



**New York City Transit  
Bus Company**

# **Transit & Bus Committee Meeting**

## **March 2014**

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### **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

March 24, 2014 - 10:45 AM

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

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#### AGENDA ITEMS

##### PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES -- FEBRUARY 24, 2014 1.1
2. COMMITTEE WORK PLAN 2.1
3. OPERATIONS PERFORMANCE SUMMARY 3.1
  - January Operations Report 3.1
4. FINANCIAL REPORTS 4.1
  - January NYCT Financial & Ridership Report 4.1
  - January SIR Financial & Ridership Report 4.19
  - January MTA Bus Financial & Ridership Report 4.30
  - Capital Program Status Report 4.42
5. PROCUREMENTS 5.1
  - NYCT Non-Competitive 5.5
  - NYCT Competitive 5.6
6. ACTION ITEM 6.1
  - Tariff Revision: Valid Senior Citizen Identification 6.1
7. SERVICE CHANGE 7.1
  - MTA Bus QM2 Weekend Travel Path Revision 7.1
8. SPECIAL REPORTS & PRESENTATIONS 8.1
  - MetroCard Report 8.1
  - NYCT & MTA Bus Year End 2013 Safety Report 8.5
9. STANDARD FOLLOW-UP REPORTS 9.1
  - NYCT & MTA Bus EEO & Diversity Report, Year End 2013 9.1
10. MTACC REPORT 10.1

**Date of next meeting: April 28, 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**

**February 24, 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. Charles G. Moerdler

Hon. John J. Molloy

Hon. Mark Page

The following Members were absent:

Hon. Jeffrey Kay

Hon. Susan G. Metzger

Hon. David A. Paterson

Hon. James L. Sedore, Jr.

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

Dawn Pinnock, Vice President, Human Resources

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

David Cannon, Director, Procurement & Risk Management, MTA Capital Construction

**I. Chairman Ferrer opened the meeting.**

**II. Public Speakers**

Julius Tajiddin and Martin Baez of Preserve Harlem's Legacy spoke in opposition to the proposed conversion of the M60 bus to a Select Bus Service route along 125th Street, claiming a disproportionate impact of the plan on minority, senior and disabled local residents.

Louis Bailey, of WE ACT for Environmental Justice, City Council Member Mark Levine and Morganne Montana spoke in favor of extending the Select Bus Service route to run the length of 125th Street.

Murray Bodin informed the Committee that he would email his remarks in the interest of brevity.

Orrin Goetz of Empire State Passenger Association addressed the Committee on the need for better maintenance of MetroCard turnstiles in the Grand Central Terminal shuttle train area, as well as the need for additional Automatic Vending Machines and/or additional service agents to alleviate congestion at that location.

**III. Minutes and Work Plan**

Upon motion duly made and seconded, the Committee approved the Minutes of the January 27, 2013 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company, subject to the addition of Member Ira Greenberg to the list of Members in attendance. There were no changes to the Work Plan.

**IV. Agenda Items**

President Bianco acknowledged the tragic death of MTA Bus Operator William Pena, who was killed when a stolen vehicle hit his bus on February 12<sup>th</sup>. The Committee observed a moment of silence in honor of Mr. Pena.

**A. Operations Report**

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

President Irick echoed President Bianco's sentiments regarding Bus Operator Pena, mourning the loss of a valued member of the MTA family.

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

Member Moerdler commended MTA Bus and NTCT staff for their efforts, recognizing the significant challenges posed by driving in harsh weather conditions and on roadways damaged by the elements.

President Bianco informed the Committee that MTA Bus Time will go live in Queens and Brooklyn on March 9<sup>th</sup>.

In response to a question from Member Albert, President Bianco noted that portions of the West End and Sea Beach lines were shut down for a brief period during the night so that “snow throwing equipment” could remove accumulated snow and ice along the open rail, thus allowing morning service to be maintained.

Vice President Kennedy presented the monthly Safety Report.

In response to a question from Member Moerdler regarding the incidence of track fires, VP Kennedy commented that repair work was being done on the vacuum train and that additional cleaning staff was being hired to address the presence of debris on the station platforms and the right of way. Member Moerdler suggested that perhaps two additional vacuum trains should be procured, instead of only one.

Chief Fox presented the NYPD Transit Bureau statistics.

## **B. Financial Reports**

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

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

- Financial and Ridership Report
- Capital Program Status
- 

In response to a request by Member Moerdler, SVP Smith agreed to provide the Committee with data regarding the timeliness of contract completions.

## **C. Procurements**

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

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

NYCT’s non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda) 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 (Schedule G in the Agenda). MTACC's competitive procurements requiring a majority vote (Schedule I in the Agenda) were approved and forwarded to the full Board for consideration.

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

#### **V. Action Item**

Upon motion duly made and seconded, the Committee approved an access and work agreement with 301/69 Owners Corp. for alterations to 301 East 69<sup>th</sup> Street. The alterations are deemed necessary to accommodate an escalator entrance for the 72<sup>nd</sup> Street Station of the Second Avenue Subway.

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

Peter Cafiero, Chief, Operations Planning, presented to the Committee for its information the plan to replace M60 local service with M60 Select Bus Service.

In response to a request by Member Moerdler, Chief Cafiero agreed to keep him informed as to the status of any plans to implement a Select Bus Service route corridor between the South Bronx and Queens. Member Cappelli also asked to be kept apprised of plans relating to inter-borough Select Bus Service outside of Manhattan.

In response to a question by Member Albert, Chief Cafiero advised that although paper receipts on SBS routes are intended to serve as proof of purchase, with transfers encoded on the MetroCard itself, use of the receipts as transfers for other buses along the SBS route might be considered.

Chief Cafiero informed the Committee that the M60 Select Bus Service will likely be implemented in the spring of this year.

#### **VII. Special Reports and Presentations**

The MetroCard Report and NYCT, SIR and MTA Bus Budget and Financial Plans for 2014-2017 were presented to the Committee for its information.

President Bianco presented opening and closing remarks regarding NYCT's commitment to safety, noting the agency's comprehensive multi-pronged approach. VP Kennedy, VP Pinnock, SVP Leader and SVP Smith made a PowerPoint presentation to the Committee entitled "New York City Transit Safety Program and Culture," highlighting (1) the agency's focus on promoting safety values and not just compliance efforts; (2) the synergy between safety and productivity; (3) improvements in the safety of the system since 1995; (4) the role of the Office of System Safety, Occupational Health Services and Department of Subway and Bus Operations in promoting a safe transit system and working environment; and (5) efforts to support and oversee third party contractor safety.

In response to a concern expressed by Member Cappelli regarding bus and subway overcrowding, President Bianco informed the Committee that Communications Based Train Control will make it possible to run additional service along subway lines, thus alleviating some of the congestion.

In response to comments by Member Moerdler, President Bianco noted the challenges of updating a signal system while maintaining an operational transit system.

In response to a concern expressed by Member Albert regarding overcrowding on the platforms due to subway performers, President Bianco noted that the NYPD is responsible for enforcement measures. Chairman Ferrer suggested that further discussion of the matter be deferred until after the meeting.

#### **VIII. Standard Follow Up Reports**

The ADA Compliance, NYC Transit and MTA Bus Service Quality Indicators Report, Escalator & Elevator Service Report and Transit Adjudication Bureau Report were presented to the Committee for its information.

President Bianco brought to the Committee's attention Martin Schnabel's retirement from the position of General Counsel of New York City Transit, commending Mr. Schnabel on his performance and his 37 years of exceptional service on behalf of the Authority.

#### **IX. MTA CC Project Report**

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

In response to a question from Member Albert, President Horodniceanu informed the Committee that although some of the escalators at the Fulton Center are to be maintained by New York City Transit, most will be maintained by third parties.

X. 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

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### 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

#### March 2014

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

System Safety  
 EEO & Human Resources

#### April 2014

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

Management & Budget  
 Management & Budget  
 Management & Budget

#### 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

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

## Responsibility

### 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

### 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

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

## Responsibility

### February 2015

Preliminary Review of NYC Transit 2014 Operating Results	Management & Budget
Preliminary Review of SIR 2014 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2014 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2015-2018	Management & Budget
SIR Adopted Budget/Financial Plan 2015-2018	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2015-2018	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



## 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

### 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.

### FEBRUARY 2015

#### Preliminary Review of NYC Transit's 2014 Operating Results

NYC Transit will present a brief review of its 2014 Budget results.

#### Preliminary Review of SIR 2014 Operating Results

NYC Transit will present a brief review of SIR's 2014 Budget results.

#### Preliminary Review of MTA Bus 2014 Operating Results

MTA Bus will present a brief review of its 2014 Budget results.

#### 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.

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

### 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.

### 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.

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

#### **MONTHLY OPERATIONS REPORT**

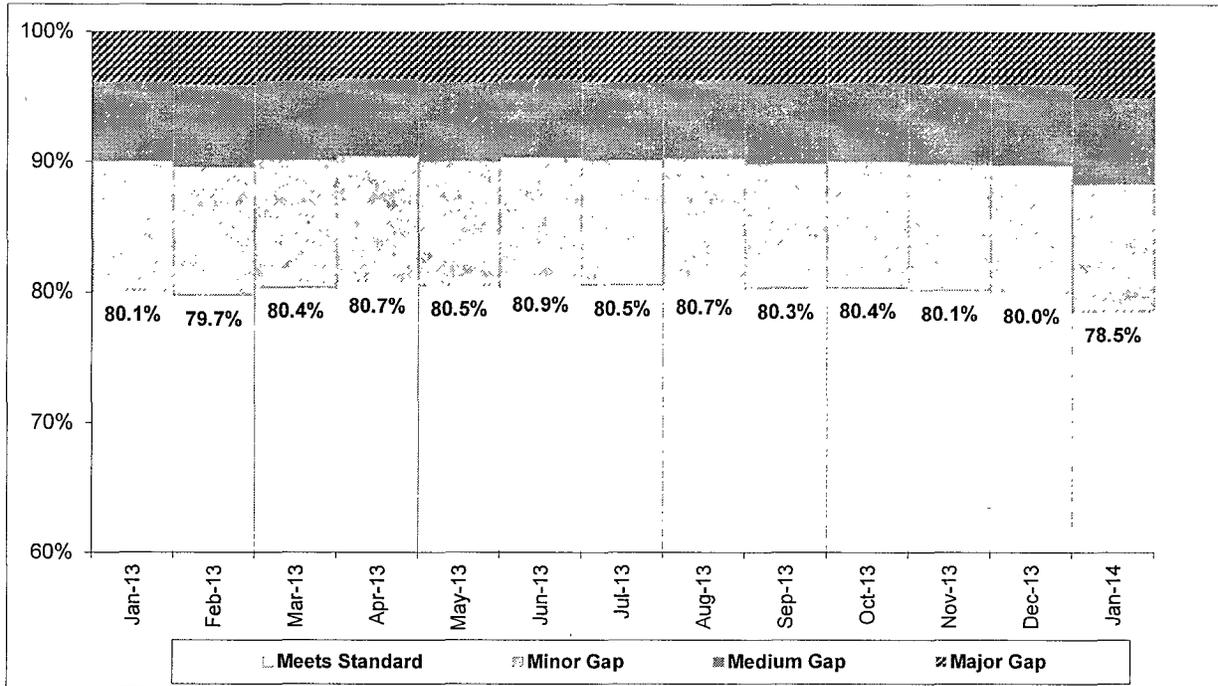
- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

# Monthly Operations Report

Statistical results for the month of January 2014 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2014			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
<b>System Weekday Wait Assessment (Charts 1-2)</b>				78.5%	80.1%	-1.6%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	71.0%	76.3%	-5.3%			
A Division Weekday Wait Assessment - (All Lines)				72.1%	76.7%	-4.6%
B Division Weekday Wait Assessment	77.3%	81.8%	-4.5%	80.9%	80.9%	0.0%
<b>System Weekend Wait Assessment (Charts 3)</b>				85.9%	85.8%	+0.1%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	86.9%	85.5%	+1.4%			
A Division Weekend Wait Assessment - (All Lines)				87.6%	86.3%	+1.3%
B Division Weekend Wait Assessment	76.4%	83.2%	-6.8%	84.7%	85.5%	-0.8%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	73.1%	84.1%	-11.0%	80.9%	83.5%	-2.6%
A Division Weekday Terminal On-Time Performance	66.6%	79.1%	-12.5%	75.2%	76.7%	-1.5%
B Division Weekday Terminal On-Time Performance	78.3%	88.2%	-9.9%	85.5%	88.3%	-2.8%
<b>System Number of Terminal Delays (Charts 6)</b>	46,925	26,890	+74.5%	31,659	23,590	+34.2%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	82.0%	90.7%	-8.7%	85.6%	88.5%	-2.9%
A Division Weekend Terminal On-Time Performance	80.0%	85.8%	-5.8%	81.9%	82.5%	-0.6%
B Division Weekend Terminal On-Time Performance	83.3%	94.2%	-10.9%	88.2%	92.2%	-4.0%
<b>System Number of Weekend Terminal Delays (Charts 9)</b>	8,788	4,579	+91.9%	7,293	5,097	+43.1%
<b>Mean Distance Between Failures (Charts 10-11)</b>	122,526	186,830	-34.4%	147,965	162,993	-9.2%
A Division Mean Distance Between Failures	111,067	190,252	-41.6%	137,398	151,952	-9.6%
B Division Mean Distance Between Failures	132,803	184,412	-28.0%	157,010	172,182	-8.8%
<b>System Weekday Service-KPI (Charts 12-13)</b>	78.0%	83.0%	-5.0%			
A Division Weekday Service-KPI	72.7%	79.9%	-7.2%			
B Division Weekday Service-KPI	81.5%	85.0%	-3.5%			
<b>System Weekday PES-KPI (Charts 14-16)</b>	92.0%	90.9%	+1.1%			N/A
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	94.3%	95.6%	-1.3%	94.6%	93.1%	+1.5%
AM Rush On-Time Performance	89.6%	100.0%	-10.4%	96.8%	97.5%	-0.7%
PM Rush On-Time Performance	98.6%	98.1%	+0.5%	97.6%	96.7%	+0.9%
Percentage of Completed Trips	99.4%	99.6%	-0.2%	99.7%	99.3%	+0.4%
Mean Distance Between Failures	34,423	53,349	-35.5%	67,380	79,982	-15.8%
<b>Staten Island Railway PES-KPI (Charts 17)</b>	92.6%	92.2%	+0.4%			

## 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

	<b>Systemwide*</b>				<b>Annual Results (Meets Standard)</b>
	<b>12-Month Average</b>				
	<b><u>Meets Standard</u></b>	<b><u>GAP</u></b>			
		<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	
<b>January 2014</b>	78.5%	9.8%	6.6%	5.1%	2014 GOAL: 80.7%
<b>January 2013</b>	80.1%	9.9%	6.1%	3.9%	2013 ACTUAL: 80.3%

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

\* The ⑨ 42nd St Shuttle results for 2013 are now included in Systemwide totals (previously not included as 2012 comparison data was unavailable due to ATS system software problem).

**Chart 1**

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

Line	January 2014				January 2013				Standard Difference
	Meets		GAP		Meets		GAP		
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
①	76.7%	8.3%	7.2%	7.8%	83.9%	9.0%	4.4%	2.7%	-7.2%
②	68.6%	10.4%	10.3%	10.7%	74.9%	10.2%	8.3%	6.6%	-6.3%
③	75.6%	10.1%	7.6%	6.7%	79.9%	10.1%	6.1%	3.9%	-4.3%
④	69.4%	9.7%	9.4%	11.4%	73.8%	10.1%	8.0%	8.1%	-4.4%
⑤	66.2%	9.8%	10.1%	13.9%	71.1%	10.0%	8.5%	10.5%	-4.9%
⑥	69.7%	8.0%	7.8%	14.5%	73.9%	8.2%	7.0%	10.9%	-4.2%
⑦	78.4%	10.2%	7.5%	3.9%	79.3%	12.1%	6.3%	2.3%	-0.9%
Ⓢ 42nd	87.6%	4.3%	3.0%	5.1%	91.7%	6.3%	1.6%	0.4%	-4.1%
<b>Subdivision A**</b>	<b>74.0%</b>	<b>8.9%</b>	<b>7.9%</b>	<b>9.2%</b>	<b>78.6%</b>	<b>9.5%</b>	<b>6.3%</b>	<b>5.7%</b>	<b>-4.6%</b>
Ⓐ	72.2%	11.0%	9.4%	7.4%	73.1%	10.3%	9.6%	7.0%	-0.9%
Ⓑ	79.3%	11.1%	6.7%	2.9%	79.5%	12.0%	5.9%	2.6%	-0.2%
Ⓒ	82.1%	11.0%	5.0%	2.0%	80.9%	11.0%	5.4%	2.7%	+1.2%
Ⓓ	79.4%	12.7%	6.4%	1.5%	78.7%	12.2%	6.2%	2.9%	+0.7%
Ⓔ	75.0%	12.3%	8.3%	4.4%	75.4%	11.4%	8.4%	4.9%	-0.4%
Ⓕ	74.2%	11.2%	9.0%	5.6%	74.8%	10.4%	9.5%	5.3%	-0.6%
Ⓢ Fkln	97.0%	2.1%	0.6%	0.3%	96.3%	2.8%	0.7%	0.1%	+0.7%
Ⓖ	80.6%	10.8%	6.3%	2.2%	83.5%	11.0%	3.7%	1.8%	-2.9%
Ⓢ Rock	94.7%	3.9%	0.8%	0.5%	94.5%	3.9%	1.1%	0.5%	+0.2%
Ⓙ	80.4%	10.7%	5.8%	3.0%	82.1%	10.2%	5.8%	1.9%	-1.7%
Ⓛ	80.8%	11.7%	5.0%	2.5%	81.3%	10.9%	6.0%	1.7%	-0.5%
Ⓜ	79.3%	11.9%	6.4%	2.5%	77.4%	12.5%	7.4%	2.7%	+1.9%
Ⓝ	79.8%	9.9%	7.0%	3.3%	78.4%	11.7%	6.6%	3.2%	+1.4%
Ⓞ	78.4%	12.1%	7.1%	2.4%	80.2%	11.5%	5.7%	2.6%	-1.8%
Ⓡ	80.9%	11.5%	4.9%	2.6%	77.7%	10.3%	8.6%	3.5%	+3.2%
<b>Subdivision B</b>	<b>80.9%</b>	<b>10.3%</b>	<b>5.9%</b>	<b>2.9%</b>	<b>80.9%</b>	<b>10.1%</b>	<b>6.0%</b>	<b>2.9%</b>	<b>+0.0%</b>
<b>Systemwide**</b>	<b>78.5%</b>	<b>9.8%</b>	<b>6.6%</b>	<b>5.1%</b>	<b>80.1%</b>	<b>9.9%</b>	<b>6.1%</b>	<b>3.9%</b>	<b>-1.6%</b>

**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**

\*\* The Ⓢ 42nd St Shuttle results for 2013 are now included in Subdivision A and Systemwide totals (previously not included as 2012 comparison data was unavailable due to ATS system software problem).

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

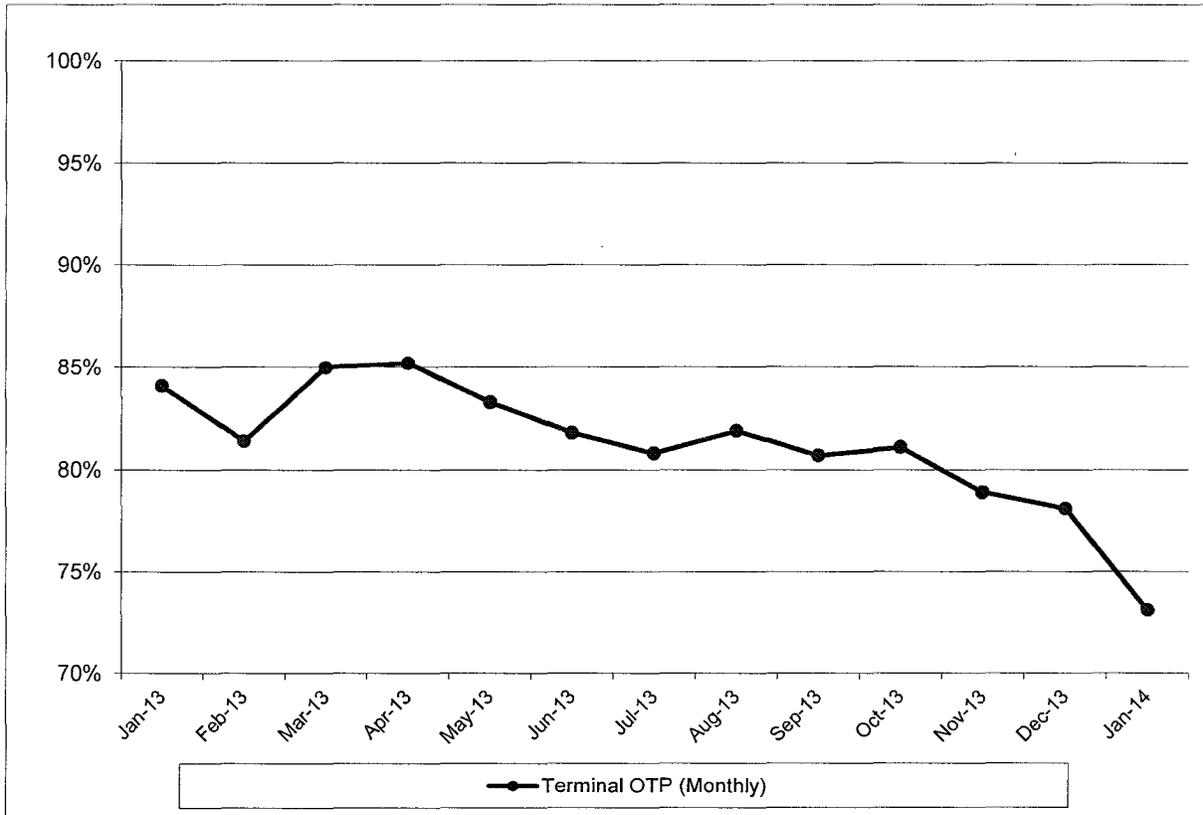
Line	January 2014				January 2013				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	92.6%	5.0%	1.8%	0.6%	80.8%	8.5%	7.2%	3.5%	+11.8%
2	85.9%	9.0%	4.1%	1.1%	83.5%	9.6%	4.8%	2.0%	+2.4%
3	91.3%	5.5%	2.3%	0.8%	86.6%	7.9%	3.0%	2.4%	+4.7%
4	79.8%	9.9%	6.1%	4.2%	81.7%	9.9%	5.5%	3.0%	-1.9%
5	85.3%	8.2%	4.3%	2.2%	93.6%	3.9%	0.7%	1.7%	-8.3%
6	86.7%	7.0%	3.5%	2.8%	86.5%	7.9%	3.6%	2.0%	+0.2%
7	80.0%	10.9%	6.2%	2.9%	79.5%	13.3%	6.1%	1.0%	+0.5%
S 42nd	99.1%	0.6%	0.3%	0.0%	98.1%	1.2%	0.2%	0.4%	+1.0%
<b>Sub Division A**</b>	<b>87.6%</b>	<b>7.0%</b>	<b>3.6%</b>	<b>1.8%</b>	<b>86.3%</b>	<b>7.8%</b>	<b>3.9%</b>	<b>2.0%</b>	<b>+1.3%</b>
A	79.5%	10.7%	7.0%	2.8%	76.3%	12.4%	8.3%	3.1%	+3.2%
C	79.0%	9.2%	7.5%	4.3%	87.0%	8.6%	4.3%	0.2%	-8.0%
D	81.4%	11.5%	5.9%	1.2%	81.6%	13.4%	4.3%	0.7%	-0.2%
E	86.6%	10.1%	3.1%	0.2%	85.4%	8.3%	3.8%	2.5%	+1.2%
F	78.2%	12.0%	7.2%	2.6%	81.6%	11.2%	5.9%	1.3%	-3.4%
S FkIn	96.7%	3.1%	0.2%	0.0%	94.8%	4.5%	0.5%	0.2%	+1.9%
G	86.6%	8.4%	3.0%	1.9%	89.1%	7.4%	3.2%	0.2%	-2.5%
J Z	90.8%	6.8%	2.1%	0.3%	91.0%	7.5%	0.9%	0.7%	-0.2%
L	84.6%	8.8%	4.2%	2.4%	86.2%	9.7%	3.0%	1.1%	-1.6%
N	83.5%	9.9%	5.0%	1.5%	86.4%	8.4%	3.7%	1.5%	-2.9%
Q	85.8%	8.9%	3.9%	1.4%	83.9%	11.4%	3.9%	0.8%	+1.9%
R	83.8%	12.3%	3.4%	0.5%	82.6%	12.1%	3.8%	1.4%	+1.2%
<b>Sub Division B</b>	<b>84.7%</b>	<b>9.3%</b>	<b>4.4%</b>	<b>1.6%</b>	<b>85.5%</b>	<b>9.6%</b>	<b>3.8%</b>	<b>1.1%</b>	<b>-0.8%</b>
<b>Systemwide**</b>	<b>85.9%</b>	<b>8.4%</b>	<b>4.0%</b>	<b>1.7%</b>	<b>85.8%</b>	<b>8.9%</b>	<b>3.8%</b>	<b>1.5%</b>	<b>+0.1%</b>

**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

\*\* The S 42nd St Shuttle results for 2013 are now included in Subdivision A and Systemwide totals (previously not included as 2012 comparison data was unavailable due to ATS system software problem).

