180 Street	2, 5	Bronx	Completed
78. Bay Parkway	D	Brooklyn	Completed
79. Bleecker Street	6	Manhattan	Completed
80. B'way/Lafayette Street	B, D, F, M	Manhattan	Completed

* *World Trade Center elevator is not in service due to long-term construction.*

** *New York City Transit was granted a time extension to 2011 by the FTA for replacement of the platform edge warning strip at 34th Street on the B, D, F, M, N, Q and R Lines. Construction contract was completed in November 2011*

*** *South Ferry station is closed for long-term reconstruction because of Hurricane Sandy.*

ii) Key Stations Under Construction for Accessibility:

The following 5 Key Stations are under construction for accessibility:

Station	Line	Borough	Planned VCA Completion
1. 71 Avenue	E, F, M, R	Queens	November 2013
2. Hunts Point	6	Bronx	November 2013
3. Cortlandt Street	R	Manhattan	November 2013
4. Utica Avenue	A, C	Brooklyn	November 2013
5. Kingsbridge Road	B, D	Bronx	November 2013

iii) Key Stations Under Design for Accessibility:

The following 6 Key Stations are undergoing design to incorporate accessibility features:

Station	Line	Borough	Planned VCA Completion
1. Times Square	S	Manhattan	November 2008****
2. 68 Street	6	Manhattan	November 2013
3. 57 Street	N, Q, R	Manhattan	November 2013
4. 23 Street	6	Manhattan	November 2013
5. Lefferts Boulevard	A	Queens	November 2014
6. Chambers Street	J, Z	Manhattan	November 2020

**** *Forecast completion changed; see summary (below) of Revised Forecast Completion Date for Key Station.*

Station	VCA Date	Forecast Date	Comments
Times Square (S)	Nov. 2008	2015-2019 Capital Program	Design was completed in 2006. Design consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. Because funding at this level is not currently available the project has been delayed.

II. BUSES

Wheelchair Accessibility

The bus fleet, which has approximately 5,607 buses (MTA Bus included), is 100% accessible with wheelchair lifts, securement devices, public address systems, required priority seating signage and kneeling features. From January through December 2013, 1,484,971 customers used the wheelchair lift to access New York City Transit buses compared to January through December 2012 figures of 1,475,549; this is an increase of 0.6%.

III. TRANSITION PLAN FOR FACILITIES

ADA requires public agencies to develop a Transition Plan to ensure that appropriate measures are taken toward the implementation of the law. As required by ADA, the plan has been available for review by the general public since 1992. Minor modifications that were readily achievable were completed on schedule by January 26, 1995.

IV. SELF-EVALUATION PLAN

ADA requires an internal assessment and modifications, where needed, of existing policies, practices and procedures to ensure non-discrimination on the basis of disability. Policy instructions on reasonable accommodations, grievance procedures and provision of accessible service have been issued. Monitoring and review of the Self-Evaluation Plan is ongoing to ensure that programs, practices and procedures are in compliance with ADA.

V. OVERSIGHT

The New York City Transit ADA Compliance Coordination Committee (CCC) established in June 1992, ensures appropriate agency-wide coordination and implementation of the ADA requirements. This committee, comprised of representatives from all departments in New York City Transit, meets regularly to discuss implementation strategies and policies, and to address ADA related issues.

VI. OUTREACH

New York City Transit frequently meets with people from the disability community to ensure involvement and input in planning for improved accessible transportation and barrier removal efforts throughout the agency. Annual reports are sent to the Mayor's Office of the City of New York on the status of the ADA compliance within New York City Transit. Representatives from the disability community participate in the meetings of the ADA Compliance Coordination Committee (CCC). The last CCC meeting was held on April 8, 2013. In addition, meetings of the Paratransit Development Committee (PDC) are held with representatives of the disability community to seek input in the planning and implementation of Access-A-Ride, the Paratransit service.

The Office of ADA Compliance participates in outreach throughout the New York City and regional areas by way of workshops, seminars and information fairs. At these functions, information regarding programs and features of NYC Transit are communicated to people with disabilities and senior citizens.

VII. TRAINING

In keeping with ADA requirements to train personnel to "proficiency" in their roles, in 2005 the Office of ADA Compliance partnered with the Department of Subways to administer the ADA Sensitivity Training Course. In addition, all Bus Operators have received ADA training on announcements, priority seating, kneeling features and sensitivity with respect to differences among disabilities. Bus Operators returning from long term absences also receive ADA refresher training. The training reinforces the importance of meeting ADA service requirements. Agency-wide, a total of 12,081 employees, who provide direct service to customers, received ADA training or refresher training in 2013.

VIII. DETECTABLE EDGE WARNING STRIPS

ADA requires the installation of platform edge warning strips when Key Stations are rehabilitated. New York City Transit has adopted a policy requiring the installation of ADA-specified platform edge warning strips during rehabilitation of all Key and Non-Key Stations. At the end of 2013, a total of 265 stations have had ADA-specified platform edge warning strips installed.

IX. SIGNAGE

All Key Stations will have station identification and route signs that comply with ADA Guidelines. Tactile-Braille signs are routinely incorporated in capital construction contracts.

X. COMMUNICATION

The ADA requires bus stop announcements at intermodal transfer points, major intersections, terminal arrivals, points of interest and for any requested stop. New buses are equipped with the speakeasy hands-free microphones, which allow for hands-free bus stop announcements as well as automatic announcements of bus routes.

The ADA requires that, when public address systems are provided to convey information to the public, a means of conveying the same information to people who have a hearing disability shall be provided. Under the Public Address system and electronic Customer Information Screens (PA/CIS) Program, text information accompanied by audio messages is provided. As of the end of 2013, 1006 PA/CIS units were installed in 157 stations. The MetroCard Vending Machines (MVM) feature both text and audible information. Furthermore, for all customer information, alternative formats are made available upon request; e.g. Braille, large print or audio tapes.

XI. MAINTENANCE OF ACCESSIBILITY FEATURES

The ADA requires transportation providers to maintain in operative condition, features and equipment that make facilities and vehicles accessible to and usable by individuals with disabilities. Accordingly, wheelchair lifts in buses are routinely cycled. A policy was adopted requiring that a bus be taken out of service for repairs at the end of a run following a lift malfunction during service.

In 2001, New York City Transit implemented an inspection program geared toward Key and Non-Key stations that are accessible. One of the goals of the program is to ensure that accessibility features and equipment are maintained in proper operating condition. From January through December 2013, 62 Key Station inspections were performed and 256 deficiencies were found and referred for action. In 2013, 462 deficiencies have been corrected, which includes deficiencies pending from prior years.

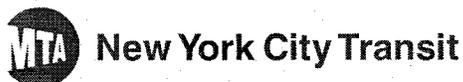
XII. PARATRANSIT

Reports on Paratransit operations are covered in separate monthly reports included in New York City Transit Committee Agendas.

2013 ACHIEVEMENTS

- New York City Transit (NYCT) has met the deadline to complete two-thirds of the Key Stations set forth in the Key Station Plan to make 67 of the 100 Key Stations to be made compliant by the year 2010. Therefore, NYCT is in compliance with our Voluntary Compliance Agreement with the Federal Transit Administration (FTA). In fact, NYCT's current Key Station count stands at 80 stations.
- In an effort to work more closely with the disability community and listen to their needs and concerns, the Office of ADA Compliance held one Compliance Coordination Committee (CCC) Meeting in 2013 featuring a topic of interest that directly impacted the disability community. On April 8th the meeting's featured topic was the "Paratransit Service" providing an update to the changes and new initiatives within Paratransit service. Specifically, the feature presentation reported on the introduction of separate MetroCards for Paratransit customers; Interactive Voice Relay which gives customers the opportunity to book a trip either by phone or the internet; they also reported on the progress of the newly introduced MVI Access-A-Ride vehicle.
- In 2013, the ADA Office attended 3 outreach events and various materials were disseminated, which included Accessible Stations Pocket Guides and Subway Maps for Customers with Disabilities.
- The Office of ADA Compliance partnered with the Department of Subways to administer ADA sensitivity training. In 2013, 1197 Department of Subways employees were trained. In its five year existence, a total of 7,726 employees from this department were trained.
- In 2013, 9 people were trained in the Subway Track Education Program (STEP). This includes people with visual impairments/blind, orientation and mobility specialists, and family members. A total of 731 customers have been trained since 1995.

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for Second Half 2013 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 54 indicators: 17 for subway cars, 16 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 54 indicators, 45 indicators remained unchanged, nine (9) indicators showed an improvement and none declined when comparing Second Half 2013 and Second Half 2012. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Out of the 54 passenger environment indicators, nine (9) improved and none declined when comparing the Second Half 2013 to First Half 2012.

IMPROVEMENTS

Subway Cars	2012 2nd Half	2013 2nd Half	Net Change
Cars with No Scratchtied Windows	93%	96%	+3%
Climate Control Conditions in Cars	91%	96%	+5%

Stations			
Litter Conditions in Stations - Early AM (% none and light) includes Trackbed	77%	81%	+4%
Litter Conditions in Stations - Daytime (% none and light) includes Trackbed	62%	76%	+14%
<i>without Trackbed</i>	<i>79%</i>	<i>85%</i>	<i>+6%</i>
Floors and Seats Cleanliness in Stations - Early AM (% none and light)	87%	90%	+3%
Floors and Seats Cleanliness in Stations - Daytime (% none and light)	84%	89%	+5%

SIR Cars			
Litter Conditions in Cars - in service (% none and light)	91%	98%	+7%
Floors and Seats Cleanliness in Cars - in service (% none and light)	91%	98%	+7%
Climate Control Conditions in Cars	84%	93%	+9%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. 15 remained statistically unchanged while two (2) showed an increase when comparing the 2nd half 2013 to the 2nd half 2012. The table below depicts the results for the 2nd half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2012				2013			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service						
Cleanliness and Appearance									
Litter Conditions in Cars	% None	94	67	96	65	92	69	93	64
Presence of Litter	% Light	5	26	3	27	6	25	5	28
	% Moderate	0	1	0	1	0	1	1	2
<i>See Chart 1</i>	% Heavy	1	6	1	7	2	5	1	6
Cleanliness of Car Floors and Seats	% None	97	89	98	87	95	87	97	87
Degree of Dirtiness	% Light	1	3	1	5	3	7	1	5
	% Moderate	0	1	0	1	1	0	1	2
<i>See Chart 2</i>	% Heavy	2	7	1	7	1	6	1	6
% Cars with No Interior Graffiti		98		99		98		98	
% Cars with No Exterior Graffiti		99		99		99		99	
% Cars with No Graffitied Windows		99		99		100		100	
% Cars with No Scratchtied Windows		90		93		95		96	
% Cars with No Clouded Windows		93		97		98		99	
% Cars with No Broken or Cracked Windows		99		100		100		100	
Customer Information									
% Cars with All System Maps Correct/Legible		98		97		97		97	
% Cars with All Signage Correct		99		99		98		99	
% Cars with Public Address Announcements		89		90		91		92	
	<i>Automated Announcements</i>	99		99		99		100	
	<i>Conductor Announcements</i>	79		78		81		82	
Functioning Equipment									
% Cars with No Broken Door Panels		99		100		100		100	
Lighting Conditions in Cars ¹		100		99		99		99	
Climate Control Conditions in Cars ²		95		91		94		96	
Operations									
% Conductors in Proper Uniform		99		100		100		100	

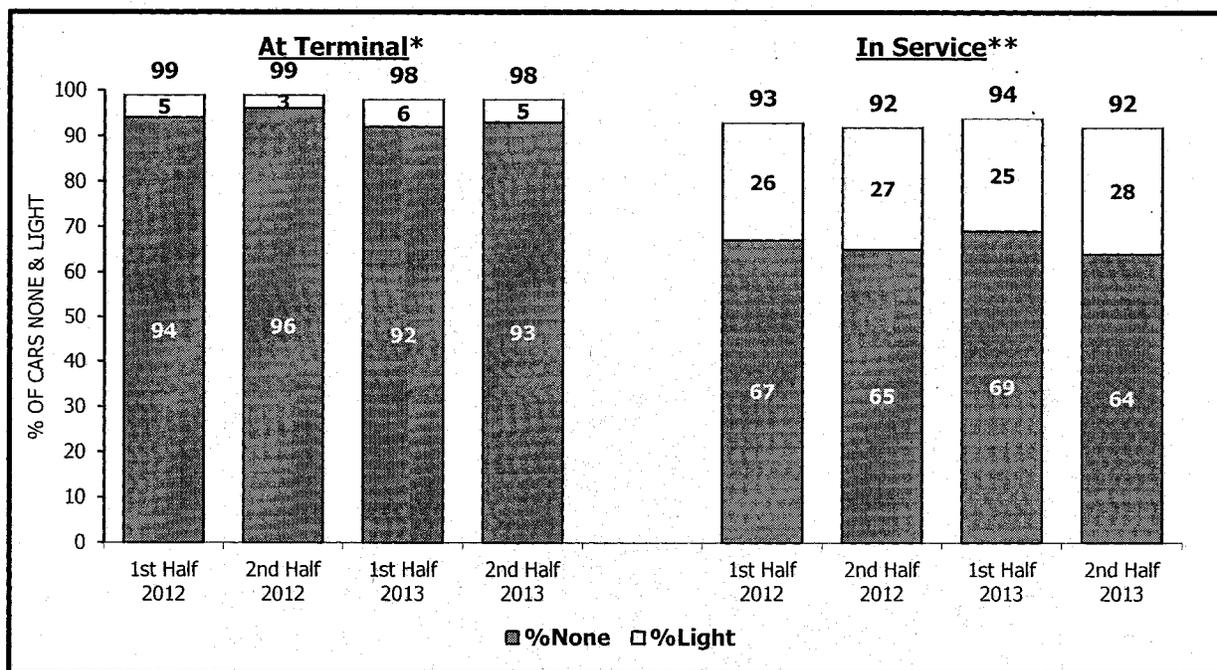
¹% cars with at least 90% of lights on.

²% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

**Passenger Environment Survey
Litter Conditions in Subway Cars**



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2013 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

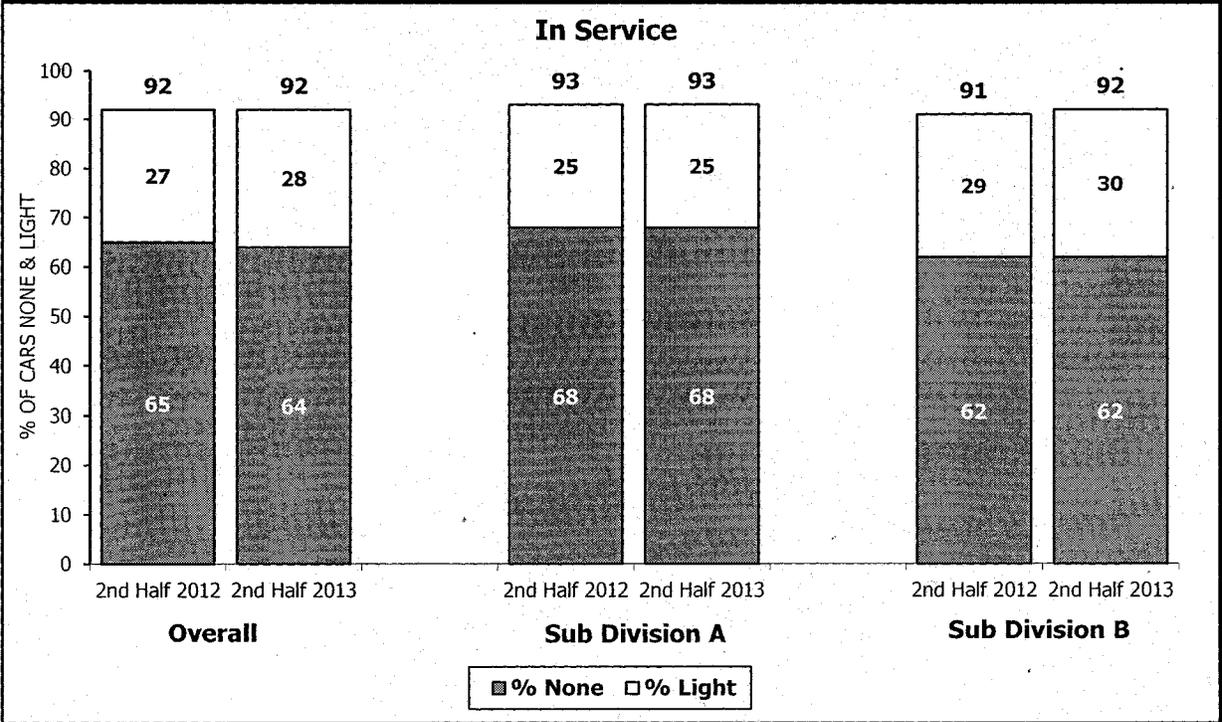
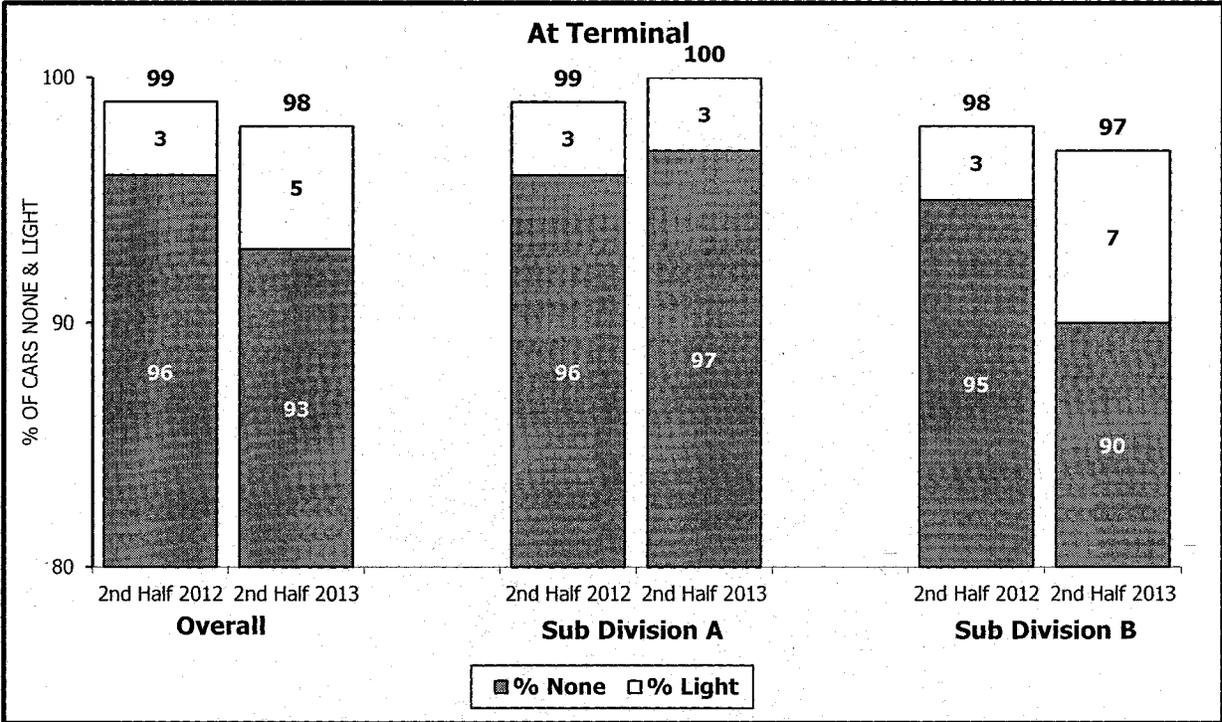
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	93%	5%	1%	1%	64%	28%	2%	6%
1st Half 2013	92%	6%	0%	2%	69%	25%	1%	5%
2nd Half 2012	96%	3%	0%	1%	65%	27%	1%	7%
1st Half 2012	94%	5%	0%	1%	67%	26%	1%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

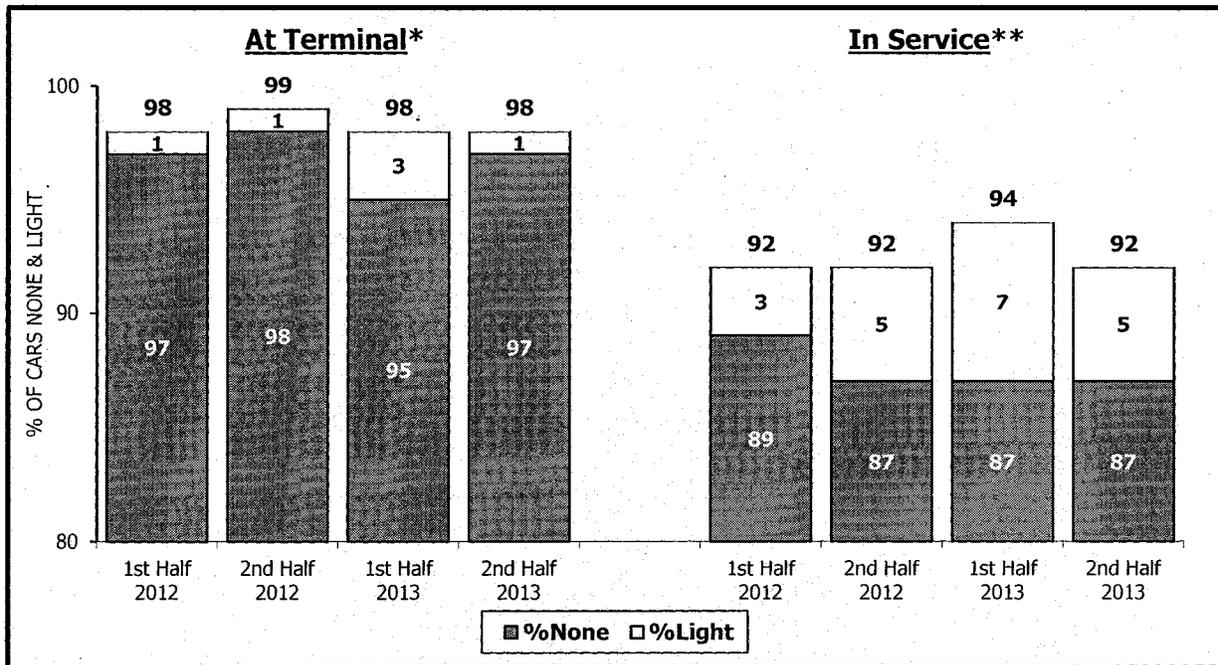
2nd Half 2013 vs. 2nd Half 2012: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey
Subway Car Litter Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ ⑧-42nd Street
 Sub Division B : ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱-Franklin

**Passenger Environment Survey
Cleanliness Conditions in Subway Cars**



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2013 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

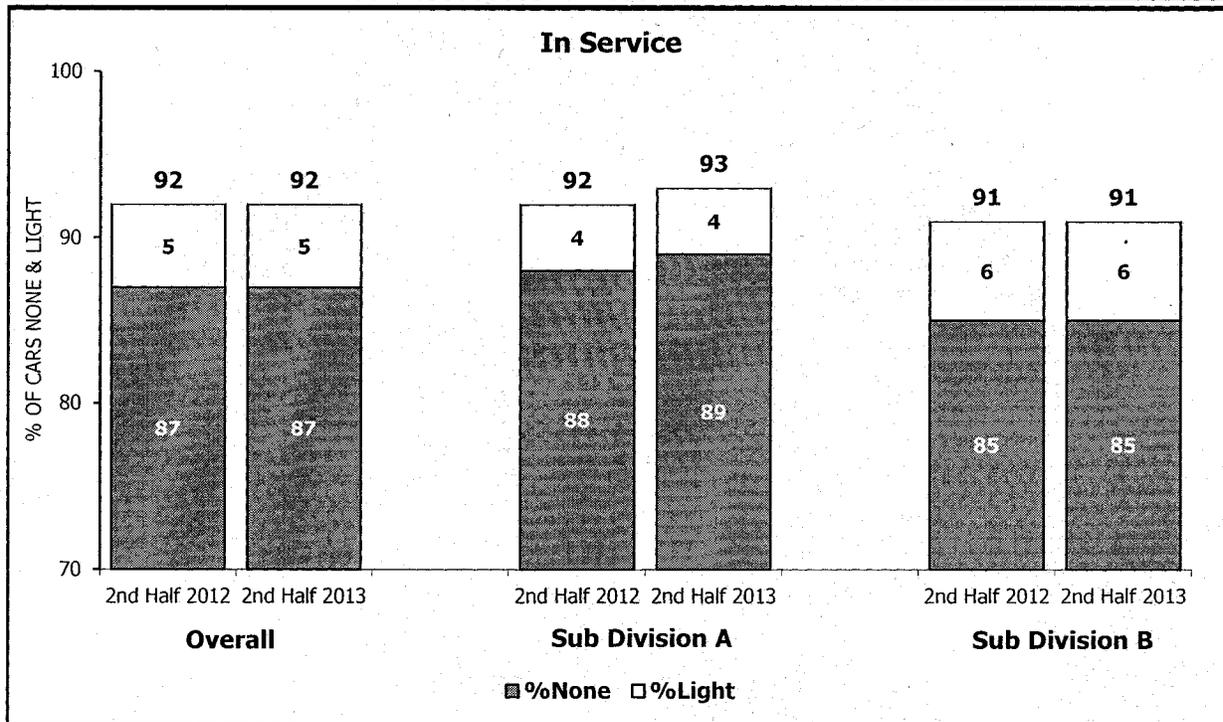
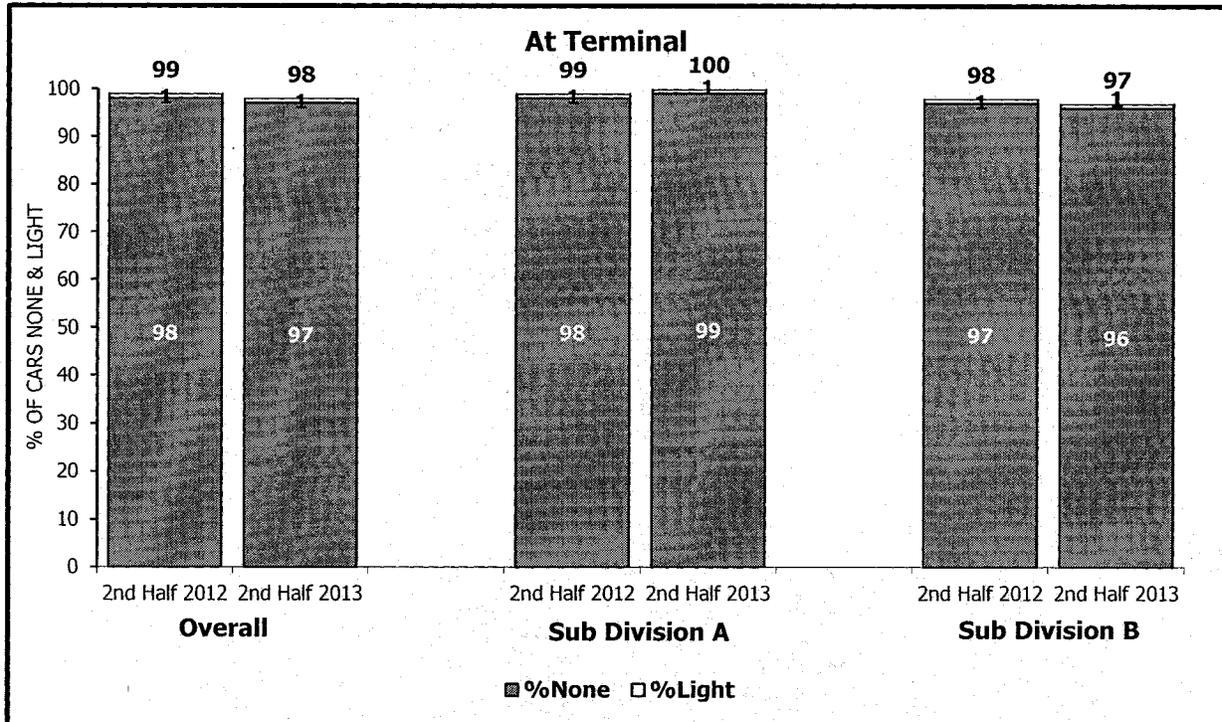
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	97%	1%	1%	1%	87%	5%	2%	6%
1st Half 2013	95%	3%	1%	1%	87%	7%	0%	6%
2nd Half 2012	98%	1%	0%	1%	87%	5%	1%	7%
1st Half 2012	97%	1%	0%	2%	89%	3%	1%	7%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: Both the "At Terminal" and "In Service" results remained statistically unchanged.