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



### Weekday Terminal On-Time Performance Definition

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

### Weekday Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Jan 2014: 73.1%  
 Jan 2013: 84.1%  
 12-Mon Avg: 80.9%  
 (Feb '13-Jan '14)

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

Jan 2014: 66.6%  
 Jan 2013: 79.1%  
 12-Mon Avg: 75.2%  
 (Feb '13-Jan '14)

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

Jan 2014: 78.3%  
 Jan 2013: 88.2%  
 12-Mon Avg: 85.5%  
 (Feb '13-Jan '14)

### Discussion of Results

In January 2014, Right Of Way (12,403 delays), Over Crowding (7,854 delays), and Inclement Weather (6,609 delays), were the highest categories of delays, representing 57.3% of the total 46,925 delays.

Chart 4

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

<u>Line</u>	<u>Feb '13 - Jan '14</u>	<u>Feb '12 - Jan '13</u>	<u>% Difference</u>
①	83.3%	88.1%	-4.8%
②	54.5%	60.5%	-6.0%
③	70.2%	72.8%	-2.6%
④	52.8%	64.1%	-11.3%
⑤	54.6%	65.9%	-11.3%
⑥	70.8%	78.8%	-8.0%
⑦	88.3%	90.5%	-2.2%
④ S 42 St	98.0%	N/A*	
<b>Subdivision A</b>	<b>75.2%</b>	<b>76.7%</b>	<b>-1.5%</b>
① A	81.7%	84.4%	-2.7%
① B	82.2%	86.7%	-4.5%
① C	90.8%	90.9%	-0.1%
① D	82.4%	88.4%	-6.0%
① E	80.7%	85.2%	-4.5%
① F	70.9%	79.6%	-8.7%
④ S Fkln	99.2%	99.3%	-0.1%
① G	85.6%	90.2%	-4.6%
④ S Rock	96.5%	97.6%	-1.1%
① J Z	93.6%	95.7%	-2.1%
① L	94.1%	94.7%	-0.6%
① M	84.5%	89.4%	-4.9%
① N	81.0%	81.5%	-0.5%
① O	85.5%	86.1%	-0.6%
① R	88.4%**	88.7%	-0.3%
<b>Subdivision B</b>	<b>85.5%</b>	<b>88.3%</b>	<b>-2.8%</b>
<b>Systemwide</b>	<b>80.9%</b>	<b>83.5%</b>	<b>-2.6%</b>

\* Performance data unavailable pending ATS system software upgrade.

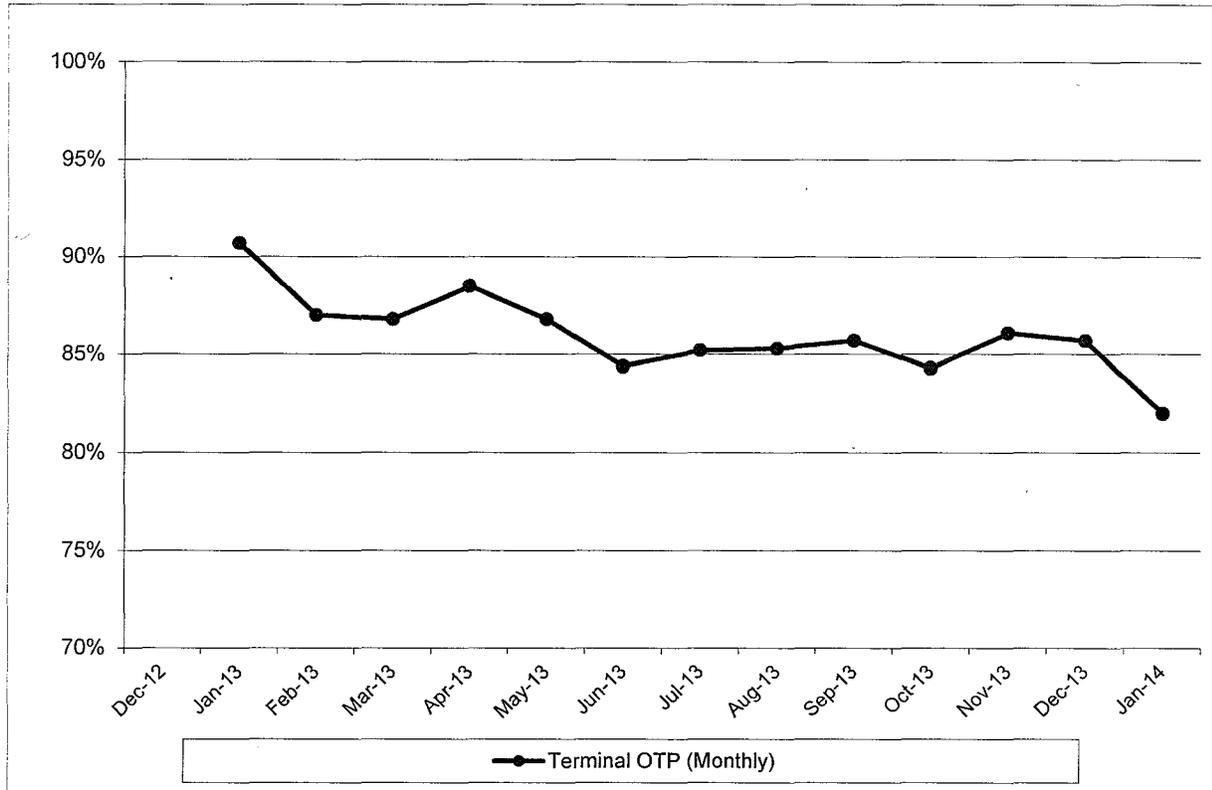
\*\* OTP for January 2014 was 93.0% for the Brooklyn segment and 78.7% for the Manhattan segment.

**January 2014 Weekday Terminal Delays  
Systemwide Summary**

Categories	Delays
Row Delays	12,403
Over Crowding	7,854
Inclement Weather	6,609
Track Gangs	6,332
Car Equipment	3,227
Sick Customer	2,698
Police	2,082
Work Equipment/G. O.	1,241
Infrastructure	1,184
Unruly Customer	1,051
Operational Diversions	804
Employee	653
Fire	645
External	143
<b>Total Delays</b>	<b>46,925</b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Jan 2014: 82.0%  
 Jan 2013: 90.7%  
 12-Mon Avg: 85.6%  
 (Feb '13-Jan '14)

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

Jan 2014: 80.0%  
 Jan 2013: 85.8%  
 12-Mon Avg: 81.9%  
 (Feb '13-Jan '14)

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

Jan 2014: 83.3%  
 Jan 2013: 94.2%  
 12-Mon Avg: 88.2%  
 (Feb '13-Jan '14)

### Discussion of Results

In January 2014, Work Equipment/G.O. (2,111 delays), Right Of Way (1,959 delays), Track Gangs (1,663 delays) were the highest categories of delays, representing 65.2% of the total 8,788 delays.

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

<u>Line</u>	<u>Feb '13 - Jan '14</u>	<u>Feb '12 - Jan '13</u>	<u>% Difference</u>
①	87.4%	83.6%	+3.8%
②	63.1%	64.8%	-1.7%
③	83.0%	83.7%	-0.7%
④	68.1%	74.4%	-6.3%
⑤	79.9%	88.2%	-8.3%
⑥	71.7%	79.8%	-8.1%
⑦	91.8%	95.4%	-3.6%
⑤ 42 St	99.2%	N/A*	
<b>Subdivision A</b>	81.9%	82.5%	-0.6%
①	81.9%	84.9%	-3.0%
③	79.3%	88.2%	-8.9%
④	86.2%	92.2%	-6.0%
⑤	86.0%	91.3%	-5.3%
⑥	70.0%	84.5%	-14.5%
⑤ Fkln	99.7%	99.3%	0.4%
⑦	95.3%	96.4%	-1.1%
⑤ Rock	97.8%	98.0%	-0.2%
① ②	96.8%	97.9%	-1.1%
④	95.5%	96.9%	-1.4%
⑤	97.6%	97.9%	-0.3%
⑥	80.2%	85.8%	-5.6%
⑦	91.4%	93.7%	-2.3%
⑧	84.5%	92.9%	-8.4%
<b>Subdivision B</b>	88.2%	92.2%	-4.0%
<b>Systemwide</b>	<b>85.6%</b>	<b>88.5%</b>	<b>-2.9%</b>

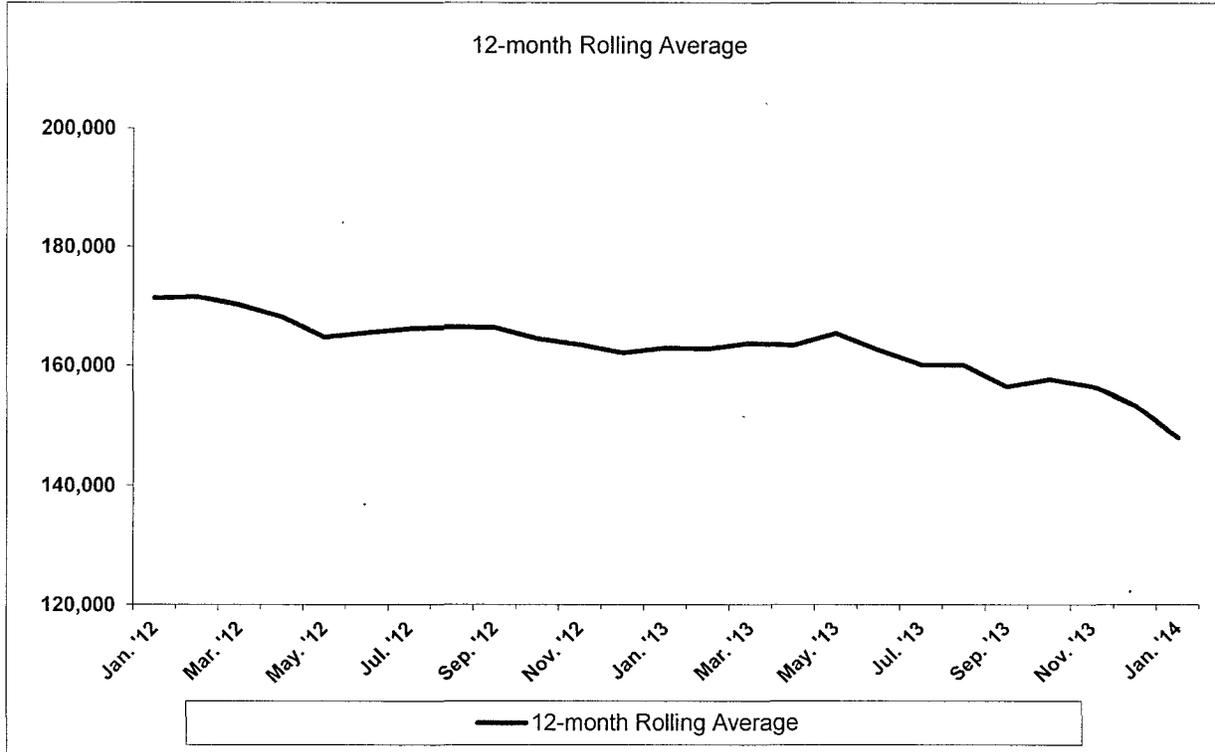
\* Performance data unavailable pending ATS system software upgrade.

**January 2014 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Work Equipment/G. O.	2,111
ROW Delays	1,959
Track Gangs	1,663
Over Crowding	811
Car Equipment	411
Inclement Weather	411
Police	299
Unruly Customer	238
Sick Customer	237
Employee	229
Fire	219
Operational Diversions	101
Infrastructure	51
External	47
<b>Total Delays</b>	<b>8,788</b>

\* Total may differ slightly due to rounding.

## Subway Mean Distance Between Failure



### Definition

Subway Mean Distance Between Failure (MDBF) is the primary measure of subway car fleet reliability and is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

### Monthly Results

Jan 2014: 122,526

Jan 2013: 186,830

### 12-Month Average

Feb 13 - Jan 14: 147,965

Feb 12 - Jan 13: 162,993

### Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

### Discussion of Results

MDBF in January 2014 decreased 34.4% from January 2013. Over the past year, the MDBF 12-month average decreased 9.2%.

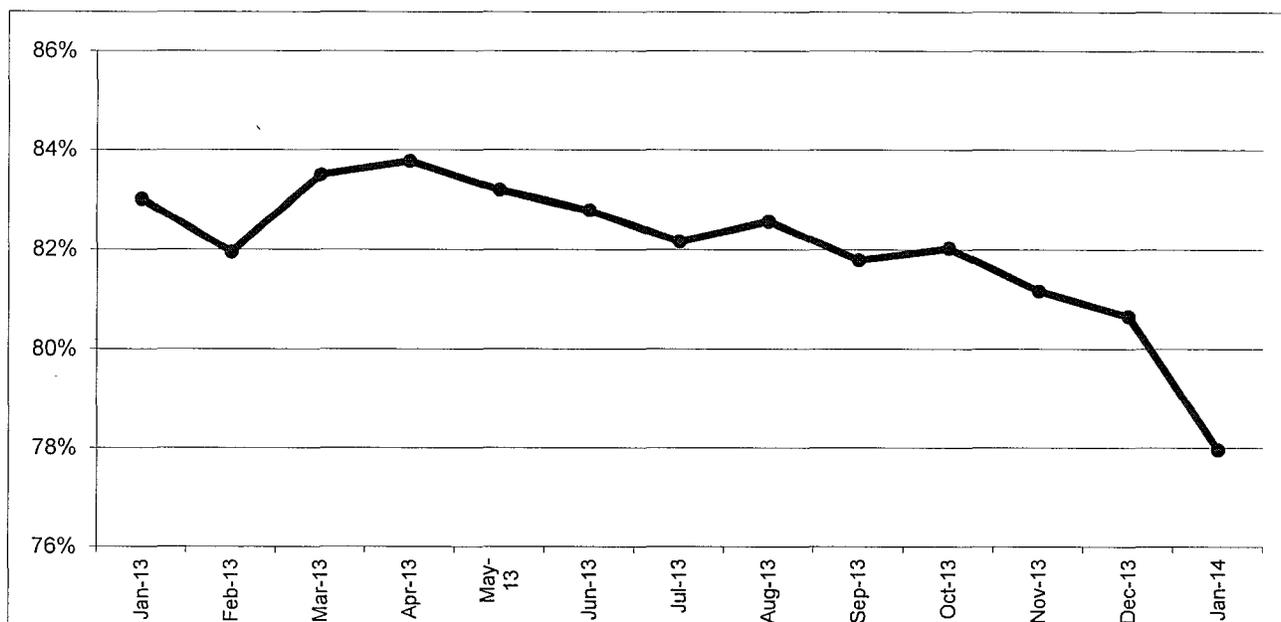
## Car Reliability

### Mean Distance Between Failures (Miles)

#### 12-Month Average MDBF

<u>Car Class</u>	<u># of Cars</u>	<u>Jan '14</u>	<u>Jan '13</u>	<u>% Change</u>
R32	222	51,109	61,863	-17.38%
R42	50	36,648	39,934	-8.23%
R46	752	92,164	87,439	5.40%
R62	315	210,776	178,829	17.86%
R62A	824	150,287	140,919	6.65%
R68	425	165,784	129,654	27.87%
R68A	200	98,673	123,944	-20.39%
R142	1,030	139,265	192,754	-27.75%
R142A	560	104,956	110,401	-4.93%
R143	212	74,170	125,702	-41.00%
R160	1,662	437,361	582,946	-24.97%
R188	44	NA	NA	NA
FLEET	6,296	147,965	162,993	-9.22%

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



### S-KPI Definition

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

**60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and, beginning November 2011, the monthly ATS-A 42nd Street Shuttle.

**30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

**10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

### S-KPI Results

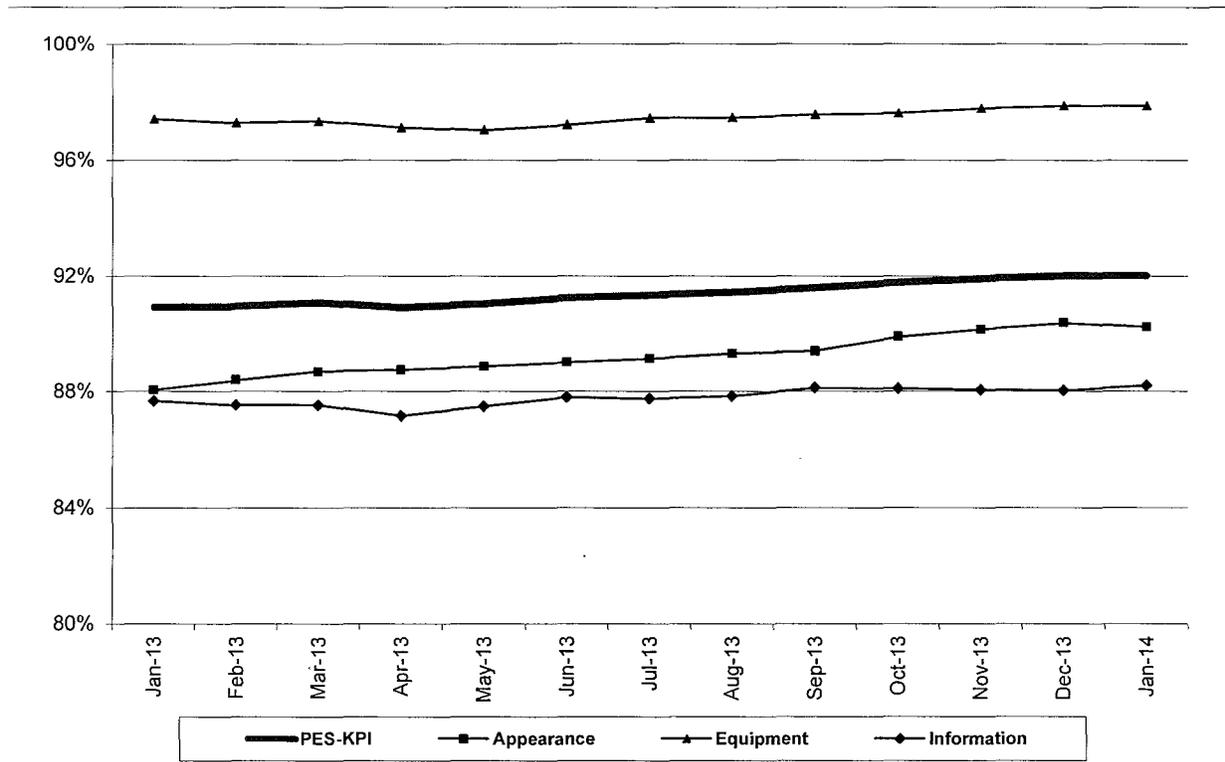
<b>Systemwide</b>	<b>Goal</b>
<b><u>Monthly Results</u></b>	
January 2014: 78.0%	2014 GOAL: 86.0%
January 2013: 83.0%	

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

<u>Line</u>	<u>January 2014</u>	<u>January 2013</u>	<u>% Difference</u>
①	75.2%	83.7%	-8.5%
②	61.5%	72.7%	-11.2%
③	74.1%	81.2%	-7.1%
④	61.2%	71.9%	-10.7%
⑤	61.4%	71.3%	-9.9%
⑥	64.9%	73.4%	-8.5%
⑦	82.6%	84.0%	-1.4%
Ⓢ 42nd	82.4%	N/A*	N/A*
<b>SubDivision A*</b>	<b>72.7%</b>	<b>79.9%</b>	<b>-7.2%</b>
Ⓐ	71.3%	75.8%	-4.5%
Ⓑ	77.7%	79.6%	-1.9%
Ⓒ	77.3%	80.8%	-3.5%
Ⓓ	80.0%	82.9%	-2.9%
Ⓔ	76.8%	79.6%	-2.8%
Ⓕ	72.0%	79.5%	-7.5%
Ⓢ Fkln	92.2%	90.3%	+1.9%
Ⓖ	77.6%	82.4%	-4.8%
Ⓢ Rock	90.3%	90.0%	+0.3%
Ⓙ	82.9%	87.9%	-5.0%
Ⓛ	80.1%	85.1%	-5.0%
Ⓜ	79.9%	81.9%	-2.0%
Ⓝ	78.2%	81.7%	-3.5%
Ⓞ	79.4%	84.0%	-4.6%
Ⓡ	82.0%	76.9%	+5.1%
<b>SubDivision B</b>	<b>81.5%</b>	<b>85.0%</b>	<b>-3.5%</b>
<b>Systemwide*</b>	<b>78.0%</b>	<b>83.0%</b>	<b>-5.0%</b>

\* The Ⓢ 42nd St Shuttle results for 2013 are now included in Subdivision A and Systemwide totals (previously not included as 2012 comparison data was unavailable due to ATS system software problem).

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>January 2014:</b>	<b>92.0%</b>	90.2%	97.9%	88.2%
<b>January 2013:</b>	<b>90.9%</b>	88.1%	97.4%	87.7%
<b>% Difference:</b>	<b>+1.1%</b>	+2.1%	+0.5%	+0.5%

## PES-KPI - Subway Car

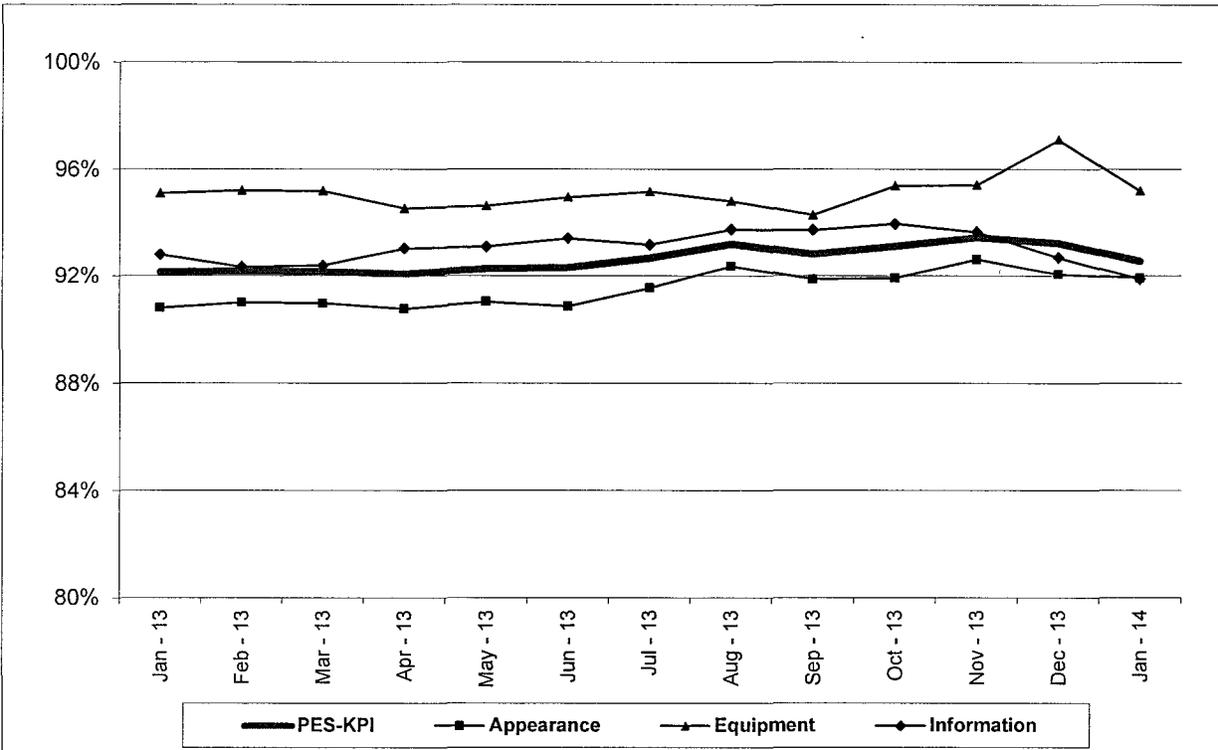
Line	January 2014				January 2013				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	94.0%	96.4%	94.3%	91.2%	93.6%	96.3%	95.7%	88.7%	+0.4%
②	95.7%	93.8%	96.8%	96.7%	96.9%	96.5%	95.4%	98.8%	-1.2%
③	95.5%	95.6%	97.3%	93.6%	94.2%	92.6%	99.0%	91.1%	+1.3%
④	96.3%	94.6%	97.1%	97.1%	97.9%	96.1%	98.8%	98.9%	-1.6%
⑤	97.3%	96.0%	98.2%	97.6%	96.3%	95.6%	94.3%	98.8%	+1.0%
⑥	95.8%	90.2%	97.9%	99.5%	97.0%	95.9%	96.1%	99.1%	-1.2%
⑦	96.0%	96.6%	96.2%	95.0%	93.4%	94.8%	94.8%	90.7%	+2.6%
Ⓢ 42nd	97.1%	96.6%	98.7%	96.0%	93.7%	98.4%	95.1%	87.5%	+3.4%
<b>SubDivision A</b>	<b>95.7%</b>	<b>94.9%</b>	<b>96.7%</b>	<b>95.7%</b>	<b>95.5%</b>	<b>95.5%</b>	<b>96.2%</b>	<b>94.9%</b>	<b>+0.2%</b>
Ⓐ	94.6%	95.5%	95.3%	92.9%	94.3%	94.2%	97.0%	91.8%	+0.3%
Ⓑ	93.1%	91.2%	96.7%	91.4%	92.0%	88.6%	96.1%	91.3%	+1.1%
Ⓒ	95.3%	96.1%	97.6%	92.3%	93.0%	91.4%	95.4%	92.1%	+2.3%
Ⓓ	92.5%	90.0%	94.4%	93.3%	93.6%	92.9%	96.7%	91.1%	-1.1%
Ⓔ	98.3%	96.3%	99.3%	99.4%	96.4%	94.2%	96.3%	98.8%	+1.9%
Ⓕ	96.4%	93.7%	97.4%	98.2%	96.8%	94.7%	97.2%	98.6%	-0.4%
Ⓢ Fkn	93.9%	94.3%	94.2%	93.3%	91.3%	89.1%	96.0%	88.8%	+2.6%
Ⓖ	95.1%	95.4%	97.3%	92.5%	95.9%	96.7%	99.5%	91.6%	-0.8%
Ⓙ/Ⓩ	95.9%	95.5%	94.0%	98.1%	96.1%	92.9%	97.1%	98.6%	-0.2%
Ⓛ	97.3%	94.8%	98.3%	98.9%	95.9%	94.1%	95.6%	98.1%	+1.4%
Ⓜ	96.9%	92.8%	98.7%	99.3%	95.5%	92.9%	96.0%	97.7%	+1.4%
Ⓝ	96.0%	90.2%	99.3%	98.7%	96.6%	93.7%	97.2%	99.1%	-0.6%
Ⓞ	96.9%	91.7%	99.6%	99.5%	95.8%	91.1%	97.8%	98.4%	+1.1%
Ⓡ	94.8%	92.4%	97.9%	94.1%	94.6%	95.4%	98.7%	89.7%	+0.2%
<b>SubDivision B</b>	<b>95.7%</b>	<b>93.5%</b>	<b>97.4%</b>	<b>96.1%</b>	<b>95.1%</b>	<b>93.2%</b>	<b>96.9%</b>	<b>95.2%</b>	<b>+0.6%</b>
<b>Systemwide</b>	<b>95.7%</b>	<b>94.0%</b>	<b>97.2%</b>	<b>96.0%</b>	<b>95.2%</b>	<b>94.1%</b>	<b>96.6%</b>	<b>95.1%</b>	<b>+0.5%</b>

Chart 15

## PES-KPI - Station

<u>Borough</u>	<b>January 2014</b>				<b>January 2013</b>				<b>% Difference</b>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
<b>Bronx</b>	<b>86.6%</b>	83.7%	98.5%	78.4%	<b>86.3%</b>	82.1%	97.9%	80.1%	<b>+0.3%</b>
<b>Manhattan</b>	<b>88.0%</b>	83.9%	98.5%	82.5%	<b>86.9%</b>	80.5%	98.3%	83.2%	<b>+1.1%</b>
<b>Brooklyn</b>	<b>88.5%</b>	89.0%	99.1%	77.7%	<b>85.8%</b>	82.9%	98.0%	77.2%	<b>+2.7%</b>
<b>Queens</b>	<b>90.2%</b>	90.0%	98.7%	82.1%	<b>88.0%</b>	85.9%	98.6%	80.1%	<b>+2.2%</b>
<b>Systemwide</b>	<b>88.4%</b>	<b>86.8%</b>	<b>98.7%</b>	<b>80.2%</b>	<b>86.6%</b>	<b>82.5%</b>	<b>98.2%</b>	<b>80.1%</b>	<b>+1.8%</b>

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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

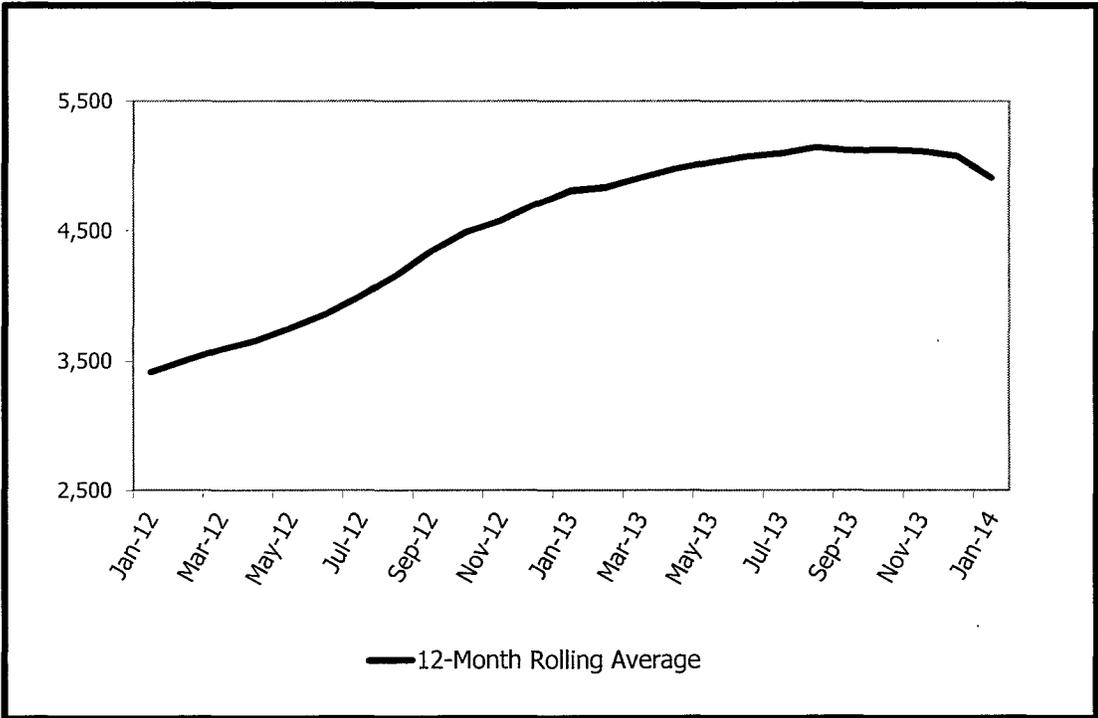
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>January 2014:</b>	<b>92.6%</b>	91.9%	95.2%	91.9%
<b>January 2013:</b>	<b>92.2%</b>	90.8%	95.1%	92.8%
<b>% Difference:</b>	<b>+0.4%</b>	+1.1%	+0.1%	-0.9%

# Monthly Operations Report

Statistical results for the month of January 2014 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System MDBF (chart 1)</b>	3,691	5,311	-30.5%	4,902	4,808	+2.0%
NYCT Bus	3,511	5,144	-31.7%	4,765	4,647	+2.5%
MTA Bus	4,416	5,933	-25.6%	5,403	5,412	-0.2%
<b>System MDBSI (chart 2)</b>	2,114	2,931	-27.9%	2,634	2,698	-2.4%
NYCT Bus	2,126	2,953	-28.0%	2,625	2,641	-0.6%
MTA Bus	2,077	2,863	-27.5%	2,664	2,900	-8.1%
<b>System Trips Completed (chart 3)</b>	98.52%	99.29%	-0.8%	99.15%	98.93%	+0.2%
NYCT Bus	98.67%	99.29%	-0.6%	99.21%	98.95%	+0.3%
MTA Bus	97.88%	99.26%	-1.4%	98.94%	98.85%	+0.1%
<b>System AM Pull Out (chart 4)</b>	98.87%	99.63%	-0.8%	99.57%	99.36%	+0.2%
NYCT Bus	99.09%	99.63%	-0.5%	99.67%	99.43%	+0.2%
MTA Bus	98.06%	99.60%	-1.5%	99.24%	99.14%	+0.1%
<b>System PM Pull Out (chart 5)</b>	99.48%	99.90%	-0.4%	99.81%	99.65%	+0.2%
NYCT Bus	99.61%	99.88%	-0.3%	99.86%	99.67%	+0.2%
MTA Bus	99.03%	99.94%	-0.9%	99.60%	99.58%	+0.0%
<b>System Buses &gt;= 12 years</b>	26%	26%				
NYCT Bus	29%	30%				
MTA Bus	15%	14%				
<b>System Fleet Age</b>	7.97	7.29				
NYCT Bus	8.07	7.50				
MTA Bus	7.63	6.57				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	92.29%	93.75%	-1.5%	93.97%	94.19%	-0.2%
Trips Requested	622,383	657,045	-5.3%	659,450	662,459	-0.5%
Trips Scheduled	525,488	591,725	-11.2%	587,401	598,929	-1.9%
Trips Completed	484,982	554,757	-12.6%	551,991	564,121	-2.2%
Early Cancellations as a Percentage of Trips Requested	14.90%	9.34%	+5.6%	10.15%	8.91%	+1.2%
Late Cancellations as a Percentage of Trips Scheduled	5.19%	4.12%	+1.1%	3.88%	3.75%	+0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.76%	1.80%	-0.0%	1.63%	1.69%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.76%	0.32%	+0.4%	0.52%	0.37%	+0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.67%	0.60%	+0.1%	0.78%	0.68%	+0.1%
New Applications Received	2,377	2,588	-8.2%	2,987	2,691	+11.0%

## Bus Mean Distance Between Failures - System\*



**Definition**

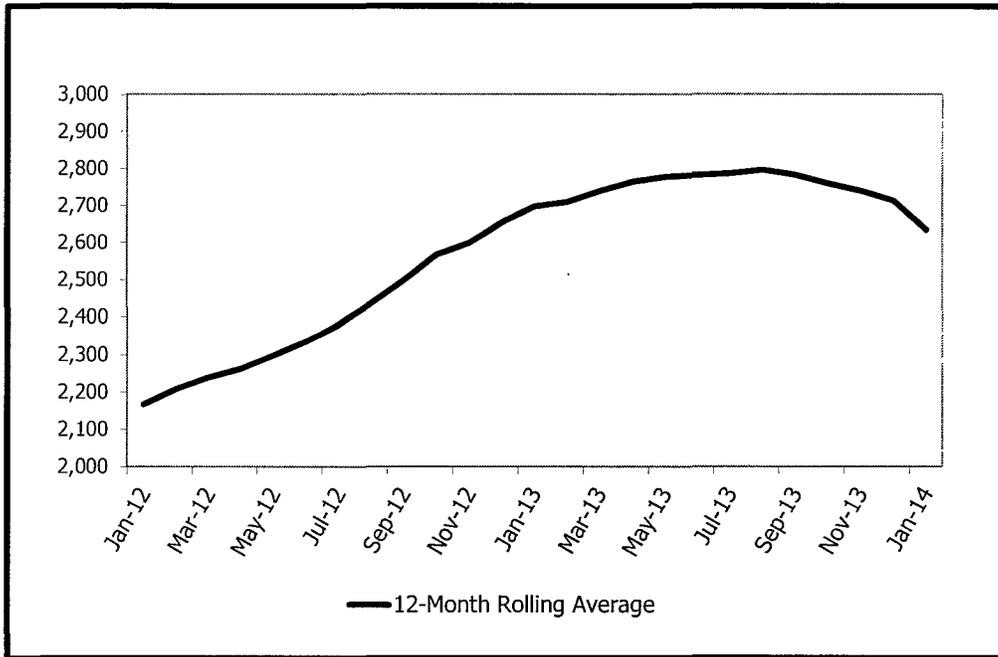
Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results	12-Month Average	Annual Results
January 2014: 3,691	Feb 13 - Jan 14 4,902	2014 Goal: 5,000
January 2013: 5,311	Feb 12 - Jan 13 4,808	2013 Actual: 5,073

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

Chart 1

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



### Definition

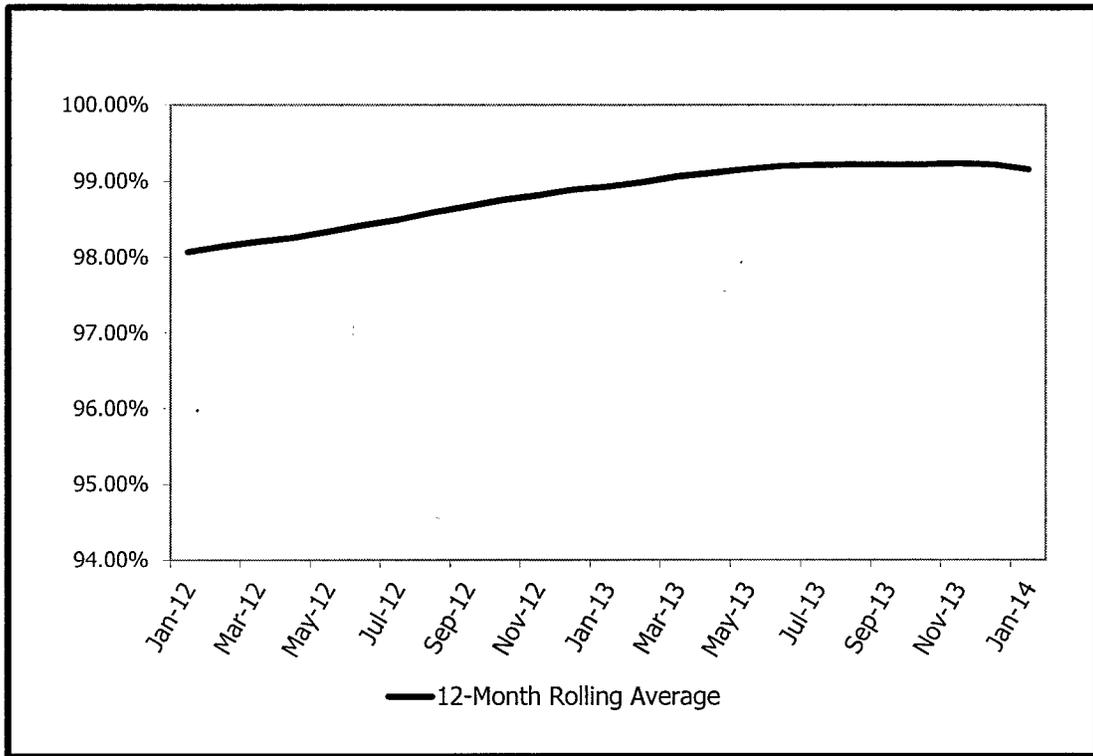
The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results	12-Month Average	Annual Results
January 2014: 2,114	Feb 13 - Jan 14 2,634	2014 YTD: 2,114
January 2013: 2,931	Feb 12 - Jan 13 2,698	2013 Actual: 2,713

\* "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

January 2014: 98.52%  
 January 2013: 99.29%

### 12-Month Average

Feb 13 - Jan 14 99.15%  
 Feb 12 - Jan 13 98.93%

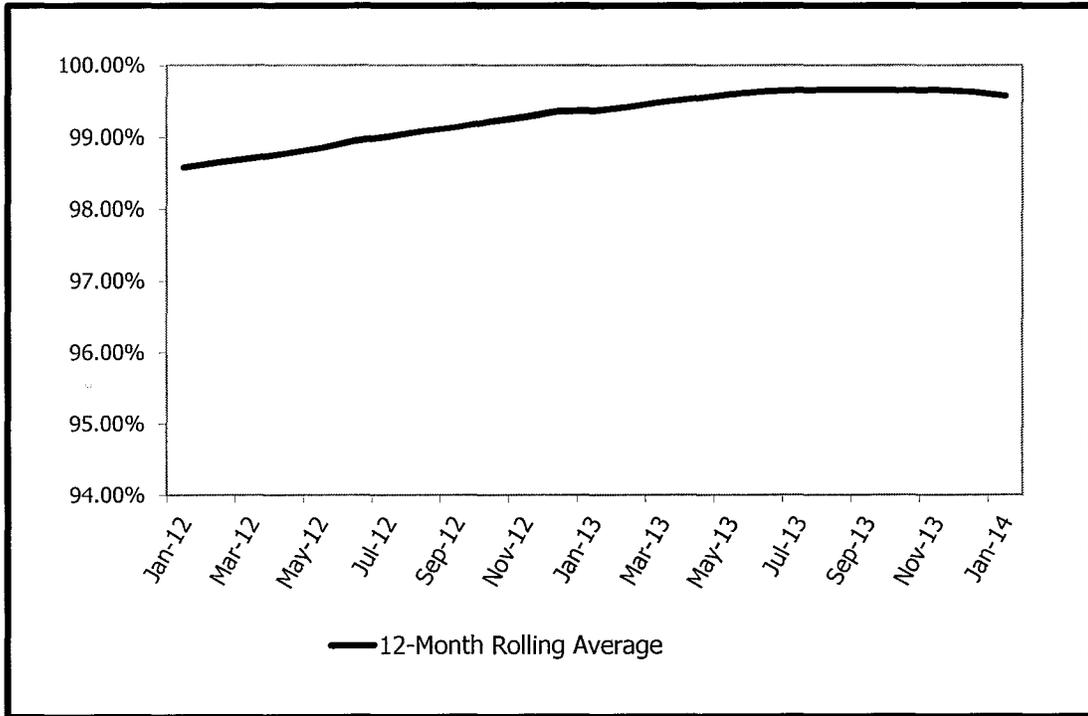
### Annual Results

2014 YTD: 98.52%  
 2013 Actual: 99.22%

\* "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

January 2014: 98.87%  
 January 2013: 99.63%

### 12-Month Average

Feb 13 - Jan 14 99.57%  
 Feb 12 - Jan 13 99.36%

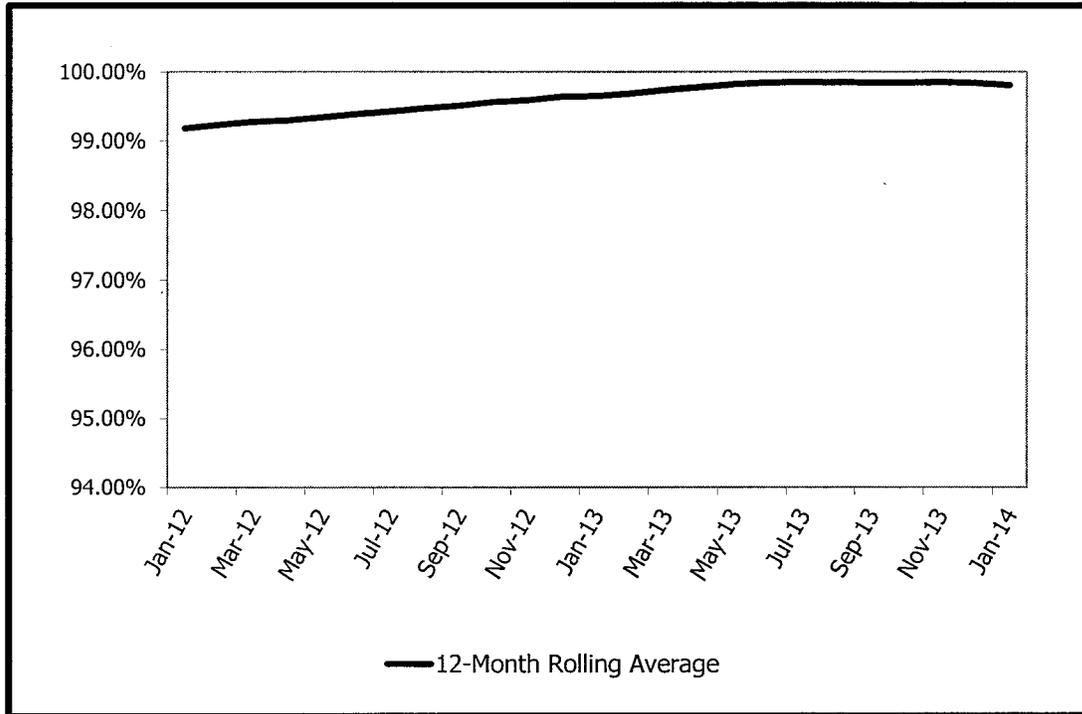
### Annual Results

2014 YTD: 98.87%  
 2013 Actual: 99.63%

\* "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

January 2014: 99.48%  
 January 2013: 99.90%

### 12-Month Average

Feb 13 - Jan 14 99.81%  
 Feb 12 - Jan 13 99.65%

### Annual Results

2014 YTD: 99.48%  
 2013 Actual: 99.84%

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

Chart 5

# Monthly Operations Report

Statistical results for the month of January 2014 are shown below.