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ ⑧-42nd Street

Sub Division B : ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱-Franklin

Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2012</u>	<u>2nd Half 2013</u>	<u>2nd Half 2012</u>	<u>2nd Half 2013</u>
①	99%	100%	94%	94%
②	99%	100%	92%	92%
③	98%	100%	90%	95%
④	99%	99%	91%	91%
⑤	100%	99%	94%	95%
⑥	100%	99%	93%	89%
⑦	98%	99%	95%	95%
Ⓢ 42nd St.	-	-	97%	94%
Sub Division A	99%	100%	93%	93%
Ⓐ	100%	99%	94%	94%
Ⓑ	98%	98%	87%	93%
Ⓒ	99%	100%	92%	95%
Ⓓ	99%	98%	90%	85%
Ⓔ	97%	99%	90%	93%
Ⓕ	98%	95%	92%	90%
Ⓢ Fkln	-	-	86%	89%
Ⓖ	99%	94%	94%	93%
Ⓙ	100%	96%	96%	96%
Ⓛ	99%	98%	92%	94%
Ⓜ	99%	95%	89%	92%
Ⓝ	100%	99%	88%	86%
Ⓚ	98%	96%	91%	87%
Ⓡ	96%	96%	95%	92%
Sub Division B	98%	97%	91%	92%
Systemwide	99%	98%	92%	92%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Subway Car Cleanliness Conditions by Line % None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2012</u>	<u>2nd Half 2013</u>	<u>2nd Half 2012</u>	<u>2nd Half 2013</u>
①	100%	99%	94%	95%
②	99%	100%	94%	92%
③	98%	100%	90%	95%
④	97%	99%	93%	90%
⑤	100%	100%	92%	94%
⑥	100%	99%	92%	90%
⑦	98%	100%	92%	95%
Ⓢ 42nd St.	-	-	97%	94%
Sub Division A	99%	100%	92%	93%
Ⓐ	100%	99%	93%	95%
Ⓑ	99%	98%	87%	92%
Ⓒ	99%	100%	93%	96%
Ⓓ	99%	99%	93%	87%
Ⓔ	98%	99%	89%	93%
Ⓕ	98%	97%	90%	91%
Ⓢ FkIn	-	-	86%	93%
Ⓖ	99%	96%	95%	93%
Ⓙ	99%	97%	96%	96%
Ⓛ	96%	99%	90%	90%
Ⓜ	99%	96%	88%	92%
Ⓝ	100%	99%	92%	89%
Ⓞ	97%	89%	92%	83%
Ⓡ	98%	95%	95%	93%
Sub Division B	98%	97%	91%	91%
Systemwide	99%	98%	92%	92%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 16 indicators. Of the 16 indicators, 12 remained statistically unchanged while four (4) showed an increase when comparing the 2nd half 2013 to the 2nd half 2012. The table below depicts the results for the 2nd half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2012				2013			
			1st Half		2nd Half		1st Half		2nd Half	
			Early AM	Daytime						
Cleanliness and Appearance										
Litter Conditions in Stations	<i>Includes Trackbed component</i>	% None	3	4	1	3	6	6	3	3
<i>Presence of Litter</i>		% Light	74	62	76	59	74	69	78	73
<i>See Chart 3</i>		% Moderate	21	31	22	35	19	23	18	23
		% Heavy	2	3	1	3	1	2	1	1
	<i>Measured without Trackbed component</i>	% None	47	27	42	24	49	34	52	35
<i>See Chart 4</i>		% Light	41	54	46	55	42	52	38	50
		% Moderate	11	17	11	19	9	12	9	14
		% Heavy	1	2	1	2	0	2	1	1
Floor and Seat Cleanliness Conditions in Stations		% None	55	51	51	46	52	55	61	60
<i>Degree of Dirtiness</i>		% Light	35	37	36	38	37	35	29	29
<i>See Chart 5</i>		% Moderate	9	10	12	14	11	9	10	10
		% Heavy	1	2	1	2	0	1	0	1
Graffiti Conditions in Stations		% None	80		84		91		93	
<i>Presence of Graffiti</i>		% Light	20		16		9		7	
		% Moderate	0		0		0		0	
		% Heavy	0		0		0		0	

Customer Information				
% Stations with Legible/Correct System Maps	48	53	52	53
% Stations with Correct Passenger Information Center (PIC)	92	96	98	96
% Station Control Areas with a Correct Subway Map Available	87	85	75	84

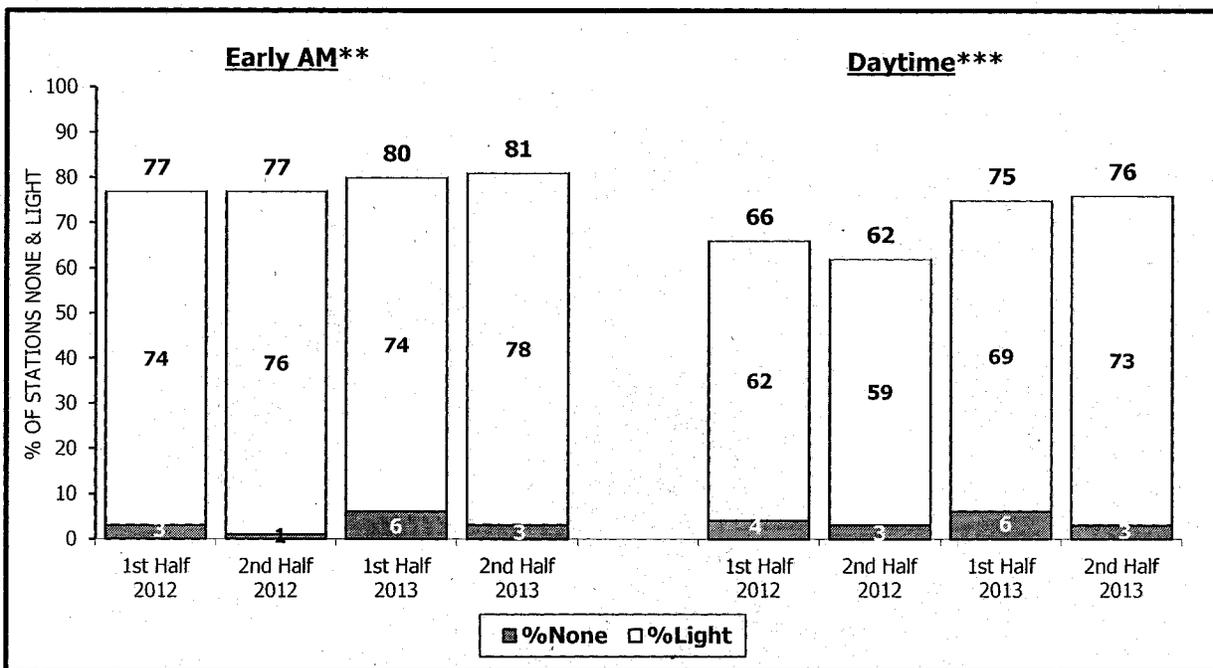
Functioning Equipment				
% Stations with Functional Annunciator (where applicable)	97	98	99	100
% Escalators/Elevators in Operation	98	99	97	99
% Station Control Areas with Working Booth Microphone	99	99	99	100
% Trash Receptacles Usable in Stations	99	100	100	100
% Working Turnstiles in Stations	99	99	99	100
% Working MetroCard Vending Machines	97	98	98	98

Operations				
% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	96	96	97	98

Early AM - Surveyed before heavy passenger utilization (pre-AM Peak).

Daytime - Surveyed after heavy passenger utilization (post AM Peak).

**Passenger Environment Survey
Litter Conditions in Stations* (includes Trackbed)**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured before heavy passenger utilization (pre-AM Peak).

*** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2013 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

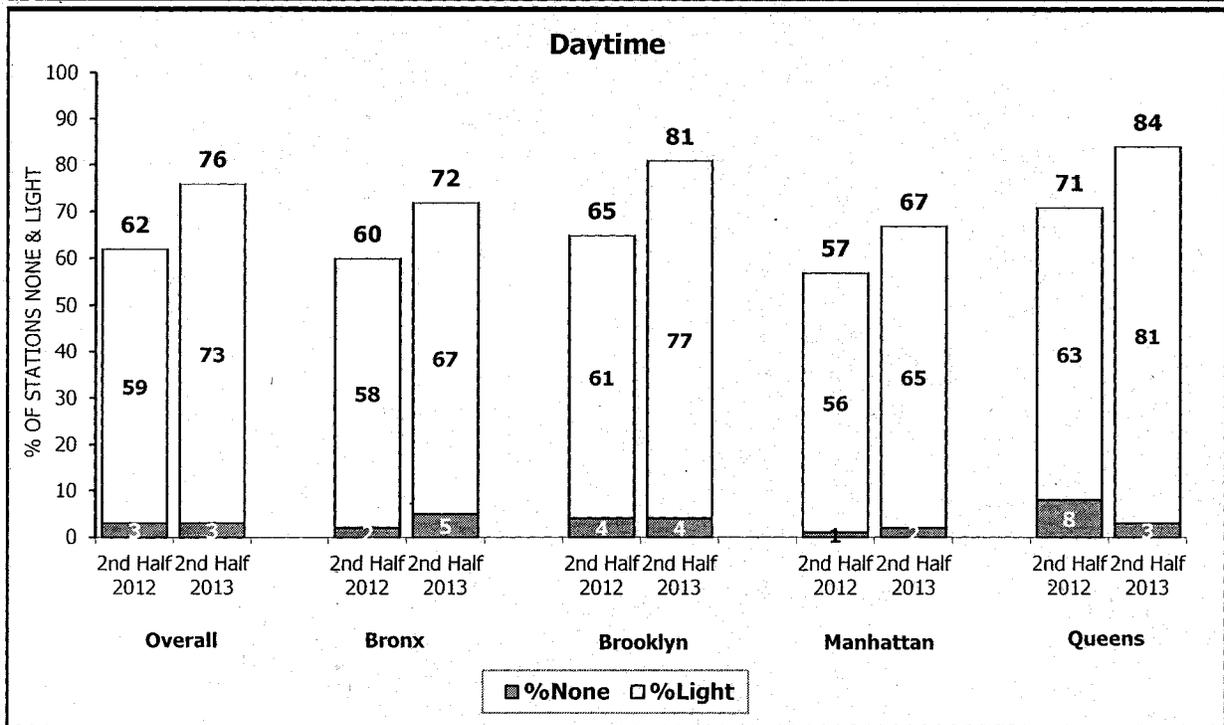
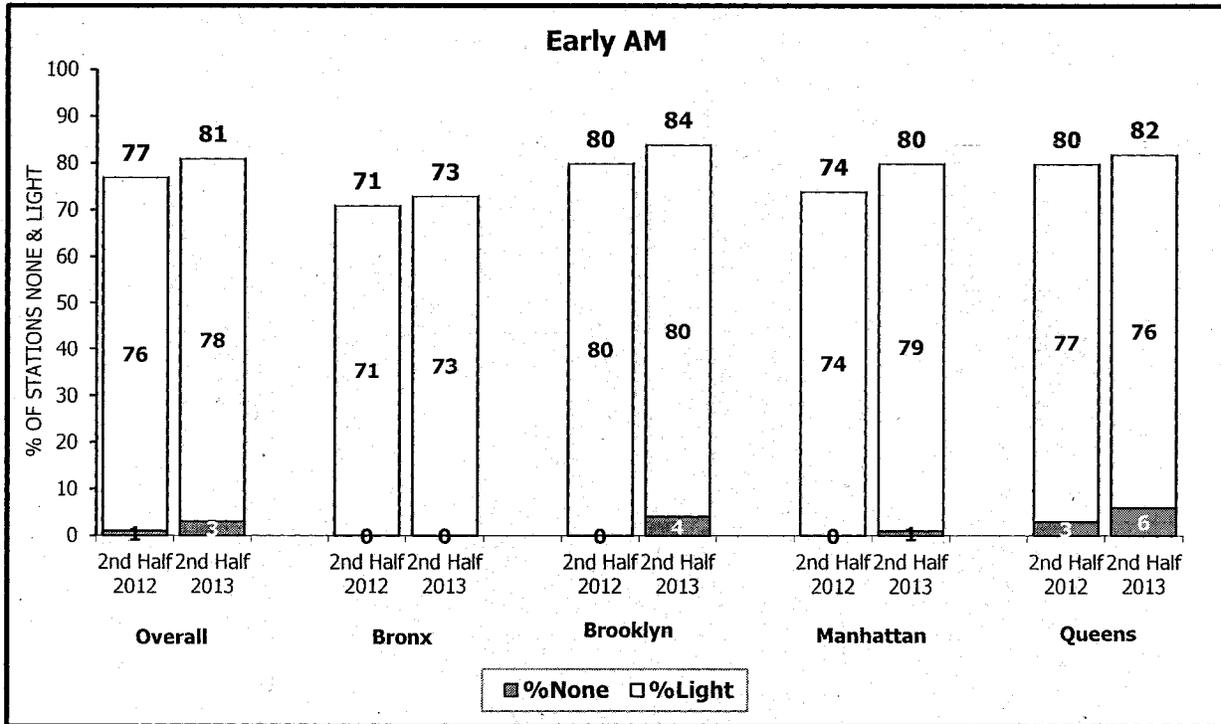
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	3%	78%	18%	1%	3%	73%	23%	1%
1st Half 2013	6%	74%	19%	1%	6%	69%	23%	2%
2nd Half 2012	1%	76%	22%	1%	3%	59%	35%	3%
1st Half 2012	3%	74%	21%	2%	4%	62%	31%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: both the "Early AM" results (+4%) and the "Daytime" results (+14%) showed a statistically significant increase.

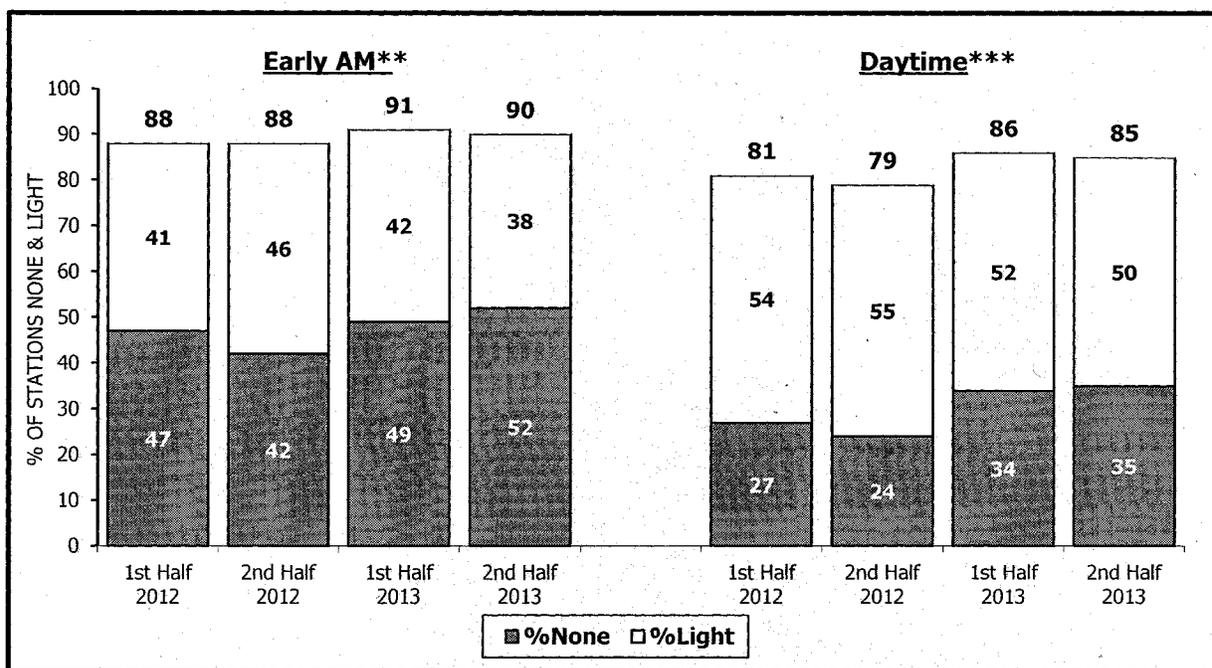
Passenger Environment Survey

Litter Conditions by Borough* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

**Passenger Environment Survey
Litter Conditions in Stations* (without Trackbed)**



- * Includes mezzanine, passageway, stairway and platform components only, not trackbed.
- ** Measured before heavy passenger utilization (pre-AM Peak).
- *** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2013 Annual Goals: (% none & light) Early AM: 89.0% Daytime: 81.0%

Semi-Annual Results

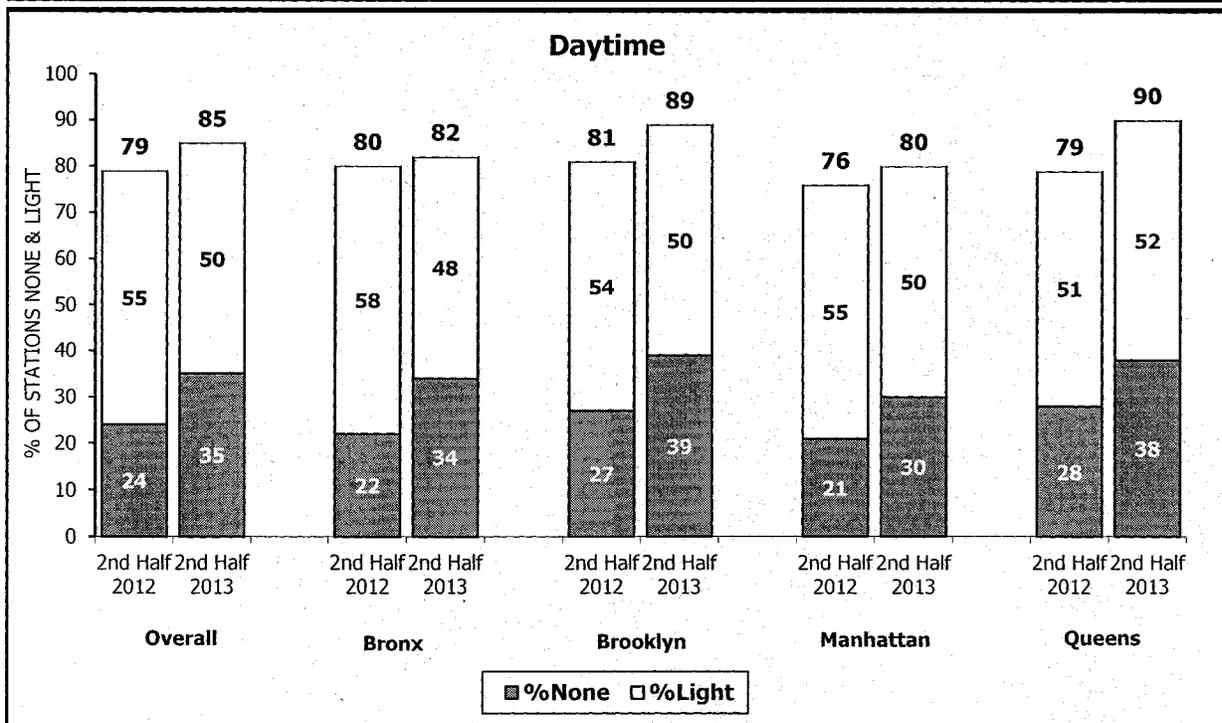
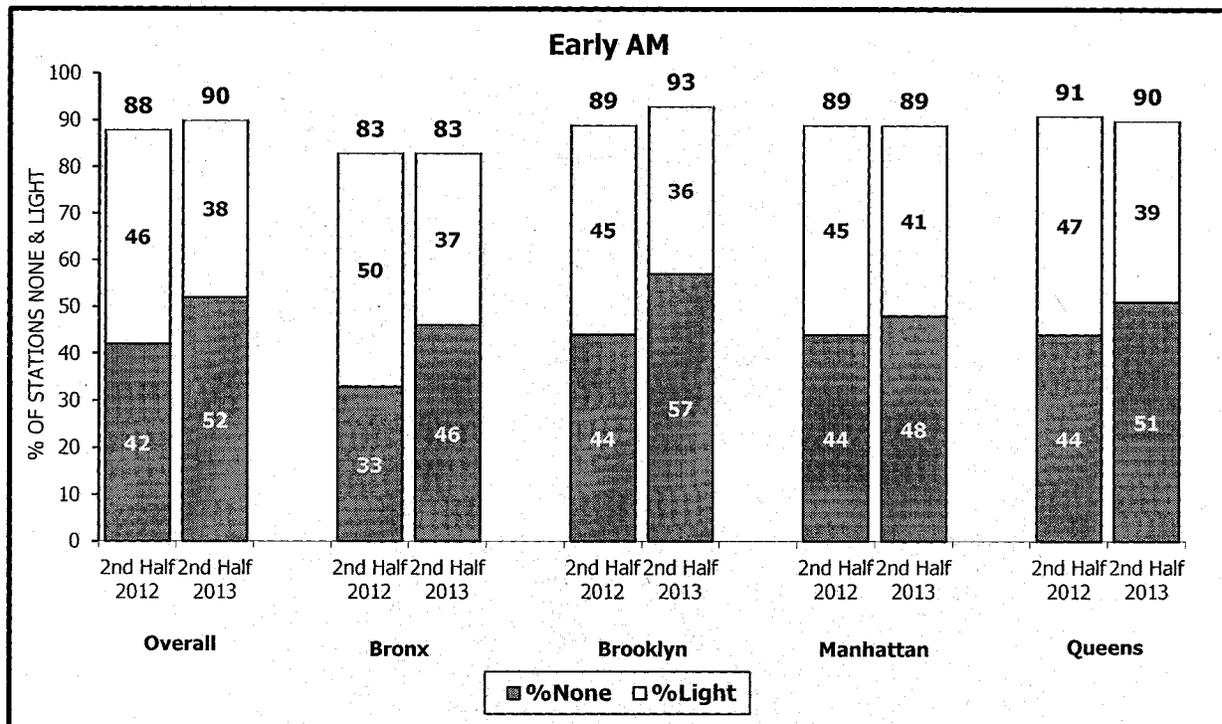
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	52%	38%	9%	1%	35%	50%	14%	1%
1st Half 2013	49%	42%	9%	0%	34%	52%	12%	2%
2nd Half 2012	42%	46%	11%	1%	24%	55%	19%	2%
1st Half 2012	47%	41%	11%	1%	27%	54%	17%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "Early AM" results (+2%) remained statistically unchanged while the "Daytime" results (+6%) showed a statistically significant increase.

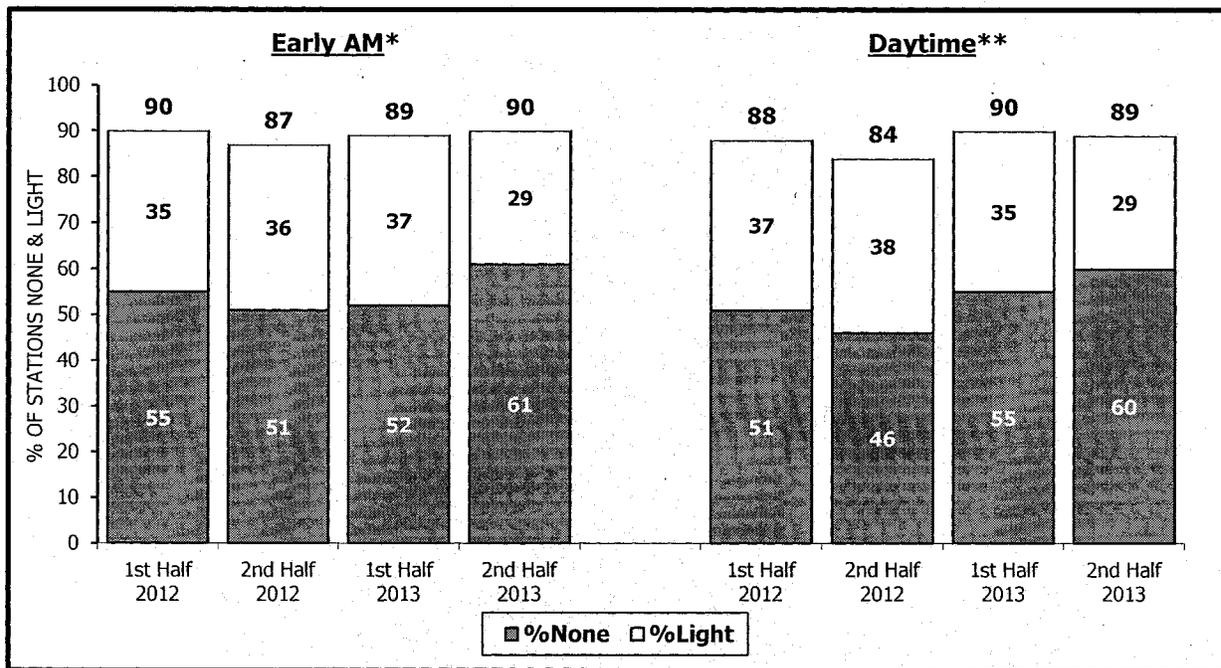
Passenger Environment Survey

Litter Conditions by Borough* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

**Passenger Environment Survey
Cleanliness Conditions in Stations**



* Measured before heavy passenger utilization (pre-AM Peak).

** Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2013 Annual Goals: (% none & light) Early AM: 90.0% Daytime: 87.0%

Semi-Annual Results

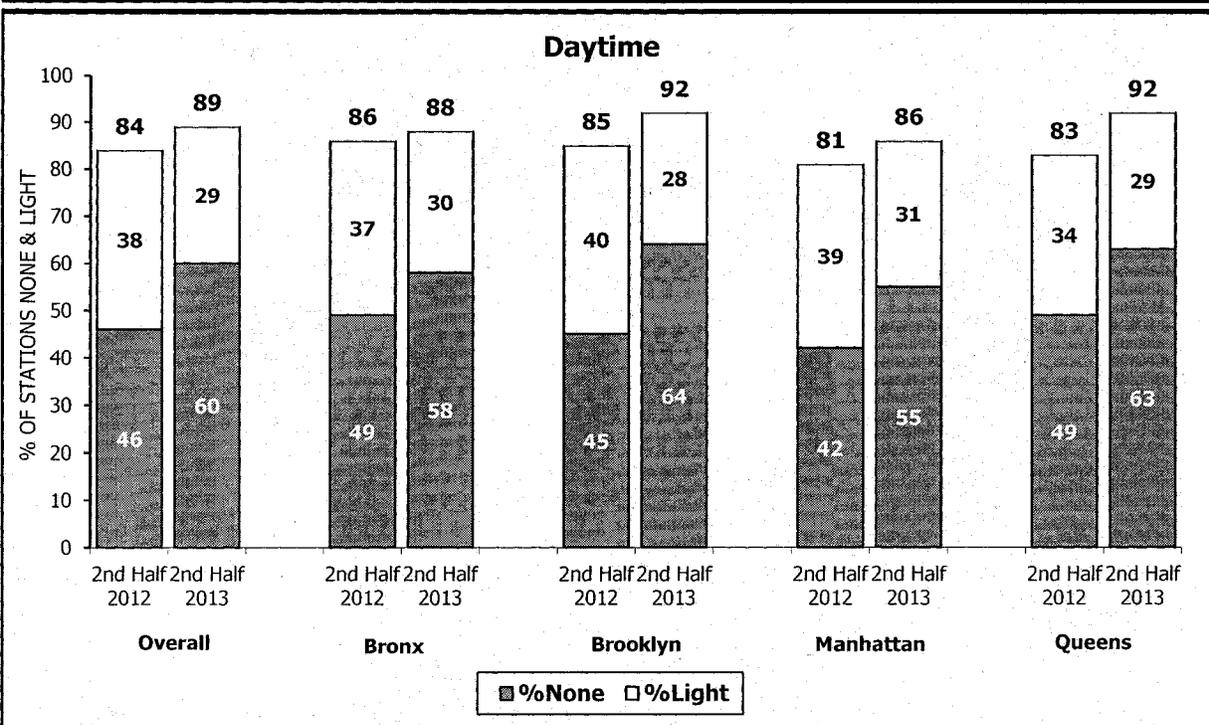
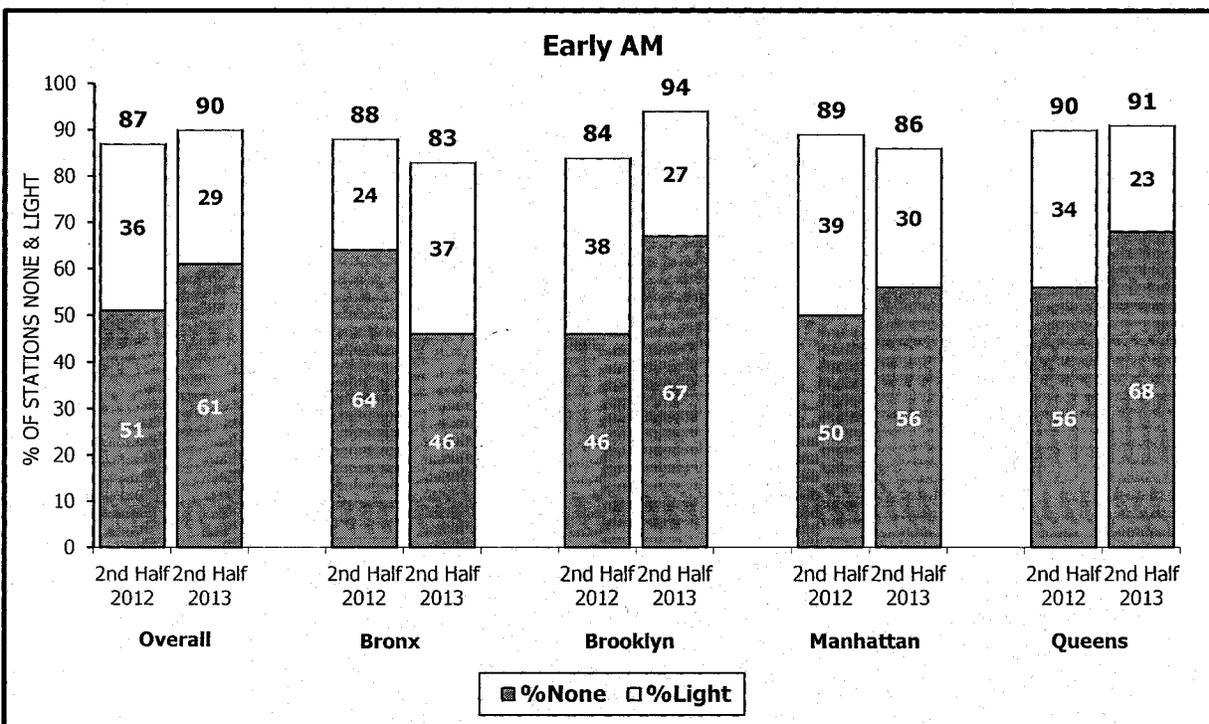
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	61%	29%	10%	0%	60%	29%	10%	1%
1st Half 2013	52%	37%	11%	0%	55%	35%	9%	1%
2nd Half 2012	51%	36%	12%	1%	46%	38%	14%	2%
1st Half 2012	55%	35%	9%	1%	51%	37%	10%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: both the "Early AM" results (+3%) and the "Daytime" results (+5%) showed a statistically significant increase.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 13 remained statistically unchanged while three (3) showed an increase when comparing the 2nd half 2013 to the 2nd half 2012. The table below depicts the results for the 2nd half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012				2013			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service						
Cleanliness and Appearance									
Litter Conditions in Cars	% None	96	71	83	67	95	83	98	83
<i>Presence of Litter</i>	% Light	2	24	13	24	4	14	2	15
	% Moderate	0	0	1	1	0	0	0	0
	% Heavy	2	5	3	8	1	3	0	2
<i>Cleanliness of Car Floors and Seats</i>	% None	96	90	93	81	95	95	91	90
	% Light	2	4	4	10	4	2	9	8
	% Moderate	0	0	0	1	0	0	0	0
<i>Degree of Dirtiness</i>	% Heavy	2	6	3	8	1	3	0	2
	% Cars with No Interior Graffiti		99		98		96		100
	% Cars with No Exterior Graffiti		100		100		100		100
% Cars with No Graffitied Windows		99		100		99		100	
% Cars with No Scratchited Windows		87		90		95		87	
% Cars with No Clouded Windows		99		97		100		100	
% Cars with No Broken or Cracked Windows		100		100		100		100	

Customer Information								
% Cars with All System Maps Correct/Legible		100		99		100		100
% Cars with Public Address Announcements		81		78		82		77

Functioning Equipment								
% Cars with No Broken Door Panels		100		100		98		100
Lighting Conditions in Cars ¹		100		100		100		100
Climate Control Conditions in Cars ²		97		84		97		93

Operations								
% Conductors in Proper Uniform		98		100		97		100

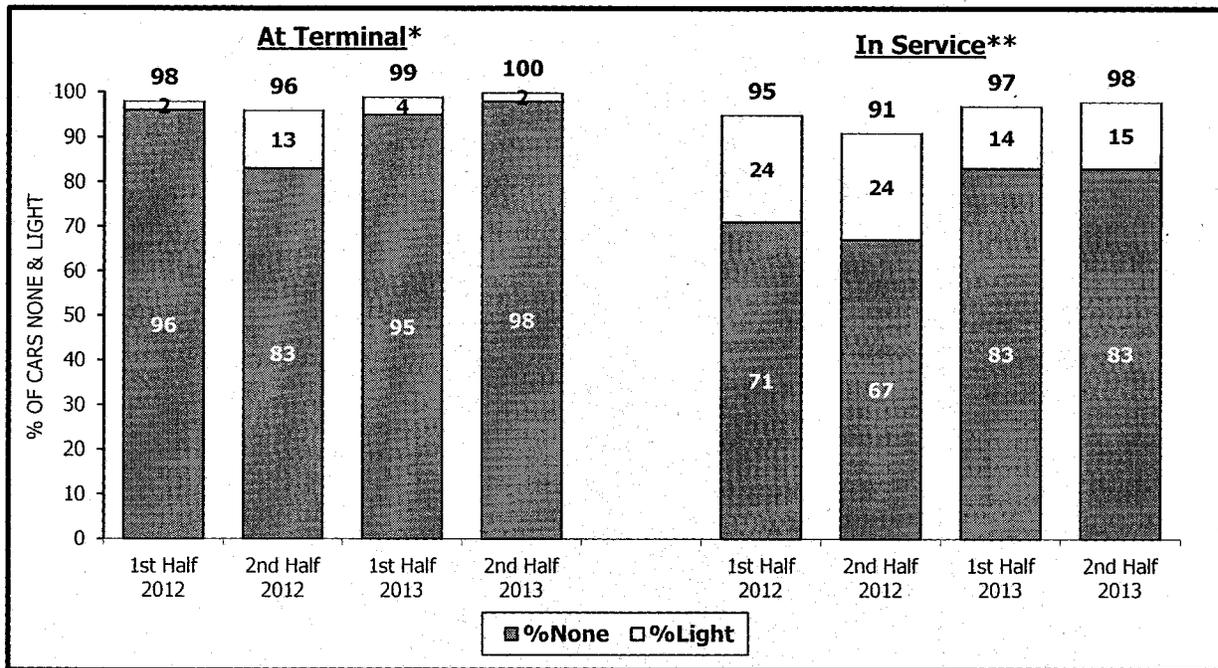
¹ % cars with at least 90% of lights on.

² % cars with average interior temperature between 58°F and 78°F

At Terminal - Surveyed at St. George terminal with cleaners present.

In Service - Surveyed while in service.

**Passenger Environment Survey
Litter Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

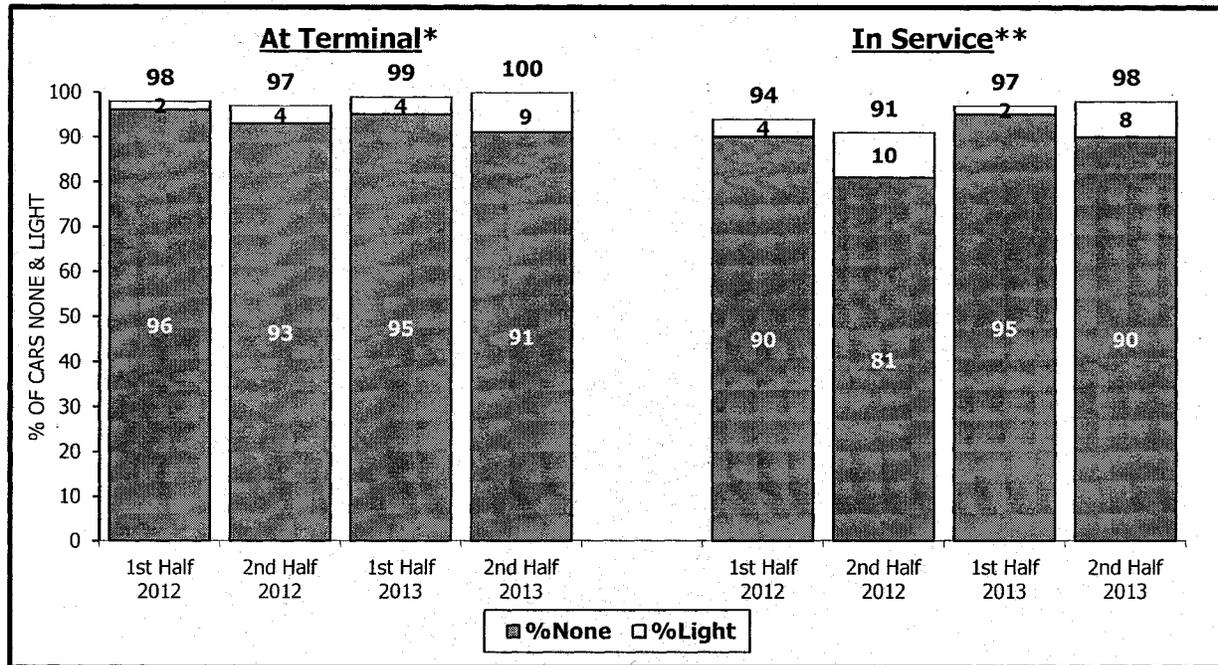
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	98%	2%	0%	0%	83%	15%	0%	2%
1st Half 2013	95%	4%	0%	1%	83%	14%	0%	3%
2nd Half 2012	83%	13%	1%	3%	67%	24%	1%	8%
1st Half 2012	96%	2%	0%	2%	71%	24%	0%	5%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "At Terminal" results (+4%) remained statistically unchanged while the "In Service" results (+7%) showed a statistically significant increase.

**Passenger Environment Survey
Cleanliness Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	<u>At Terminal</u>				<u>In Service</u>			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2013	91%	9%	0%	0%	90%	8%	0%	2%
1st Half 2013	95%	4%	0%	1%	95%	2%	0%	3%
2nd Half 2012	93%	4%	0%	3%	81%	10%	1%	8%
1st Half 2012	96%	2%	0%	2%	90%	4%	0%	6%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "At Terminal" results (+3%) remained statistically unchanged while the "In Service" results (+7%) showed a statistically significant increase.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. All remained statistically unchanged when comparing the 2nd half 2013 to the 2nd half 2012. The table below depicts the results for the 2nd half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2012		2013	
			1st Half	2nd Half	1st Half	2nd Half
Litter Conditions in Stations		% None	15	15	30	5
<i>Presence of Litter</i> <i>See Chart 8</i>	<i>Includes Trackbed component</i>	% Light	59	57	45	67
		% Moderate	26	28	25	28
		% Heavy	0	0	0	0
		<i>Measured without Trackbed component</i>	% None	54	50	58
	% Light	36	44	33	33	
	% Moderate	10	6	9	8	
	% Heavy	0	0	0	0	
	Floor and Seat Cleanliness Conditions in Stations		% None	57	54	61
<i>Degree of Dirtiness</i> <i>See Chart 9</i>		% Light	33	39	30	27
		% Moderate	10	7	9	8
		% Heavy	0	0	0	0
	Graffiti Conditions in Stations		% None	86	91	85
<i>Presence of Graffiti</i>		% Light	14	8	10	19
		% Moderate	0	1	5	0
		% Heavy	0	0	0	0

Customer Information

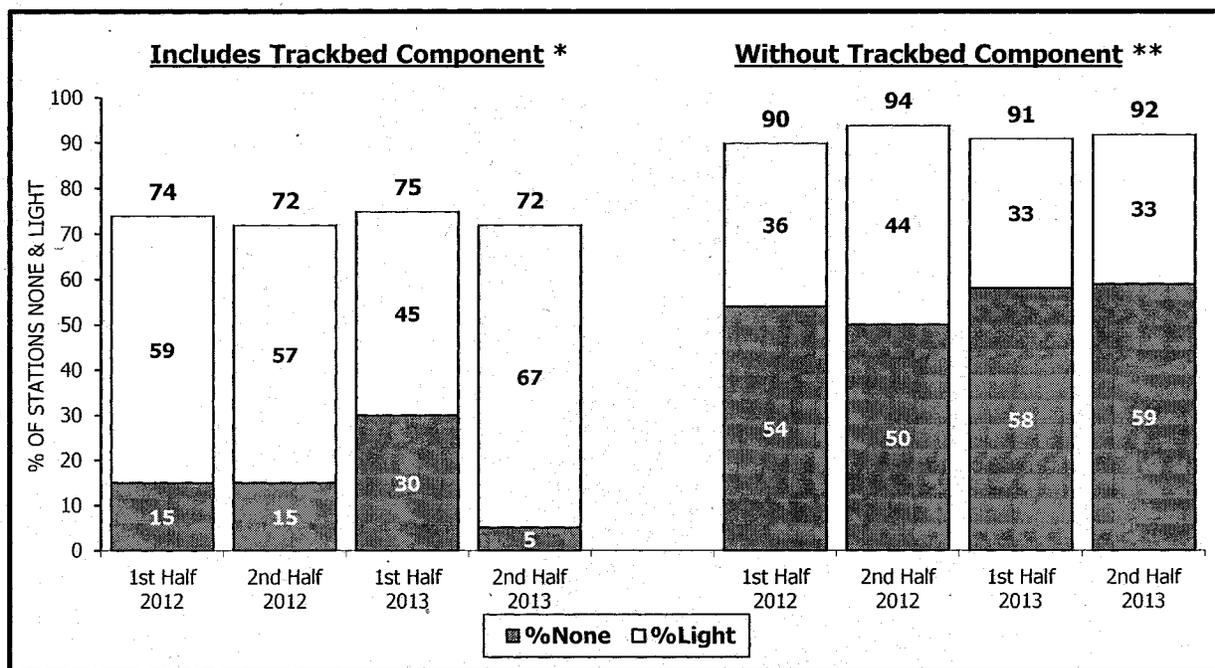
% Stations with Correct Customer Information Center (CIC)	93	100	98	95
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Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	100	100
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All surveys done after heavy passenger utilization (post AM Peak).

**Passenger Environment Survey
Litter Conditions in Staten Island Railway (SIR) Stations**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

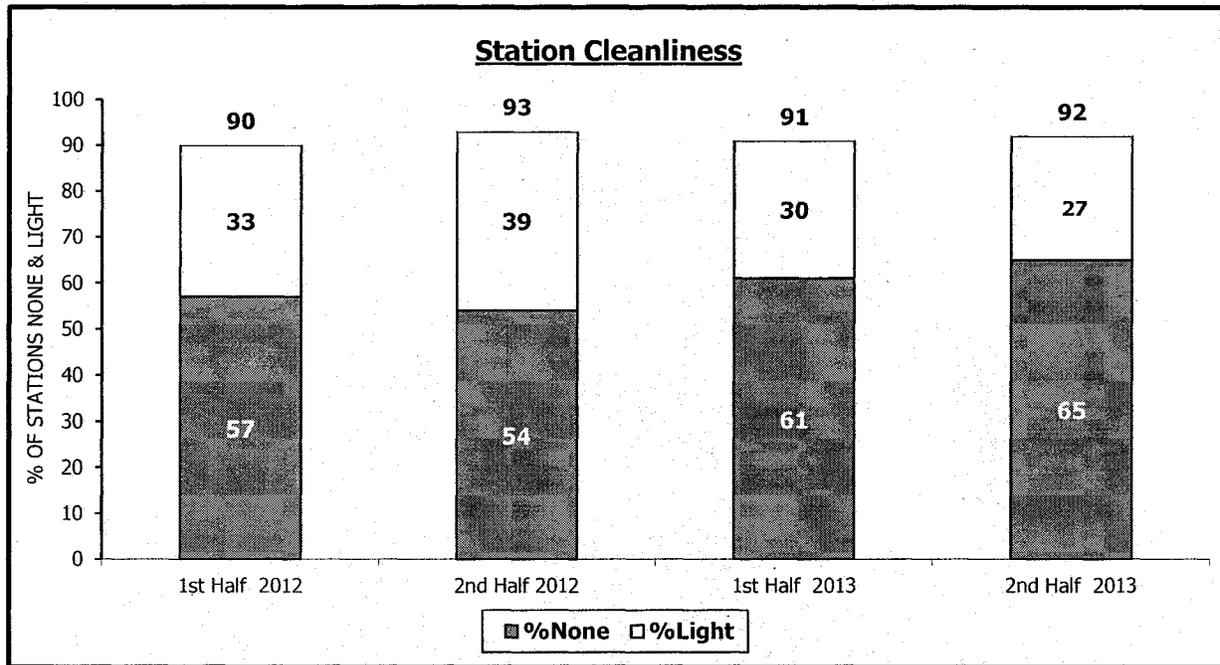
Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	5%	67%	28%	0%	59%	33%	8%	0%
1st Half 2013	30%	45%	25%	0%	58%	33%	9%	0%
2nd Half 2012	15%	57%	28%	0%	50%	44%	6%	0%
1st Half 2012	15%	59%	26%	0%	54%	36%	10%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: Both Litter results, with and without Trackbed component remained statistically unchanged.

Passenger Environment Survey
Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Cleanliness			
	None	Light	Mod.	Heavy
2nd Half 2013	65%	27%	8%	0%
1st Half 2013	61%	30%	9%	0%
2nd Half 2012	54%	39%	7%	0%
1st Half 2012	57%	33%	10%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the Cleanliness results remained statistically unchanged.

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, July - December 2013, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured weekdays between 7am and midnight. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (which includes nine associated limited-stop service and four select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 33 indicators remained statistically unchanged while one (1) increased and four (4) declined when comparing Second Half 2013 and Second Half 2012. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for Second Half 2013 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Bus Wait Assessment remained statistically unchanged (-0.7%), from 81.8% in the Second Half 2012 to 81.1% in the Second Half 2013. Out of the 38 Local and Express Bus passenger environment indicators, 33 indicators remained statistically unchanged while one (1) increased and four (4) declined when comparing the Second Half 2012 to Second Half 2013.

IMPROVEMENTS

Local Buses	2012 2nd Half	2013 2nd Half	Net Change
Climate Control Conditions in Local Buses	90%	93%	+3%

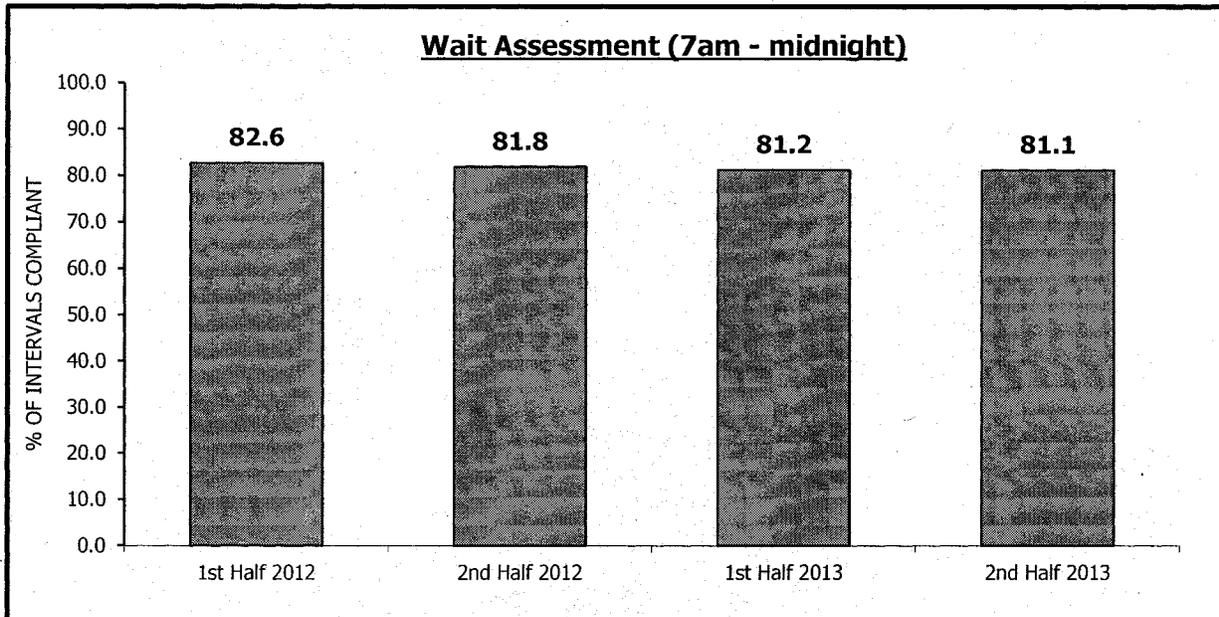
DECLINES

Local Buses	2012 2nd Half	2013 2nd Half	Net Change
Bus Announcements that are Understandable/Correct	62%	49%	-13%
Buses Displaying a Correct/Legible Bus Map	79%	59%	-20%

Express Buses

Litter Conditions on Express Buses (In Service)	92%	89%	-3%
Cleanliness Conditions on Express Buses (In Service)	94%	89%	-5%

Bus Performance Indicator



Definition

Wait Assessment is measured weekdays between 7:00 a.m. and midnight. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (which includes nine associated limited-stop service and four select bus service routes)

2013 Annual Goals: Wait Assessment: 84.1%

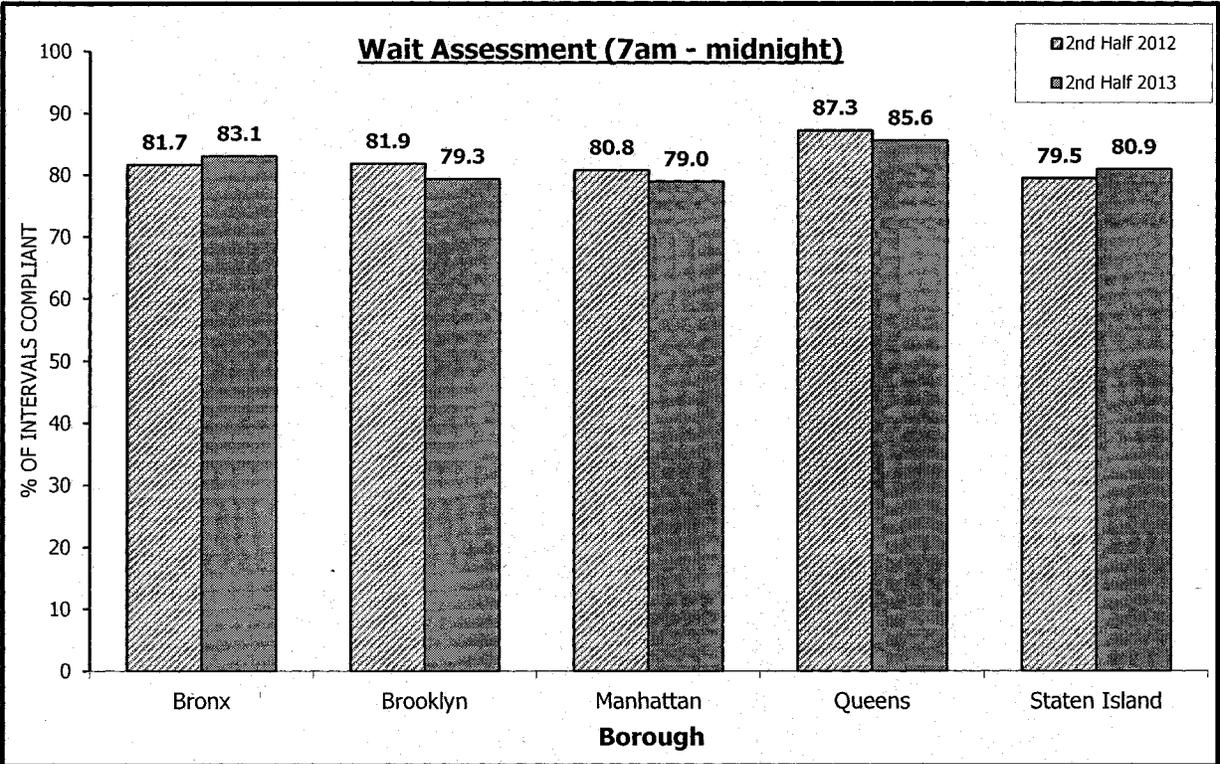
Semi-Annual Results

<u>Wait Assessment</u>	
2nd Half 2013	81.1%
1st Half 2013	81.2%
2nd Half 2012	81.8%
1st Half 2012	82.6%

Discussion of Results: an increase/decrease of less than 1% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: Bus Wait Assessment remained statistically unchanged, -0.7% when comparing the 2nd Half 2013 to the 2nd Half 2012.

Bus Performance Indicator



Bus Performance Indicator

Route	2012		2013	
	1st Half	2nd Half	1st Half	2nd Half
Bronx	82.5%	81.7%	79.8%	83.1%
Bx1/2	80.1%	79.7%	78.5%	80.7%
Bx1/2 Ltd.	80.2%	81.4%	78.3%	82.2%
Bx9	88.6%	87.2%	82.2%	86.6%
Bx12	84.5%	83.6%	83.1%	86.6%
SBS12	84.1%	85.0%	86.0%	87.3%
Bx15	N/A	N/A	N/A	76.8%
Bx15 Ltd.	N/A	N/A	N/A	76.0%
Bx19	85.5%	82.2%	81.1%	80.5%
Bx36 ¹	80.6%	80.7%	78.6%	82.4%
Bx40/42	84.5%	85.3%	83.1%	83.8%
Bx41 ¹	78.2%	78.0%	75.8%	86.2%
SBS41	N/A	N/A	N/A	87.6%
Brooklyn	82.6%	81.9%	80.3%	79.3%
B6	86.4%	82.8%	84.2%	79.8%
B6 Ltd.	84.4%	87.8%	86.5%	81.2%
B15	79.9%	79.6%	82.0%	78.7%
B35	83.9%	80.4%	79.5%	83.6%
B35 Ltd.	84.4%	85.2%	80.0%	82.9%
B41	82.4%	78.7%	76.3%	77.4%
B41 Ltd.	80.1%	81.4%	76.6%	78.0%
B44	80.4%	78.6%	74.9%	69.5%
B44 Ltd. ²	85.0%	82.6%	77.9%	75.0%
B46	82.5%	79.9%	80.1%	80.4%
B46 Ltd.	84.2%	83.4%	82.2%	83.6%
B63	80.8%	82.1%	83.7%	82.1%

¹ Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

² B44 Limited Service results thru November 15th. SBS44 to be reported in future reports.