## Safety Report

Performance Indicator	Current Month: January 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1</sup> (chart 1)	3.62	3.38	+7.2%	2.93	2.80	+4.6%
Subway Customer Injuries per Million Customers <sup>1</sup> (chart 2)	3.77	3.43	+9.9%	2.96	2.85	+3.9%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	0	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	1	2	-50.0%
Subway Fires <sup>2</sup> (charts 5-6)	78	72	+8.3%	906	809	+12.0%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.86	2.91	-1.9%	2.85	2.48	+14.9%

Bus Collisions Per Million Miles (chart 7)						
<b>Regional</b>	49.03	43.96	+11.5%	49.27	46.61	+5.7%
NYCT Bus	49.18	44.13	+11.4%	50.60	47.67	+6.1%
MTA Bus	48.54	43.41	+11.8%	45.00	43.17	+4.2%
Bus Collision Injuries per Million Miles (chart 8)						
<b>Regional</b>	3.64	5.28	-31.0%	6.81	6.25	+8.9%
NYCT Bus	3.95	5.13	-23.0%	7.47	6.46	+15.6%
MTA Bus	2.66	5.75	-53.7%	4.68	5.59	-16.1%
Bus Customer Accidents Per Million Customers (chart 9)						
<b>Regional</b>	1.03	0.95	+7.6%	1.05	1.11	-5.7%
NYCT Bus	1.06	1.02	+3.6%	1.07	1.10	-2.3%
MTA Bus	0.85	0.58	+45.5%	0.89	1.16	-22.9%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
<b>Regional</b>	1.06	0.97	+9.3%	1.13	1.16	-2.4%
NYCT Bus	1.12	1.04	+7.5%	1.15	1.15	+0.4%
MTA Bus	0.74	0.58	+27.3%	0.99	1.19	-16.9%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.20	5.21	-19.3%	5.24	5.57	-5.9%
MTA Bus	8.39	4.65	+80.6%	6.86	8.28	-17.1%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.03	3.31	-8.5%	3.34	3.22	+3.7%

## Subways Crime Report

Performance Indicator	Current Month: February 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	164	165	-0.6%	384	413	-7.0%
Robberies <sup>3,4</sup>	39	36	+8.3%	88	97	-9.3%

## SIR Crime Report

Performance Indicator	Current Month: February 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	2	1	+100.0%	2	4	-50.0%
Robberies <sup>3,4</sup>	1	1	0.0%	1	2	-50.0%

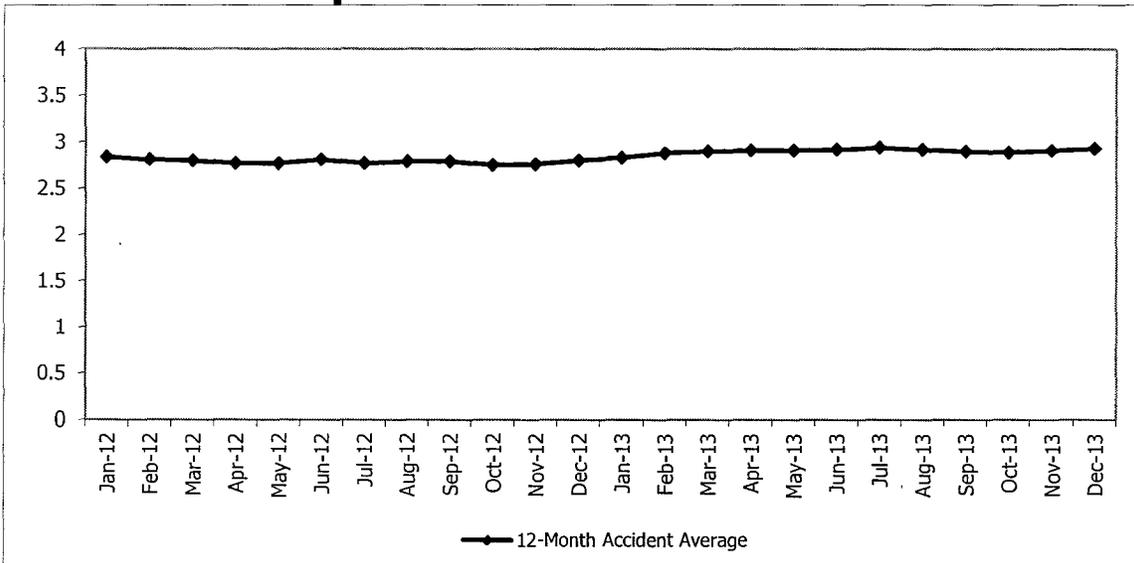
<sup>1</sup> Current month data are for December 2013.

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

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

<sup>4</sup> Current month data are for February 2014.

## Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

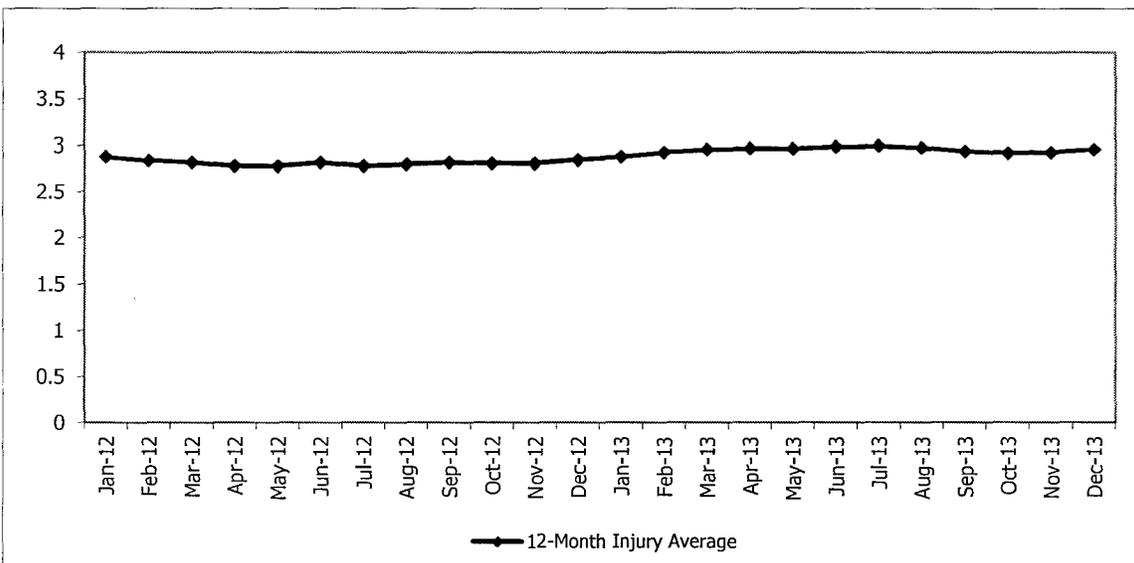
Dec 2013: 3.62  
Dec 2012: 3.38

### 12-Month Average

Jan 13 – Dec 13: 2.93  
Jan 12 – Dec 12: 2.80

### Annual Results

2013 YTD: 2.93  
2012 Actual: 2.80



### Monthly Results

Dec 2013: 3.77  
Dec 2012: 3.43

### 12-Month Average

Jan 13 – Dec 13: 2.96  
Jan 12 – Dec 12: 2.85

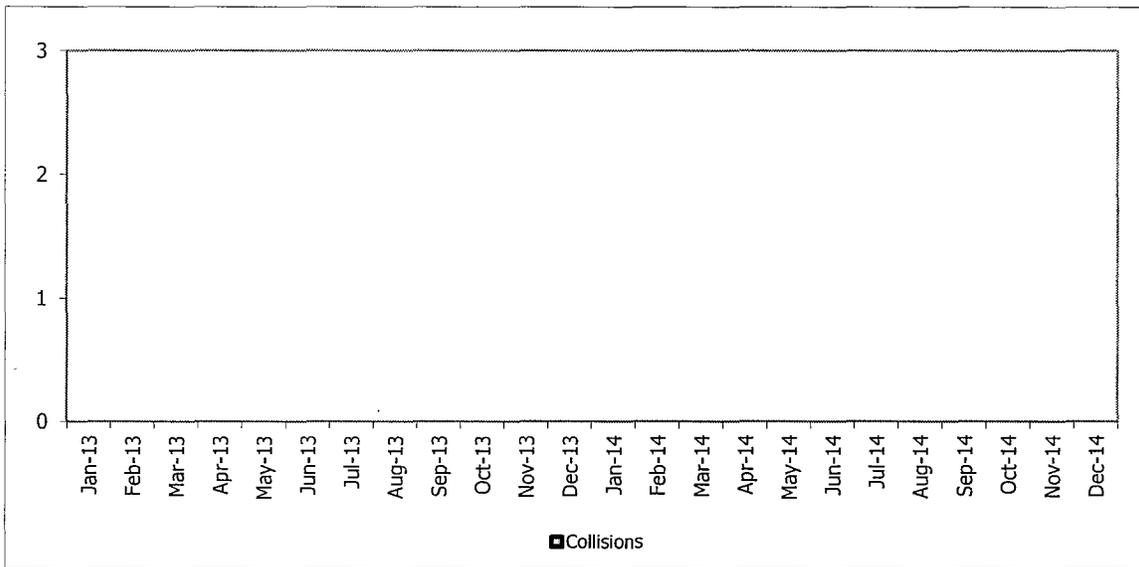
### Annual Results

2013 YTD: 2.96  
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

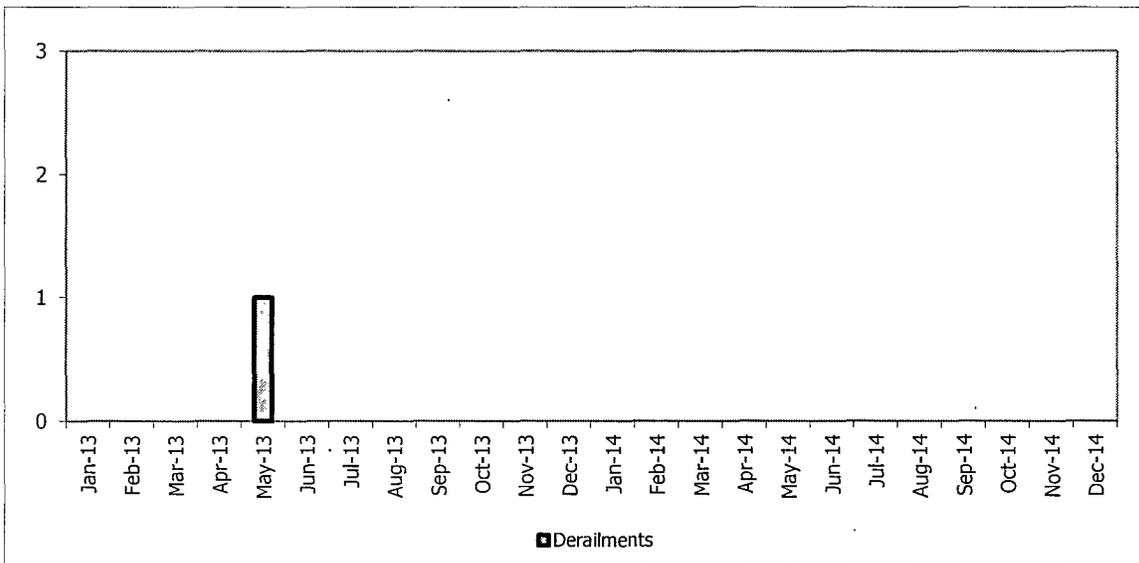
Feb 2014: 0  
Feb 2013: 0

### 12-Month Average

Mar 13 – Feb 14: 0  
Mar 12 – Feb 13: 0

### Annual Results

2014 YTD: 0  
2013 Actual: 0



### Monthly Results

Feb 2014: 0  
Feb 2013: 0

### 12-Month Average

Mar 13 – Feb 14: 1  
Mar 12 – Feb 13: 2

### Annual Results

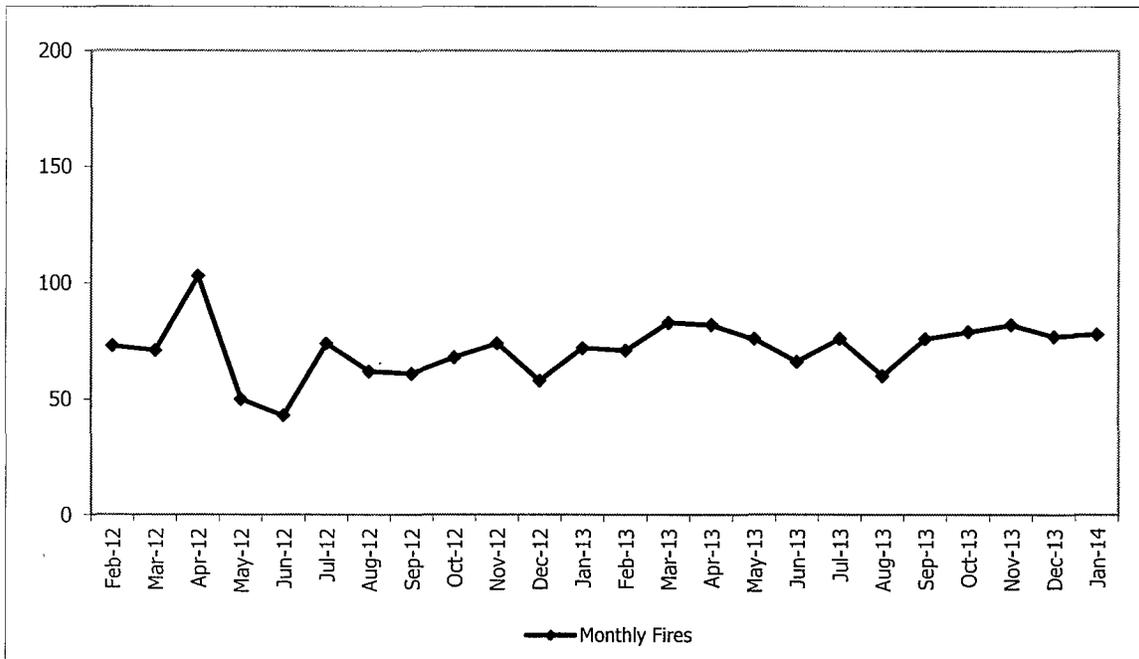
2014 YTD: 0  
2013 Actual: 1

### 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

Jan 2014: 78

Jan 2013: 72

## 12-Month Average

Feb 13 – Jan 14: 906

Feb 12 – Jan 13: 809

## Annual Results

2014 YTD: 78

2013 Actual: 900

# Subway Fires

Fire severity is classified as follows:

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

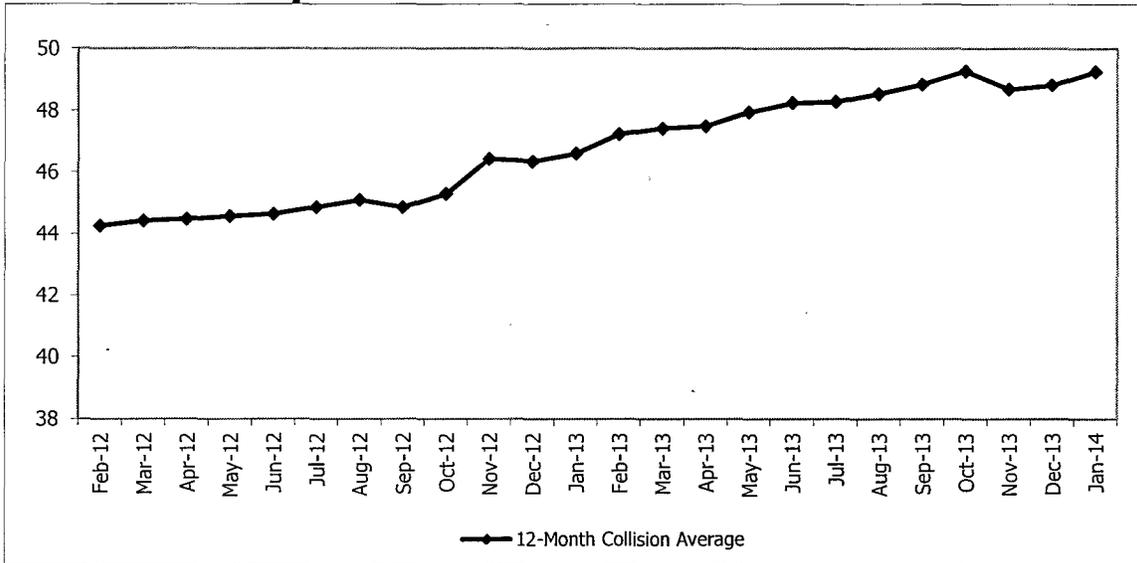
Severity & Location of fires during the current month were as follows:

Low:	91.0%	Train:	10
Average:	7.7%	Right-of-way:	54
Above Average:	1.3%	Station:	14
High:	0.0%	Other:	0
		Total:	78

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

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Element	4	Debris:	32	Debris:	11
Debris	2	Insulator:	5	Electrical:	3
		Vegetation:	3		
		Cable:	3		
		Lighting Tap:	3		

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

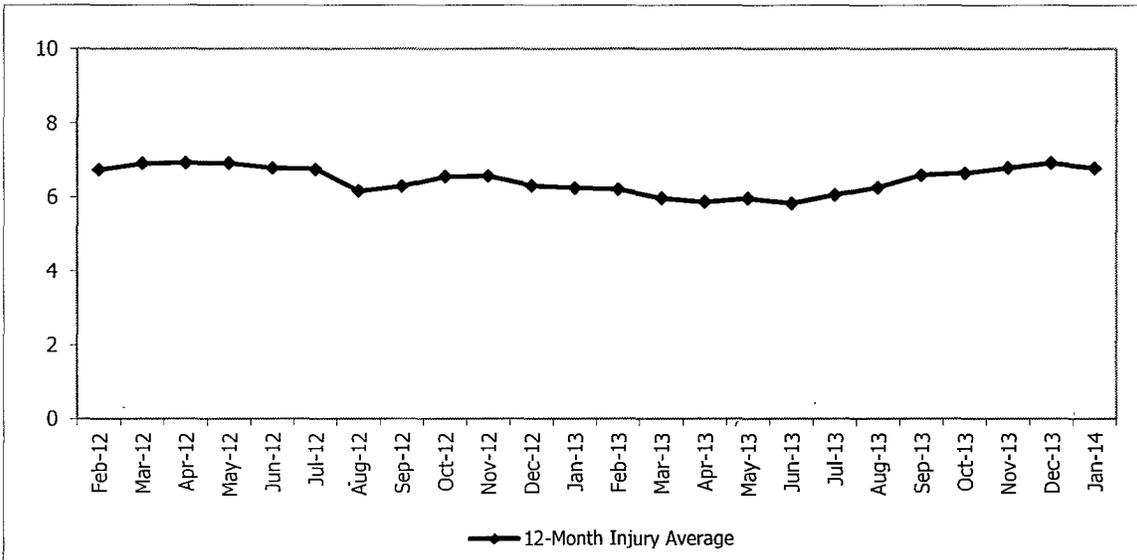
Jan 2014: 49.03  
Jan 2013: 43.96

### 12-Month Average

Feb 13 - Jan 14: 49.27  
Feb 12 - Jan 13: 46.61

### Annual Results

2014 YTD: 49.03  
2013 Actual: 48.83



### Monthly Results

Jan 2014: 3.64  
Jan 2013: 5.28

### 12-Month Average

Feb 13 - Jan 14: 6.81  
Feb 13 - Jan 13: 6.25

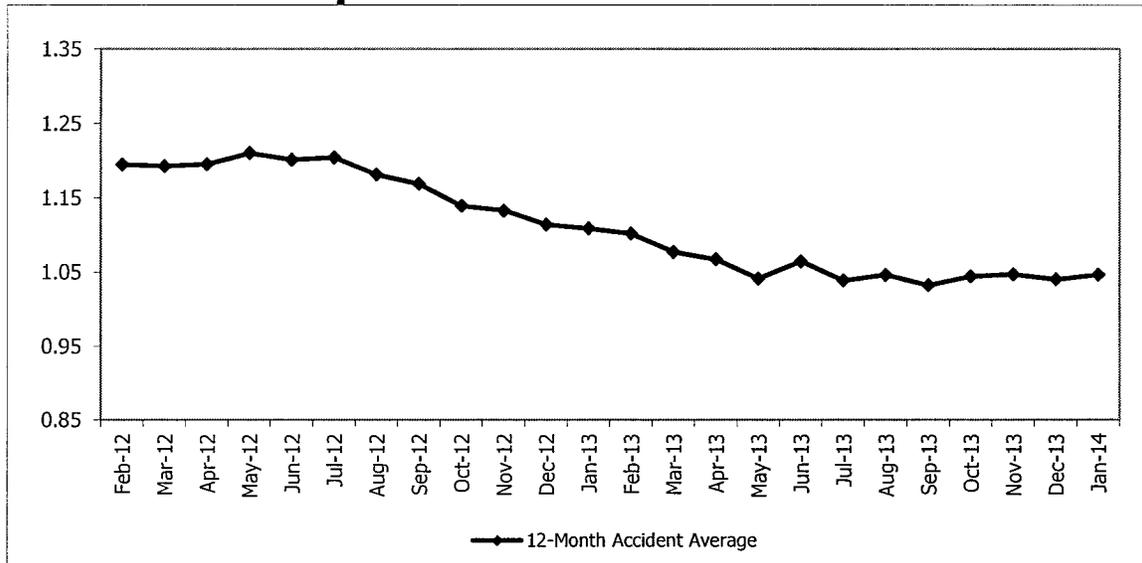
### Annual Results

2014 YTD: 3.64  
2013 Actual: 6.94

### 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

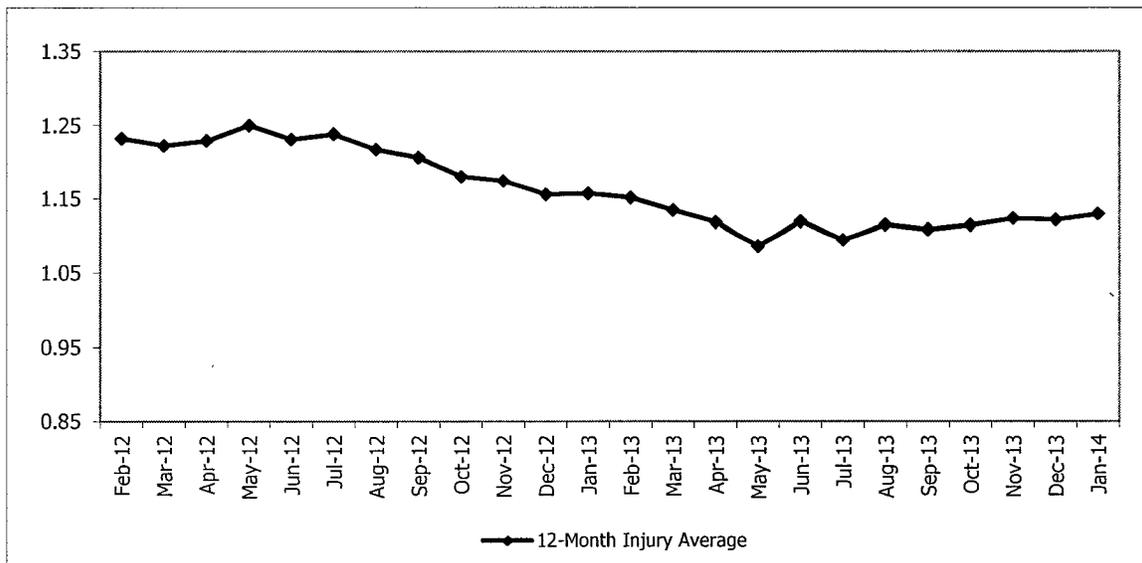
Jan 2014: 1.03  
Jan 2013: 0.95

### 12-Month Average

Feb 13 – Jan 14: 1.05  
Feb 12 – Jan 13: 1.11

### Annual Results

2014 YTD: 1.03  
2013 Actual: 1.04



### Monthly Results

Jan 2014: 1.06  
Jan 2013: 0.97

### 12-Month Average

Feb 13 – Jan 14: 1.13  
Feb 12 – Jan 13: 1.16

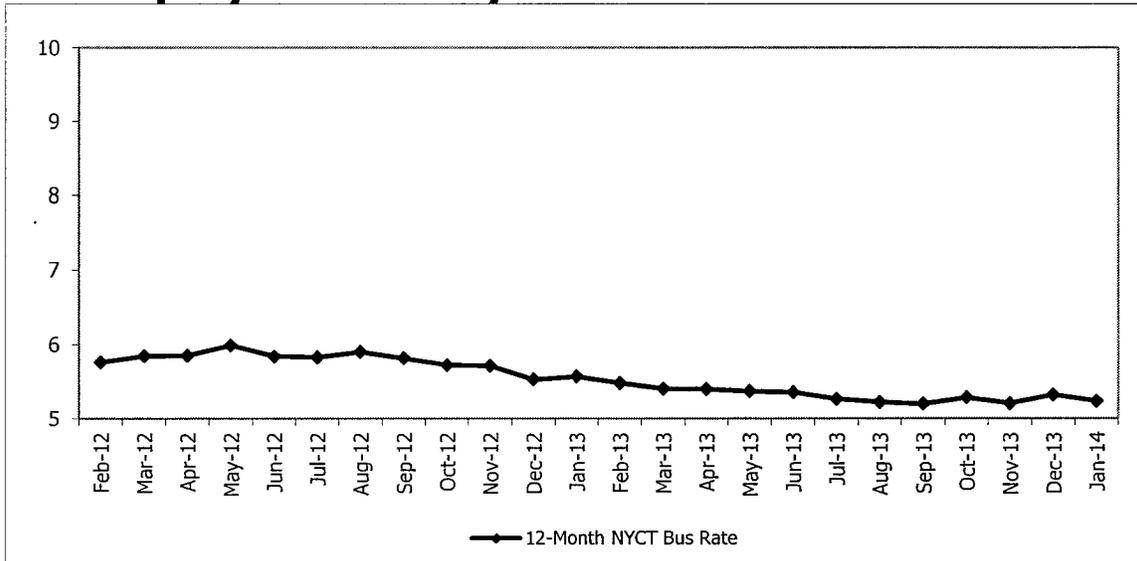
### Annual Results

2014 YTD: 1.06  
2013 Actual: 1.12

### 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**

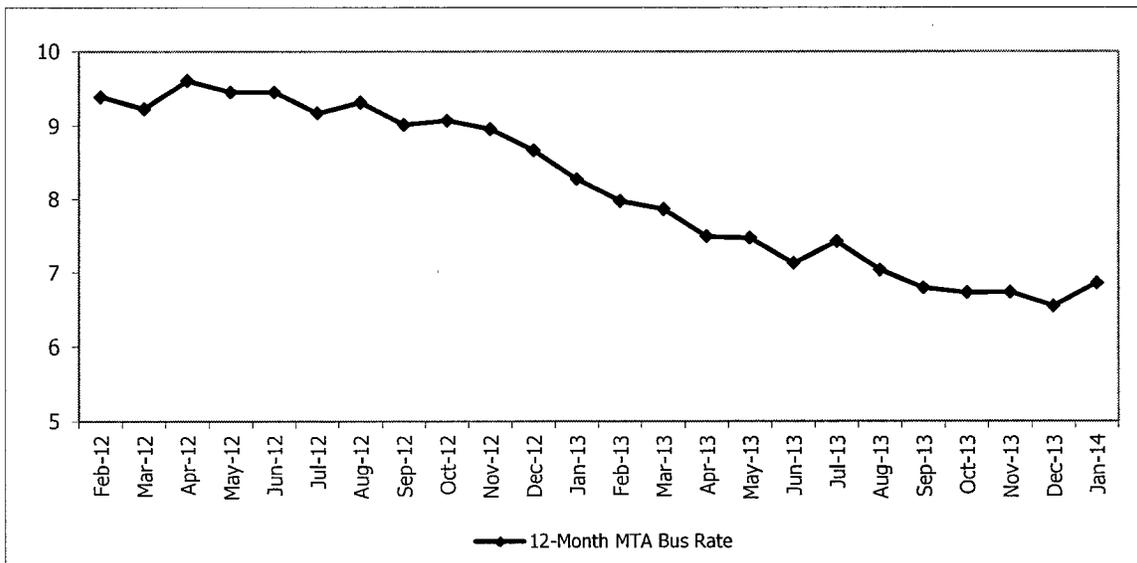
Jan 2014: 4.20  
Jan 2013: 5.21

**12-Month Average**

Feb 13 – Jan 14: 5.24  
Feb 13 – Jan 14: 5.57

**Annual Results**

2014 Goal: 5.06  
2013 Actual: 5.32



**Monthly Results**

Jan 2014: 8.39  
Jan 2013: 4.65

**12-Month Average**

Feb 13 – Jan 14: 6.86  
Feb 12 – Jan 13: 8.28

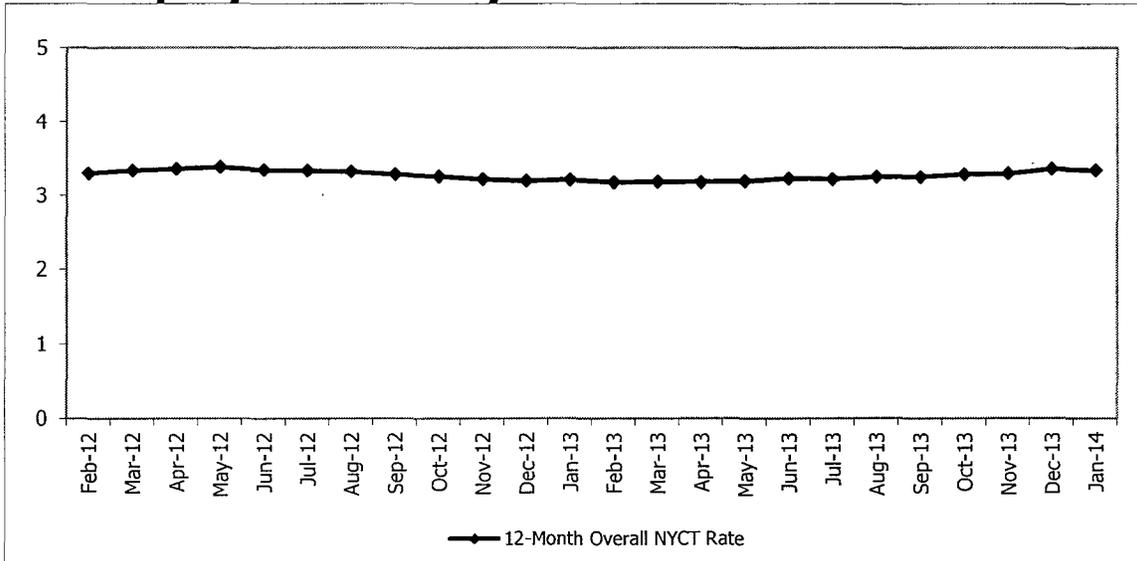
**Annual Results**

2014 Goal: 6.22  
2013 Actual: 6.55

**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

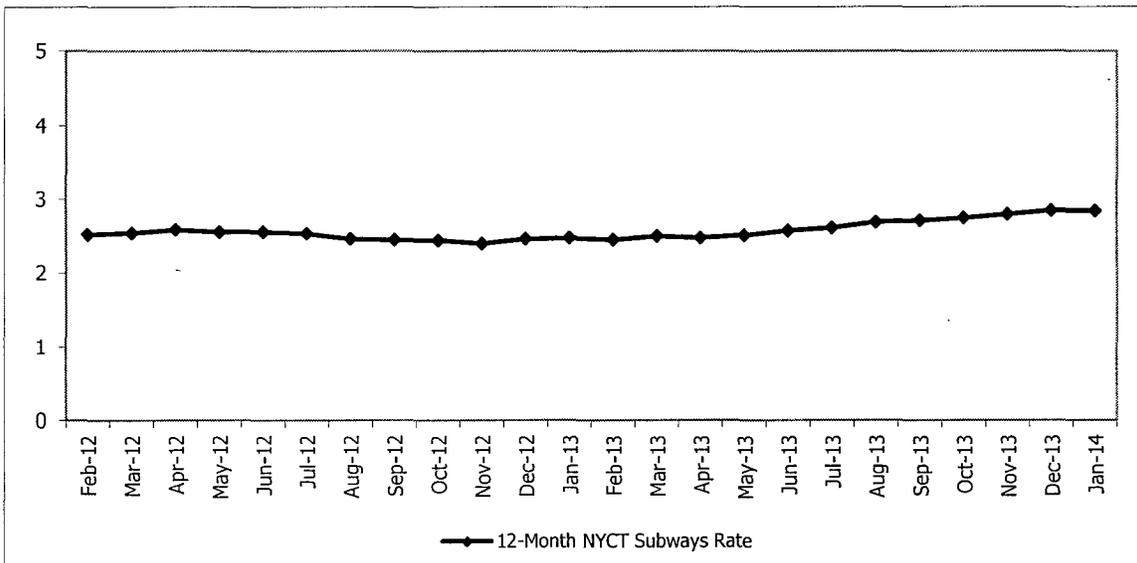
Jan 2014: 3.03  
Jan 2013: 3.31

### 12-Month Average

Feb 13 – Jan 14: 3.34  
Feb 12 – Jan 13: 3.22

### Annual Results

2014 Goal: 3.20  
2013 Actual: 3.31



### Monthly Results

Jan 2014: 2.86  
Jan 2013: 2.91

### 12-Month Average

Feb 13 – Jan 14: 2.85  
Feb 12 – Jan 13: 2.48

### Annual Results

2014 Goal: 2.71  
2013 Actual: 2.85

### 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 FEBRUARY**

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	39	36	3	8.3%
FELASSAULT	11	15	-4	-26.7%
BURGLARY	0	1	-1	-100.0%
GRLARCENY	114	113	1	0.9%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>164</u></b>	<b><u>165</u></b>	<b><u>-1</u></b>	<b><u>-0.6%</u></b>

*During February the daily Robbery average increased from 1.3 to 1.4*

*During February the daily Major Felony average remained the same at 5.9*

**CRIME STATISTICS JANUARY THRU FEBRUARY**

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	3	1	2	200.0%
ROBBERY	88	97	-9	-9.3%
FELASSAULT	25	29	-4	-13.8%
BURGLARY	4	2	2	100.0%
GRLARCENY	264	284	-20	-7.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>384</u></b>	<b><u>413</u></b>	<b><u>-29</u></b>	<b><u>-7.0%</u></b>

*Year to date, the daily Robbery average decreased from 1.6 to 1.5*

*Year to date, the daily Major Felony average decreased from 7 to 6.5*

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



Police Department  
City of New York

**REPORT**

**FEBRUARY ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	4415	4411	4	0.1%
TosArrest	2499	2395	104	4.3%
Summ	7552	7167	385	5.4%

**JANUARY - FEBRUARY ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	8848	9043	-195	-2.2%
TosArrest	4841	5044	-203	-4.0%
Summ	14581	14573	8	0.1%

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



Police Department  
City of New York

# REPORT

	JANUARY-FEBRUARY																		
	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	2	1	1	0	1	0	0	0	0	0	
Rape	1	1	0	1	1	0	1	0	1	1	0	2	0	0	0	1	1	3	
Robbery	404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	174	97	88	
Assault	65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	26	29	25	
Burglary	9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0	2	4	
GL	486	405	333	356	355	329	257	296	324	182	193	223	213	176	201	286	284	264	
TOTAL MAJOR FELONIES	965	802	666	651	611	575	485	511	579	380	358	384	370	335	355	487	413	384	
Major Fel Per Day	16.36	13.59	11.29	11.03	10.36	9.75	8.22	8.66	9.81	6.44	6.07	6.51	6.27	5.68	6.02	8.25	7.00	6.51	



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Staten Island Rapid Transit

### February 2014 vs. 2013

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

### Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	2	-1	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	4	-2	-50%

## **4. FINANCIAL REPORTS**



## FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for January 2014 are presented in the table below and compared to the Adopted Budget (budget).

Category (\$ in millions)	January 2014 Results			
	Budget \$	Prel Actual \$	Variance Fav/(Unfav) \$	%
Total Farebox Revenue	332.7	319.9	(12.8)	(3.8)
Nonreimb. Exp. before Dep./OPEB	530.5	563.9	(33.3)	(6.3)
Net Cash Deficit*	n/a	n/a	n/a	n/a

\*January cash results will be included in the February 2014 Financial Report

January 2014 **farebox revenue** was \$319.9 million, \$12.8 million (3.8 percent) below budget. Subway revenue was \$6.8 million (2.7 percent) below budget, bus revenue was \$5.7 million (7.5 percent) below budget, and paratransit revenue was \$0.3 million (19.5 percent) below budget. Accrued fare media liability was equal to the budget. The January 2014 non-student **average fare** of \$1.787 increased 13.7¢ from January 2013 due to the March 2013 fare increase; the subway fare increased 13.8¢, the local bus fare increased 10.9¢, and the express bus fare increased 36.2¢.

Total **ridership** in January 2014 of 188.8 million was 4.9 percent (9.8 million trips) below budget. Average weekday ridership in January 2014 was 7.1 million, a decrease of 2.8 percent from January 2013. Average weekday ridership for the twelve months ending January 2014 was 7.6 million, an increase of 0.8 percent from the twelve months ending January 2013.

**Nonreimbursable expenses** before depreciation and OPEB in January exceeded budget by \$33.3 million (6.3 percent).

Labor expenses were higher than budget by \$20.9 million (5.3 percent), due mainly to:

- Higher overtime expenses, mostly caused by multiple snowstorms
- Unfavorable reimbursable indirect overhead credits, due largely to reimbursable payroll underruns caused in part by the snowstorms
- Higher payroll costs, due mostly to reimbursable payroll underruns

Non-labor expenses exceeded budget by \$12.4 million (9.2 percent), including:

- Professional service contract cost overruns - mostly timing
- Materials & supplies expenses were above budget - mostly timing
- Maintenance contract expenses were unfavorable - mostly timing
- Underruns in paratransit service contract and electric power expenses

**January cash results** were not available for this report and will be included in the February 2014 Financial Report.

## FINANCIAL RESULTS

### Farebox Revenue

January 2014 Farebox Revenue - (\$ in millions)

	January				
	Budget	Preliminary		Favorable/(Unfavorable)	
		Actual	Amount	Percent	
Subway	251.3	244.5	(6.8)	(2.7%)	
NYCT Bus	76.5	70.8	(5.7)	(7.5%)	
Paratransit	1.5	1.2	(0.3)	(19.5%)	
Subtotal	329.3	316.5	(12.8)	(3.9%)	
Fare Media Liability	3.4	3.4	0.0	0.0%	
<b>Total - NYCT</b>	<b>332.7</b>	<b>319.9</b>	<b>(12.8)</b>	<b>(3.8%)</b>	
MTA Bus Company	16.1	15.0	(1.0)	(6.5%)	
<i>Total - Regional Bus</i>	<i>92.6</i>	<i>85.8</i>	<i>(6.8)</i>	<i>(7.3%)</i>	

Note: Totals may not add due to rounding

- January 2014 revenue was affected by severe winter weather that included 19.7 inches of snow, more than double the January average.
- Adjusting for the severe weather, subway revenue would have been slightly above budget, and bus revenue would have been approximately one percent below budget.
- Adjusting for the severe weather, Paratransit revenue would have been below budget as various initiatives continue to reduce ridership growth rates below historic rates.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.		Change	2013	Prelim.		Change
		2014	Amount			Percent	2014	
Subway	1.729	1.868	0.138	8.0%				
Local Bus	1.377	1.486	0.109	7.9%	1.383	1.498	0.114	8.3%
Subway & Local Bus	1.634	1.771	0.137	8.4%	1.383	1.498	0.114	8.3%
Express Bus	4.609	4.971	0.362	7.9%	4.603	4.976	0.373	8.1%
Total	1.650	1.787	0.137	8.3%	1.666	1.782	0.116	7.0%

- The increases in average fares were mostly due to the March 3, 2013 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the January average fare of \$1.13 was 26¢ lower than the average fare of \$1.39 in 1996.

### Other Operating Revenue

Other operating revenue in January exceeded budget by \$1.8 million (5.1 percent), mostly due to higher paratransit Urban Tax revenue (based on commercial property transactions) and the favorable timing of NYC partial reimbursement of paratransit expenses, partly offset by underruns in MetroCard surcharges, due mainly to adverse weather impacting ridership.

## **Nonreimbursable Expenses**

Nonreimbursable expenses before depreciation and OPEB were higher than budget by \$33.3 million (6.3 percent). Major variances are reviewed below:

*Labor* expenses exceeded budget by \$20.9 million (5.3 percent). Overtime expenses were higher by \$13.5 million (45.4 percent), due mostly to the impact of multiple snowstorms, the unfavorable timing from 2013 of the cash-in of “banked” overtime by represented employees, and additional maintenance and vacancy/absentee coverage requirements. The impact of the multiple snowstorms also served to reduce reimbursable payroll work requirements, resulting in unfavorable reimbursable overhead credits of \$5.0 million (31.0 percent), and unfavorable other fringe benefit expenses of \$3.6 million (14.6 percent), mostly in reduced direct overhead credits. Payroll expenses were higher than budget by \$4.1 million (1.6 percent), due also to reimbursable underruns and higher earned employee separation payments, partly offset by vacancies. The above negative results were offset in part by underruns of \$5.6 million (7.3 percent) in health & welfare/OPEB current expenses, due mainly to timing.

*Non-labor* expenses were more than budget by \$12.4 million (9.2 percent). These results included the following:

- Professional service contract expenses were higher than budget by \$12.7 million (over 100.0 percent), caused mainly by the unfavorable timing of Information Technology-related and bond service expenses.
- Materials and supplies expenses exceeded budget by \$5.3 million (22.5 percent), resulting largely from the unfavorable timing of vehicle maintenance material requirements and unfavorable inventory adjustments, partly offset by increased scrap sales.
- Maintenance contract expenses were unfavorable by \$3.3 million (28.1 percent), due mainly to the unfavorable timing of non-vehicle maintenance & repair expenses.
- Paratransit service contract expenses underran budget by \$4.8 million (14.6 percent), due mostly to lower completed trips, partly due to adverse weather.
- Electric power expenses were below budget by \$2.6 million (9.6 percent), due mainly to lower prices.

Depreciation expenses were above budget by \$2.7 million (2.3 percent), due to the unfavorable timing of expenses.

## **Net Cash Deficit**

January cash results were not available for this report and will be included in the February 2014 Financial Report.

## **Incumbents**

There were 45,782 full-time paid incumbents at the end of January, a decrease of 82 from December 2013 (excluding 301 December temporary paid incumbents).

## RIDERSHIP RESULTS

January 2014 Ridership vs. Budget - (millions)

	January			
	Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent
Subway	141.5	137.1	(4.4)	(3.1%)
NYCT Bus	56.2	51.0	(5.2)	(9.2%)
Subtotal	197.7	188.1	(9.6)	(4.9%)
Paratransit	0.8	0.7	(0.2)	(20.5%)
<b>Total - NYCT</b>	<b>198.6</b>	<b>188.8</b>	<b>(9.8)</b>	<b>(4.9%)</b>
MTA Bus Company	10.2	9.4	(0.8)	(7.6%)
<i>Total - Regional Bus</i>	<i>66.4</i>	<i>60.4</i>	<i>(6.0)</i>	<i>(9.0%)</i>

Notes: Totals may not add due to rounding

- The severe weather in January 2014, including eleven inches of snow on Tuesday, January 21 and five other days with snowfall, reduced subway and bus ridership by an estimated 6.9 million riders.
- Paratransit ridership was affected by the severe weather as well as by various initiatives that have reduced the growth rate below historic rates.