Bus Performance Indicator (continued)

Route	2012		2013	
	1st Half	2nd Half	1st Half	2nd Half
Manhattan	80.8%	80.8%	80.2%	79.0%
M1 ¹	77.7%	82.4%	77.0%	73.6%
M2 ²	77.2%	76.6%	76.4%	78.2%
M3	76.7%	79.0%	76.5%	75.6%
M4 ¹	71.7%	74.4%	71.3%	69.9%
M7	80.6%	77.3%	80.9%	78.6%
M10/20	85.5%	85.6%	86.5%	82.6%
M14	86.1%	85.1%	86.8%	84.7%
M15	78.2%	75.2%	77.0%	77.4%
SBS15	84.0%	83.0%	81.2%	81.0%
M31	81.0%	81.5%	83.7%	80.1%
M50	85.3%	82.8%	87.6%	86.9%
M66	84.5%	86.1%	84.5%	80.2%
M86	87.1%	85.7%	84.5%	84.5%
M101/2/3	72.9%	70.0%	68.4%	68.2%
M101 Ltd	74.0%	76.0%	77.2%	77.0%
M104	80.9%	80.0%	82.9%	85.1%
Queens	88.1%	87.3%	85.7%	85.6%
Q43 ¹	91.8%	89.0%	89.4%	88.5%
Q44/20	90.4%	89.7%	87.4%	86.8%
Q44 Ltd.	89.4%	84.1%	85.1%	87.8%
Q46 ¹	86.2%	88.2%	88.4%	84.4%
Q58	83.8%	85.4%	83.5%	83.0%
Q83 ¹	88.6%	90.1%	86.6%	87.2%
Q85 ¹	83.4%	82.9%	79.0%	81.4%
Staten Island	81.8%	79.5%	82.4%	80.9%
S44 ¹	82.9%	81.1%	81.4%	77.8%
S48 ¹	83.4%	79.4%	84.1%	82.1%
S53 ¹	89.8%	89.3%	92.8%	90.4%
S74 ¹	76.5%	72.6%	74.2%	74.6%
S76 ¹	81.3%	77.3%	80.8%	80.9%
S78	74.2%	71.6%	77.7%	75.7%
SBS79	N/A	82.8%	86.0%	85.0%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

²This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. 23 remained statistically unchanged while one (1) showed an increase and two (2) showed a decline when comparing the 2nd Half 2013 to the 2nd Half 2012. The table below depicts the results for the 2nd Half 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012				2013				
		1st Half		2nd Half		1st Half		2nd Half		
		Before Service	in Service							
Cleanliness and Appearance										
Litter Conditions in Buses	% None	91	43	92	43	89	50	92	39	
<i>Presence of Litter</i>	% Light	8	42	8	41	10	38	7	45	
	% Moderate	0	2	0	3	0	2	0	3	
	% Heavy	1	13	0	13	1	10	1	13	
<i>See Chart 1</i>										
	Exterior Dirt Condition of Buses	% None	100	93	100	98	100	99	100	98
	<i>Degree of Dirtiness</i>	% Light	0	6	0	2	0	1	0	2
		% Moderate	0	1	0	0	0	0	0	0
% Heavy		0	0	0	0	0	0	0	0	
Cleanliness of Bus Interior	% None	96	81	98	80	94	84	95	80	
	<i>Degree of Dirtiness</i>	% Light	3	4	2	5	5	4	4	5
		% Moderate	0	2	0	2	0	2	0	2
		% Heavy	1	13	0	13	1	10	1	13
<i>See Chart 2</i>										
% Buses with No Damaged Panels		97		98		96		96		
% Buses with No Cracked Windows		98		99		100		100		
% Buses with No Scratchtited Windows		85		86		88		88		
% Buses with No Clouded Windows		97		96		95		95		
% Buses with No Interior Graffiti		92		95		92		94		
% Buses with No Exterior Graffiti		95		96		95		95		

Customer Information								
% Buses with Readable/Correct Front Sign		100		100		100		100
% Buses with Correct Electronic Side Sign		100		100		100		100
% Buses with Correct Rear Sign		100		100		100		100
% Bus Announcements that are Understandable/Correct		64		62		55		49
% Buses with Priority Seating Stickers		95		97		97		98
% Buses Displaying a Correct/Legible Bus Map ¹		78		79		55		59

Functioning Equipment								
Climate Control Conditions in Buses ²		95		90		95		93
% Buses with Operative Kneeling Feature		100		100		100		100
% Buses with Operative Wheelchair Lift		98		98		99		99
% Buses with Operating Windows		97		96		96		94
% Buses with Operative Rear Door		100		100		100		100

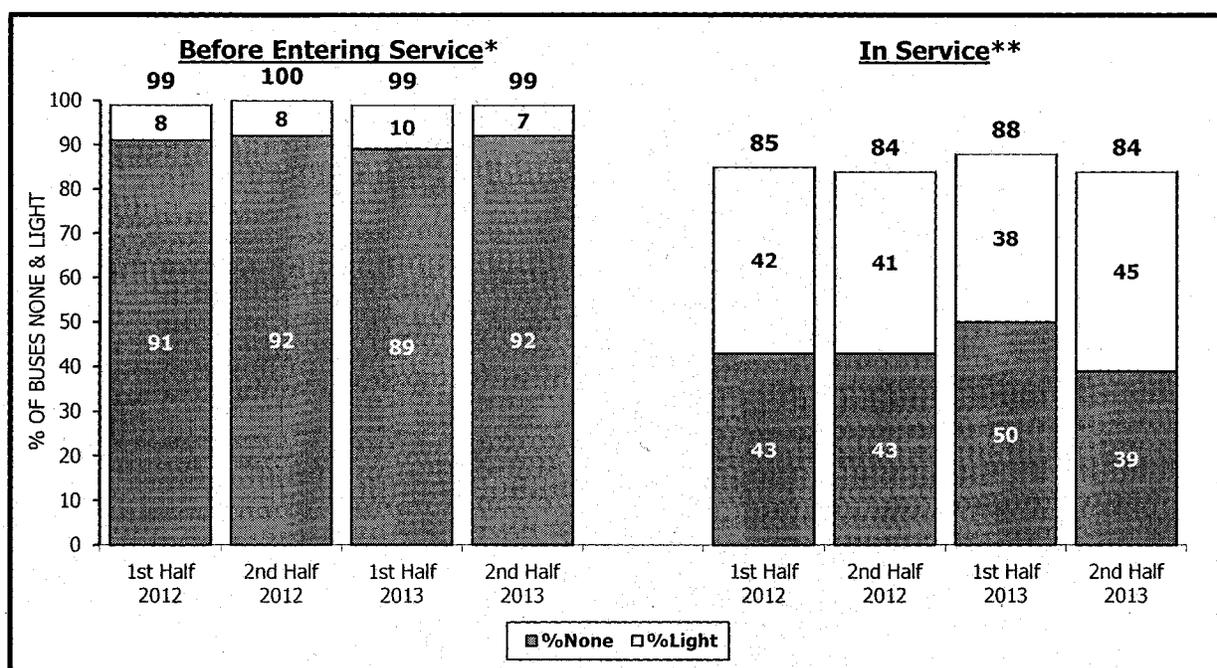
Operations								
% Bus Stops where Buses Board/Discharge								
Passengers Appropriately		99		98		97		98
% Bus Operators in Proper Uniform		100		100		100		100
% Bus Operators Properly Displaying Badges		99		99		99		100

¹ The decrease in the Bus Map indicator is a result of the aluminum map frame removal due to safety concerns. They are being replaced by self-adhesive vinyl maps.

² % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2013 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

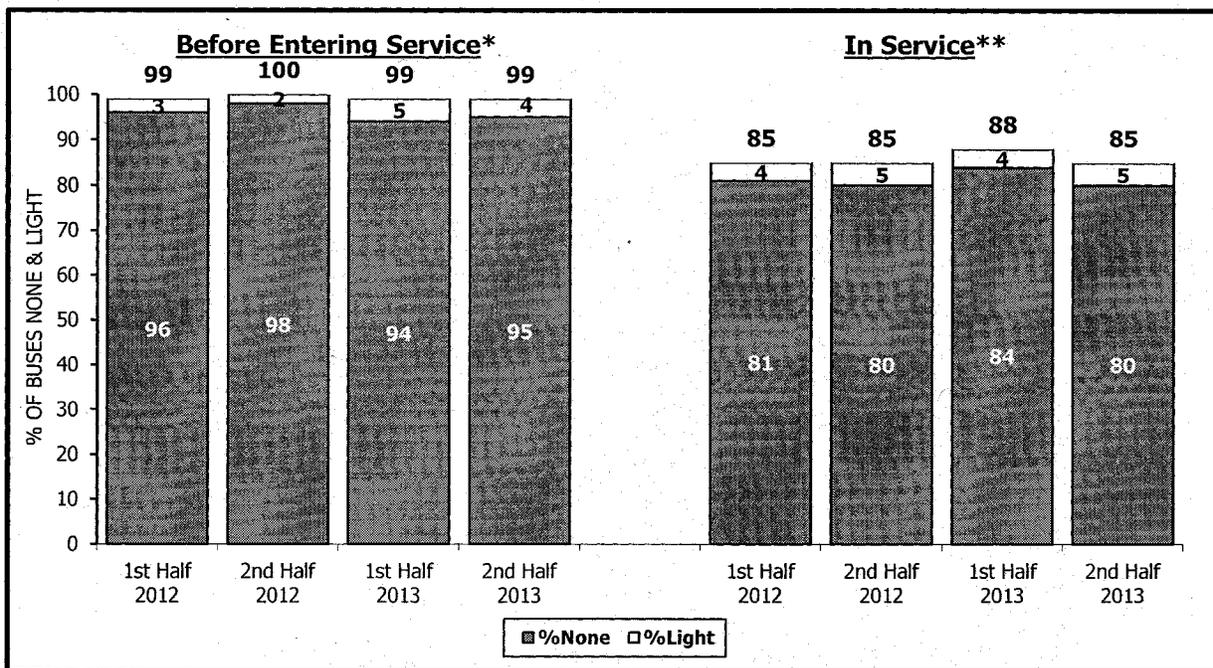
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	92%	7%	0%	1%	39%	45%	3%	13%
1st Half 2013	89%	10%	0%	1%	50%	38%	2%	10%
2nd Half 2012	92%	8%	0%	0%	43%	41%	3%	13%
1st Half 2012	91%	8%	0%	1%	43%	42%	2%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: both the "Before Entering Service" and while the "In Service" results remained statistically unchanged when comparing the 2nd Half 2013 to the 2nd Half 2012.

**Passenger Environment Survey
Cleanliness Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2013 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	95%	4%	0%	1%	80%	5%	2%	13%
1st Half 2013	94%	5%	0%	1%	84%	4%	2%	10%
2nd Half 2012	98%	2%	0%	0%	80%	5%	2%	13%
1st Half 2012	96%	3%	0%	1%	81%	4%	2%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: both the "Before Entering Service" and while the "In Service" results remained statistically unchanged when comparing the 2nd Half 2013 to the 2nd Half 2012.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which 10 remained statistically unchanged while two (2) showed a decline when comparing the 2nd Half 2013 to the 2nd Half 2012. The table below depicts the results for the 2nd Half 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012				2013			
		1st Half		2nd Half		1st Half		1st Half	
		Before Service	in Service						
Cleanliness and Appearance									
Litter Conditions in Buses	% None	90	58	91	56	84	67	92	58
<i>Presence of Litter</i>	% Light	9	34	8	36	14	26	7	31
	<i>See Chart 3</i>								
	% Moderate	0	1	0	2	0	2	0	2
	% Heavy	1	7	1	6	2	5	1	9
Exterior Dirt Condition of Buses	% None	100	98	100	99	99	97	100	97
<i>Degree of Dirtiness</i>	% Light	0	1	0	1	1	2	0	2
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	1	0	0	0	1	0	1
Cleanliness of Bus Interior	% None	98	87	98	90	96	91	98	85
<i>Degree of Dirtiness</i>	% Light	1	5	1	4	2	3	1	4
	<i>See Chart 4</i>								
	% Moderate	0	1	0	0	0	0	0	2
	% Heavy	1	7	1	6	2	6	1	9
% Buses with No Damaged Panels		97		100		100		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		96		97		98		98	
% Buses with No Exterior Graffiti		100		100		100		100	

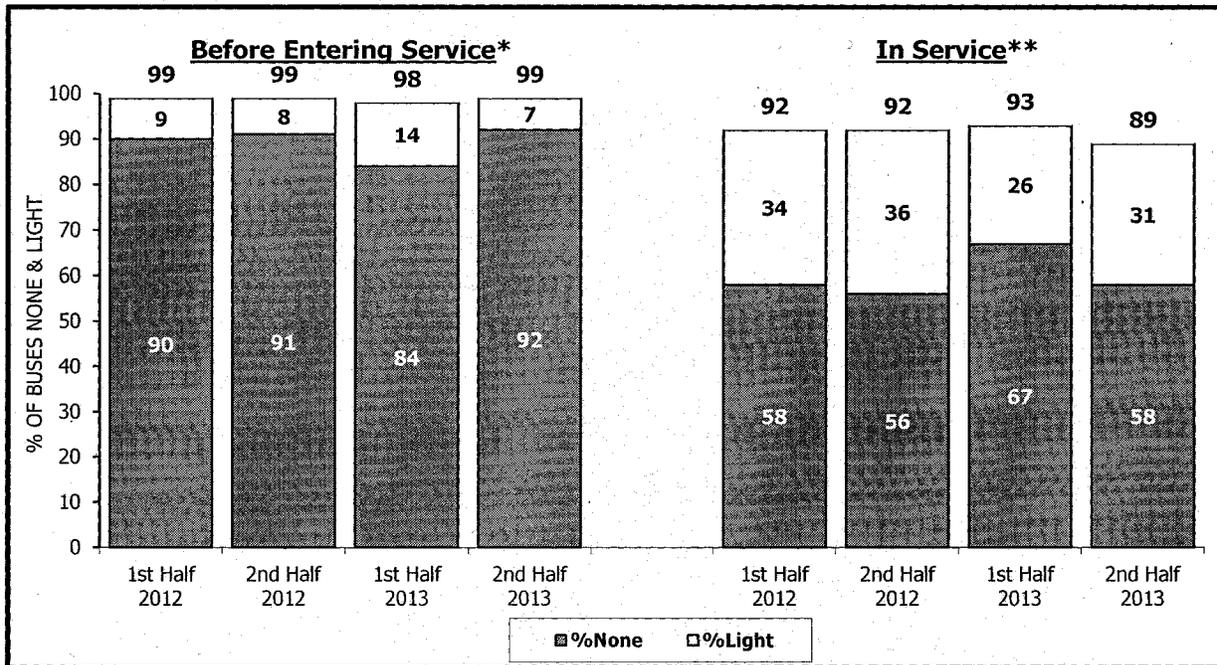
Functioning Equipment

% of Operative Reading Lights on Buses	91	94	93	92
% of Operative Reclining Seats on Buses	95	97	96	95

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

**Passenger Environment Survey
Litter Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2013 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

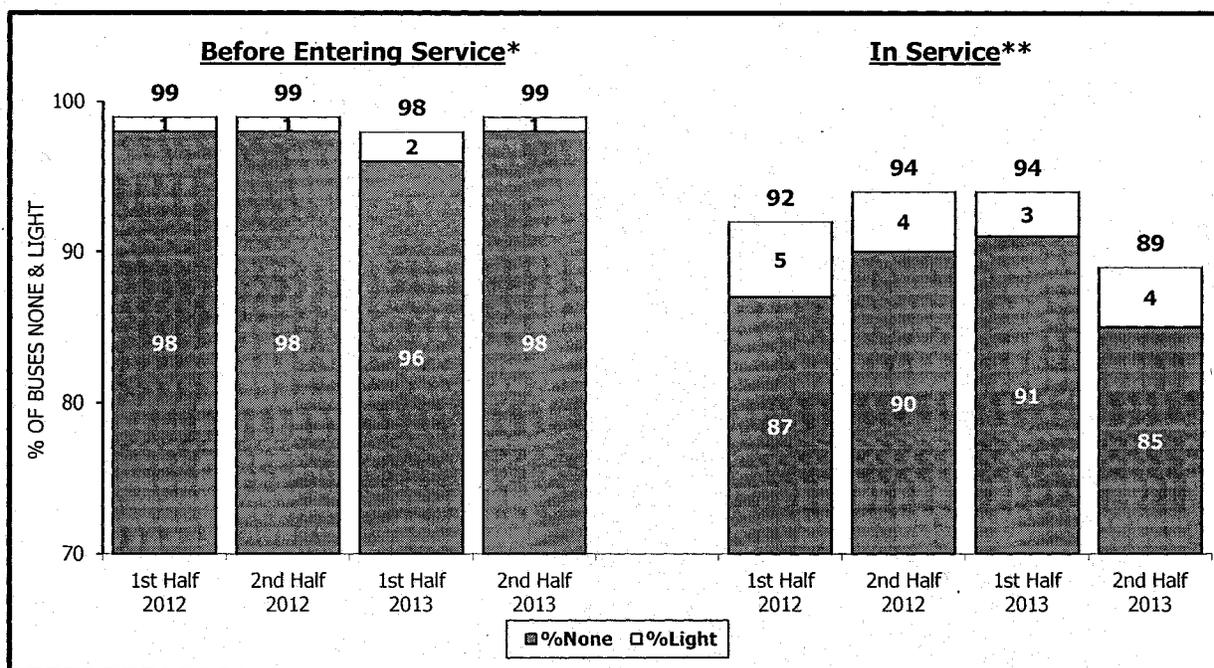
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	92%	7%	0%	1%	58%	31%	2%	9%
1st Half 2013	84%	14%	0%	2%	67%	26%	2%	5%
2nd Half 2012	91%	8%	0%	1%	56%	36%	2%	6%
1st Half 2012	90%	9%	0%	1%	58%	34%	1%	7%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a decline (-3%) when comparing the 2nd Half 2013 to the 2nd Half 2012.

**Passenger Environment Survey
Cleanliness Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2013 Annual Goals: (% none & light) Before Entering Service: 99.0% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	98%	1%	0%	1%	85%	4%	2%	9%
1st Half 2013	96%	2%	0%	2%	91%	3%	0%	6%
2nd Half 2012	98%	1%	0%	1%	90%	4%	0%	6%
1st Half 2012	98%	1%	0%	1%	87%	5%	1%	7%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a decline (-5%) when comparing the 2nd Half 2013 to the 2nd Half 2012.

Report



Bus Company

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis for the most recent half-year, July - December 2013, and the previous three half-year periods.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 26 local bus indicators, two (2) improved, four (4) declined and twenty (20) remained unchanged when comparing Second Half 2013 and Second Half 2012. Of the 12 express bus indicators, five (5) declined and seven (7) remained the same. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for Second Half 2013 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Out of the 38 indicators, 27 indicators remained statistically the same, 2 indicators improved and 9 indicators declined when comparing the Second Half 2013 to the Second Half 2012.

Improved

Local Buses	2nd Half 2012	2nd Half 2013	Net Change
Bus Announcements that are Understandable/Correct	34%	50%	16%
Climate Control Conditions	89%	93%	4%

Declined

Local Buses	2nd Half 2012	2nd Half 2013	Net Change
Litter Conditions in Buses (before entering service) - (% none and light)	96%	93%	-3%
Cleanliness of Bus Interior (before entering service) - (% none and light)	94%	88%	-6%
Buses Displaying a Correct/Legible Bus Map	75%	3%	-72%
Buses with Operating Windows	100%	97%	-3%

Express Buses	2nd Half 2012	2nd Half 2013	Net Change
Litter Conditions in Buses (before entering service) - (% none and light)	99%	96%	-3%
Exterior Dirt Conditions (before entering service) - (% none and light)	99%	96%	-3%
Cleanliness of Bus Interior (before entering service) - (% none and light)	98%	94%	-4%
Operative Reading Lights	95%	84%	-11%
Operative Reclining Seats	89%	86%	-3%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Two (2) improved, four (4) declined and twenty (20) remained statistically the same when comparing the 2nd Half 2013 with the 2nd Half 2012. The table below shows the results for the 2nd Half of 2013 and previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012				2013			
		1st Half*		2nd Half		1st Half		2nd Half	
		Before Service	in Service						
Cleanliness and Appearance									
Litter Conditions in Buses	% None	87	58	86	68	86	67	82	71
Presence of Litter	% Light	8	29	10	25	11	26	11	23
	% Moderate	1	2	1	2	1	1	2	1
	% Heavy	4	11	3	5	2	6	5	5
<i>See Chart 1</i>									
Exterior Dirt Condition of Buses	% None	83	77	95	97	93	96	93	97
Degree of Dirtiness	% Light	15	22	4	3	7	3	6	3
	% Moderate	2	1	1	0	0	1	1	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	91	74	89	92	85	88	77	90
Degree of Dirtiness	% Light	4	14	5	3	11	5	11	4
	% Moderate	1	0	2	0	2	2	6	2
	% Heavy	4	12	4	5	2	5	6	4
% Buses with No Damaged Panels		86		99		100		100	
% Buses with No Cracked Windows		99		100		100		100	
% Buses with No Scratchtied Windows		76		83		87		82	
% Buses with No Clouded Windows		99		99		100		100	
% Buses with No Interior Graffiti		92		93		94		94	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information			
% Buses with Readable/Correct Front Sign	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100
% Buses with Correct Rear Sign	100	100	100
% Bus Announcements that are Understandable/Correct	47	34	34
% Buses with Priority Seating Stickers	100	100	99
% Buses Displaying a Correct/Legible Bus Map ¹	61	75	45

Functioning Equipment			
Climate Control Conditions in Buses ²	91	89	97
% Buses with Operative Kneeling Feature	100	100	98
% Buses with Operative Wheelchair Lift	99	98	95
% Buses with Operating Windows	100	100	100
% Buses with Operative Rear Door	100	99	100

Operations			
% Bus Stops where Buses Board/Discharge Passengers Appropriately	98	100	99
% Bus Operators in Proper Uniform	99	100	100
% Bus Operators Properly Displaying Badges	97	99	100

¹ The decrease in the Bus Map indicator is a result of the aluminum map frame removal due to safety concerns. They are being replaced by self-adhesive vinyl maps.

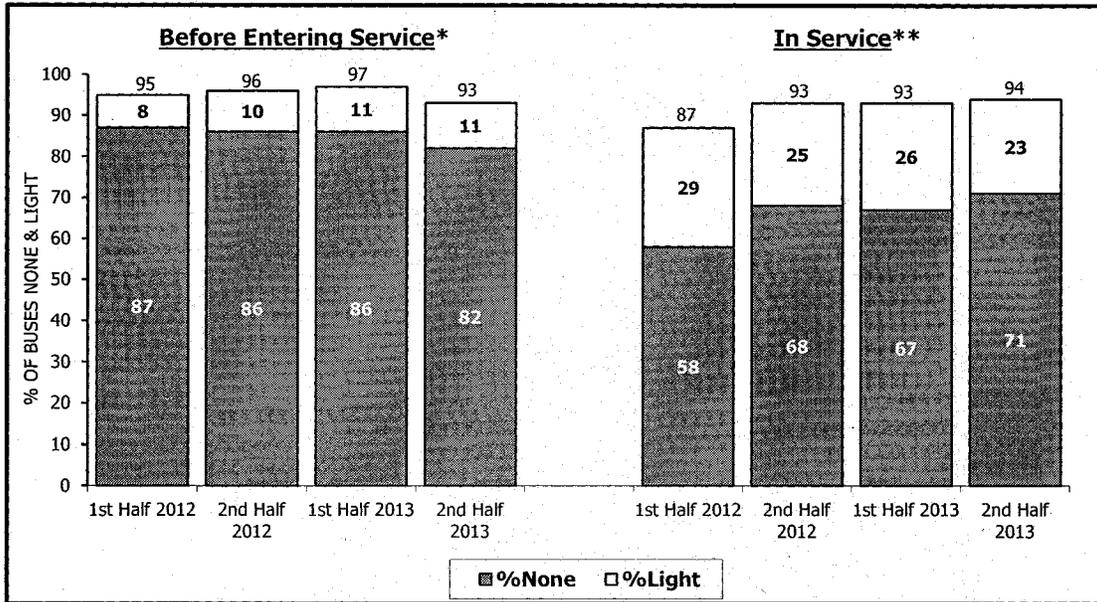
² % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

* 1st Half 2012 data is based on a 2 month sample.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

**Passenger Environment Survey
Litter Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

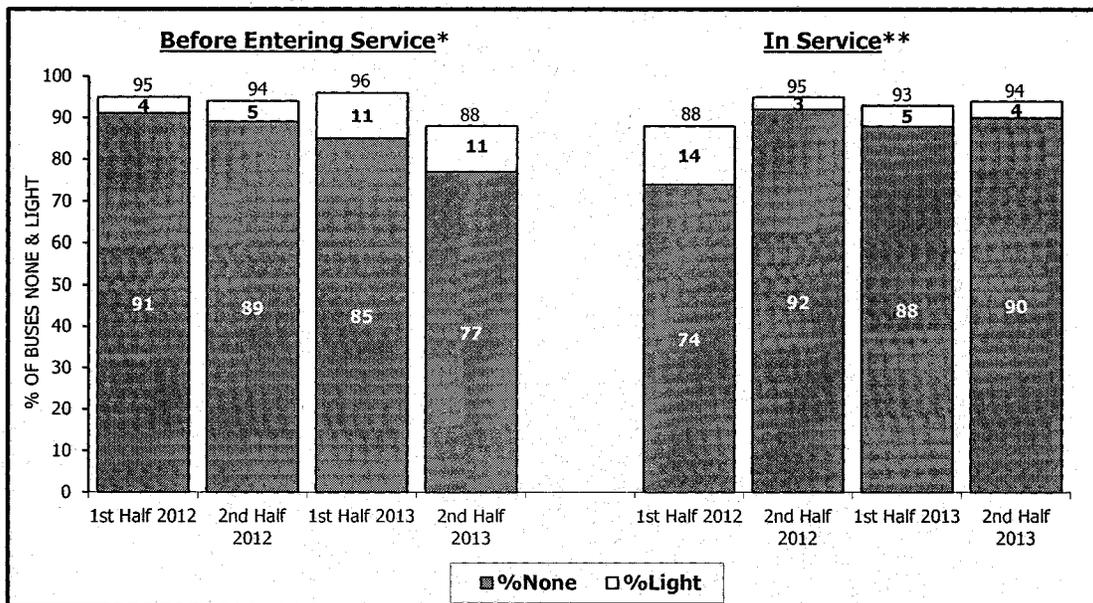
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	82%	11%	2%	5%	71%	23%	1%	5%
1st Half 2013	86%	11%	1%	2%	67%	26%	1%	6%
2nd Half 2012	86%	10%	1%	3%	68%	25%	2%	5%
1st Half 2012	87%	8%	1%	4%	58%	29%	2%	11%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "Before Entering Service" results (-3%) showed a statistically significant decline, while the "In Service" results remained statistically unchanged when comparing the 2nd Half 2013 to the 2nd Half 2012.

**Passenger Environment Survey
Cleanliness Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	77%	11%	6%	6%	90%	4%	2%	4%
1st Half 2013	85%	11%	2%	2%	88%	5%	2%	5%
2nd Half 2012	89%	5%	2%	4%	92%	3%	0%	5%
1st Half 2012	91%	4%	1%	4%	74%	14%	0%	12%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "Before Entering Service" results (-6%) showed a statistically significant decline, while the "In Service" results remained statistically unchanged when comparing the 2nd Half 2013 to the 2nd Half 2012.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which seven (7) remained statistically unchanged while five (5) showed a statistically significant decline when comparing the 2nd Half 2013 to the 2nd Half 2012. The table below depicts the results for the 2nd Half of 2013 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012				2013			
		1st Half*		2nd Half		1st Half		2nd Half	
		Before Service	In Service						
Cleanliness and Appearance									
Litter Conditions in Buses	% None	92	86	90	92	87	84	83	92
<i>Presence of Litter</i>	% Light	6	11	9	6	12	14	13	6
	% Moderate	1	0	0	1	0	0	1	1
	% Heavy	1	3	1	1	1	2	3	1
<i>See Chart 3</i>									
Exterior Dirt Condition of Buses	% None	91	91	91	98	88	100	82	98
<i>Degree of Dirtiness</i>	% Light	9	9	8	2	10	0	14	2
	% Moderate	0	0	1	0	2	0	4	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	92	87	91	98	90	98	85	97
<i>Degree of Dirtiness</i>	% Light	6	10	7	1	8	0	9	2
	% Moderate	0	1	1	0	1	0	3	1
	% Heavy	2	2	1	1	1	2	3	0
<i>See Chart 4</i>									
% Buses with No Damaged Panels		98		99		100		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		99		100		100		100	
% Buses with No Exterior Graffiti		100		100		100		100	

Functioning Equipment

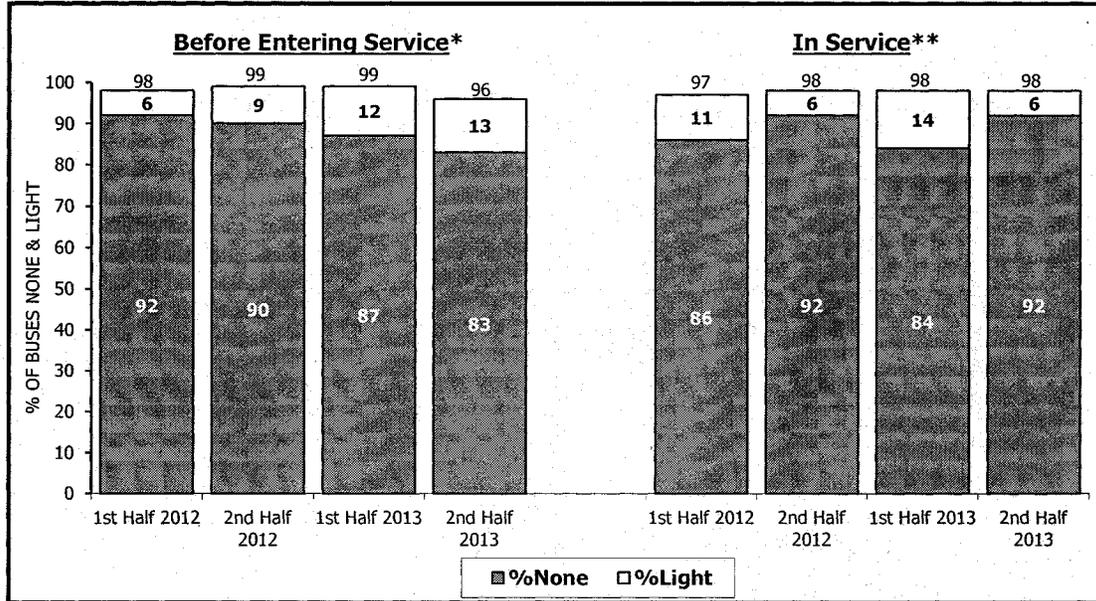
% of Operative Reading Lights on Buses	91	95	93	84
% of Operative Reclining Seats on Buses	97	89	95	86

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

* 1st Half 2012 data is based on a 2 month sample.