January Average Weekday and Weekend Ridership vs. Prior Year

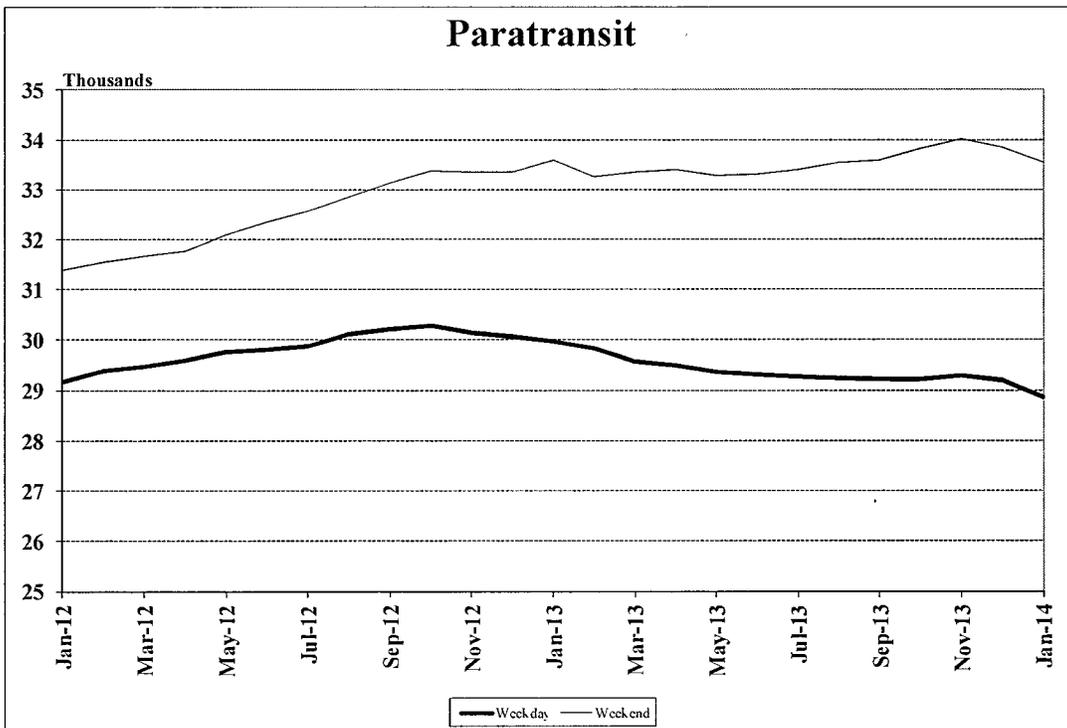
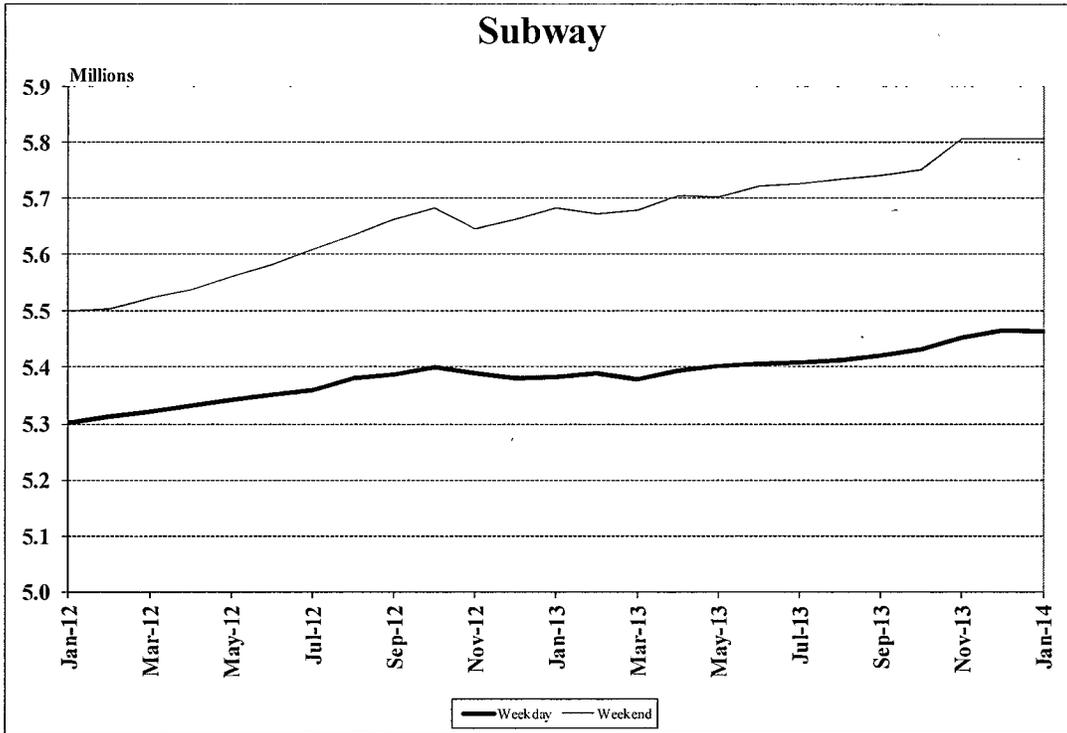
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2013	2014	Amount	Percent	2013	2014	Amount	Percent
Subway	5,161	5,158	-3	-0.1%	5,298	5,303	+5	+0.1%
NYCT Local Bus	2,077	1,882	-195	-9.4%	2,161	2,000	-161	-7.5%
NYCT Express Bus	42	39	-2	-5.9%	11	11	+0	+1.0%
Paratransit	29	25	-4	-13.9%	32	28	-4	-12.4%
<b>TOTAL - NYCT</b>	<b>7,308</b>	<b>7,104</b>	<b>-205</b>	<b>-2.8%</b>	<b>7,503</b>	<b>7,342</b>	<b>-160</b>	<b>-2.1%</b>
MTABC Local Bus	364	332	-31	-8.6%	351	331	-20	-5.6%
MTABC Express Bus	33	29	-4	-12.8%	13	10	-2	-18.7%
Total - MTA Bus	397	361	-36	-9.0%	364	342	-22	-6.1%
<i>Total - Regional Bus</i>	<i>2,516</i>	<i>2,282</i>	<i>-233</i>	<i>-9.3%</i>	<i>2,536</i>	<i>2,353</i>	<i>-183</i>	<i>-7.2%</i>
<b>12-Month</b>								
<b>Rolling Average</b>								
Subway	5,383	5,465	+81	+1.5%	5,683	5,807	+124	+2.2%
Local Bus	2,129	2,107	-22	-1.1%	2,306	2,298	-9	-0.4%
Express Bus	43	42	-0	-0.7%	11	12	+1	+12.2%
Paratransit	30	29	-1	-3.8%	34	34	-0	-0.1%
<b>TOTAL - NYCT</b>	<b>7,585</b>	<b>7,643</b>	<b>+58</b>	<b>+0.8%</b>	<b>8,033</b>	<b>8,150</b>	<b>+116</b>	<b>+1.5%</b>
MTABC Local Bus	368	372	+4	+1.1%	369	378	+8	+2.3%
MTABC Express Bus	34	32	-2	-5.2%	14	13	-1	-6.5%
Total - MTA Bus	402	404	+2	+0.6%	383	391	+8	+2.0%
<i>Total - Regional Bus</i>	<i>2,574</i>	<i>2,553</i>	<i>-21</i>	<i>-0.8%</i>	<i>2,700</i>	<i>2,700</i>	<i>0</i>	<i>-0.0%</i>

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

- Despite the inclement weather, January 2014 average weekday subway ridership was only slightly below January 2013, when subway ridership was still recovering from Sandy.
- January 2014 average weekend subway ridership was the highest of any January in over forty-five years.

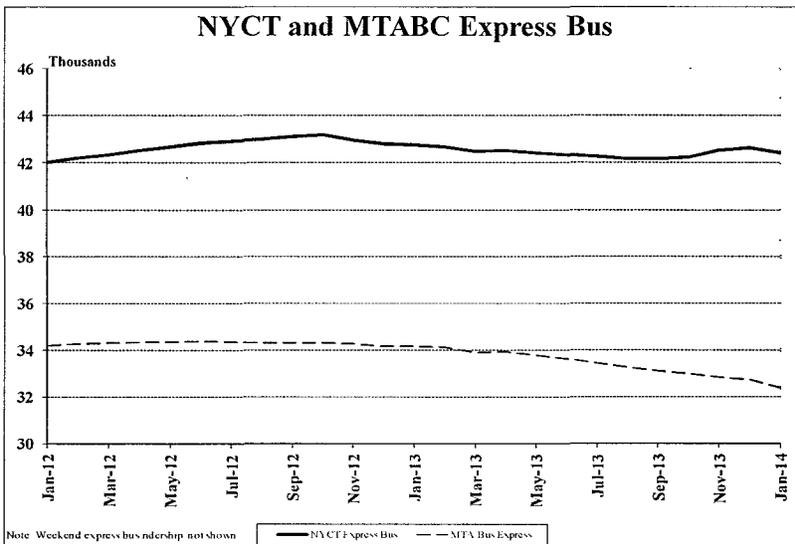
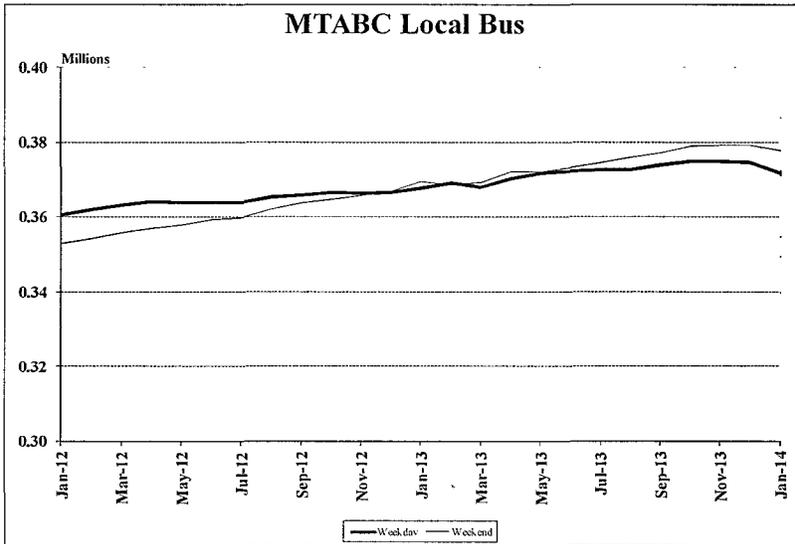
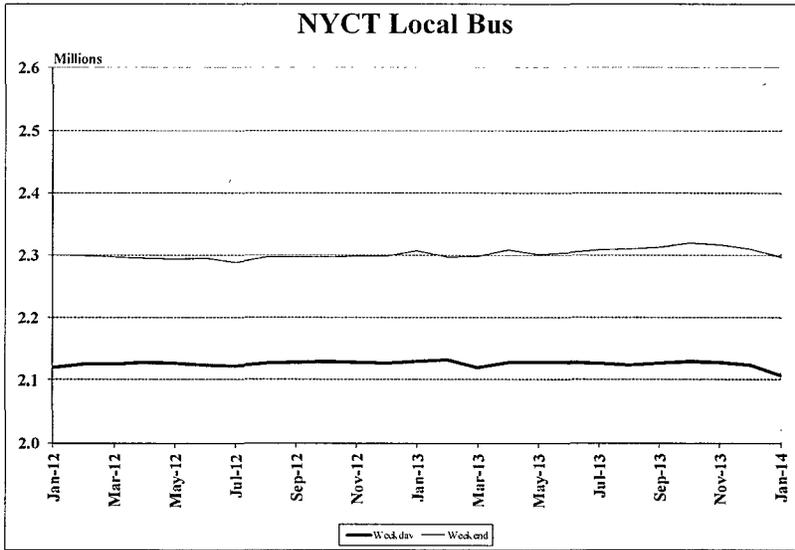
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From January 2013 to January 2014, weekday ridership decreased on all services except PATH, which was particularly hard hit by Sandy and still recovering from the storm in January 2013. The largest decreases were on NYCT Paratransit (down 13.9%) and MTA Express Bus (down 12.8%). The large weekend ridership decreases on Paratransit, Staten Island Railway and most bus services reflect several weekend days with snow or rain in January 2014 compared to mild weather with virtually no precipitation in January 2013.

Bridges and Tunnels traffic decreased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jan-13	Preliminary Jan-14	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,161	5,158	-0.1%	+1.5%
NYCT Local Bus	2,077	1,882	-9.4%	-1.1%
NYCT Express Bus	42	39	-5.9%	-0.7%
NYCT Paratransit	29	25	-13.9%	-3.8%
Staten Island Railway	15	15	-1.4%	-5.3%
MTA Local Bus	364	332	-8.6%	+1.1%
MTA Express Bus	33	29	-12.8%	-5.2%
Long Island Rail Road	279	277	-0.7%	+1.8%
Metro-North Railroad	267	262	-2.1%	+0.7%
Staten Island Ferry	n/a	52	n/a	n/a
PATH	217	231	+6.6%	+2.4%
<u>Average Weekend</u>				
NYCT Subway	5,298	5,303	+0.1%	+2.2%
NYCT Local Bus	2,161	2,000	-7.5%	-0.4%
NYCT Express Bus	11	11	+1.0%	+12.2%
NYCT Paratransit	32	28	-12.4%	-0.1%
Staten Island Railway	7	6	-13.4%	-14.0%
MTA Local Bus	351	331	-5.6%	+2.3%
MTA Express Bus	13	10	-18.7%	-6.5%
Long Island Rail Road	167	162	-3.0%	-0.3%
Metro-North Railroad	185	185	+0.0%	-0.8%
Staten Island Ferry	n/a	48	n/a	n/a
PATH	144	164	+14.2%	+1.5%

MTA Bridges and Tunnels (thousands)				
Average Weekday	752	701	-6.7%	+0.3%
Average Weekend	1,296	1,189	-8.2%	-0.4%

Note: Percentages are based on unrounded data.

## **Economy**

From January 2013 to January 2014, New York City employment increased 2.4 percent (91,300 jobs). Private sector employment increased 2.8 percent (94,800 jobs) and government employment decreased 0.7 percent (3,500 jobs). The sub-sector with the largest absolute increase was educational/health services (up 32,300 jobs or 4.1 percent) and the sub-sector with the largest percentage increase was information (up 4.7 percent or 8,000 jobs). The only private sub-sector with a decrease was natural resources & construction (down 700 jobs or 0.6 percent).

Employment data for 2013 was recently re-benchmarked by the New York State Department of Labor. The April 2014 report will include an updated analysis of employment trends compared to ridership.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue												
Subway	\$251,262	\$244,475	(\$6,787)	(2.7)	\$0,000	\$0,000	\$0,000	-	\$251,262	\$244,475	(\$6,787)	(2.7)
Bus	76,526	70,800	(5,726)	(7.5)	0,000	0,000	0,000	-	76,526	70,800	(5,726)	(7.5)
Paratransit	1,504	1,210	(0,294)	(19.5)	0,000	0,000	0,000	-	1,504	1,210	(0,294)	(19.5)
Fare Media Liability	3,435	3,435	0,000	0.0	0,000	0,000	0,000	-	3,435	3,435	0,000	0.0
Total Farebox Revenue	332,727	319,920	(12,807)	(3.8)	0,000	0,000	0,000	-	332,727	319,920	(12,807)	(3.8)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue:												
Fare Reimbursement	8,428	8,428	0,000	0.0	0,000	0,000	0,000	-	8,428	8,428	0,000	0.0
Paratransit Reimbursement	14,748	17,693	2,945	20.0	0,000	0,000	0,000	-	14,748	17,693	2,945	20.0
Other	12,290	11,151	(1,139)	(9.3)	0,000	0,000	0,000	-	12,290	11,151	(1,139)	(9.3)
Total Other Operating Revenue	35,466	37,272	1,806	5.1	0,000	0,000	0,000	-	35,466	37,272	1,806	5.1
Capital and Other Reimbursements	0,000	0,000	0,000	-	76,211	61,746	(14,465)	(19.0)	76,211	61,746	(14,465)	(19.0)
<b>Total Revenue</b>	<b>\$368,193</b>	<b>\$357,192</b>	<b>(\$11,001)</b>	<b>(3.0)</b>	<b>\$76,211</b>	<b>\$61,746</b>	<b>(\$14,465)</b>	<b>(19.0)</b>	<b>\$444,404</b>	<b>\$418,938</b>	<b>(\$25,466)</b>	<b>(5.7)</b>
<b>Expenses</b>												
Labor												
Payroll	252,332	256,451	(4,119)	(1.6)	32,761	25,171	7,590	23.2	285,093	281,622	3,471	1.2
Overtime	29,745	43,235	(13,490)	(45.4)	5,902	5,740	0,162	2.7	35,647	48,975	(13,328)	(37.4)
Total Salaries & Wages	282,077	299,686	(17,609)	(6.2)	38,663	30,911	7,752	20.1	320,740	330,597	(9,857)	(3.1)
Health and Welfare	57,634	52,413	5,221	9.1	2,287	1,684	0,603	26.4	59,921	54,097	5,824	9.7
OPEB Current Payment	29,111	28,772	0,339	1.2	0,000	0,000	0,000	-	29,111	28,772	0,339	1.2
Pensions	17,552	17,787	(0,235)	(1.3)	0,349	0,354	(0,005)	(1.4)	17,901	18,141	(0,240)	(1.3)
Other Fringe Benefits	24,772	28,386	(3,614)	(14.6)	10,976	8,350	2,626	23.9	35,748	36,736	(0,988)	(2.8)
Total Fringe Benefits	129,069	127,358	1,711	1.3	13,612	10,388	3,224	23.7	142,681	137,746	4,935	3.5
Reimbursable Overhead	(16,238)	(11,202)	(5,036)	(31.0)	16,238	11,202	5,036	31.0	0,000	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$394,908</b>	<b>\$415,842</b>	<b>(\$20,934)</b>	<b>(5.3)</b>	<b>\$68,513</b>	<b>\$52,501</b>	<b>\$16,012</b>	<b>23.4</b>	<b>\$463,421</b>	<b>\$468,343</b>	<b>(\$4,922)</b>	<b>(1.1)</b>
Non-Labor												
Electric Power	27,517	24,886	2,631	9.6	0,021	0,029	(0,008)	(38.1)	27,538	24,915	2,623	9.5
Fuel	15,216	15,130	0,086	0.6	0,002	0,002	0,000	0.0	15,218	15,132	0,086	0.6
Insurance	6,352	5,672	0,680	10.7	0,000	0,000	0,000	-	6,352	5,672	0,680	10.7
Claims	7,640	7,640	0,000	0.0	0,000	0,000	0,000	-	7,640	7,640	0,000	0.0
Paratransit Service Contracts	32,732	27,967	4,765	14.6	0,000	0,000	0,000	-	32,732	27,967	4,765	14.6
Mtce and Other Operating Contracts	11,652	14,921	(3,269)	(28.1)	2,117	2,729	(0,612)	(28.9)	13,769	17,650	(3,881)	(28.2)
Professional Service Contracts	5,417	18,116	(12,699)	(234.4)	0,964	1,123	(0,159)	(16.5)	6,381	19,239	(12,858)	(201.5)
Materials & Supplies	23,594	28,909	(5,315)	(22.5)	4,275	4,792	(0,517)	(12.1)	27,869	33,701	(5,832)	(20.9)
Other Business Expenses	5,478	4,772	0,706	12.9	0,319	0,570	(0,251)	(78.7)	5,797	5,342	0,455	7.8
<b>Total Non-Labor Expenses</b>	<b>\$135,598</b>	<b>\$148,013</b>	<b>(\$12,415)</b>	<b>(9.2)</b>	<b>\$7,698</b>	<b>\$9,245</b>	<b>(\$1,547)</b>	<b>(20.1)</b>	<b>\$143,296</b>	<b>\$157,258</b>	<b>(\$13,962)</b>	<b>(9.7)</b>
<b>Other Expense Adjustments:</b>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$530,506</b>	<b>\$563,855</b>	<b>(\$33,349)</b>	<b>(6.3)</b>	<b>\$76,211</b>	<b>\$61,746</b>	<b>\$14,465</b>	<b>19.0</b>	<b>\$606,717</b>	<b>\$625,601</b>	<b>(\$18,884)</b>	<b>(3.1)</b>
Depreciation	118,000	120,718	(2,718)	(2.3)	0,000	0,000	0,000	-	118,000	120,718	(2,718)	(2.3)
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Expenses</b>	<b>\$648,506</b>	<b>\$684,573</b>	<b>(\$36,067)</b>	<b>(5.6)</b>	<b>\$76,211</b>	<b>\$61,746</b>	<b>\$14,465</b>	<b>19.0</b>	<b>\$724,717</b>	<b>\$746,319</b>	<b>(\$21,602)</b>	<b>(3.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$280,313)</b>	<b>(\$327,381)</b>	<b>(\$47,068)</b>	<b>(16.8)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$280,313)</b>	<b>(\$327,381)</b>	<b>(\$47,068)</b>	<b>(16.8)</b>

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
 January 2014 Year-to-Date  
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue												
Subway	\$251,262	\$244,475	(\$6,787)	(2.7)	\$0,000	\$0,000	\$0,000	-	\$251,262	\$244,475	(\$6,787)	(2.7)
Bus	76,526	70,800	(5,726)	(7.5)	0,000	0,000	0,000	-	76,526	70,800	(5,726)	(7.5)
Paratransit	1,504	1,210	(0,294)	(19.5)	0,000	0,000	0,000	-	1,504	1,210	(0,294)	(19.5)
Fare Media Liability	3,435	3,435	0,000	0.0	0,000	0,000	0,000	-	3,435	3,435	0,000	0.0
Total Farebox Revenue	332,727	319,920	(12,807)	(3.8)	0,000	0,000	0,000	-	332,727	319,920	(12,807)	(3.8)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue												
Fare Reimbursement	8,428	8,428	0,000	0.0	0,000	0,000	0,000	-	8,428	8,428	0,000	0.0
Paratransit Reimbursement	14,748	17,693	2,945	20.0	0,000	0,000	0,000	-	14,748	17,693	2,945	20.0
Other	12,290	11,151	(1,139)	(9.3)	0,000	0,000	0,000	-	12,290	11,151	(1,139)	(9.3)
Total Other Operating Revenue	35,466	37,272	1,806	5.1	0,000	0,000	0,000	-	35,466	37,272	1,806	5.1
Capital and Other Reimbursements	0,000	0,000	0,000	-	76,211	61,746	(14,465)	(19.0)	76,211	61,746	(14,465)	(19.0)
<b>Total Revenue</b>	<b>\$368.193</b>	<b>\$357.192</b>	<b>(\$11.001)</b>	<b>(3.0)</b>	<b>\$76.211</b>	<b>\$61.746</b>	<b>(\$14.465)</b>	<b>(19.0)</b>	<b>\$444.404</b>	<b>\$418.938</b>	<b>(\$25.466)</b>	<b>(5.7)</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	252,332	256,451	(4,119)	(1.6)	32,761	25,171	7,590	23.2	285,093	281,622	3,471	1.2
Overtime	29,745	43,235	(13,490)	(45.4)	5,902	5,740	0,162	2.7	35,647	48,975	(13,328)	(37.4)
Total Salaries & Wages	282,077	299,686	(17,609)	(6.2)	38,663	30,911	7,752	20.1	320,740	330,597	(9,857)	(3.1)
Health and Welfare	57,634	52,413	5,221	9.1	2,287	1,684	0,603	26.4	59,921	54,097	5,824	9.7
OPEB Current Payment	29,111	28,772	0,339	1.2	0,000	0,000	0,000	-	29,111	28,772	0,339	1.2
Pensions	17,552	17,787	(0,235)	(1.3)	0,349	0,354	(0,005)	(1.4)	17,901	18,141	(0,240)	(1.3)
Other Fringe Benefits	24,772	28,386	(3,614)	(14.6)	10,976	8,350	2,626	23.9	35,748	36,736	(0,988)	(2.8)
Total Fringe Benefits	129,069	127,358	1,711	1.3	13,612	10,388	3,224	23.7	142,681	137,746	4,935	3.5
Reimbursable Overhead	(16,238)	(11,202)	(5,036)	(31.0)	16,238	11,202	5,036	31.0	0,000	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$394.908</b>	<b>\$415.842</b>	<b>(\$20.934)</b>	<b>(5.3)</b>	<b>\$68.513</b>	<b>\$52.501</b>	<b>\$16.012</b>	<b>23.4</b>	<b>\$463.421</b>	<b>\$468.343</b>	<b>(\$4.922)</b>	<b>(1.1)</b>
<b>Non-Labor</b>												
Electric Power	27,517	24,886	2,631	9.6	0,021	0,029	(0,008)	(38.1)	27,538	24,915	2,623	9.5
Fuel	15,216	15,130	0,086	0.6	0,002	0,002	0,000	0.0	15,218	15,132	0,086	0.6
Insurance	6,352	5,672	0,680	10.7	0,000	0,000	0,000	-	6,352	5,672	0,680	10.7
Claims	7,640	7,640	0,000	0.0	0,000	0,000	0,000	-	7,640	7,640	0,000	0.0
Paratransit Service Contracts	32,732	27,967	4,765	14.6	0,000	0,000	0,000	-	32,732	27,967	4,765	14.6
Mtce and Other Operating Contracts	11,652	14,921	(3,269)	(28.1)	2,117	2,729	(0,612)	(28.9)	13,769	17,650	(3,881)	(28.2)
Professional Service Contracts	5,417	18,116	(12,699)	(234.4)	0,964	1,123	(0,159)	(16.5)	6,381	19,239	(12,858)	(201.5)
Materials & Supplies	23,594	28,909	(5,315)	(22.5)	4,275	4,792	(0,517)	(12.1)	27,869	33,701	(5,832)	(20.9)
Other Business Expenses	5,478	4,772	0,706	12.9	0,319	0,570	(0,251)	(78.7)	5,797	5,342	0,455	7.8
<b>Total Non-Labor Expenses</b>	<b>\$135.598</b>	<b>\$148.013</b>	<b>(\$12.415)</b>	<b>(9.2)</b>	<b>\$7.698</b>	<b>\$9.245</b>	<b>(\$1.547)</b>	<b>(20.1)</b>	<b>\$143.296</b>	<b>\$157.258</b>	<b>(\$13.962)</b>	<b>(9.7)</b>
<b>Other Expense Adjustments</b>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$530.506</b>	<b>\$563.855</b>	<b>(\$33.349)</b>	<b>(6.3)</b>	<b>\$76.211</b>	<b>\$61.746</b>	<b>\$14.465</b>	<b>19.0</b>	<b>\$606.717</b>	<b>\$625.601</b>	<b>(\$18.884)</b>	<b>(3.1)</b>
Depreciation	118,000	120,718	(2,718)	(2.3)	0,000	0,000	0,000	-	118,000	120,718	(2,718)	(2.3)
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
<b>Total Expenses</b>	<b>\$648.506</b>	<b>\$684.573</b>	<b>(\$36.067)</b>	<b>(5.6)</b>	<b>\$76.211</b>	<b>\$61.746</b>	<b>\$14.465</b>	<b>19.0</b>	<b>\$724.717</b>	<b>\$746.319</b>	<b>(\$21.602)</b>	<b>(3.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$280.313)</b>	<b>(\$327.381)</b>	<b>(\$47.068)</b>	<b>(16.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$280.313)</b>	<b>(\$327.381)</b>	<b>(\$47.068)</b>	<b>(16.8)</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**January 2014**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
							<b>Same as Month Variances</b>
Farebox Revenue	NR	(12.8)	(3.8)	Due to the impact of multiple snowstorms			
Other Operating Revenue	NR	1.8	5.1	Mostly due to higher paratransit Urban Tax revenue and the favorable timing of NYC partial reimbursement of paratransit expenses, partly offset by underruns in MetroCard surcharges, due mainly to adverse weather impacting ridership			
Payroll	NR	(4.1)	(1.6)	Due mainly to reimbursable underruns and higher earned employee separation payments, partly offset by vacancies			
Overtime	NR	(13.5)	(45.4)	Mainly due to the impact of multiple snowstorms, the unfavorable timing from 2013 of the cash-in of "banked" overtime by represented employees, and additional maintenance and vacancy/absentee coverage requirements			
Health & Welfare (including OPEB current payment)	NR	5.6	7.3	Largely the favorable timing of expenses			
Other Fringe Benefits	NR	(3.6)	(14.6)	Primarily lower direct overhead credits from reimbursable payroll underruns, caused mainly by adverse weather			
Reimbursable Overhead	NR	(5.0)	(31.0)	Primarily lower overhead credits from reimbursable payroll underruns, caused mainly by adverse weather			
Electric Power	NR	2.6	9.6	Largely due to lower prices			
Insurance	NR	0.7	10.7	The favorable timing of interagency payments			
Paratransit Service Contracts	NR	4.8	14.6	Mostly due to lower completed trips, caused in part by adverse weather			
Maintenance and Other Operating Contracts	NR	(3.3)	(28.1)	Largely the unfavorable timing of non-vehicle maintenance & repair expenses			