**Passenger Environment Survey
Litter Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

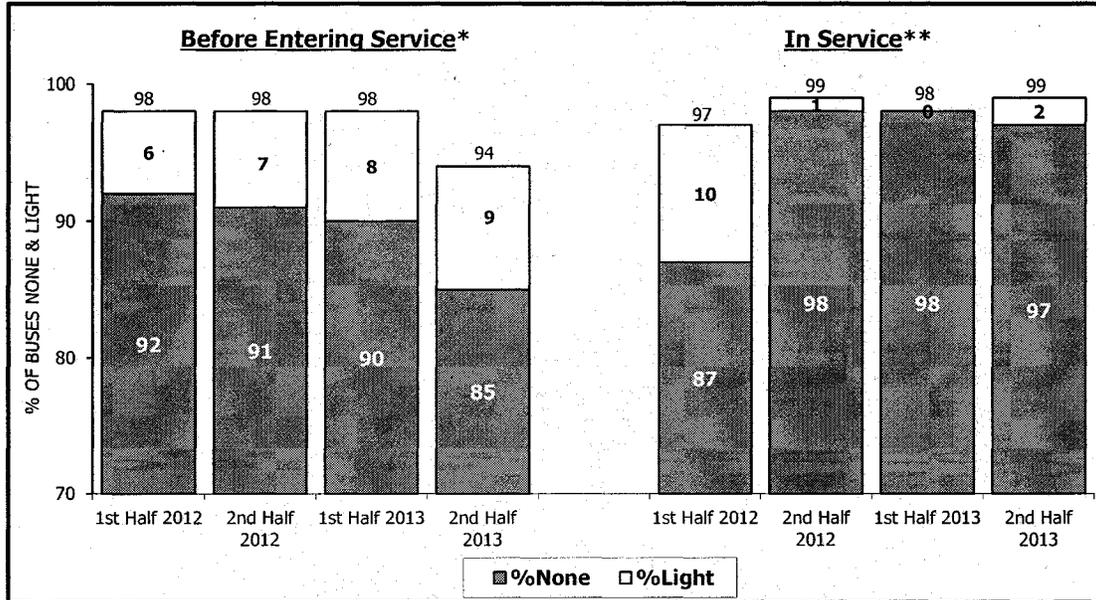
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	83%	13%	1%	3%	92%	6%	1%	1%
1st Half 2013	87%	12%	0%	1%	84%	14%	0%	2%
2nd Half 2012	90%	9%	0%	1%	92%	6%	1%	1%
1st Half 2012	92%	6%	1%	1%	86%	11%	0%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "Before Entering Service" results (-3%) showed a statistically significant decline, while the "In Service" results remained statistically unchanged when comparing the 2nd Half 2013 to the 2nd Half 2012.

**Passenger Environment Survey
Cleanliness Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2013	85%	9%	3%	3%	97%	2%	1%	0%
1st Half 2013	90%	8%	1%	1%	98%	0%	0%	2%
2nd Half 2012	91%	7%	1%	1%	98%	1%	0%	1%
1st Half 2012	92%	6%	0%	2%	87%	10%	1%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2013 vs. 2nd Half 2012: the "Before Entering Service" results (-4%) showed a statistically significant decline, while the "In Service" results remained statistically unchanged when comparing the 2nd Half 2013 to the 2nd Half 2012.

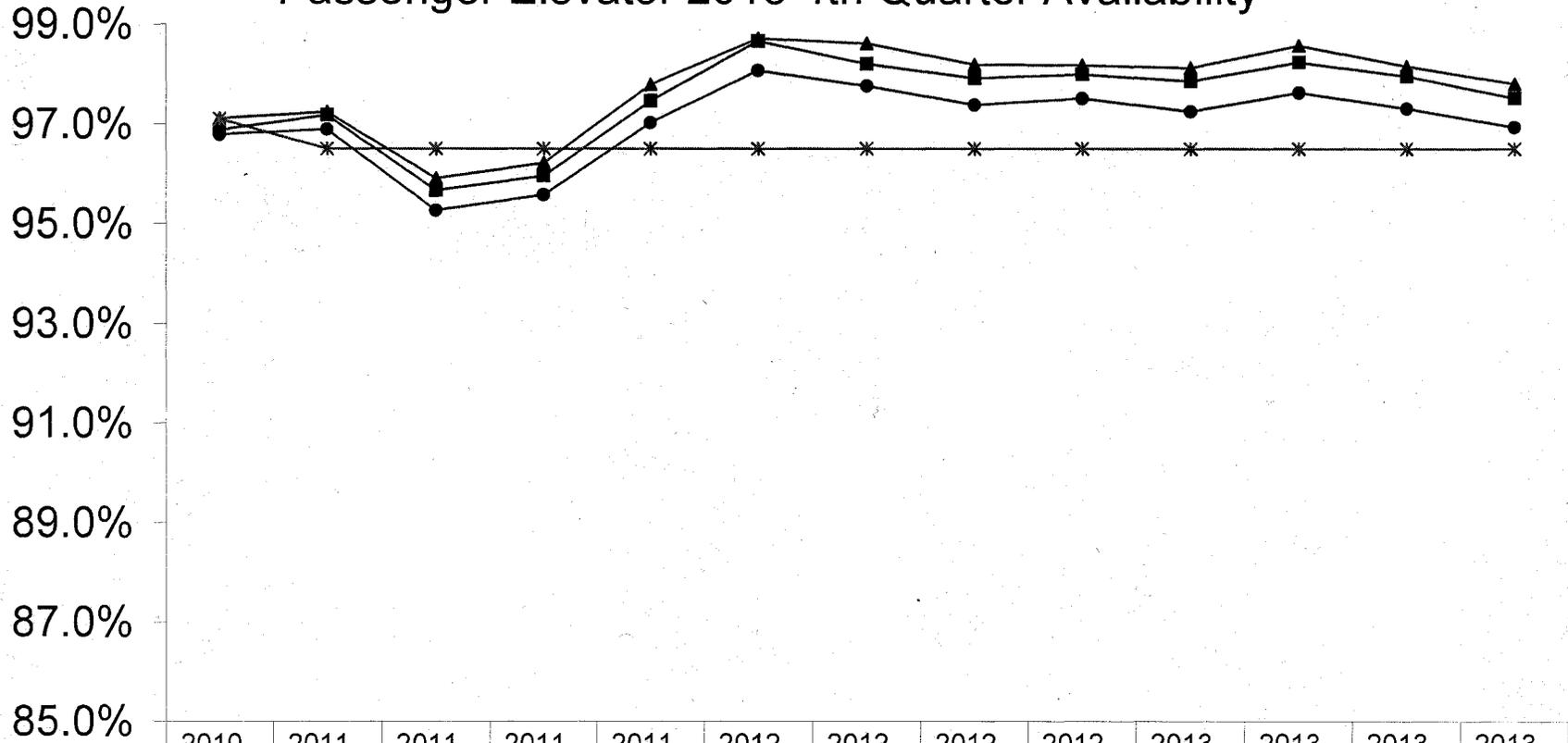
**ELEVATOR AND ESCALATOR
QUARTERLY
REPORT**

9.52

MTA / New York City Transit

Fourth Quarter - 2013

Passenger Elevator 2013 4th Quarter Availability

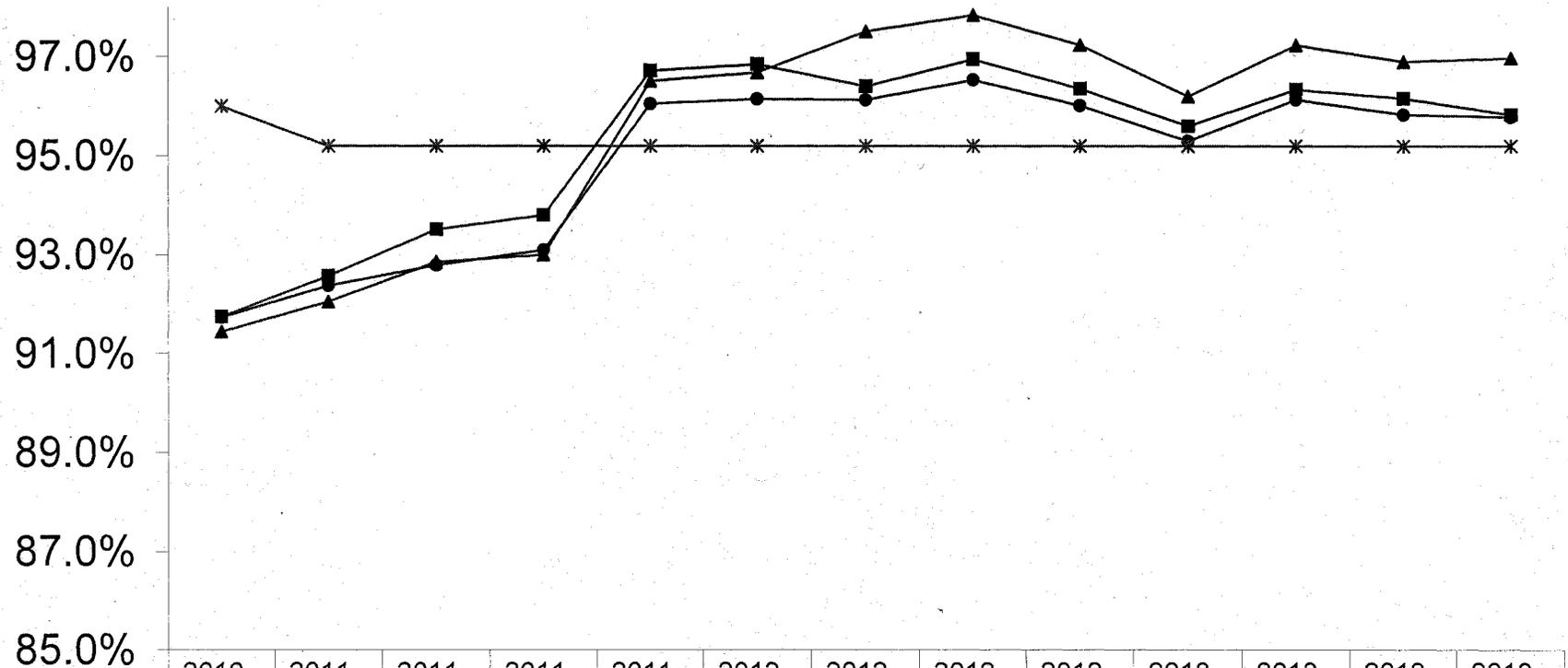


	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter	2012 - 3rd Quarter	2012 - 4th Quarter	2013 - 1st Quarter	2013 - 2nd Quarter	2013 - 3rd Quarter	2013 - 4th Quarter
● 24 Hour	96.8%	96.9%	95.3%	95.6%	97.0%	98.1%	97.8%	97.4%	97.5%	97.3%	97.6%	97.3%	96.9%
▲ AM Peak	97.1%	97.2%	95.9%	96.2%	97.8%	98.7%	98.6%	98.2%	98.2%	98.1%	98.6%	98.2%	97.8%
■ PM Peak	96.9%	97.2%	95.7%	96.0%	97.5%	98.7%	98.2%	97.9%	98.0%	97.9%	98.2%	98.0%	97.5%
— MTBF(Hrs)	381	372	404	358	378	458	421	385	404	342	375	347	300
* Goal	97.1%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%

9.53

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

Escalator 2013 4th Quarter Availability



	2010 - 4th Quarter	2011 - 1st Quarter	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter	2012 - 3rd Quarter	2012 - 4th Quarter	2013 - 1st Quarter	2013 - 2nd Quarter	2013 - 3rd Quarter	2013 - 4th Quarter
● 24 Hour	91.7%	92.4%	92.8%	93.1%	96.1%	96.2%	96.1%	96.5%	96.0%	95.3%	96.1%	95.8%	95.8%
▲ AM Peak	91.4%	92.1%	92.9%	93.0%	96.5%	96.7%	97.5%	97.8%	97.2%	96.2%	97.2%	96.9%	97.0%
■ PM Peak	91.7%	92.6%	93.5%	93.8%	96.7%	96.9%	96.4%	97.0%	96.4%	95.6%	96.3%	96.2%	95.8%
— MTBF(Hrs)	128	134	148	140	147	128	97	104	105	115	118	113	109
* Goal	96.0%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%

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

Elevator and Escalator Quarterly Performance Summary Fourth Quarter - 2013

Elevator Performance

Borough	No. Units	Avg Age	2013 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	26	7.8	96.4%	96.9%	97.0%	281	206	75	20
Brooklyn	51	7.2	96.9%	97.5%	97.4%	690	482	208	21
Manhattan	103	9.4	97.0%	98.0%	97.6%	1373	947	426	59
Queens	31	10.6	97.3%	98.6%	97.9%	409	268	141	12
System	211	8.7	96.9%	97.8%	97.5%	2753	1903	850	112

Escalator Performance

Borough	No. Units	Avg Age	2013 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	13.1	93.4%	94.9%	92.9%	481	381	100	0
Brooklyn	33	11.1	95.2%	97.1%	94.1%	1128	934	194	0
Manhattan	85	11.4	95.6%	96.6%	95.9%	3760	3273	487	0
Queens	44	10.7	97.2%	98.3%	97.9%	914	693	221	0
System	174	11.6	95.8%	97.0%	95.8%	6283	5281	1002	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

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

Borough:		Bronx		2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	EL131	10	161 St-Yankee Stadium 4 B D	76.7%	77.1%	76.0%	93.5%	20	17	3	1
2	EL128	6	Simpson St 2 5	78.8%	77.4%	80.7%	96.4%	22	17	5	1
3	EL129	15	3rd Ave-149 St 2 5	92.9%	93.2%	93.6%	98.6%	11	7	4	0
4	EL192	5	233rd St 2 5	93.4%	91.3%	95.2%	99.2%	14	10	4	2
5	EL127	7	Simpson St 2 5	94.6%	95.8%	93.5%	99.2%	17	13	4	5
6	EL138	4	Pelham Pkwy 2 5	96.9%	98.3%	96.7%	98.4%	18	14	4	2
7	EL122	22	Pelham Bay Park 6	97.0%	97.8%	98.8%	98.5%	10	6	4	0
8	EL183	5	Gun Hill Rd 2 5	97.3%	98.1%	97.6%	96.0%	15	12	3	2
9	EL186	6	Fordham Rd 4	97.8%	99.0%	99.3%	99.1%	15	12	3	0
10	EL187	6	Fordham Rd 4	98.0%	98.9%	98.9%	98.6%	10	6	4	0
11	EL137	4	Pelham Pkwy 2 5	98.2%	98.6%	98.9%	99.9%	10	8	2	1
12	EL188	6	Fordham Rd 4	98.5%	99.3%	99.0%	99.0%	8	4	4	1
13	EL121	22	Pelham Bay Park 6	98.6%	100.0%	99.4%	98.8%	11	7	4	0
14	EL160	0	180th Street 2 5	98.8%	98.2%	99.5%	99.0%	3	2	1	0
15	EL194	5	233rd St 2 5	98.8%	99.3%	99.3%	99.4%	14	11	3	3
16	EL134	10	161 St-Yankee Stadium B D	98.8%	99.1%	99.9%	99.7%	10	7	3	0
17	EL130	15	3rd Ave-149 St 2 5	99.0%	100.0%	99.1%	98.8%	6	5	1	1
18	EL184	5	231st St 1	99.0%	99.2%	99.8%	98.3%	8	7	1	1
19	EL132	10	161 St-Yankee Stadium 4	99.1%	100.0%	100.0%	98.6%	5	3	2	0
20	EL133	10	161 St-Yankee Stadium 4	99.1%	99.9%	100.0%	98.2%	10	7	3	0
21	EL185	5	231st St 1	99.2%	99.8%	99.2%	93.7%	8	6	2	0
22	EL182	5	Gun Hill Rd 2 5	99.2%	99.3%	99.1%	99.5%	9	7	2	0
23	EL136	4	Pelham Pkwy 2 5	99.3%	99.5%	99.5%	99.5%	10	6	4	0
24	EL193	5	233rd St 2 5	99.4%	99.8%	100.0%	99.4%	7	5	2	0
25	EL135	10	161 St-Yankee Stadium B D	99.4%	99.8%	100.0%	99.0%	7	5	2	0
26	EL159	0	180th Street 2 5	99.8%	100.0%	100.0%	99.5%	3	2	1	0
26	7.8		Elevator Subtotal:	96.4%	96.9%	97.0%	98.4%	281	206	75	20
1	ES112	10	Norwood-205 St D	70.0%	69.0%	70.4%	96.6%	64	54	10	0
2	ES104	6	Gun Hill Rd 2 5	89.8%	90.7%	88.9%	84.4%	51	45	6	0
3	ES105	6	Gun Hill Rd 2 5	92.1%	96.9%	82.3%	96.9%	75	71	4	0
4	ES113	10	161 St-Yankee Stadium 4	94.3%	99.0%	99.0%	97.9%	97	80	17	0
5	ES106	7	West Farms Sq-E Tremont Av 2 5	95.4%	96.9%	95.5%	94.8%	44	32	12	0
6	ES114	13	161 St-Yankee Stadium 4	95.4%	97.2%	95.6%	92.6%	24	15	9	0
7	ES123	15	Pelham Pkwy 2 5	95.9%	95.0%	97.5%	96.9%	26	21	5	0
8	ES111	11	Parkchester 6	96.2%	97.2%	96.0%	98.2%	26	17	9	0
9	ES108	19	Intervale Av 2 5	97.2%	99.6%	95.7%	97.4%	24	16	8	0
10	ES121	22	Pelham Bay Park 6	97.9%	98.8%	95.3%	96.1%	21	17	4	0
11	ES122	16	Pelham Pkwy 2 5	98.3%	99.0%	99.2%	97.7%	19	8	11	0
12	ES120	22	Pelham Bay Park 6	98.3%	99.2%	99.5%	98.4%	10	5	5	0
12	13.1		Escalator Subtotal:	93.4%	94.9%	92.9%	95.7%	481	381	100	0
*Note the number of entrapments are included in the non scheduled outages count.											

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

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr.	Outages			Entrapments	
			24 Hr	AM	PM	Availability	Total	Non Scheduled	Scheduled		
				Peak	Peak	24 Hr					
1	EL111	14	168 St 1	69.5%	71.7%	69.9%	98.2%	30	23	7	3
2	EL244	10	Grand Central-42 St 7	75.6%	74.4%	76.3%	97.5%	48	25	23	5
3	EL120	26	190 St A	82.3%	86.1%	79.8%	96.8%	41	36	5	0
4	EL145	1	96th St 231	83.4%	82.8%	83.8%	99.1%	23	21	2	1
5	EL225	10	34 St-Penn Station C E	89.4%	89.0%	89.4%	98.0%	5	4	1	1
6	EL108	12	181 St 1	90.3%	92.3%	88.7%	98.9%	27	22	5	4
7	EL178	0	Dyckman St 1	90.5%	90.1%	91.7%	0.0%	29	23	6	2
8	EL402	22	Lexington Av-63 St F	92.6%	93.5%	93.1%	94.2%	21	16	5	0
9	EL710	5	Bowling Green 4 5	94.2%	96.6%	94.4%	88.8%	25	20	5	2
10	EL328	0	Bleecker St D F B M 6	94.2%	98.3%	92.6%	87.0%	37	31	6	1
11	EL280	2	59th St-Columbus Circle A B C D 1	94.9%	96.3%	94.6%	99.1%	15	11	4	1
12	EL314	19	Brooklyn Bridge 4 5 6	95.2%	96.7%	95.7%	99.1%	15	9	6	0
13	EL124	22	175 St A	95.3%	95.1%	95.7%	98.4%	23	20	3	2
14	EL114	14	168 St 1	95.5%	97.1%	94.6%	98.7%	22	19	3	5
15	EL206	21	Grand Central-42 St 4 5 6	95.7%	95.7%	96.9%	98.6%	15	10	5	0
16	EL210	18	34 St-Herald Sq B D F M	95.9%	96.7%	97.0%	99.2%	13	9	4	1
17	EL232	6	Times Sq-42 St 1 2 3 7	96.3%	97.4%	97.5%	98.4%	14	11	3	1
18	EL181	4	135 St 2 3	96.4%	96.5%	97.8%	99.3%	6	3	3	0
19	EL139	5	168 St 1 A C	96.4%	96.5%	96.6%	97.5%	20	17	3	0
20	EL245	7	Lexington Av-53 St E M	96.4%	99.2%	96.5%	99.2%	25	20	5	3
21	EL107	12	181 St 1	97.0%	97.8%	98.7%	90.5%	20	15	5	1
22	EL217	12	14 St-Union Sq L N Q R	97.0%	99.4%	97.5%	95.9%	18	14	4	0
23	EL202	11	51 St 6	97.0%	98.6%	98.4%	99.3%	19	15	4	0
24	EL143	6	125 St A B C D	97.2%	97.1%	98.3%	98.7%	16	12	4	0
25	EL109	12	181 St 1	97.2%	98.5%	98.4%	95.9%	22	18	4	0
26	EL214	8	34 St-Penn Station 1	97.4%	99.2%	99.2%	99.4%	18	14	4	1
27	EL277	2	59th St-Columbus Circle A B C D 1	97.4%	98.6%	97.6%	96.8%	27	23	4	2
28	EL335	7	West 4 St A B C D E F M	97.4%	99.3%	97.8%	99.2%	19	15	4	0
29	EL112	14	168 St 1	97.5%	99.0%	99.3%	97.7%	23	14	9	1
30	EL113	14	168 St 1	97.6%	98.9%	99.1%	97.8%	11	5	6	0
31	EL240	8	72 St 1 2 3	97.6%	98.4%	97.6%	98.1%	13	11	2	0
32	EL105	9	191 St 1	97.7%	98.5%	97.9%	91.1%	18	11	7	0
33	EL209	18	34 St-Herald Sq B D F M	97.7%	99.0%	98.2%	99.4%	9	5	4	0
34	EL330	0	Bleecker St D F B M 6	97.8%	99.2%	98.7%	97.2%	14	8	6	0
35	EL324	11	Canal St 6	97.8%	99.9%	98.9%	97.3%	12	6	6	0
36	EL732	4	Fulton St 2 3	97.9%	99.0%	98.4%	99.3%	10	6	4	0
37	EL213	18	34 St-Herald Sq B D F M N Q R	97.9%	98.5%	98.8%	98.5%	24	18	6	0
38	EL103	8	191 St 1	97.9%	98.9%	98.7%	97.5%	16	10	6	0
39	EL279	2	59th St-Columbus Circle A B C D 1	97.9%	98.7%	100.0%	95.9%	13	11	2	1
40	EL123	22	175 St A	97.9%	99.6%	97.7%	98.4%	15	12	3	0
41	EL281	3	57 St-7 Av N Q R	98.0%	99.1%	98.1%	98.9%	24	20	4	1
42	EL278	2	59th St-Columbus Circle A B C D 1	98.0%	98.5%	99.0%	99.0%	20	15	5	0
43	EL230	9	Times Sq-42 St N Q R	98.0%	100.0%	99.1%	99.3%	9	4	5	1
44	EL204	21	Grand Central-42 St 4 5 6 7 S	98.1%	99.2%	100.0%	99.2%	16	10	6	0

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

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
45	EL218	12	14 St-Union Sq L	98.2%	98.5%	99.9%	96.0%	11	7	4	0
46	EL118	7	181 St A	98.2%	99.2%	98.9%	97.4%	10	5	5	1
47	EL104	8	191 St 1	98.2%	98.9%	95.6%	92.9%	15	12	3	2
48	EL329	0	Bleecker St D F B M 6	98.2%	99.3%	100.0%	99.6%	10	3	7	1
49	EL238	12	66 St-Lincoln Center 1	98.3%	100.0%	99.3%	99.0%	9	4	5	0
50	EL115	11	190 St A	98.3%	98.5%	100.0%	97.1%	15	10	5	1
51	EL125	8	125 St 4 5 6	98.3%	98.9%	99.9%	85.4%	12	7	5	0
52	EL223	9	14 St A C E	98.3%	99.6%	99.7%	97.4%	13	9	4	0
53	EL180	4	135 St 2 3	98.3%	99.8%	99.5%	99.3%	13	7	6	1
54	EL106	9	191 St 1	98.3%	99.9%	98.9%	98.2%	10	3	7	1
55	EL721	0	Fulton St A C J 2 2 3 4 5	98.3%	98.8%	98.7%	0.0%	5	4	1	2
56	EL224	9	8 Av L	98.4%	99.5%	98.4%	88.6%	15	10	5	2
57	EL149	12	Inwood-207 St A	98.4%	99.8%	99.4%	97.3%	10	5	5	0
58	EL116	7	190 St A	98.4%	99.3%	99.2%	99.2%	13	10	3	2
59	EL325	11	Canal St 6	98.5%	99.9%	100.0%	99.3%	10	5	5	0
60	EL237	12	66 St-Lincoln Center 1	98.5%	100.0%	99.4%	97.0%	11	7	4	1
61	EL233	6	Times Sq-42 St 1 2 3	98.5%	99.3%	99.2%	98.7%	9	6	3	0
62	EL220	12	14 St-Union Sq N Q R	98.5%	99.6%	98.9%	98.1%	15	11	4	0
63	EL126	21	125 St 4 5 6	98.5%	99.1%	99.9%	98.7%	10	4	6	1
64	EL110	12	181 St 1	98.5%	99.6%	98.9%	99.0%	12	8	4	0
65	EL117	9	181 St A	98.6%	100.0%	99.4%	99.2%	8	2	6	0
66	EL141	5	168 St A C	98.6%	99.7%	98.9%	98.9%	8	4	4	1
67	EL234	3	47-50 Sts-Rockefeller Center E D F M	98.7%	99.5%	99.3%	98.5%	15	11	4	1
68	EL315	19	Brooklyn Bridge 4 5 6	98.7%	99.9%	99.3%	98.8%	11	7	4	0
69	EL142	6	125 St A B C D	98.7%	99.7%	99.2%	98.9%	9	7	2	0
70	EL722	0	Fulton St J 2	98.7%	100.0%	100.0%	0.0%	1	0	1	0
71	EL239	8	72 St 1 2 3	98.8%	99.0%	99.0%	99.3%	7	3	4	0
72	EL711	5	Bowling Green 4 5	98.8%	99.1%	99.9%	98.7%	17	12	5	0
73	EL148	12	Inwood-207 St A	98.8%	99.6%	99.6%	98.7%	10	6	4	0
74	EL215	12	34 St-Penn Station 2 3	98.8%	100.0%	100.0%	98.6%	11	7	4	0
75	EL222	9	14 St A C E	98.9%	99.6%	99.1%	99.3%	7	4	3	0
76	EL119	26	181 St A	98.9%	100.0%	99.2%	73.3%	12	10	2	0
77	EL333	7	West 4 St A B C D E F M	98.9%	99.7%	99.2%	98.1%	8	3	5	0
78	EL227	10	34 St-Penn Station A	98.9%	100.0%	97.1%	97.9%	9	8	1	0
79	EL146	1	96th St 231	99.0%	99.8%	99.9%	98.4%	9	5	4	0
80	EL205	21	Grand Central-42 St 4 5 6	99.0%	99.8%	99.6%	98.3%	7	4	3	0
81	EL332	0	Bleecker St D F B M 6	99.0%	98.9%	100.0%	99.5%	7	3	4	0
82	EL229	9	Times Sq-42 St N Q R	99.0%	100.0%	99.7%	98.2%	9	5	4	0
83	EL719	0	Fulton St A C J 2 2 3 4 5	99.1%	98.1%	100.0%	0.0%	2	2	0	0
84	EL316	19	Brooklyn Bridge 4 5 6	99.1%	99.8%	99.5%	98.7%	10	7	3	0
85	EL334	7	West 4 St A B C D E F M	99.1%	100.0%	99.5%	98.1%	10	6	4	0
86	EL236	3	47-50 Sts-Rockefeller Center B D F M	99.1%	100.0%	100.0%	99.4%	5	1	4	0
87	EL336	3	Chambers St 1 2 3	99.1%	100.0%	99.9%	98.9%	5	2	3	0
88	EL140	5	168 St A C	99.1%	99.8%	99.8%	98.9%	8	5	3	0
89	EL221	9	14 St/8 Av A C E L	99.2%	99.1%	99.7%	99.4%	8	5	3	0
90	EL401	22	Lexington Av-63 St F	99.2%	99.4%	100.0%	99.6%	8	4	4	1
91	EL211	18	34 St-Herald Sq N Q R	99.2%	99.5%	98.9%	99.7%	7	5	2	1
92	EL219	12	14 St-Union Sq N Q R	99.2%	100.0%	100.0%	99.3%	5	1	4	0
93	EL216	8	34 St-Penn Station 1	99.2%	99.8%	100.0%	99.2%	8	3	5	0
94	EL144	6	125 St A B C D	99.3%	100.0%	98.7%	99.4%	6	4	2	0
95	EL331	0	Bleecker St D F B M 6	99.3%	99.1%	100.0%	98.9%	5	2	3	0
96	EL337	3	Chambers St 1 2 3	99.4%	100.0%	100.0%	99.6%	3	1	2	0
97	EL212	18	34 St-Herald Sq N Q R	99.4%	100.0%	100.0%	99.0%	4	1	3	0
98	EL226	10	34 St-Penn Station C E	99.4%	100.0%	100.0%	99.5%	3	0	3	0
99	EL723	0	Fulton St 2 3	99.58	100.0%	98.7%	0.0%	8	8	0	0