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS:**  
**January 2014**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
							<b>Same as Month Variances</b>
Professional Service Contracts	NR	(12.7)	over (100.0)	Mostly the unfavorable timing of Information Technology-related and bond service expenses			
Materials and Supplies	NR	(5.3)	(22.5)	Largely the unfavorable timing of vehicle maintenance material requirements and unfavorable inventory adjustments, partly offset by increased scrap sales			
Other Business Expenses	NR	0.7	12.9	Mainly favorable results in MVM debit/credit card charges, and stationery, travel, mobility tax and other expenses			
Depreciation	NR	(2.7)	(2.3)	The unfavorable timing of assets reaching beneficial use			
Capital and Other Reimbursements	R	(14.5)	(19.0)	Reimbursement reduction consistent with lower expenses			
Payroll	R	7.6	23.2	Mostly due to capital construction and engineering underruns, caused in part by adverse weather			
Health & Welfare	R	0.6	26.4	Mainly the favorable timing of expenses			
Other Fringe Benefits	R	2.6	23.9	Mostly lower direct overhead expenses due to reimbursable payroll underruns, caused in part by adverse weather			
Maintenance and Other Operating Contracts	R	(0.6)	(28.9)	Largely the unfavorable timing of building maintenance-related expenses			
Professional Service Contracts	R	(0.2)	(16.5)	Mostly the unfavorable timing of advertising expenses			
Materials & Supplies	R	(0.5)	(12.1)	Principally the unfavorable timing of non-vehicle maintenance material requirements			
Other Business Expenses	R	(0.3)	(78.7)	Net overruns in miscellaneous expenses/credits			

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$336.768	\$333.500	(\$3.268)	(1.0)	\$336.768	\$333.500	(\$3.268)	(1.0)
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Reimbursement	2.938	6.704	3.766	128.2	2.938	6.704	3.766	128.2
Other	3.758	2.996	(0.762)	(20.3)	3.758	2.996	(0.762)	(20.3)
Total Other Operating Revenue	6.696	9.700	3.004	44.9	6.696	9.700	3.004	44.9
Capital and Other Reimbursements	76.211	82.092	5.881	7.7	76.211	82.092	5.881	7.7
<b>Total Receipts</b>	<b>\$419.675</b>	<b>\$425.292</b>	<b>\$5.617</b>	<b>1.3</b>	<b>\$419.675</b>	<b>\$425.292</b>	<b>\$5.617</b>	<b>1.3</b>

4.13

DUE TO UNFORTUNATE CIRCUMSTANCES, CASH EXPENDITURE INFORMATION WILL NOT BE AVAILABLE FOR THIS JANUARY 2014 FINANCIAL REPORT. JANUARY 2014 EXPENDITURE RESULTS WILL BE INCLUDED WITHIN THE FEBRUARY 2014 FINANCIAL REPORT

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 TOTAL POSITIONS by FUNCTION and DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS  
 January 2014

	Adopted Budget	Actual	Variance Fav./Unfav)	Explanation
<b>Administration:</b>				
Office of the President	57	56	1	
Law	267	263	4	
Office of the EVP	41	38	3	
Human Resources	219	240	(21)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	28	3	
Corporate Communications	253	236	17	
Technology & Information Services	446	422	24	
Non-Departmental	(51)	-	(51)	Negative budget represents vacancy provision
Labor Relations	96	86	10	
Material	253	238	15	
Controller	137	138	(1)	
<b>Total Administration</b>	<b>1,788</b>	<b>1,781</b>	<b>7</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,586	7,515	71	Conductor/Train Operator vacancies
Subways Operations Support	369	364	5	
Subways Stations	2,626	2,589	37	
<b>Sub-total Subways</b>	<b>10,581</b>	<b>10,468</b>	<b>113</b>	
Buses	10,557	10,364	193	Bus operator vacancies
Paratransit	208	193	15	
Operations Planning	418	391	27	
Revenue Control	464	430	34	
<b>Total Operations</b>	<b>22,228</b>	<b>21,846</b>	<b>382</b>	
<b>Maintenance</b>				
Subways Operations Support	201	191	10	
Subways Engineering	312	318	(6)	
Subways Car Equipment	4,311	4,205	106	PTE, Oper. Supervisors & hourly vacancies
Subways Infrastructure	1,428	1,419	9	
Subways Elevators & Escalators	384	372	12	
Subways Stations	3,552	3,465	87	Cleaner and Station Maintainer vacancies
Subways Track	2,725	2,689	36	
Subways Power	608	595	13	
Subways Signals	1,388	1,395	(7)	
Subways Electronic Maintenance	1,445	1,394	51	PTE and hourly vacancies
<b>Sub-total Subways</b>	<b>16,354</b>	<b>16,043</b>	<b>311</b>	
Buses	3,745	3,729	16	
Revenue Control	137	137	0	
Supply Logistics	560	553	7	
System Safety	91	84	7	
<b>Total Maintenance</b>	<b>20,887</b>	<b>20,546</b>	<b>341</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,274	1,259	15	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,259</b>	<b>15</b>	
<b>Public Safety</b>				
Security	626	577	49	
<b>Total Public Safety</b>	<b>626</b>	<b>577</b>	<b>49</b>	
<b>Total Positions</b>	<b>46,803</b>	<b>46,009</b>	<b>794</b>	
Non-Reimbursable	42,033	42,508	(475)	
Reimbursable	4,770	3,501	1,269	
<b>Total Full-Time</b>	<b>46,637</b>	<b>45,782</b>	<b>855</b>	
<b>Total Full-Time Equivalents</b>	<b>166</b>	<b>227</b>	<b>(61)</b>	

MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 TOTAL POSITIONS by FUNCTION and OCCUPATION  
 FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
 January 2014

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	646	566	80	
Professional, Technical, Clerical	1,127	1,192	(65)	
Operational Hourlies	15	23	(8)	
<b>Total Administration</b>	<b>1,788</b>	<b>1,781</b>	<b>7</b>	
<b>Operations</b>				
Managers/Supervisors	2,577	2,470	107	
Professional, Technical, Clerical	490	473	17	
Operational Hourlies	19,161	18,903	258	
<b>Total Operations</b>	<b>22,228</b>	<b>21,846</b>	<b>382</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,817	3,692	125	
Professional, Technical, Clerical	1,028	971	57	
Operational Hourlies	16,042	15,883	159	
<b>Total Maintenance</b>	<b>20,887</b>	<b>20,546</b>	<b>341</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	329	307	22	
Professional, Technical, Clerical	943	950	(7)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,259</b>	<b>15</b>	
<b>Public Safety</b>				
Managers/Supervisors	253	220	33	
Professional, Technical, Clerical	39	31	8	
Operational Hourlies	334	326	8	
<b>Total Public Safety</b>	<b>626</b>	<b>577</b>	<b>49</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,622	7,255	367	
Professional, Technical, Clerical	3,627	3,617	10	
Operational Hourlies	35,554	35,137	417	
<b>Total Positions</b>	<b>46,803</b>	<b>46,009</b>	<b>794</b>	

MTA New York City Transit  
February 2014 Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

4.16

	January						January Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	327,946	\$10.1	343,755	\$10.1	(15,809)	(\$0.1) (0.8%)	327,946	\$10.1	343,755	\$10.1	(15,809)	(\$0.1) (0.8%)
<u>Unscheduled Service</u>	204,160	\$6.3	228,581	\$7.7	(24,421)	(\$1.5) (23.4%)	204,160	\$6.3	228,581	\$7.7	(24,421)	(\$1.5) (23.4%)
<u>Programmatic/Routine Maintenance</u>	331,216	\$10.2	324,183	\$12.0	7,032	(\$1.9) (18.2%)	331,216	\$10.2	324,183	\$12.0	7,032	(\$1.9) (18.2%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 .0%	0	\$0.0	0	\$0.0	0	\$0.0 .0%
<u>Vacancy/Absentee Coverage</u>	19,865	\$0.6	61,161	\$1.9	(41,296)	(\$1.3) *	19,865	\$0.6	61,161	\$1.9	(41,296)	(\$1.3) *
<u>Weather Emergencies</u>	59,714	\$1.8	273,929	\$8.6	(214,214)	(\$6.8) *	59,714	\$1.8	273,929	\$8.6	(214,214)	(\$6.8) *
<u>Safety/Security/Law Enforcement</u>	9,594	\$0.3	1,349	\$0.0	8,245	\$0.3 85.9%	9,594	\$0.3	1,349	\$0.0	8,245	\$0.3 85.9%
<u>Other</u>	16,295	\$0.5	91,893	\$2.8	(75,598)	(\$2.3) *	16,295	\$0.5	91,893	\$2.8	(75,598)	(\$2.3) *
Subtotal	968,790	\$29.7	1,324,851	\$43.3	(356,061)	(\$13.5) (45.5%)	968,790	\$29.7	1,324,851	\$43.3	(356,061)	(\$13.5) (45.5%)
<b>REIMBURSABLE OVERTIME</b>	185,501	\$5.9	180,374	\$5.8	5,127	\$0.2 *	185,501	\$5.9	180,374	\$5.8	5,127	\$0.1 2.4%
<b>TOTAL OVERTIME</b>	<b>1,154,291</b>	<b>\$35.7</b>	<b>1,505,225</b>	<b>\$49.0</b>	<b>(350,934)</b>	<b>(\$13.4)</b> <b>(37.5%)</b>	<b>1,154,291</b>	<b>\$35.6</b>	<b>1,505,225</b>	<b>\$49.0</b>	<b>(350,934)</b>	<b>(\$13.4)</b> <b>(37.5%)</b>

Totals may not add due to rounding

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

\* Exceeds 100%

MTA New York City Transit  
February 2014 Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(15,809)	(\$0.1) .6%		(15,809)	(\$0.1) .6%	
<u>Unscheduled Service</u>	(24,421)	(\$1.5) 10.9%	Unfavorable variance due to train operators in induction training.	(24,421)	(\$1.5) 10.9%	Unfavorable variance due to train operators in induction training.
<u>Programmatic/Routine Maintenance</u>	7,032	(\$1.9) 13.7%	Mainly due to inspection, testing and maintenance of signal systems and track defect backlogs..	7,032	(\$1.9) 13.7%	Mainly due to inspection, testing and maintenance of signal systems and track defect backlogs..
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	(41,296)	(\$1.3) 9.4%	Mainly due to vacancy / absentee coverage for station agents and bus operators.	(41,296)	(\$1.3) 9.4%	Mainly due to vacancy / absentee coverage for station agents and bus operators.
<u>Weather Emergencies</u>	(214,214)	(\$6.8) 50.1%	Primarily due to adverse weather in January.	(214,214)	(\$6.8) 50.1%	Primarily due to adverse weather in January.
<u>Safety/Security/Law Enforcement</u>	8,245	\$0.3 (1.9%)		8,245	\$0.3 (1.9%)	
<u>Other</u>	(75,598)	(\$2.3) 17.3%	Unfavorable variance primarily due to 2013 timing of Cash-in of "banked" overtime in January and will be corrected in February.	(75,598)	(\$2.3) 17.3%	Unfavorable variance primarily due to 2013 timing of Cash-in of "banked" overtime in January and will be corrected in February.
<b>Subtotal</b>	(356,061)	(\$13.5) 101.2%		(356,061)	(\$13.5) 101.1%	
<b>REIMBURSABLE OVERTIME</b>	5,127	\$0.2 (1.2%)		5,127	\$0.1 (1.1%)	
<b>TOTAL OVERTIME</b>	(350,934)	(\$13.4)		(350,934)	(\$13.4)	

Totals may not add due to rounding.

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

\* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY  
2014 Overtime Reporting  
Overtime Legend

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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



## FINANCIAL AND RIDERSHIP REPORT

January 2014

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.7 million in January, was \$0.1 million (7.2 percent) below the Adopted Budget (budget), due mostly to lower farebox revenue caused by severe winter weather and the unfavorable timing of student fare reimbursements.

Total **ridership** in January 2014 was 357,179 riders, 7.1 percent (27,391 riders) below budget, also due to the severe winter weather. January 2014 average weekday ridership was 14,993, 1.4 percent (210 riders) lower than January 2013. Average weekday ridership for the twelve months ending January 2014 was 15,033 riders, 5.3 percent (843 riders) lower than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were lower than budget in January by \$0.6 million (13.3 percent). Labor was under by \$0.6 million (17.0 percent), mainly from the favorable timing of payroll and fringe benefit expenses, partly offset by higher overtime expenses, due mostly to adverse weather, vacancy coverage and Sandy residual requirements. Non-labor expenses were slightly below budget, as the favorable timing of electric power and maintenance contract expenses were essentially offset by the unfavorable timing of insurance and materials & supplies expenses.

Depreciation expenses of \$0.8 million exceeded budget by \$0.2 million (27.2 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded by Staten Island Railway in January.

The **operating cash deficit** (excluding subsidies) was \$1.5 million in January, \$2.1 million (58.2 percent) favorable to budget, due mainly to the favorable timing of payments, other operating receipts and capital reimbursements.

Table 1

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
 January 2014  
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.466	0.436	(0.030)	(6.4)	-	-	-	-	0.466	0.436	0.030	(6.4)
Other Operating Revenue	0.281	0.257	(0.024)	(8.5)	-	-	-	-	0.281	0.257	0.024	(8.5)
Capital and Other Reimbursements	-	-	-	-	0.155	0.088	(0.067)	(43.2)	0.155	0.088	0.067	(43.2)
<b>Total Revenue</b>	<b>\$ 0.747</b>	<b>\$ 0.693</b>	<b>\$ (0.054)</b>	<b>(7.2)</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ (0.067)</b>	<b>(43.2)</b>	<b>\$ 0.902</b>	<b>\$ 0.781</b>	<b>\$ (0.121)</b>	<b>(13.4)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.973	1.401	0.572	29.0	0.050	0.042	0.008	16.0	2.023	1.443	0.580	28.7
Overtime	0.252	0.539	(0.287)	(113.9)	0.025	0.012	0.013	52.0	0.277	0.551	(0.274)	(98.9)
<b>Total Salaries &amp; Wages</b>	<b>\$ 2.225</b>	<b>\$ 1.940</b>	<b>\$ 0.285</b>	<b>12.8</b>	<b>\$ 0.075</b>	<b>\$ 0.054</b>	<b>\$ 0.021</b>	<b>28.0</b>	<b>\$ 2.300</b>	<b>\$ 1.994</b>	<b>\$ 0.306</b>	<b>13.3</b>
Health and Welfare	0.351	0.044	0.307	87.5	0.025	-	0.025	100.0	0.376	0.044	0.332	88.3
OPEB Current Portion	0.071	0.011	0.060	84.5	-	-	-	-	0.071	0.011	0.060	84.5
Pensions	0.462	0.475	(0.013)	(2.8)	0.005	-	0.005	100.0	0.467	0.475	(0.008)	(1.7)
Other Fringe Benefits	0.171	0.246	(0.075)	(43.9)	0.005	0.002	0.003	60.0	0.176	0.248	(0.072)	(40.9)
<b>Total Fringe Benefits</b>	<b>\$ 1.055</b>	<b>\$ 0.776</b>	<b>\$ 0.279</b>	<b>26.4</b>	<b>\$ 0.035</b>	<b>\$ 0.002</b>	<b>\$ 0.033</b>	<b>94.3</b>	<b>\$ 1.090</b>	<b>\$ 0.778</b>	<b>\$ 0.312</b>	<b>28.6</b>
Reimbursable Overhead	(0.045)	(0.032)	(0.013)	(28.9)	0.045	0.032	0.013	28.9	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 3.235</b>	<b>\$ 2.684</b>	<b>\$ 0.551</b>	<b>17.0</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ 0.067</b>	<b>43.2</b>	<b>\$ 3.390</b>	<b>\$ 2.772</b>	<b>\$ 0.618</b>	<b>18.2</b>
Non-Labor:												
Electric Power	0.470	0.360	0.110	23.4	-	-	-	-	0.470	0.360	0.110	23.4
Fuel	0.030	0.047	(0.017)	(56.7)	-	-	-	-	0.030	0.047	(0.017)	(56.7)
Insurance	0.140	0.266	(0.126)	(90.0)	-	-	-	-	0.140	0.266	(0.126)	(90.0)
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.087	0.143	62.2	-	-	-	-	0.230	0.087	0.143	62.2
Professional Service Contracts	0.035	0.001	0.034	97.1	-	-	-	-	0.035	0.001	0.034	97.1
Materials & Supplies	0.127	0.253	(0.126)	(99.2)	-	-	-	-	0.127	0.253	(0.126)	(99.2)
Other Business Expenses	0.001	0.008	(0.007)	(700.0)	-	-	-	-	0.001	0.008	(0.007)	(700.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 1.040</b>	<b>\$ 1.024</b>	<b>\$ 0.016</b>	<b>1.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.040</b>	<b>\$ 1.024</b>	<b>\$ 0.016</b>	<b>1.5</b>
Other Expenses Adjustments												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 4.275</b>	<b>\$ 3.708</b>	<b>\$ 0.567</b>	<b>13.3</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ 0.067</b>	<b>43.2</b>	<b>\$ 4.430</b>	<b>\$ 3.796</b>	<b>\$ 0.634</b>	<b>14.3</b>
Depreciation	0.600	0.763	(0.163)	(27.2)	-	-	-	-	0.600	0.763	(0.163)	(27.2)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 4.875</b>	<b>\$ 4.471</b>	<b>\$ 0.404</b>	<b>8.3</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ 0.067</b>	<b>43.2</b>	<b>\$ 5.030</b>	<b>\$ 4.559</b>	<b>\$ 0.471</b>	<b>9.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.128)</b>	<b>\$ (3.778)</b>	<b>\$ 0.350</b>	<b>8.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.128)</b>	<b>\$ (3.778)</b>	<b>\$ 0.350</b>	<b>8.5</b>

4.20

Table 2

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2014 Year-to-Date**  
**(\$ in millions)**

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.466	0.436	(0.030)	(6.4)	-	-	-	-	0.466	0.436	0.030	(6.4)
Other Operating Revenue	0.281	0.257	(0.024)	(8.5)	-	-	-	-	0.281	0.257	0.024	(8.5)
Capital and Other Reimbursements	-	-	-	-	0.155	0.088	(0.067)	(43.2)	0.155	0.088	0.067	(43.2)
<b>Total Revenue</b>	<b>\$ 0.747</b>	<b>\$ 0.693</b>	<b>\$ (0.054)</b>	<b>(7.2)</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ (0.067)</b>	<b>(43.2)</b>	<b>\$ 0.902</b>	<b>\$ 0.781</b>	<b>\$ (0.121)</b>	<b>(13.4)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.973	1.401	0.572	29.0	0.050	0.042	0.008	16.0	2.023	1.443	0.580	28.7
Overtime	0.252	0.539	(0.287)	(113.9)	0.025	0.012	0.013	52.0	0.277	0.551	(0.274)	(98.9)
<b>Total Salaries &amp; Wages</b>	<b>\$ 2.225</b>	<b>\$ 1.940</b>	<b>\$ 0.285</b>	<b>12.8</b>	<b>\$ 0.075</b>	<b>\$ 0.054</b>	<b>\$ 0.021</b>	<b>28.0</b>	<b>\$ 2.300</b>	<b>\$ 1.994</b>	<b>\$ 0.306</b>	<b>13.3</b>
Health and Welfare	0.351	0.044	0.307	87.5	0.025	-	0.025	100.0	0.376	0.044	0.332	88.3
OPEB Current Portion	0.071	0.011	0.060	84.5	-	-	-	-	0.071	0.011	0.060	84.5
Pensions	0.462	0.475	(0.013)	(2.8)	0.005	-	0.005	100.0	0.467	0.475	(0.008)	(1.7)
Other Fringe Benefits	0.171	0.246	(0.075)	(43.9)	0.005	0.002	0.003	60.0	0.176	0.248	(0.072)	(40.9)
<b>Total Fringe Benefits</b>	<b>\$ 1.055</b>	<b>\$ 0.776</b>	<b>\$ 0.279</b>	<b>26.4</b>	<b>\$ 0.035</b>	<b>\$ 0.002</b>	<b>\$ 0.033</b>	<b>94.3</b>	<b>\$ 1.090</b>	<b>\$ 0.778</b>	<b>\$ 0.312</b>	<b>28.6</b>
Reimbursable Overhead	(0.045)	(0.032)	(0.013)	(28.9)	0.045	0.032	0.013	28.9	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 3.235</b>	<b>\$ 2.684</b>	<b>\$ 0.551</b>	<b>17.0</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ 0.067</b>	<b>43.2</b>	<b>\$ 3.390</b>	<b>\$ 2.772</b>	<b>\$ 0.618</b>	<b>18.2</b>
Non-Labor.												
Electric Power	0.470	0.360	0.110	23.4	-	-	-	-	0.470	0.360	0.110	23.4
Fuel	0.030	0.047	(0.017)	(56.7)	-	-	-	-	0.030	0.047	(0.017)	(56.7)
Insurance	0.140	0.266	(0.126)	(90.0)	-	-	-	-	0.140	0.266	(0.126)	(90.0)
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.087	0.143	62.2	-	-	-	-	0.230	0.087	0.143	62.2
Professional Service Contracts	0.035	0.001	0.034	97.1	-	-	-	-	0.035	0.001	0.034	97.1
Materials & Supplies	0.127	0.253	(0.126)	(99.2)	-	-	-	-	0.127	0.253	(0.126)	(99.2)
Other Business Expenses	0.001	0.008	(0.007)	(700.0)	-	-	-	-	0.001	0.008	(0.007)	(700.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 1.040</b>	<b>\$ 1.024</b>	<b>\$ 0.016</b>	<b>1.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.040</b>	<b>\$ 1.024</b>	<b>\$ 0.016</b>	<b>1.5</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 4.275</b>	<b>\$ 3.708</b>	<b>\$ 0.567</b>	<b>13.3</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ 0.067</b>	<b>43.2</b>	<b>\$ 4.430</b>	<b>\$ 3.796</b>	<b>\$ 0.634</b>	<b>14.3</b>
Depreciation	0.600	0.763	(0.163)	(27.2)	-	-	-	-	0.600	0.763	(0.163)	(27.2)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 4.875</b>	<b>\$ 4.471</b>	<b>\$ 0.404</b>	<b>8.3</b>	<b>\$ 0.155</b>	<b>\$ 0.088</b>	<b>\$ 0.067</b>	<b>43.2</b>	<b>\$ 5.030</b>	<b>\$ 4.559</b>	<b>\$ 0.471</b>	<b>9.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.128)</b>	<b>\$ (3.778)</b>	<b>\$ 0.350</b>	<b>8.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.128)</b>	<b>\$ (3.778)</b>	<b>\$ 0.350</b>	<b>8.5</b>