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

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
100	EL228	10	34 St-Penn Station C E	99.5%	100.0%	99.5%	99.4%	4	2	2	0
101	EL338	3	Chambers St 1 2 3	99.6%	99.9%	100.0%	99.5%	3	2	1	0
102	EL201	11	51 St 6	99.6%	100.0%	99.3%	99.2%	6	5	1	0
103	EL235	3	47-50 Sts-Rockefeller Center B D F M	99.8%	100.0%	100.0%	98.3%	2	1	1	0
	103	9.4	Elevator Subtotal:	97.0%	98.0%	97.6%	97.6%	1373	947	426	59

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

Borough:		Manhattan		2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	ES233	4	34 St-Herald Sq B D F M	70.7%	71.7%	70.6%	94.8%	34	29	5	0
2	ES204	12	Grand Central-42 St 7	76.0%	76.8%	73.9%	96.7%	155	153	2	0
3	ES302	12	Park Pl 2 3	76.6%	78.1%	76.5%	98.4%	23	19	4	0
4	ES325	13	West 4 St A B C D E F M	77.1%	77.9%	77.6%	97.0%	19	15	4	0
5	ES246	15	Lexington Av-53 St E M	87.3%	88.0%	89.2%	87.1%	102	96	6	0
6	ES217	5	Times Sq-42 St 7	88.1%	89.3%	86.0%	96.5%	44	41	3	0
7	ES255	23	Grand Central-42 St 4 5 6 7 S	89.5%	93.2%	89.2%	92.8%	187	183	4	0
8	ES405	22	Lexington Av-63 St F	90.5%	93.2%	90.2%	98.8%	30	24	6	0
9	ES245	15	Lexington Av-53 St E M	92.0%	92.5%	91.1%	93.8%	127	122	5	0
10	ES235	4	34 St-Herald Sq B D F M	92.0%	92.8%	90.7%	94.6%	34	32	2	0
11	ES115	11	145 St B D	92.4%	94.0%	93.7%	95.4%	38	20	18	0
12	ES238	13	7 Av B D E	92.4%	94.2%	94.1%	96.9%	140	135	5	0
13	ES368	0	Fulton St A C J Z 2 3 4 5	92.7%	92.6%	92.6%	0.0%	14	12	2	0
14	ES338	8	Bowling Green 4 5	93.1%	90.7%	93.0%	91.5%	67	59	8	0
15	ES351	12	Whitehall St R	93.6%	94.6%	91.9%	79.9%	52	45	7	0
16	ES339	8	Bowling Green 4 5	93.6%	94.9%	93.9%	86.5%	24	14	10	0
17	ES312	0	Whitehall St R	94.3%	93.5%	95.4%	100.0%	36	30	6	0
18	ES103	16	125 St 1	94.5%	93.1%	94.4%	97.1%	68	61	7	0
19	ES402	22	Lexington Av-63 St F	94.8%	97.2%	94.9%	98.0%	20	14	6	0
20	ES370	3	South Ferry 1	94.8%	95.1%	97.7%	97.8%	23	17	6	0
21	ES230	5	34 St-Herald Sq B D F M	95.2%	97.3%	94.9%	95.3%	33	29	4	0
22	ES117	15	181 St A	95.2%	96.3%	96.9%	97.6%	44	30	14	0
23	ES367	0	Fulton St A C J Z 2 3 4 5	95.7%	96.1%	96.2%	0.0%	25	23	2	0
24	ES218	6	Times Sq-42 St 7	95.8%	96.7%	97.6%	99.0%	39	33	6	0
25	ES118	15	181 St A	96.0%	95.6%	97.1%	96.4%	34	25	9	0
26	ES269	8	Lexington Av-53 St E M	96.0%	98.1%	93.5%	97.4%	58	45	13	0
27	ES101	10	125 St 1	96.1%	97.9%	95.7%	94.7%	51	42	9	0
28	ES207	11	Grand Central-42 St 7	96.1%	99.7%	94.8%	98.5%	177	171	6	0
29	ES242	14	5 Av-53 St E M	96.1%	97.3%	95.8%	98.2%	132	128	4	0
30	ES342	7	Bowling Green 4 5	96.2%	97.3%	96.4%	95.4%	37	29	8	0
31	ES102	10	125 St 1	96.4%	95.8%	95.4%	95.7%	40	34	6	0
32	ES229	5	34 St-Herald Sq B D F M	96.4%	95.8%	97.3%	98.4%	41	36	5	0
33	ES328	13	Delancey St F	96.5%	98.5%	96.2%	96.0%	45	40	5	0
34	ES116	10	145 St B D	96.5%	99.5%	100.0%	97.8%	29	12	17	0
35	ES406	22	Lexington Av-63 St F	96.5%	96.4%	96.2%	97.6%	35	30	5	0
36	ES341	8	Bowling Green 4 5	96.6%	98.8%	96.5%	88.2%	38	27	11	0
37	ES326	13	West 4 St A B C D E F M	96.7%	96.4%	97.5%	98.3%	25	21	4	0
38	ES345	16	Bowling Green 4 5	96.8%	98.2%	97.1%	98.8%	22	14	8	0
39	ES403	22	Lexington Av-63 St F	96.9%	98.9%	95.3%	97.9%	36	31	5	0
40	ES208	11	Grand Central-42 St 7	96.9%	99.8%	95.4%	97.4%	167	165	2	0
41	ES232	5	34 St-Herald Sq B D F M	96.9%	97.7%	97.0%	90.5%	44	39	5	0
42	ES343	9	Bowling Green 4 5	96.9%	98.7%	97.5%	83.1%	25	14	11	0
43	ES340	7	Bowling Green 4 5	97.0%	99.5%	97.6%	97.2%	29	19	10	0
44	ES311	10	Whitehall St R	97.1%	98.5%	95.8%	97.9%	25	18	7	0
45	ES410	22	Lexington Av-63 St F	97.3%	98.5%	97.5%	98.2%	16	10	6	0
46	ES300	0	Bleecker St D F B M 6	97.3%	99.3%	98.2%	96.7%	21	16	5	0

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

Borough: Manhattan											
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr.	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
47	ES231	5	34 St-Herald Sq B D F M	97.3%	98.7%	96.9%	98.0%	43	40	3	0
48	ES369	3	South Ferry 1	97.3%	99.6%	99.8%	98.1%	19	12	7	0
49	ES256	23	Grand Central-42 St 4 5 6 7 S	97.4%	97.3%	98.2%	99.5%	10	6	4	0
50	ES239	13	5 Av-53 St E M	97.4%	98.6%	97.0%	95.0%	131	128	3	0
51	ES301	12	Park Pl 2 3	97.4%	98.6%	97.2%	97.5%	23	18	5	0
52	ES244	15	Lexington Av-53 St E M	97.4%	99.1%	98.0%	97.7%	130	124	6	0
53	ES215	15	Lexington Av-59 St N Q R	97.5%	96.6%	99.2%	95.3%	40	35	5	0
54	ES408	22	Lexington Av-63 St F	97.6%	97.8%	98.7%	95.1%	16	12	4	0
55	ES327	13	Delancey St F	97.7%	99.9%	98.6%	98.0%	27	22	5	0
56	ES205	11	Grand Central-42 St 7	97.8%	98.2%	98.6%	98.5%	32	26	6	0
57	ES119	15	181 St A	97.8%	99.4%	98.1%	97.0%	21	14	7	0
58	ES401	22	Lexington Av-63 St F	97.8%	98.3%	99.4%	98.2%	17	11	6	0
59	ES212	13	59 St 4 5 6	98.0%	98.1%	98.4%	96.6%	43	36	7	0
60	ES337	9	Bowling Green 4 5	98.0%	98.6%	98.4%	98.7%	24	18	6	0
61	ES214	14	59 St 4 5 6	98.1%	99.2%	98.9%	96.5%	39	26	13	0
62	ES216	5	Times Sq-42 St 7	98.2%	98.8%	99.2%	98.7%	26	23	3	0
63	ES241	14	5 Av-53 St E M	98.2%	99.6%	98.2%	95.6%	50	45	5	0
64	ES407	22	Lexington Av-63 St F	98.3%	99.7%	98.5%	98.2%	21	16	5	0
65	ES211	14	59 St 4 5 6	98.3%	98.9%	99.4%	98.1%	31	21	10	0
66	ES237	13	7 Av B D E	98.3%	99.3%	99.4%	98.8%	15	9	6	0
67	ES248	9	Lexington Av-59 St N Q R	98.4%	98.3%	98.0%	98.3%	19	17	2	0
68	ES234	4	34 St-Herald Sq B D F M	98.6%	99.7%	98.8%	97.5%	19	15	4	0
69	ES249	9	Lexington Av-59 St N Q R	98.7%	99.4%	97.7%	95.3%	21	20	1	0
70	ES206	11	Grand Central-42 St 7	98.7%	99.5%	100.0%	98.5%	132	125	7	0
71	ES221	5	34 St-Herald Sq B D F M N Q R	98.7%	99.3%	97.9%	97.9%	41	39	2	0
72	ES213	13	59 St 4 5 6	98.7%	99.5%	98.9%	97.4%	25	18	7	0
73	ES409	22	Lexington Av-63 St F	98.7%	99.9%	99.9%	97.3%	10	4	6	0
74	ES203	12	Grand Central-42 St 7	98.8%	98.0%	99.6%	95.0%	21	19	2	0
75	ES243	15	Lexington Av-53 St E M	98.9%	98.2%	99.6%	92.4%	15	12	3	0
76	ES336	9	Bowling Green 4 5	98.9%	99.7%	98.6%	98.7%	15	9	6	0
77	ES240	13	5 Av-53 St E M	99.0%	99.9%	99.3%	98.8%	32	29	3	0
78	ES222	5	34 St-Herald Sq B D F M N Q R	99.0%	98.9%	98.4%	97.9%	28	28	0	0
79	ES236	4	34 St-Herald Sq B D F M	99.0%	99.8%	100.0%	98.5%	14	9	5	0
80	ES252	23	51 St 6	99.0%	100.0%	99.5%	98.7%	12	5	7	0
81	ES404	22	Lexington Av-63 St F	99.0%	99.7%	99.4%	98.5%	12	8	4	0
82	ES224	5	34 St-Herald Sq B D F M N Q R	99.1%	99.5%	97.8%	97.9%	34	33	1	0
83	ES209	10	Grand Central-42 St 7	99.2%	99.7%	99.3%	98.4%	18	14	4	0
84	ES210	10	Grand Central-42 St 7	99.3%	100.0%	99.9%	98.6%	9	5	4	0
85	ES223	5	34 St-Herald Sq B D F M N Q R	99.5%	99.7%	99.4%	97.8%	20	20	0	0
85	11.4	Escalator Subtotal:		95.6%	96.6%	95.9%	96.5%	3760	3273	487	0

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

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

Borough: Brooklyn											
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
1	EL343	6	Euclid Av A C	75.6%	76.8%	74.8%	97.4%	31	26	5	1
2	EL319	14	Brooklyn College-Flatbush Av 2 5	85.4%	86.3%	86.2%	98.7%	10	7	3	1
3	EL375	4	Church Av F G	90.0%	75.7%	90.8%	98.9%	85	82	3	0
4	EL320	14	Church Av 2 5	91.7%	93.3%	92.8%	98.3%	21	17	4	0
5	EL302	8	Pacific St-Atlantic Av D N R	91.9%	92.8%	92.7%	98.6%	8	4	4	0
6	EL312	11	Clark St 2 3	93.7%	96.3%	95.1%	96.1%	19	14	5	2
7	EL394	9	Flushing Av J M	94.5%	96.4%	93.9%	98.0%	14	10	4	2
8	EL321	14	Church Av 2 5	95.0%	96.7%	96.5%	97.8%	13	7	6	0
9	EL310	11	Clark St 2 3	95.6%	97.8%	96.4%	94.0%	17	11	6	1
10	EL373	4	Church Av F G	95.7%	87.1%	98.0%	99.9%	42	38	4	0
11	EL306	8	Atlantic Av 2 3	95.7%	96.1%	95.8%	99.1%	7	4	3	0
12	EL317	17	Borough Hall 2 3 4 5	95.8%	98.1%	96.2%	98.8%	18	14	4	1
13	EL391	7	Marcy Av J M Z	96.1%	98.1%	94.3%	98.3%	31	26	5	0
14	EL342	6	Euclid Av A C	96.2%	100.0%	96.3%	98.2%	22	16	6	0
15	EL303	8	Pacific St-Atlantic Av D N R	96.8%	97.2%	98.2%	98.3%	11	7	4	1
16	EL392	7	Marcy Av J M Z	97.0%	98.2%	97.0%	99.3%	13	9	4	4
17	EL339	12	Frankin Av C S	97.3%	100.0%	97.5%	91.9%	13	10	3	1
18	EL305	8	Atlantic Av 4 5	97.3%	97.8%	97.8%	98.3%	8	4	4	0
19	EL309	11	Court St R	97.4%	98.0%	98.0%	98.4%	28	24	4	0
20	EL370	7	DeKalb Av B Q R	98.2%	99.1%	100.0%	97.5%	12	7	5	0
21	EL701	6	Coney Island-Stillwell Av D F N Q	98.3%	100.0%	98.9%	84.1%	12	7	5	0
22	EL707	2	Jay St A C F R	98.4%	99.7%	97.9%	98.8%	18	15	3	0
23	EL396	4	Myrtle-Wyckoff Avs L M	98.4%	98.4%	100.0%	99.6%	9	5	4	0
24	EL393	9	Flushing Av J M	98.4%	100.0%	98.8%	99.0%	9	5	4	0
25	EL307	8	Atlantic Av B Q	98.4%	98.9%	99.0%	99.5%	9	5	4	0
26	EL311	11	Clark St 2 3	98.4%	100.0%	99.6%	98.0%	13	7	6	1
27	EL706	2	Jay St A C F R	98.4%	99.1%	99.1%	98.4%	13	10	3	2
28	EL372	7	DeKalb Av B Q R	98.4%	100.0%	100.0%	98.3%	8	1	7	0
29	EL708	2	Jay St A C F R	98.5%	98.9%	99.0%	99.4%	12	10	2	1
30	EL341	6	Euclid Av A C	98.5%	100.0%	99.3%	97.1%	12	5	7	0
31	EL308	11	Court St R	98.6%	99.6%	99.0%	99.2%	16	13	3	0
32	EL318	17	Borough Hall 2 3 4 5	98.6%	100.0%	99.0%	98.9%	10	5	5	0
33	EL371	7	DeKalb Av B Q R	98.6%	100.0%	100.0%	99.1%	7	2	5	0
34	EL323	7	Crown Hts-Utica Av 3 4	98.7%	99.6%	99.4%	97.9%	10	5	5	0
35	EL322	7	Crown Hts-Utica Av 3 4	98.7%	99.8%	98.9%	99.5%	8	2	6	1
36	EL374	4	Church Av F G	98.8%	98.9%	98.8%	99.8%	5	2	3	0
37	EL340	12	Frankin Av C S	98.8%	99.8%	99.7%	92.3%	7	3	4	0
38	EL376	0	Bay Parkway D	98.8%	99.0%	99.2%	95.9%	8	4	4	0
39	EL398	4	Myrtle-Wyckoff Avs M	99.0%	100.0%	100.0%	98.4%	8	4	4	0
40	EL395	9	Flushing Av J M	99.0%	100.0%	100.0%	95.1%	5	0	5	0
41	EL301	8	Pacific St-Atlantic Av D N R	99.0%	99.5%	100.0%	99.0%	7	3	4	1
42	EL382	9	Prospect Park B Q S	99.1%	100.0%	98.9%	97.7%	11	7	4	0
43	EL304	8	Atlantic Av 2 3	99.1%	99.9%	99.5%	98.2%	7	3	4	0
44	EL383	9	Prospect Park B Q S	99.2%	100.0%	100.0%	99.0%	7	3	4	0
45	EL760	0	Kings Highway B Q	99.2%	100.0%	99.1%	79.1%	4	1	3	0
46	EL397	4	Myrtle-Wyckoff Avs L	99.3%	100.0%	98.2%	99.0%	5	4	1	1

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

Borough:		Brooklyn										
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments		
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled			
47	EL377	0	Bay Parkway	D	99.3%	99.7%	100.0%	97.8%	4	1	3	0
48	EL378	0	Bay Parkway	D	99.5%	100.0%	100.0%	99.5%	4	0	4	0
49	EL761	0	Kings Highway	B Q	99.5%	100.0%	100.0%	99.7%	3	0	3	0
50	EL709	1	Jay St	A C F R	99.6%	99.8%	99.7%	99.4%	11	11	0	0
51	EL702	6	Coney Island-Stillwell Av	D F N Q	99.6%	100.0%	100.0%	84.3%	5	2	3	0
	51	7.2	Elevator Subtotal:		96.9%	97.5%	97.4%	97.2%	690	482	208	21

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

Borough:		Brooklyn									
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
1	ES304	10	President St 2 5	82.2%	86.3%	81.9%	96.3%	47	35	12	0
2	ES332	9	Myrtle-Wyckoff Aves L M	83.4%	86.7%	79.3%	94.2%	60	54	6	0
3	ES347	15	Broadway Junction A C U L Z	84.7%	86.6%	82.2%	97.6%	88	84	4	0
4	ES307	12	Lawrence St R	89.2%	96.4%	77.0%	90.9%	137	133	4	0
5	ES346	9	Brighton Beach B Q	92.7%	97.5%	86.2%	89.5%	78	71	7	0
6	ES335	8	West 8 St-NY Aquarium F Q	93.2%	91.5%	87.0%	95.8%	46	43	3	0
7	ES319	14	Jay St A C F	93.2%	95.1%	92.4%	99.1%	28	24	4	0
8	ES333	9	Myrtle-Wyckoff Aves L M	94.4%	97.3%	92.0%	94.1%	42	37	5	0
9	ES310	10	Atlantic Av B Q	94.6%	96.6%	95.5%	96.5%	39	26	13	0
10	ES309	12	DeKalb Av B Q R	95.7%	97.4%	95.6%	97.6%	20	16	4	0
11	ES313	11	Smith 9th St F G	95.8%	97.3%	93.9%	0.0%	16	13	3	0
12	ES348	12	Smith 9th St F G	95.9%	99.0%	95.8%	0.0%	23	18	5	0
13	ES356	1	Jay St A C F R	96.1%	97.2%	96.0%	96.0%	29	26	3	0
14	ES323	13	High St A C	96.1%	96.4%	97.8%	98.4%	25	19	6	0
15	ES352	12	Franklin Av S	96.2%	99.1%	97.4%	96.7%	34	27	7	0
16	ES321	14	High St A C	96.5%	98.2%	94.9%	98.4%	32	22	10	0
17	ES322	14	High St A C	96.8%	98.6%	96.9%	97.4%	18	6	12	0
18	ES331	16	Broadway Junction A C U L Z	96.9%	99.6%	96.2%	96.1%	45	41	4	0
19	ES318	12	Jay St A C F	97.0%	98.1%	97.3%	97.5%	26	22	4	0
20	ES324	12	High St A C	97.1%	98.7%	98.9%	97.4%	25	13	12	0
21	ES330	15	Broadway Junction A C U L Z	97.2%	98.9%	97.9%	98.2%	45	34	11	0
22	ES320	14	Jay St A C F	97.3%	97.4%	96.3%	98.2%	29	28	1	0
23	ES317	12	Jay St A C F	97.6%	98.0%	99.1%	97.7%	18	14	4	0
24	ES316	11	Smith 9th St F G	97.9%	98.6%	97.8%	0.0%	17	13	4	0
25	ES305	9	Court St R	98.0%	99.5%	98.3%	98.5%	25	20	5	0
26	ES308	12	DeKalb Av B Q R	98.3%	100.0%	97.8%	99.0%	12	9	3	0
27	ES350	15	High St A C	98.3%	100.0%	99.6%	99.2%	13	2	11	0
28	ES349	12	Smith 9th St F G	98.3%	100.0%	98.1%	0.0%	16	10	6	0
29	ES315	11	Smith 9th St F G	98.4%	99.9%	96.2%	0.0%	16	12	4	0
30	ES314	11	Smith 9th St F G	98.4%	99.9%	98.5%	0.0%	15	9	6	0
31	ES303	8	Borough Hall 2 3 4 5	98.4%	99.0%	98.0%	98.0%	17	13	4	0
32	ES357	1	Jay St A C F R	98.7%	100.0%	98.0%	69.4%	22	16	6	0
33	ES306	9	Court St R	98.9%	99.9%	97.1%	97.4%	25	24	1	0
33	11.1	Escalator Subtotal:	95.2%	97.1%	94.1%	95.7%	1128	934	194	0	

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

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

Borough:		Queens		2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	EL421	6	Jackson Hts-Roosevelt Av E F M R	80.7%	84.3%	83.8%	98.9%	31	22	9	0
2	EL412	23	Jamaica Center E J Z	93.0%	96.3%	91.7%	98.2%	34	27	7	1
3	EL431	7	Jamaica-179 St F	94.3%	95.3%	94.9%	97.9%	18	14	4	2
4	EL425	5	Junction Blvd 7	95.8%	98.2%	99.1%	95.3%	27	22	5	4
5	EL432	7	Jamaica-179 St F	96.2%	98.2%	94.8%	83.2%	18	13	5	0
6	EL426	5	Junction Blvd 7	96.5%	99.1%	97.4%	98.5%	15	9	6	2
7	EL408	23	Jamaica-Van Wyck E	96.9%	97.8%	98.6%	98.8%	20	12	8	0
8	EL446	1	CitiCorp/Court Square 7 E G	97.1%	99.7%	95.7%	98.9%	13	10	3	1
9	EL409	23	Jamaica-Van Wyck E	97.3%	99.8%	98.2%	98.3%	13	7	6	0
10	EL435	4	Kew Gardens-Union Tpke E F	97.3%	98.6%	98.5%	97.9%	12	5	7	0
11	EL420	6	74 St-Broadway 7	97.6%	99.2%	97.6%	98.5%	14	11	3	1
12	EL411	23	Sutphin Blvd-Archer Av-JFK E J Z	97.8%	98.6%	99.2%	99.3%	12	6	6	0
13	EL405	22	21 St-Queensbridge F	97.9%	99.2%	98.9%	98.1%	10	7	3	0
14	EL433	7	Jamaica-179 St F	98.0%	98.6%	97.7%	94.2%	23	17	6	0
15	EL423	6	74 St-Broadway 7	98.0%	99.9%	98.5%	98.6%	15	11	4	1
16	EL436	4	Kew Gardens-Union Tpke E F	98.0%	99.6%	99.3%	97.5%	12	6	6	0
17	EL428	6	Queens Plaza E M R	98.1%	98.9%	98.9%	98.7%	4	2	2	0
18	EL413	23	Jamaica Center E J Z	98.1%	99.7%	99.6%	98.4%	16	8	8	0
19	EL427	5	Junction Blvd 7	98.3%	99.2%	97.9%	99.0%	18	14	4	0
20	EL447	1	CitiCorp/Court Square 7 E G	98.3%	97.8%	98.9%	98.1%	5	3	2	0
21	EL498	0	Mott Avenue A	98.5%	100.0%	99.0%	92.4%	12	7	5	0
22	EL403	22	Roosevelt Island F	98.8%	99.9%	100.0%	98.8%	10	6	4	0
23	EL404	22	Roosevelt Island F	98.9%	100.0%	100.0%	85.2%	10	6	4	0
24	EL414	12	Flushing-Main St 7	99.0%	100.0%	100.0%	99.1%	8	2	6	0
25	EL406	22	21 St-Queensbridge F	99.1%	99.9%	98.1%	99.0%	12	10	2	0
26	EL434	4	Kew Gardens-Union Tpke E F	99.3%	100.0%	99.5%	98.0%	4	1	3	0
27	EL407	22	21 St-Queensbridge F	99.3%	100.0%	100.0%	99.1%	6	3	3	0
28	EL429	6	Queens Plaza E M R	99.3%	100.0%	100.0%	99.2%	3	0	3	0
29	EL422	6	Jackson Hts-Roosevelt Av E F M R	99.4%	100.0%	100.0%	98.5%	6	3	3	0
30	EL497	0	Mott Avenue A	99.4%	100.0%	99.5%	97.6%	5	3	2	0
31	EL430	6	Queens Plaza E M R	99.6%	100.0%	100.0%	99.2%	3	1	2	0
31	10.6		Elevator Subtotal:	97.3%	98.6%	97.9%	97.2%	409	268	141	12

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

Borough:		Queens																		
Unit ID	Age (Yrs)	Station	2013 4th Quarter Availability			2012 4th Qtr. Availability	Outages			Entrapments										
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled											
1	ES448	12	Woodside-61 St F	91.9%	91.0%	93.4%	94.7%	39	32	7	0									
2	ES435	23	Sutphin Blvd-Archer Av-JFK E U Z	92.4%	93.7%	91.4%	96.4%	23	17	6	0									
3	ES450	13	74 St-Broadway F	92.9%	96.9%	91.9%	96.7%	70	67	3	0									
4	ES451	14	74 St-Broadway F	93.9%	95.1%	94.7%	95.0%	19	15	4	0									
5	ES457	13	Flushing-Main St F	95.0%	97.4%	93.0%	79.2%	36	28	8	0									
6	ES439	4	Jamaica Center E U Z	95.2%	95.7%	95.4%	98.4%	42	37	5	0									
7	ES429	3	Jamaica-Van Wyck E	95.9%	97.0%	96.8%	96.8%	21	13	8	0									
8	ES437	23	Sutphin Blvd-Archer Av-JFK E U Z	95.9%	97.5%	97.5%	98.4%	14	8	6	0									
9	ES430	4	Jamaica-Van Wyck E	96.0%	96.3%	96.8%	95.6%	17	15	2	0									
10	ES440	3	Jamaica Center E U Z	96.3%	97.7%	97.0%	97.0%	21	14	7	0									
11	ES427	3	Jamaica-Van Wyck E	96.6%	96.0%	98.6%	98.1%	42	34	8	0									
12	ES428	3	Jamaica-Van Wyck E	96.7%	97.2%	98.3%	93.8%	17	10	7	0									
13	ES452	20	74 St-Broadway F	96.7%	99.3%	98.1%	97.6%	30	24	6	0									
14	ES446	3	Jamaica Center E U Z	96.8%	97.9%	97.2%	98.5%	23	15	8	0									
15	ES453	20	74 St-Broadway F	96.9%	99.0%	97.1%	94.1%	33	28	5	0									
16	ES455	13	Flushing-Main St F	97.0%	98.0%	96.9%	90.9%	21	13	8	0									
17	ES438	3	Jamaica Center E U Z	97.1%	98.6%	97.0%	96.5%	35	29	6	0									
18	ES456	13	Flushing-Main St F	97.1%	98.3%	96.6%	96.1%	33	25	8	0									
19	ES415	3	Roosevelt Island F	97.4%	98.7%	98.2%	99.2%	16	12	4	0									
20	ES445	3	Jamaica Center E U Z	97.5%	99.7%	98.1%	93.2%	22	16	6	0									
21	ES411	4	Roosevelt Island F	97.5%	99.6%	99.8%	97.3%	20	16	4	0									
22	ES421	22	21 St-Queensbridge F	97.6%	98.7%	98.6%	63.1%	17	12	5	0									
23	ES449	13	74 St-Broadway F	97.7%	98.3%	99.5%	93.2%	17	13	4	0									
24	ES441	4	Jamaica Center E U Z	97.7%	98.4%	99.4%	98.0%	11	7	4	0									
25	ES418	4	Roosevelt Island F	98.0%	99.9%	98.1%	98.2%	17	14	3	0									
26	ES414	4	Roosevelt Island F	98.1%	98.3%	98.0%	98.8%	19	17	2	0									
27	ES422	22	21 St-Queensbridge F	98.1%	99.4%	98.8%	87.7%	24	20	4	0									
28	ES442	4	Jamaica Center E U Z	98.1%	98.3%	98.5%	98.1%	8	7	1	0									
29	ES426	22	21 St-Queensbridge F	98.1%	99.8%	98.6%	98.1%	12	5	7	0									
30	ES413	16	Roosevelt Island F	98.2%	99.7%	99.1%	98.0%	15	11	4	0									
31	ES436	23	Sutphin Blvd-Archer Av-JFK E U Z	98.3%	99.3%	100.0%	96.1%	13	7	6	0									
32	ES447	4	Jamaica Center E U Z	98.3%	99.4%	100.0%	89.8%	12	5	7	0									
33	ES412	3	Roosevelt Island F	98.4%	100.0%	99.4%	98.2%	10	5	5	0									
34	ES434	23	Sutphin Blvd-Archer Av-JFK E U Z	98.4%	99.2%	99.1%	97.4%	19	14	5	0									
35	ES424	22	21 St-Queensbridge F	98.5%	99.9%	98.9%	99.1%	11	6	5	0									
36	ES431	4	Jamaica-Van Wyck E	98.6%	99.8%	98.8%	97.5%	18	14	4	0									
37	ES417	4	Roosevelt Island F	98.7%	98.9%	98.2%	98.7%	18	14	4	0									
38	ES423	22	21 St-Queensbridge F	98.7%	99.0%	99.4%	98.4%	12	8	4	0									
39	ES443	4	Jamaica Center E U Z	98.7%	99.7%	99.7%	98.2%	16	9	7	0									
40	ES444	4	Jamaica Center E U Z	98.8%	98.4%	99.8%	99.2%	13	10	3	0									
41	ES416	16	Roosevelt Island F	98.8%	99.6%	100.0%	99.3%	12	7	5	0									
42	ES419	4	Roosevelt Island F	99.1%	99.9%	99.5%	98.5%	12	10	2	0									
43	ES425	22	21 St-Queensbridge F	99.1%	99.6%	100.0%	97.1%	7	5	2	0									
44	ES420	4	Roosevelt Island F	99.1%	99.7%	100.0%	97.1%	7	5	2	0									
44	10.7	Escalator Subtotal:		97.2%	98.3%	97.9%	95.5%	914	693	221	0									

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

2013 4TH QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
EL131	161 St-Yankee Stadium 4 5 D	76.7%	This elevator was out of service from 10/23/13 thru 11/7/13 as a result of the guide rail bracket anchors becoming loose in the cinder block hoistway wall. Masons reinforced the concrete block and the brackets were secured to the wall. The elevator was tested and returned to service.
EL128	Simpson St 2 5	78.8%	This elevator was out of service on several occasions due to the car not leveling properly because of intermittent problems caused by a defective traveling cable. The traveling cables were replaced and the leveling switches were adjusted. The elevator was tested and returned to service.
BROOKLYN			
EL343	Euclid Av A C	75.6%	This elevator was out of service from 12/4/13 thru 12/13/13 to replace the problematic low profile hydraulic door operators that are manufactured by Atlantic Tech. Incorporated. The front and rear door operator units were replaced with motorized units manufactured by G.A.L. Incorporated
MANHATTAN			
EL111	168 St 1	69.5%	This elevator has been out since 12/19/13 due to a defective drive unit. The drive manufactured by Baldor is obsolete so it was removed from the controller and shipped out to a vendor for repair. The elevator is expected to be returned to service by January 31, 2014.
EL244	Grand Central-42 St 7	75.6%	This elevator was out of service from 12/8/13 thru 12/20/13 due to a defective speed governor. The cemcolift governor unit is obsolete; a replacement unit was identified and installed. The elevator was tested and returned to service.
EL120	190 St A	82.3%	This elevator was out of service from 11/23/13 thru 11/26/13 due to improper door operations. The lower landing door operator motor was replaced; the machine was tested and returned to service.
EL145	96th St 2 3 1	83.4%	This elevator was out of service from 10/17/13 thru 10/26/13 to allow for the replacement of a defective traveling cable. The cables were replaced; the elevator was tested and returned to service.
QUEENS			
EL421	Jackson Hts-Roosevelt Av E F M R	80.7%	This elevator was out of service from 11/27/13 thru 12/10/13 to allow for the replacement of the hydraulic piping system. The hydraulic line installed under ground between the power unit and the piston was corroded and as a result was leaking at multiple locations. Air was bled from the system and the elevator was tested and returned to service.

2013 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES112	Norwood-205 St D	70.0%	This escalator was out of service from 12/4/13 thru 12/27/13 due to a defective handrail drive transmission. The transmission was replaced the machine was tested and returned to service.
BROOKLYN			
ES304	President St 2 5	82.2%	This escalator was out of service from 11/25/13 thru 12/5/13 to replace defective "missing step" switches at the upper and lower landings. The steps were also adjusted (shimmed) to prevent excessive lateral movement. The machine was tested and returned to service.
ES332	Myrtle-Wyckoff Aves L M	83.4%	This escalator was out of service from 12/1/13 thru 12/6/13 to replace the left side handrail. The machine was tested and returned to service.
ES347	Broadway Junction A C J L Z	84.7%	This escalator was out of service from 12/19/13 thru 12/24/13 to replace a defective microprocessor control unit (O&K 401). The unit was replaced and programmed; all safety devices were tested for proper operation and fault logging. A defective time delay relay in the brake circuit was also replaced. The escalator was tested and returned to service.
MANHATTAN			
ES204	Grand Central-42 St 7	76.0%	This escalator was out of service from 11/17/13 thru 12/8/13 to allow for the replacement of worn carriage assembly shaft bearings and a drive sprocket. The handrail drive transmission was also replaced. The machine was tested and returned to service.
ES233	34 St-Herald Sq B D F M	70.7%	This escalator was out of service from 9/22/13 thru 10/25/13 to allow for the replacement of the internal emergency brake mechanism (pawl) located on the main drive shaft. The escalator was tested and returned to service.
ES302	Park Pl 2 3	76.6%	This escalator was out of service from 10/19/13 thru 11/5/13 to facilitate the replacement of the step-chain and steps.
ES325	West 4 St A B C D E F M	77.1%	This escalator was out of service from 11/20/13 thru 12/10/13 due to a defective drive motor. The recently overhauled motor was sent back to the vendor for warranty repairs. The motor was repaired again and installed. The machine was tested and returned to service.

99.6

2013 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL127	Simpson St 25	5	The five entrapments that occurred were the result of the car stopping in the middle of the shaft while traveling in the down direction due to an intermittent problem with the rupture valve. The trip speed of the rupture valve was adjusted and a full load weight test was performed. Following the full load test the machine was returned to service.
EL128	Simpson St 25	1	The entrapment that occurred on 11/9/13 was a result of the hatch doors not opening properly due to a broke lower landing release roller assembly. The lower landing hatch door release roller assembly and interlock were replaced; the machine was tested and returned to service
EL130	3rd Ave-149 St 25	1	MOW Control Operator # 56 reported passengers were entrapped on 11/25/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL131	161 St-Yankee Stadium 4BD	1	The entrapment that occurred on 10/3/13 was a result of the lower landing hatch doors not closing completely. The lower landing spirator (spring loaded retractable door closer) was replaced; the machine was tested and returned to service.
EL137	Pelham Pkwy 25	1	The entrapment that occurred on 10/8/13 was caused by a loose wiring connection on the programmable logic controller. The loose connection was tightened and the PLC battery was replaced; the machine was tested and returned to service.
EL138	Pelham Pkwy 25	2	The entrapment that occurred on 11/25/13 was a result of the elevator not making the upper landing because the hydraulic fluid was too cold. The oil tank heater thermostat was adjusted; the machine was tested and returned to service. The entrapment that occurred on 12/28/13 was caused by a loose drive motor belt. The drive motor belt tension was adjusted; the machine was tested and returned to service.
EL183	Gun Hill Rd 25	2	The entrapment that occurred on 12/2/13 was a result of the elevator not leveling properly at the lower landing. The hydraulic control valve speed and transition were adjusted; the machine was tested and returned to service. MOW Control operator # 88 reported passengers were entrapped on 12/4/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL184	231st St 1	1	The entrapment that occurred on 11/1/13 was a result of debris (marble) in the lower landing hatch door saddle preventing the doors from closing completely. The saddle was cleaned and the car door restrictor was adjusted; the machine was tested and returned to service.
EL188	Fordham Rd 4	1	The entrapment that occurred on 11/27/13 was a result of the car not leveling properly due to a defective upper landing slow down limit switch. The upper landing slow down limit switch and hatch door interlock were replaced. The machine was tested and returned to service.
EL192	233rd St 25	2	The entrapment that occurred on 11/28/13 was caused by a defective power supply. The power supply and a control relay was replaced; the machine was tested and returned to service. The entrapment that occurred on 12/3/13 was a result of the hydraulic fluid overheating. The machine room was ventilated and the oil was allowed to cool; the machine was tested and returned to service.

2013 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL194	233rd St ②⑤	3	The entrapment that occurred on 11/27/13 was a result of the door operator belt being out of adjustment. The tension on the door operator drive belt was adjusted; the machine was tested and returned to service. The entrapment that occurred on 12/15/13 was a result of a broken door operator drive belt. The door operator drive belt was replaced; the machine was tested and returned to service. The entrapment that occurred on 12/27/13 was a result of debris (nut) in the lower landing door saddle. The saddle was cleaned; the machine was tested and returned to service.
MANHATTAN			
EL104	191 St ①	2	The entrapment that occurred on 10/11/13 was caused by a worn door operator drive belt. The belt was replaced; the machine was tested and returned to service. The entrapment that occurred on 10/23/13 was a result of a utility power outage. The power was restored; the machine was tested and returned to service.
EL106	191 St ①	1	The entrapment that occurred on 10/23/13 was a result of a utility power outage. The power was restored; the machine was tested and returned to service.
EL107	181 St ①	1	The entrapment that occurred on 12/7/13 was a result of the elevator not leveling properly at the lower landing. The slow down and normal limit switches were adjusted; the machine was tested and returned to service.
EL108	181 St ①	4	The two entrapments that occurred on 11/3/13 & 11/4/13 were a result of a defective electronic circuit board. The circuit board was replaced; the machine was tested and returned to service. The two entrapments that occurred on 11/25/13 & 11/28/13 were a result of burnt control relay contacts. The defective control relays were replaced; the machine was tested and returned to service.
EL111	168 St ①	3	The entrapment that occurred on 10/9/13 was a result of an electrical short in the hoist motor armature circuit. The short was repaired and two electronic circuit boards were replaced. The machine was tested and returned to service. The entrapment that occurred on 11/2/13 was a result of a broken wire in the door operator circuit. The wire was repaired and the door operator limit switches (open & close) were adjusted. The machine was tested and returned to service. The entrapment that occurred on 12/19/13 was caused by a defective motor drive unit. The drive unit is obsolete so it was sent out to the manufacturer for repair. The repaired unit was installed and tested; the machine was returned to service.
EL112	168 St ①	1	The entrapment that occurred on 10/30/13 was a result of the doors not opening due to the door restrictor being out of adjustment. The door restrictor was adjusted; the machine was tested and returned to service.
EL114	168 St ①	5	The five entrapments that occurred were a result of the compensation rope switch tripping intermittently because the hoist ropes were stretched. The hoist ropes were shortened; the compensation switch was adjusted. The machine was tested and returned to service.
EL115	190 St ①	1	The entrapment that occurred on 12/10/13 was caused by worn door operator linkage bearings. The bearings were replaced and the right side hoist way door interlock was adjusted; the machine was tested and returned to service.

9.70

2013 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL116	190 St A	2	The entrapment that occurred on 10/14/13 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock contacts were cleaned; the machine was tested and returned to service. The entrapment that occurred on 12/10/13 was a result of the elevator doors not closing properly. The doors were adjusted; the machine was tested and returned to service.
EL118	181 St A	1	The entrapment that occurred on 11/15/13 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock contacts were adjusted; the machine was tested and returned to service.
EL124	175 St A	2	Both entrapments that occurred on 11/23/13 were the result of a defective door zone relay. The relay was replaced and the up direction (leveling) limit switch was adjusted; the machine was tested and returned to service.
EL126	125 St 4 5 6	1	The entrapment that occurred on 10/15/13 was a result of the hatch doors not opening properly because the lower landing release roller assembly was broken. The release roller assembly was replaced and the door restrictor was adjusted; the machine was tested and returned to service.
EL141	168 St A C	1	The entrapment that occurred on 10/22/13 was a result of a blown fuse. The fuse was replaced; the machine was tested and was returned to service.
EL145	96th St 2 3 1	1	MOW Control operator # 16 reported passengers were entrapped on 12/2/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL178	Dyckman St 1	2	MOW Control operator # 9 reported passengers were entrapped on 11/16/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 12/11/13 was a result of the car gate switch not making proper contact. The switch was adjusted; the machine was tested and returned to service.
EL180	135 St 2 3	1	MOW Control operator # 15 reported passengers were entrapped on 12/21/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL210	34 St-Herald Sq B D F M	1	The entrapment that occurred on 11/16/13 was a result of the upper landing doors not opening because the door restrictor was broken. The door restrictor was repaired; the machine was tested and returned to service.
EL211	34 St-Herald Sq N O R	1	The entrapment that occurred on 10/31/13 was a result of the release roller assembly being out of adjustment. The release roller assembly was adjusted; the machine was tested and returned to service.
EL214	34 St-Penn Station 1	1	The entrapment that occurred on 12/5/13 was a result of debris in the lower landing hatch door saddle. The lower landing hatch door saddle was cleaned; the machine was tested and returned to service.
EL224	8 Av L	2	Station Supervisor Chowudhury reported passengers were entrapped on 12/26/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 12/31/13 was a result of debris in the car and hatch door saddles. The saddles were cleaned; the machine was tested and returned to service.

2013 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL225	34 St-Penn Station C E	1	The entrapment that occurred on 10/27/13 was a result of the lower landing release roller assembly being out of adjustment. The release roller assembly was adjusted; the machine was tested and returned to service.
EL230	Times Sq-42 St N Q R	1	The entrapment that occurred on 12/21/13 was caused by a worn door operator drive belt. The belt was replaced; the machine was tested and returned to service.
EL232	Times Sq-42 St 1 2 3 7	1	The entrapment that occurred on 12/18/13 was a result of a blown fuse in the door operator circuit. The door operator fuse was replaced; the circuit was checked. The machine was tested and returned to service.
EL234	47-50 Sts-Rockefeller Center B D F M	1	The entrapment that occurred on 12/31/13 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the machine was tested and returned to service.
EL237	66 St-Lincoln Center 1	1	The entrapment that occurred on 12/11/13 was a result of the doors not operating due to a tripped circuit breaker. The circuit breaker was reset; door operations were tested and the machine was placed back into service.
EL244	Grand Central-42 St 7	5	The five entrapments that occurred were a result of a defective speed governor; the governor was failing intermittently causing the elevator to stop while traveling in the down direction. The elevator manufacture is no longer in business so the governor is obsolete. A replacement governor was researched, purchased and installed. The machine was tested and returned to service.
EL245	Lexington Av-53 St E M	3	The two entrapments that occurred on 10/2/13 & 10/3/13 were caused by the activation of the cable slack switch. The hoist ropes were adjusted and a full load weight test was performed; the machine was returned to service. The entrapment that occurred on 12/3/13 was a result of the drive motor belt slipping. The tension on the drive belt was adjusted; the machine was tested and returned to service.
EL277	59th St-Columbus Circle A B C D 1	2	The entrapment that occurred on 10/27/13 was a result of a defective oil cooler fan. The oil cooler fan was replaced the machine was tested and returned to service. MOW Control operator # 54 reported passengers were entrapped on 11/7/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL279	59th St-Columbus Circle A B C D 1	1	The entrapment that occurred on 10/28/13 was caused by the activation of the governor switch. The governor switch was re-set; the machine was tested and returned to service.
EL280	59th St-Columbus Circle A B C D 1	1	The entrapment that occurred on 11/13/13 was a result of debris in the upper landing hatch door saddle. The upper landing hatch door saddle was cleaned; the machine was tested and returned to service.
EL281	57 St-7 Av N Q R	1	The entrapment that occurred on 12/14/13 was a result of the upper landing hatch doors not closing completely. The upper landing spirator (spring loaded retractable door closer) was replaced and the restrictor was adjusted. The machine was tested and returned to service.
EL328	Bleecker St D F B M 6	1	The entrapment on 10/15/13 was a result of an open glass panel switch (cab glass panels open for cleaning). The position of the glass panel switch was adjusted; the machine was tested and returned to service.

9.72

2013 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL329	Bleecker St D F B M 6	1	The entrapment that occurred on 11/15/13 was a result of debris in the lower landing hatch door saddle. The lower landing hatch door saddle was cleaned; the machine was tested and returned to service.
EL401	Lexington Av-63 St F	1	The entrapment that occurred on 11/18/13 was a result of the car door disengaging from the guide track. The car door was reinstalled and adjusted. The machine was tested and returned to service.
EL710	Bowling Green 4 5	2	The entrapment that occurred on 10/4/13 was a result of the car guide rollers being out of adjustment. The top & bottom car guide rollers were adjusted; the machine was tested and returned to service. The entrapment that occurred on 12/22/13 was a result of the upper landing hatch door release roller being out of adjustment. The upper landing release rollers were adjusted; the machine was tested and returned to service.
BROOKLYN			
EL301	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 10/8/13 was a result of the hatch doors not opening properly because the upper landing release roller assembly was broken. The release roller assembly was replaced and adjusted; the machine was tested and returned to service.
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 11/24/13 was a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers. The upper landing clutch and release rollers were adjusted; the machine was tested and returned to service.
EL310	Clark St 2 3	1	The entrapment that occurred on 12/5/13 was a result of the lower level left side hatch door release roller assembly being out of adjustment. The release rollers were adjusted; the machine was tested and returned to service.
EL311	Clark St 2 3	1	The entrapment that occurred on 10/3/13 was a result of the lower landing interlock contacts not making a proper connection. The interlock electrical contacts were cleaned; the machine was tested and returned to service.
EL312	Clark St 2 3	2	The entrapment that occurred on 12/22/13 was a result of the hatch door interlock contacts not making a proper connection. The interlock electrical contacts were cleaned; the machine was tested and returned to service. The entrapment that occurred on 12/31/13 was a result of a broken top left side car guide roller assembly. The guide roller assembly was repaired; the machine was tested and returned to service.
EL317	Borough Hall 2 3 4 5	1	The entrapment that occurred on 11/19/13 was caused by a broken lower level release roller assembly. The lower level release rollers were replaced and the interlock was adjusted. The machine was tested and returned to service.
EL319	Brooklyn College-Flatbush Av 2 5	1	The entrapment that occurred on 10/18/13 was caused by a defective speed governor. The governor was rebuilt, tested and calibrated (machine shop, vendor). The governor was installed; the machine was tested and returned to service.

9.73

2013 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL322	Crown Hts-Utica Av 3 4	1	The entrapment that occurred on 12/31/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the machine was tested and returned to service.
EL339	Frankin Av C S	1	The entrapment that occurred on 11/3/13 was caused by a defective door operator stop roller. The stop roller was replaced; the machine was tested and returned to service.
EL343	Euclid Av A C	1	The entrapment that occurred on 10/7/13 was a result of a defective hydraulic door operator piston. The low profile hydraulic door operator and slow down limit switch was replaced. The machine was tested and returned to service.
EL392	Marcy Av J M Z	4	The entrapment that occurred on 10/1/13 was a result of the release rollers not being adjusted properly. The release roller assembly was adjusted; the machine was tested and returned to service. The entrapment that occurred on 10/23/13 was caused by debris in the car and hatch door saddles. The saddles were cleaned; the machine was tested and returned to service. The entrapment that occurred on 11/2/13 was a result of a main line power failure. The power was restored; the machine was tested and returned to service. The entrapment that occurred on 11/22/13 was caused by debris blocking the upper level door operation. The upper level hatch door saddle was cleaned; the machine was tested and returned to service.
EL394	Flushing Av J M	2	The entrapment that occurred on 12/13/13 was caused by a defective control relay. The relay was replaced; the machine was tested and returned to service. The entrapment that occurred on 12/16/13 was a result of a defective hydraulic control valve. The control valve and oil pump was replaced. The machine was tested and returned to service.
EL397	Myrtle-Wyckoff Aves L	1	The entrapment that occurred on 10/23/13 was a result of the hatch doors not opening properly because the lower landing release roller assembly was out of adjustment. The release roller assembly was adjusted; the machine was tested and returned to service.
EL706	Jay St A C F R	2	The entrapment that occurred on 11/1/13 was a result of debris in the lower landing hatch door saddle. The lower landing hatch door saddle was cleaned; the machine was tested and returned to service. The entrapment that occurred on 12/2/13 was a result of debris (bottle cap) in the lower landing hatch door saddle. The lower landing hatch door saddle was cleaned; the machine was tested and returned to service.
EL708	Jay St A C F R	1	The entrapment that occurred on 11/11/13 was a result of debris (stone) in the lower landing hatch door saddle, that prevented the doors from closing completely. The lower landing hatch door saddle was cleaned and the door restrictor was adjusted; the machine was tested and returned to service.
EL721	Fulton St A C J Z 2 3 4 5	2	The entrapment that occurred on 11/25/13 was a result of a blown fuse in the door operator circuit. The fuse was replaced; the door operation was tested and the machine was returned to service. The entrapment that occurred on 12/9/13 was a result of debris (umbrella) stuck between the lower level door and the jamb. The debris was removed;

9.74

2013 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL412	Jamaica Center (B)(J)(Z)	1	The entrapment that occurred on 10/4/13 was caused by the lower landing doors not closing completely due to a loose door hanger roller. The hanger roller was secured; the machine was tested and returned to service.
EL420	74 St-Broadway (7)	1	The entrapment that occurred on 12/22/13 was a result of the car running slow in the down direction due to a defective control relay. The relay was replaced; the machine was tested and returned to service.
EL423	74 St-Broadway (7)	1	MOW Control operator # 12 reported passengers were entrapped on 10/12/13 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL425	Junction Blvd (7)	4	The two entrapments that occurred on 11/9/13 were a result of the hatch door interlock contacts not making a proper connection. The interlock was replaced; the machine was tested and returned to service. The entrapment that occurred on 12/3/13 was a result of debris in the mid landing door saddle. The saddle was cleaned; the machine was tested and returned to service. The entrapment that occurred on 12/28/13 was a result of debris in the lower landing hatch and car door saddles. The saddles were cleaned; the machine was tested and returned to service.
EL426	Junction Blvd (7)	2	The entrapment that occurred on 10/9/13 was a result of the car not leveling properly due to a defective slow down limit switch. The limit switch was replaced; the machine was tested and returned to service. The entrapment that occurred on 11/2/13 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the machine was tested and returned to service.
EL431	Jamaica-179 St (F)	2	The two entrapments that occurred on 12/7/13 & 12/25/13 were a result of an intermittent failure of the lower landing slow down limit switch. The defective limit switch was replaced ; the machine was tested and returned to service.
EL446	CitiCorp/Court Square (7)(E)(G)	1	The entrapment that occurred on 10/15/13 was a result of the lower landing doors not opening properly due to the door operator limit switch being out of adjustment. The door operator limit switches were adjusted; the machine was tested and returned to service.

9.75

2013 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (10/01/13 to12/31/13)	# of Inspections Found Out of Service
EL200X	34 St - Herald Square	6th Avenue	276	0
EL203X	Lexington Av - 53 St	Queens Blvd	276	1
EL207X	50 Street	8th Avenue	276	0
EL208X	50 Street	8th Avenue	276	2
EL231X	Times Square - 42 St	Broadway / 7th Avenue	276	6
EL268X	49th Street (Uptown)	Broadway	276	0
EL276X	59 St - Columbus Circle	8th Avenue	276	1
EL287X	42nd St - Bryant Park	6th Avenue	276	4
EL288X	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL289X	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL290X	42nd St - Port Authority Bus Terminal	8th Avenue	276	11
EL291X	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL300X	Atlantic Avenue	LIRR	276	1
EL415X	61 St - Woodside	Flushing	276	2
EL416X	61 St - Woodside	Flushing	276	1
EL417X	61 St - Woodside	Flushing	276	1
EL418X	61 St - Woodside	Flushing	276	0
EL419X	61 St - Woodside	Flushing	276	0
EL445X	Court Square	Flushing	276	14
EL448X	Sutphin Blvd - Archer Av JFK	Archer Ave	276	0
EL449X	Sutphin Blvd - Archer Av JFK	Archer Ave	276	1
EL450X	Sutphin Blvd - Archer Av JFK	Archer Ave	276	0
EL490X	Howard Beach - JFK Airport	Rockaway	276	0
EL491X	Howard Beach - JFK Airport	Rockaway	276	1
EL492X	Howard Beach - JFK Airport	Rockaway	276	0
EL493X	Howard Beach - JFK Airport	Rockaway	276	2
EL494X	Howard Beach - JFK Airport	Rockaway	276	0
EL495X	Howard Beach - JFK Airport	Rockaway	276	0
EL700X	Atlantic Ave - Barclays Center	Eastern Parkway	276	1
EL728X	Fulton St	Nassau Loop BMT	276	5
ES250X	59 St - Columbus Circle	8th Avenue	276	12
ES251X	59 St - Columbus Circle	8th Avenue	276	26
ES253X	Lexington Av - 53 St	Queens Blvd	276	3
ES254X	Lexington Av - 53 St	Queens Blvd	276	104
ES257X	14 St - Union Square	Lexington Avenue	276	0

2013 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (10/01/13 to12/31/13)	# of Inspections Found Out of Service
ES258X	14 St - Union Square	Lexington Avenue	276	61
ES261X	Times Square - 42 St	Broadway / 7th Avenue	276	26
ES262X	Times Square - 42 St	Broadway / 7th Avenue	276	73
ES263X	50 Street	8th Avenue	276	9
ES264X	50 Street	8th Avenue	276	6
ES265X	Court Square	Crosstown	276	15
ES266X	Court Square	Crosstown	276	6
ES267X	Times Square - 42 St	Broadway / 7th Avenue	276	15
ES268X	Times Square - 42 St	Broadway / 7th Avenue	276	8
ES358X	Atlantic Ave - Barclays Center	Eastern Parkway	276	49
ES359X	Atlantic Ave - Barclays Center	Eastern Parkway	276	8
ES376X	Fulton St	Nassau Loop BMT	276	0
ES377X	Fulton St	Nassau Loop BMT	276	0
ES378X	Wall St	Clark Street	276	3
ES379X	Wall St	Clark Street	276	12
ES380X	Cortlandt St	Broadway	276	3
ES432X	Sutphin Blvd - Archer Av JFK	Archer Ave	276	1
ES433X	Sutphin Blvd - Archer Av JFK	Archer Ave	276	0
ES461X	Court Square	Flushing	276	31
ES462X	Court Square	Flushing	276	0
ES496X	Howard Beach - JFK Airport	Rockaway	276	0
ES497X	Howard Beach - JFK Airport	Rockaway	276	0
ES498X	Howard Beach - JFK Airport	Rockaway	276	3
ES499X	Howard Beach - JFK Airport	Rockaway	276	0
ES600X	Lexington Av - 53 St	Queens Blvd	276	2
ES606X	42nd St - Port Authority Bus Terminal	8th Avenue	276	6
ES607X	42nd St - Port Authority Bus Terminal	8th Avenue	276	10
ES608X	Grand Central - 42nd St	Lexington	276	10
ES609X	Grand Central - 42nd St	Lexington	276	17
ES610X	Grand Central - 42nd St	Lexington	276	0
65			17,940	573



Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, New York 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FOURTH QUARTER

Key indicators for the fourth quarter ending December 31, 2013 and for the year are reflected on the attached chart. Statistical highlights are shown below:

- Summons issuance increased by 32.8 percent in the fourth quarter of 2013 compared to the same period in 2012. For the year, issuance increased by 9.5 percent to 121,800 from 111,200 summonses in 2012.
- TAB received a total of 87,200 payments in 2013, a decrease of 1.6 percent from the 88,600 received in 2012. However, for the fourth quarter, payments increased 13 percent, from 16,900 in 2012 to 19,100 in 2013. The decline in payments was a result of a continuing reduction in receipts from state tax refunds as direct payments increased from 75,100 to 77,500.
- Total revenue for the year fell by 1.4 percent from \$8,333,800 in 2012 to \$8,216,000 in 2013, again resulting from the decline in revenues from state tax refunds. The average of payments received increased slightly \$94.00 to \$95.00 while the average yield per notice of violation declined from \$75.00 to \$68.00.
- TAB's expenses increased by 7.0 percent in 2013 as compared to 2012. TAB's revenue exceeded expenses by \$371,600 in the fourth quarter of 2013 and by \$2,634,400 for the year, the latter representing a decline from the \$3,117,700 by which revenues had exceeded expenses in 2012.

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

INDICATOR	4th QTR		ANNUAL TOTALS	
	2013	2012	Y-T-D 2013	Y-T-D 2012
ISSUANCE DATA				
Violations Issued	31,200	23,500	121,800	111,200
% With Telephone Data	63%	63%	62%	65%
% With Employer Data	27%	25%	25%	25%
PAYMENT DATA				
Number of Payments	19,100	16,900	87,200	88,600
Regular	18,700	16,400	77,100	75,500
State Tax Refund	400	500	10,100	13,100
Amount Paid	\$1,733,000	\$1,502,700	\$8,238,800	\$8,364,500
Regular	\$1,691,300	\$1,462,500	\$6,983,700	\$6,763,100
State Tax Refund	\$41,700	\$40,200	\$1,255,100	\$1,601,400
Average Payment	\$91.00	\$89.00	\$95.00	\$94.00
Yield per NOV	\$56.00	\$64.00	\$68.00	\$75.00
REVENUE/EXPENSE DATA				
Revenue	\$1,690,000	\$1,487,600	\$8,216,000	\$8,333,800
Expenses	\$1,318,400	\$1,330,500	\$5,581,600	\$5,216,100
ADJUDICATIONS				
Total Cases Adjudicated	6,306	5,600	26,331	26,844
Admin Dismissals	384	492	1,713	2,366
Hearings	5,922	5,108	24,622	24,478

10. 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 - February 2014

(data thru January 2014; \$s in million)

	Budget	Expenditures
Construction	\$ 942.8	\$ 822.8
Design	105.3	104.2
Construction Management	131.0	102.8
Real Estate	220.9	206.5
Total	\$ 1,400.0	\$ 1,236.4

	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>	\$ 137.7	\$ 136.5	\$ 1.2	\$ 134.9	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	165.6	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

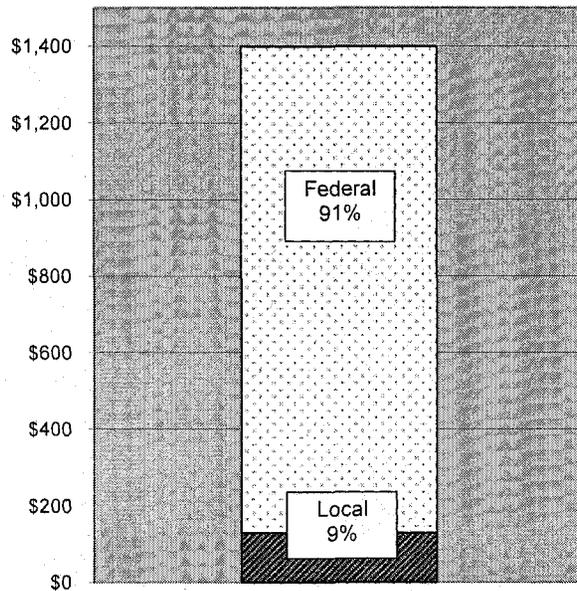
Fulton Center Status

Report to the Transit Committee - February 2014

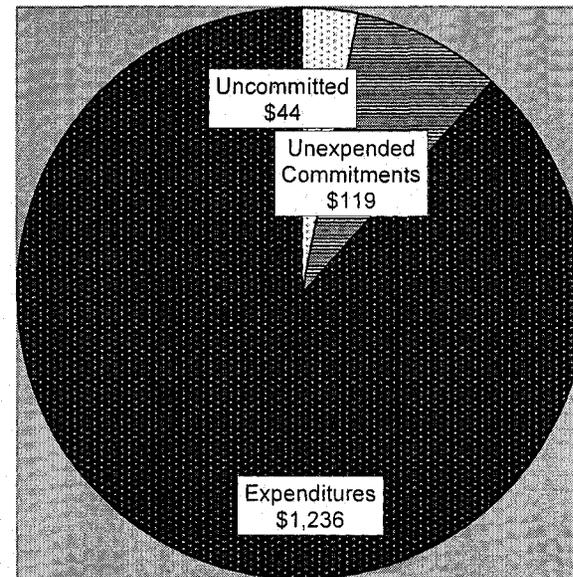
(data thru January 2014)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 932	\$ 44	\$ 823
FTA Reserve (2000-2004)	-	-	-	-	-	-	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	413
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,356	\$ 44	\$ 1,236

Project Budget: \$1,400 Million

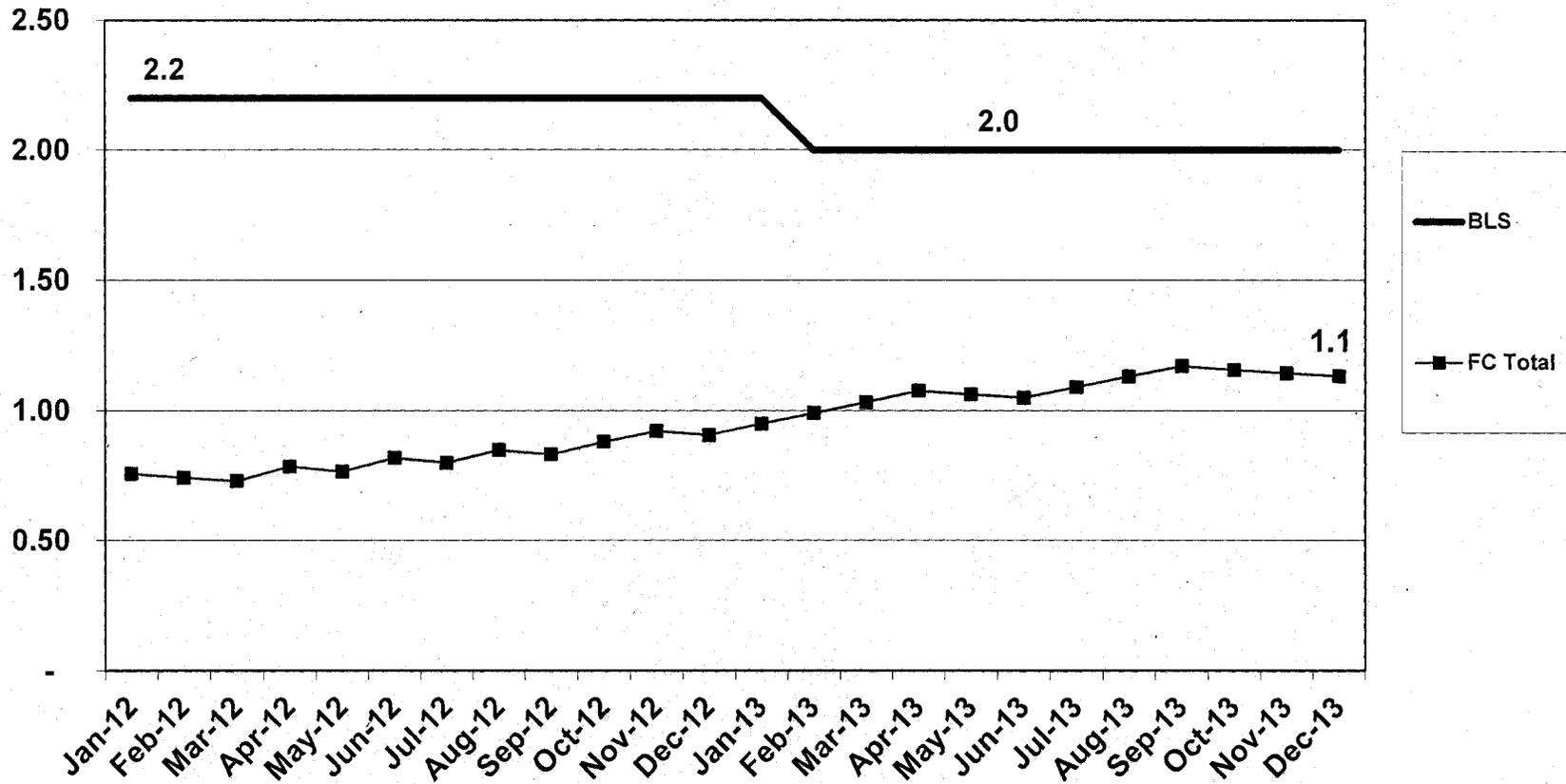


Commitments and Expenditures (\$ in Millions)



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

10.3



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 - February 2014

(data thru January 2014; \$s in million)

	Budget	Expenditures
Final Design	\$ 116.9	112.1
Construction	1,893.2	1,688.1
Construction Management	43.8	31.1
Subway Project Reserve	46.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,831.3
HYDC-Funded Non-Subway Work [†]	266.0	215.2
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,046.5
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,099.5

	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	Late Summer/ Early Fall 2014

10.4

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	526.5	15.9	410.1	Aug-2011	Jun-2014	Late Summer/ Early Fall 2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	92.3	84.2	8.1	20.6	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.

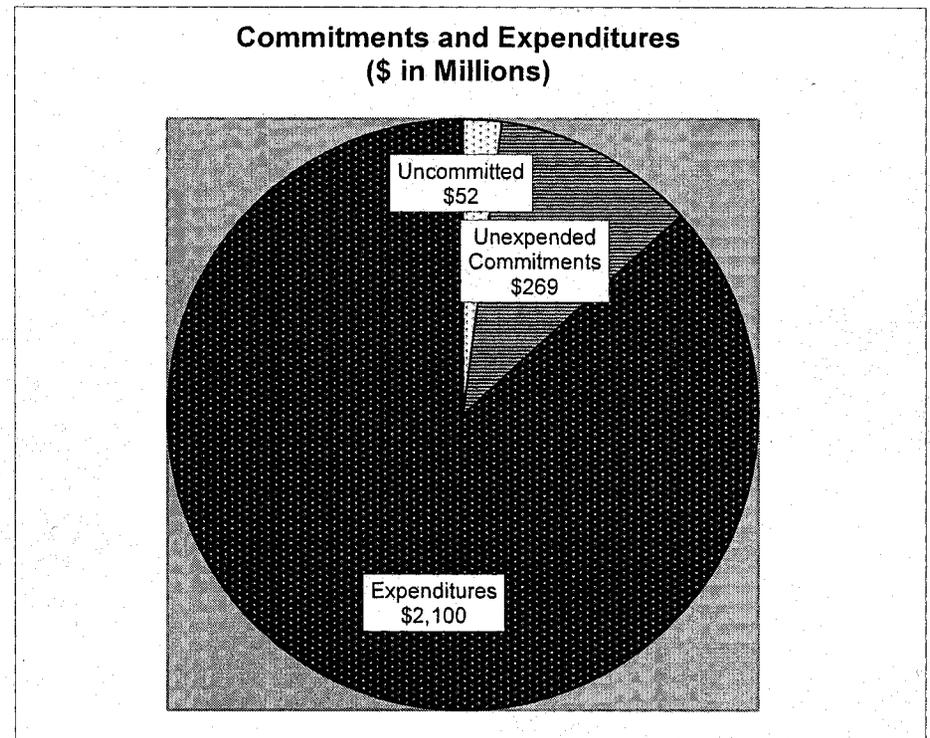
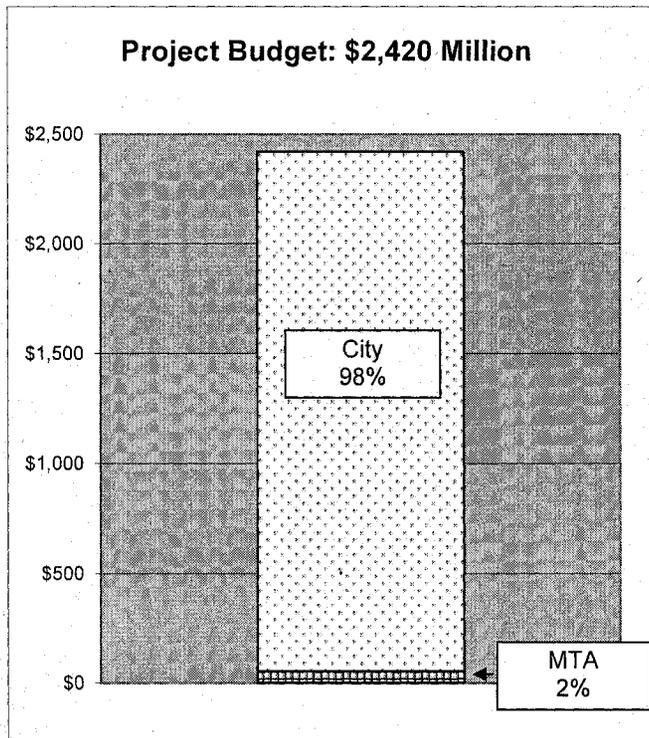
7 Line Extension Status

Report to the Transit Committee - February 2014
(data thru January 2014)

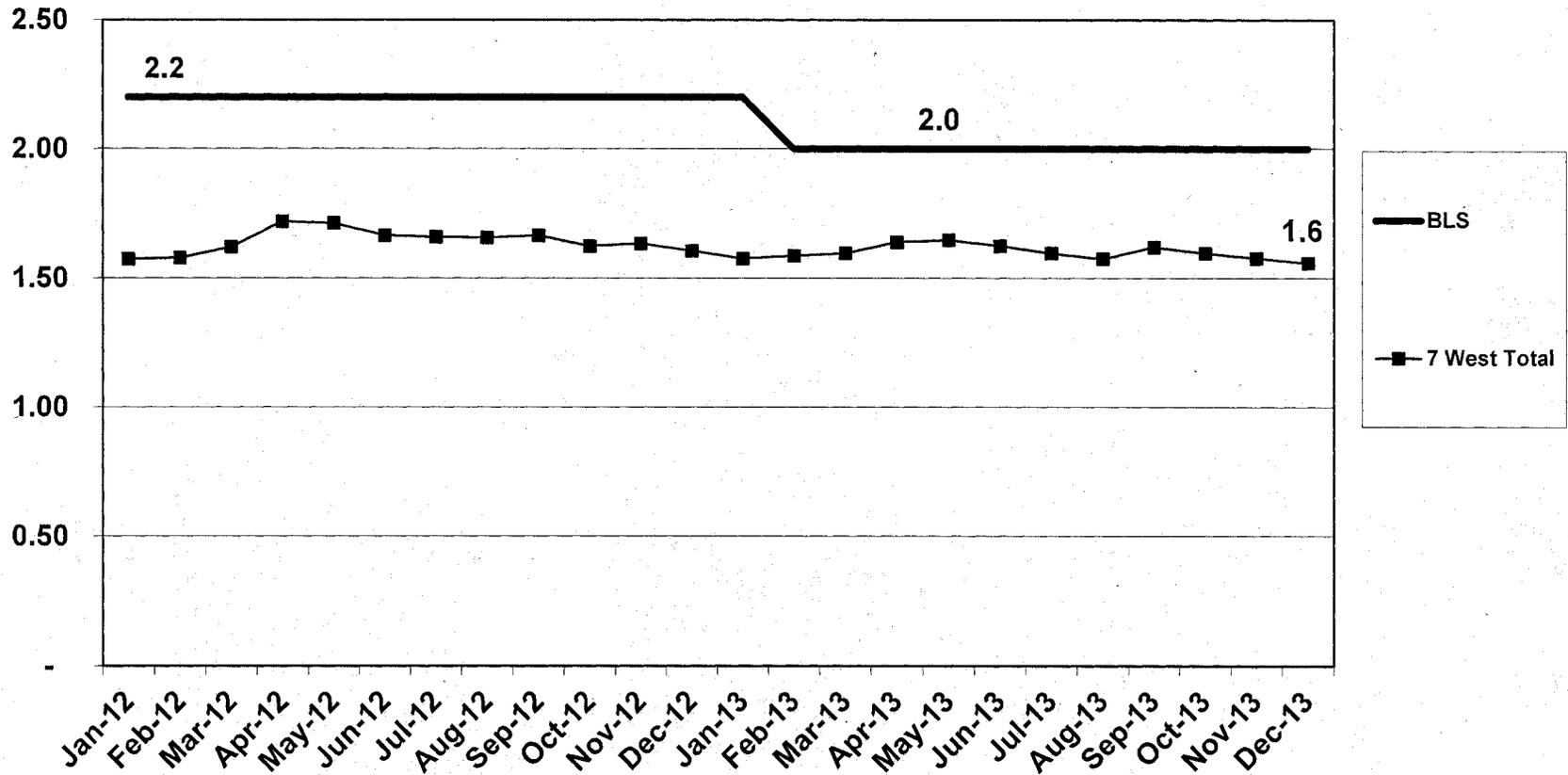
MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,315	2,315	51	2,047
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,315	\$ 2,368	\$ 52	\$ 2,100

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

10.5



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



10.6

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 - February 2014

(data thru January 2014; \$s in million)

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 1,900.8
Design	497.7	461.0
Construction Management	221.3	114.9
Real Estate	281.5	217.5
Total	\$ 4,451.0	\$ 2,694.2

	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	421.1	Jun-2010	Oct-2010	Oct-2013	Jan-2014
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	184.3	1.0	112.9	Jul-2010	Jan-2011	May-2014	Jun-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	311.5	20.5	231.8	Jan-2011	Aug-2011	Sep-2014	Dec-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	282.9	264.8	18.1	44.2	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	347.3	329.9	17.4	100.6	Mar-2011	Jun-2012	Dec-2015	Jun-2016
72nd St Station Finishes <i>Judlau Contracting</i>	276.4	258.5	17.9	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	2.1	Oct-2013	Jun-2013	May-2016	May-2016

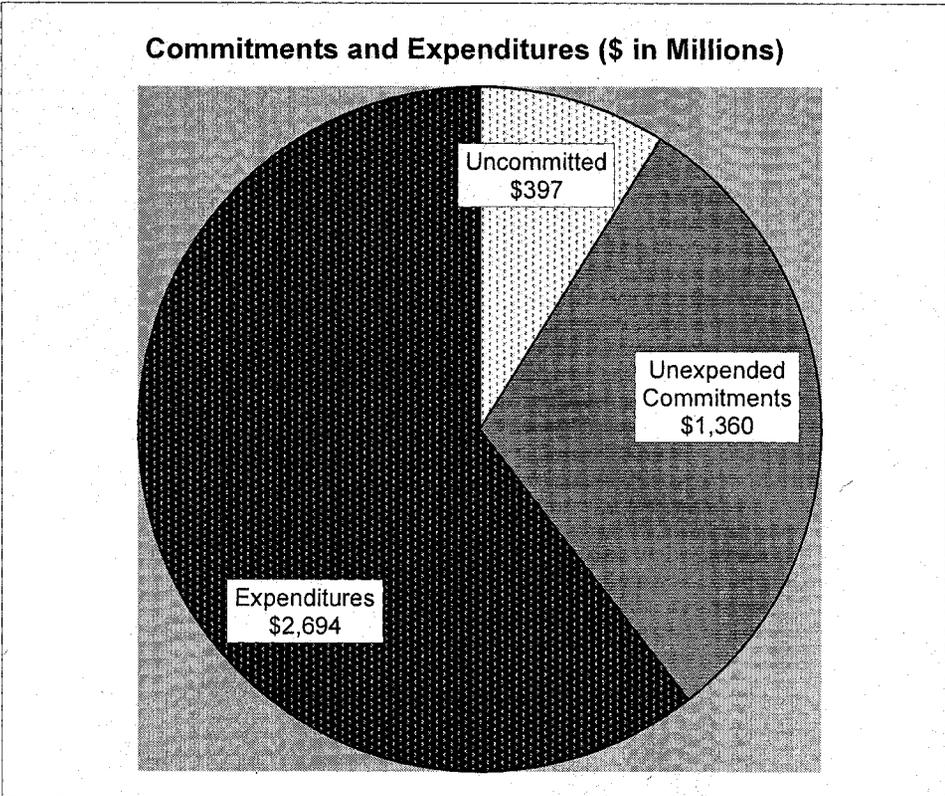
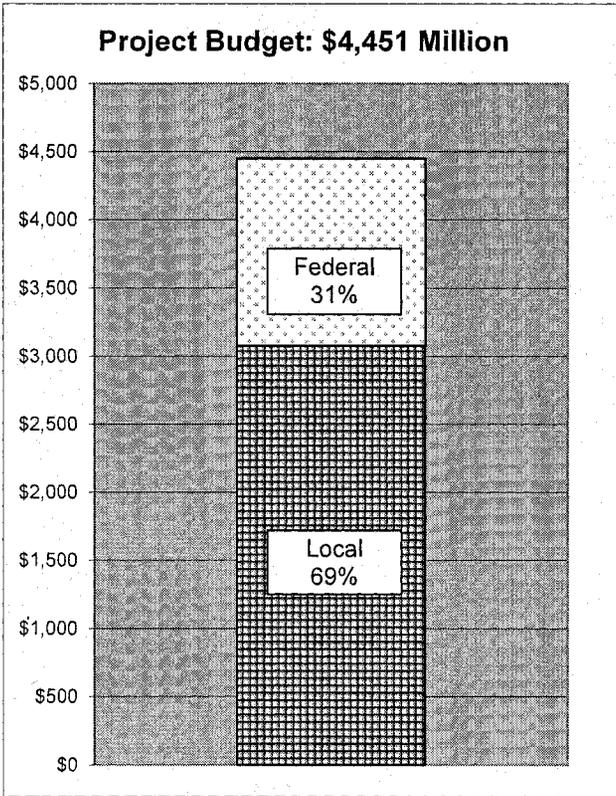
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

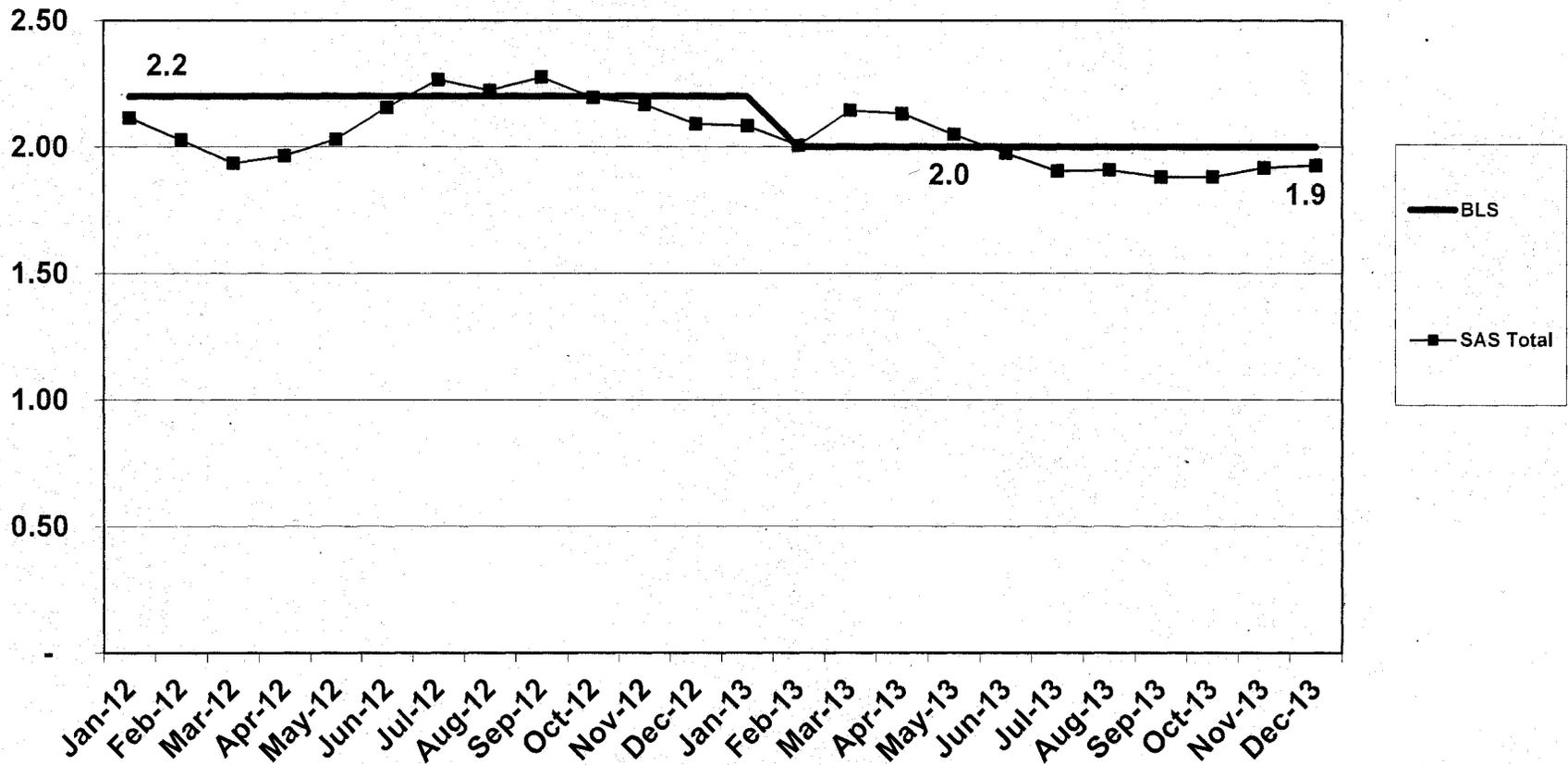
Report to the Transit Committee - February 2014

(data thru January 2014)

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	\$ 1,027
2005-2009	1,914	846	1,068	758	1,830	84	1,380
2010-2014	1,487	1,487	-	-	1,176	311	287
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,054	\$ 397	\$ 2,694



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



10.9

Note:

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