4.21

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
 January 2014  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.030)	(6.4)	Due to severe winter weather	<b>SAME VARIANCES AS THE MONTH</b>		
Other Operating Revenue	Non Reimb.	(0.024)	(8.5)	Mainly the unfavorable timing of student fare reimbursements			
Payroll	Non Reimb.	0.572	29.0	Mostly timing and vacancies			
Overtime	Non Reimb.	(0.287)	over (100.0)	Largely the impact of adverse weather, vacancy coverage, and Sandy residual requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.367	87.0	Favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.075)	(43.9)	Unfavorable timing of expenses			
4.22 Electric Power	Non Reimb.	0.110	23.4	Favorable timing of expenses/lower prices			
Fuel	Non Reimb.	(0.017)	(56.7)	Unfavorable timing of non-revenue vehicle fuel expenses			
Insurance	Non Reimb.	(0.126)	(90.0)	The unfavorable timing of interagency payments			
Claims	Non Reimb.	0.005	71.4	Timing of third party claims paid			
Maintenance & Other Operating Contracts	Non Reimb.	0.143	62.2	Favorable timing of expenses			
Professional Service Contracts	Non Reimb.	0.034	97.1	Favorable timing of expenses			
Materials and Supplies	Non Reimb.	(0.126)	(99.2)	The unfavorable timing of maintenance material expenses			
Capital and Other Reimbursements	Reimb.	(0.067)	(43.2)	Timing of Contractor requirements			
Payroll	Reimb.	0.008	16.0	Timing of Contractor requirements			
Overtime	Reimb.	0.013	52.0	Timing of Contractor requirements			
Health and Welfare	Reimb.	0.025	100.0	Timing of Contractor requirements			
Pension	Reimb.	0.005	100.0	Timing of Contractor requirements			

Table 4

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**CASH RECEIPTS and EXPENDITURES**  
**January 2014**  
**(\$ in millions)**

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.466	0.454	(0.012)	(2.6)	0.466	0.454	(0.012)	(2.6)
Other Operating Revenue	0.281	0.679	0.398	141.6	0.281	0.679	0.398	141.6
Capital and Other Reimbursements	0.155	0.374	0.219	141.3	0.155	0.374	0.219	141.3
<b>Total Receipts</b>	<b>\$ 0.902</b>	<b>\$ 1.507</b>	<b>\$ 0.605</b>	<b>67.1</b>	<b>\$ 0.902</b>	<b>\$ 1.507</b>	<b>\$ 0.605</b>	<b>67.1</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	2.023	1.634	0.389	19.2	2.023	1.634	0.389	19.2
Overtime	0.277	0.309	(0.032)	(11.6)	0.277	0.309	(0.032)	(11.6)
Health and Welfare	0.376	0.003	0.373	99.2	0.376	0.003	0.373	99.2
OPEB Current Portion	0.071	0.011	0.060	84.5	0.071	0.011	0.060	84.5
Pensions	0.467	-	0.467	100.0	0.467	-	0.467	100.0
Other Fringe Benefits	0.176	0.073	0.103	58.5	0.176	0.073	0.103	58.5
GASB Account	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 3.390</b>	<b>\$ 2.030</b>	<b>\$ 1.360</b>	<b>40.1</b>	<b>\$ 3.390</b>	<b>\$ 2.030</b>	<b>\$ 1.360</b>	<b>40.1</b>
<b>Non-Labor:</b>								
Electric Power	0.470	0.290	0.180	38.3	0.470	0.290	0.180	38.3
Fuel	0.030	0.008	0.022	73.3	0.030	0.008	0.022	73.3
Insurance	0.140	0.114	0.026	18.6	0.140	0.114	0.026	18.6
Claims	0.007	-	0.007	100.0	0.007	-	0.007	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.074	0.156	67.8	0.230	0.074	0.156	67.8
Professional Service Contracts	0.035	0.016	0.019	54.3	0.035	0.016	0.019	54.3
Materials & Supplies	0.127	0.449	(0.322)	(253.5)	0.127	0.449	(0.322)	(253.5)
Other Business Expenditures	0.001	0.001	-	0.0	0.001	0.001	-	0.0
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.040</b>	<b>\$ 0.952</b>	<b>\$ 0.088</b>	<b>8.5</b>	<b>\$ 1.040</b>	<b>\$ 0.952</b>	<b>\$ 0.088</b>	<b>8.5</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 4.430</b>	<b>\$ 2.982</b>	<b>\$ 1.448</b>	<b>32.7</b>	<b>\$ 4.430</b>	<b>\$ 2.982</b>	<b>\$ 1.448</b>	<b>32.7</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.528)</b>	<b>\$ (1.475)</b>	<b>\$ 2.053</b>	<b>58.2</b>	<b>\$ (3.528)</b>	<b>\$ (1.475)</b>	<b>\$ 2.053</b>	<b>58.2</b>

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS  
 January 2014  
 (\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Revenue	0.398	over 100.0%	Mostly favorable timing of receipts from 2013	<b>SAME VARIANCES AS THE MONTH</b>		
Capital and Other Reimbursements	0.219	over 100.0%	Favorable timing of reimbursements			
Payroll	0.389	19.2%	Timing of payments			
Health and Welfare (including OPEB current payment)	0.433	96.9%	Favorable timing of payments			
Pensions	0.467	100.0%	Favorable timing of payments			
Other Fringe Benefits	0.103	58.5%	Favorable timing of payments, partly offset by the unfavorable timing of expenses			
Electric Power	0.180	38.3%	Favorable timing of payments/lower prices			
Insurance	0.026	18.6%	The favorable timing of interagency payments			
Maintenance Contracts	0.156	67.8%	The favorable timing of payments			
Materials and Supplies	(0.322)	over (100.0)%	The unfavorable timing of payments and maintenance material expenses			

4.24

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
 January 2014  
 (\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.000	0.018	0.018	-	0.000	0.018	0.018	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.422	0.422	-	0.000	0.422	0.422	-
Capital and Other Reimbursements	0.000	0.286	0.286	-	0.000	0.286	0.286	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.726</b>	<b>\$0.726</b>	-	<b>\$0.000</b>	<b>\$0.726</b>	<b>\$0.726</b>	-
<b>Expenditures</b>								
Labor:								
Payroll	0.000	(0.191)	(0.191)	-	0.000	(0.191)	(0.191)	-
Overtime	0.000	0.242	0.242	-	0.000	0.242	0.242	-
Health and Welfare	0.000	0.041	0.041	-	0.000	0.041	0.041	-
OPEB Current Portion	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	0.475	0.475	-	0.000	0.475	0.475	-
Other Fringe Benefits	0.000	0.175	0.175	-	0.000	0.175	0.175	-
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.742</b>	<b>\$0.742</b>	-	<b>\$0.000</b>	<b>\$0.742</b>	<b>\$0.742</b>	-
Non-Labor:								
Electric Power	0.000	0.070	0.070	-	0.000	0.070	0.070	-
Fuel	0.000	0.039	0.039	-	0.000	0.039	0.039	-
Insurance	0.000	0.152	0.152	-	0.000	0.152	0.152	-
Claims	0.000	0.002	0.002	-	0.000	0.002	0.002	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.013	0.013	-	0.000	0.013	0.013	-
Professional Service Contracts	0.000	(0.015)	(0.015)	-	0.000	(0.015)	(0.015)	-
Materials & Supplies	0.000	(0.196)	(0.196)	-	0.000	(0.196)	(0.196)	-
Other Business Expenditures	0.000	0.007	0.007	-	0.000	0.007	0.007	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.072</b>	<b>\$0.072</b>	-	<b>\$0.000</b>	<b>\$0.072</b>	<b>\$0.072</b>	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.000</b>	<b>\$0.814</b>	<b>\$0.814</b>	-	<b>\$0.000</b>	<b>\$0.814</b>	<b>\$0.814</b>	-
Depreciation Adjustment	0.600	0.763	0.163	27.2	0.600	0.763	0.163	27.2
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$0.600</b>	<b>\$1.577</b>	<b>\$0.977</b>	<b>162.8</b>	<b>\$0.600</b>	<b>\$1.577</b>	<b>\$0.977</b>	<b>162.8</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.600</b>	<b>\$2.303</b>	<b>\$1.703</b>	<b>283.8</b>	<b>\$0.600</b>	<b>\$2.303</b>	<b>\$1.703</b>	<b>283.8</b>

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
 January 2014

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	14	(1)
General Office	6	6	0
Purchasing/Stores	6	5	1
<b>Total Administration</b>	<b>25</b>	<b>25</b>	<b>0</b>
<b>Operations</b>			
Transportation	91	91	0
<b>Total Operations</b>	<b>91</b>	<b>91</b>	<b>0</b>
<b>Maintenance</b>			
Mechanical	43	40	3
Electronics/Electrical	15	13	2
Power/Signals	26	25	1
Maintenance of Way	46	46	0
Infrastructure	25	27	(2)
<b>Total Maintenance</b>	<b>155</b>	<b>151</b>	<b>4</b>
<b>Engineering/Capital</b>			
Sandy Recovery	5	5	0
<b>Total Engineering Capital</b>	<b>5</b>	<b>5</b>	<b>0</b>
<b>Total Positions</b>	<b>276</b>	<b>272</b>	<b>4</b>
Non-Reimbursable	268	264	4
Reimbursable	8	8	0
Total Full-Time	276	272	4
Total Full-Time-Equivalents	0	0	0

4.26

MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
 January 2014

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	14	13	1	
Professional, Technical, Clerical	11	12	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>25</b>	<b>25</b>	<b>0</b>	
<b>Operations</b>				
Managers/Supervisors	5	5	0	
Professional, Technical, Clerical	3	0	3	
Operational Hourlies	83	86	(3)	
<b>Total Operations</b>	<b>91</b>	<b>91</b>	<b>0</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	8	0	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	141	3	
<b>Total Maintenance</b>	<b>155</b>	<b>151</b>	<b>4</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	1	1	0	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>5</b>	<b>5</b>	<b>0</b>	
<b>Total Positions</b>				
Managers/Supervisors	28	27	1	
Professional, Technical, Clerical	19	16	3	
Operational Hourlies	229	229	0	
<b>Total Positions</b>	<b>276</b>	<b>272</b>	<b>4</b>	

4.27

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2014 BUDGET VERSUS 2014 PRELIMINARY ACTUAL  
(in millions)**

<u>Month of January</u>		<u>Variance</u>		<u>Explanation</u>
<u>Budget</u>	<u>Actual</u>	<u>Amount</u>	<u>Percent</u>	
0.385	0.357	(0.027)	(7.1%)	Severe Winter Weather

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2013 ACTUAL VERSUS 2014 PRELIMINARY ACTUAL  
(in millions)**

	<u>Month of January</u>				<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.015	0.015	(0.000)	(1.4%)	
Average Weekend	0.007	0.006	(0.001)	(13.4%)	Better weather in 2013 than in 2014
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.015	(0.001)	(5.3%)	Residual ridership losses from Sandy
Average Weekend	0.008	0.007	(0.001)	(14.0%)	Residual ridership losses from Sandy

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

**FINANCIAL AND RIDERSHIP REPORT****January 2014**

(All data are preliminary and subject to audit)

**Preliminary Actual Results Compared to the Adopted Budget (budget)**

**Operating revenue** was \$16.6 million in January, \$1.7 million (9.1 percent) below budget. Farebox revenue was \$1.0 million (6.5 percent) less than budget, due to lower ridership caused by inclement weather. Other operating revenue was \$0.6 million (28.5 percent) under budget, due to the unfavorable timing of Sandy recovery receipts.

Total MTA Bus **ridership** in January 2014 was 9.4 million, 7.6 percent (0.8 million riders) below budget. January 2014 average weekday ridership was 361,325, a decrease of 9.0 percent (35,695 riders) from January 2013. Average weekday ridership for the twelve months ending January 2014 was 404,125 riders, an increase of 0.6 percent (2,215 riders) from the twelve months ending January 2013.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were \$49.6 million in January, \$1.0 million (1.9 percent) favorable to budget.

- Labor expenses exceeded budget by \$0.4 million (1.0 percent). Overtime expenses overran by \$1.0 million (26.2 percent), due mainly to vacancy coverage requirements, bus maintenance requirements, and the impact of inclement weather. Payroll expenses were also higher by \$0.8 million (3.8 percent), due largely to greater-than-budgeted miscellaneous base pay and a delay in the recording of reimbursable expenses temporarily charged to non-reimbursable, offset in part by vacancies. Mostly offsetting these overruns were fringe benefit account underruns of \$1.4 million (9.6 percent), due mostly to the favorable timing of expenses.
- Non-labor expenses were below budget by \$1.4 million (11.0 percent), including underruns in maintenance contract expenses of \$0.8 million (46.6 percent) and claims expenses of \$0.5 million (24.5 percent), both due to the favorable timing of expenses. Fuel expenses were also favorable by \$0.6 million (17.6 percent), resulting from a CNG 2013 rebate and lower CNG rates. These underruns were partly offset by higher professional service contract expenses of \$0.3 million (15.4 percent), due to prior period accrual adjustments, and overruns in materials & supplies expenses of \$0.2 million (7.5 percent), due primarily to the impact of inclement weather and prior period accrual adjustments.

Depreciation expenses of \$3.9 million were \$0.4 million (11.8 percent) above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$4.6 million of accrued expenses, \$0.1 million (3.0 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$31.8 million, \$4.8 million (17.7 percent) above budget, due largely to the unfavorable timing of non-labor account payments and reimbursements of Sandy recoveries and student/elderly reimbursements.

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2014**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 16,059	\$ 15,020	\$ (1,039)	(6.5)	\$ -	\$ -	\$ -	-	\$ 16,059	\$ 15,020	\$ (1,039)	(6.5)
Other Operating Income	2,188	1,565	(0,623)	(28.5)	-	-	-	-	2,188	1,565	(0,623)	(28.5)
Capital and Other Reimbursements	-	-	-	-	0,754	0,237	(0,517)	(68.6)	0,754	0,237	(0,517)	(68.6)
<b>Total Revenue</b>	<b>\$ 18,247</b>	<b>\$ 16,585</b>	<b>\$ (1,662)</b>	<b>(9.1)</b>	<b>\$ 0,754</b>	<b>\$ 0,237</b>	<b>\$ (0,517)</b>	<b>(68.6)</b>	<b>\$ 19,001</b>	<b>\$ 16,822</b>	<b>\$ (2,179)</b>	<b>(11.5)</b>
<b>Labor</b>												
Payroll	\$ 20,142	\$ 20,900	\$ (0,758)	(3.8)	\$ 0,491	\$ 0,071	\$ 0,420	85.5	\$ 20,633	\$ 20,971	\$ (0,338)	(1.6)
Overtime	3,841	4,846	(1,005)	(26.2)	-	-	-	-	3,841	4,846	(1,005)	(26.2)
Health and Welfare	4,422	4,091	0,331	7.5	0,090	0,021	0,069	76.7	4,512	4,112	0,400	8.9
OPEB Current Payment	1,680	1,501	0,179	10.7	-	-	-	-	1,680	1,501	0,179	10.7
Pensions	4,027	3,794	0,233	5.8	0,041	0,022	0,019	46.3	4,068	3,816	0,252	6.2
Other Fringe Benefits	4,054	3,430	0,624	15.4	0,040	0,010	0,030	75.0	4,094	3,440	0,654	16.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 38,166</b>	<b>\$ 38,562</b>	<b>\$ (0,396)</b>	<b>(1.0)</b>	<b>\$ 0,662</b>	<b>\$ 0,124</b>	<b>\$ 0,538</b>	<b>81.3</b>	<b>\$ 38,828</b>	<b>\$ 38,686</b>	<b>\$ 0,142</b>	<b>0.4</b>
<b>Non-Labor</b>												
Electric Power	\$ 0,110	\$ 0,144	\$ (0,034)	(30.9)	\$ -	\$ -	\$ -	-	\$ 0,110	\$ 0,144	\$ (0,034)	(30.9)
Fuel	3,554	2,929	0,625	17.6	-	-	-	-	3,554	2,929	0,625	17.6
Insurance	0,284	0,277	0,007	2.5	-	-	-	-	0,284	0,277	0,007	2.5
Claims	1,855	1,400	0,455	24.5	-	-	-	-	1,855	1,400	0,455	24.5
Maintenance and Other Operating Contracts	1,754	0,937	0,817	46.6	0,020	-	0,020	100.0	1,774	0,937	0,837	47.2
Professional Service Contracts	1,745	2,013	(0,268)	(15.4)	-	-	-	-	1,745	2,013	(0,268)	(15.4)
Materials & Supplies	2,930	3,150	(0,220)	(7.5)	0,072	0,113	(0,041)	(56.9)	3,002	3,263	(0,261)	(8.7)
Other Business Expense	0,173	0,185	(0,012)	(6.9)	-	-	-	-	0,173	0,185	(0,012)	(6.9)
<b>Total Non-Labor Expenses</b>	<b>\$ 12,405</b>	<b>\$ 11,035</b>	<b>\$ 1,370</b>	<b>11.0</b>	<b>\$ 0,092</b>	<b>\$ 0,113</b>	<b>\$ (0,021)</b>	<b>(22.8)</b>	<b>\$ 12,497</b>	<b>\$ 11,148</b>	<b>\$ 1,349</b>	<b>10.8</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 50,571</b>	<b>\$ 49,597</b>	<b>\$ 0,974</b>	<b>1.9</b>	<b>\$ 0,754</b>	<b>\$ 0,237</b>	<b>\$ 0,517</b>	<b>68.6</b>	<b>\$ 51,325</b>	<b>\$ 49,834</b>	<b>\$ 1,491</b>	<b>2.9</b>
Depreciation	3,520	3,934	(0,414)	(11.8)	-	-	-	-	3,520	3,934	(0,414)	(11.8)
OPEB Obligation	4,743	4,600	0,143	3.0	-	-	-	-	4,743	4,600	0,143	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 58,834</b>	<b>\$ 58,131</b>	<b>\$ 0,703</b>	<b>1.2</b>	<b>\$ 0,754</b>	<b>\$ 0,237</b>	<b>\$ 0,517</b>	<b>68.6</b>	<b>\$ 59,588</b>	<b>\$ 58,368</b>	<b>\$ 1,220</b>	<b>2.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (40,587)</b>	<b>\$ (41,546)</b>	<b>\$ (0,959)</b>	<b>(2.4)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (40,587)</b>	<b>\$ (41,546)</b>	<b>\$ (0,959)</b>	<b>(2.4)</b>

NOTE Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2014 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable				Favorable				Favorable	
	Adopted Budget	Actual	(Unfavorable)	Percent	Adopted Budget	Actual	(Unfavorable)	Percent	Adopted Budget	Actual	(Unfavorable)	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 16,059	\$ 15,020	\$ (1,039)	(6.5)	\$ -	\$ -	\$ -	-	\$ 16,059	\$ 15,020	\$ (1,039)	(6.5)
Other Operating Income	2,188	1,565	(0,623)	(28.5)	-	-	-	-	2,188	1,565	(0,623)	(28.5)
Capital and Other Reimbursements	-	-	-	-	0.754	0.237	(0,517)	(68.6)	0.754	0.237	(0,517)	(68.6)
<b>Total Revenue</b>	<b>\$ 18,247</b>	<b>\$ 16,585</b>	<b>\$ (1,662)</b>	<b>(9.1)</b>	<b>\$ 0,754</b>	<b>\$ 0,237</b>	<b>\$ (0,517)</b>	<b>(68.6)</b>	<b>\$ 19,001</b>	<b>\$ 16,822</b>	<b>\$ (2,179)</b>	<b>(11.5)</b>
<b>Expenses</b>												
<i>Labor</i>												
Payroll	\$ 20,142	\$ 20,900	\$ (0,758)	(3.8)	\$ 0,491	\$ 0,071	\$ 0,420	85.5	\$ 20,633	\$ 20,971	\$ (0,338)	(1.6)
Overtime	3,841	4,846	(1,005)	(26.2)	-	-	-	-	3,841	4,846	(1,005)	(26.2)
Health and Welfare	4,422	4,091	0,331	7.5	0,090	0,021	0,069	76.7	4,512	4,112	0,400	8.9
OPEB Current Payment	1,680	1,501	0,179	10.7	-	-	-	-	1,680	1,501	0,179	10.7
Pensions	4,027	3,794	0,233	5.8	0,041	0,022	0,019	46.3	4,068	3,816	0,252	6.2
Other Fringe Benefits	4,054	3,430	0,624	15.4	0,040	0,010	0,030	75.0	4,094	3,440	0,654	16.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 38,166</b>	<b>\$ 38,562</b>	<b>\$ (0,396)</b>	<b>(1.0)</b>	<b>\$ 0,662</b>	<b>\$ 0,124</b>	<b>\$ 0,538</b>	<b>81.3</b>	<b>\$ 38,828</b>	<b>\$ 38,866</b>	<b>\$ 0,142</b>	<b>0.4</b>
<i>Non-Labor</i>												
Electric Power	\$ 0,110	\$ 0,144	\$ (0,034)	(30.9)	\$ -	\$ -	\$ -	-	\$ 0,110	\$ 0,144	\$ (0,034)	(30.9)
Fuel	3,554	2,929	0,625	17.6	-	-	-	-	3,554	2,929	0,625	17.6
Insurance	0,284	0,277	0,007	2.5	-	-	-	-	0,284	0,277	0,007	2.5
Claims	1,855	1,400	0,455	24.5	-	-	-	-	1,855	1,400	0,455	24.5
Maintenance and Other Operating Contracts	1,754	0,937	0,817	46.6	0,020	-	0,020	100.0	1,774	0,937	0,837	47.2
Professional Service Contracts	1,745	2,013	(0,268)	(15.4)	-	-	-	-	1,745	2,013	(0,268)	(15.4)
Materials & Supplies	2,930	3,150	(0,220)	(7.5)	0,072	0,113	(0,041)	(56.9)	3,002	3,263	(0,261)	(8.7)
Other Business Expense	0,173	0,185	(0,012)	(6.9)	-	-	-	-	0,173	0,185	(0,012)	(6.9)
<b>Total Non-Labor Expenses</b>	<b>\$ 12,405</b>	<b>\$ 11,035</b>	<b>\$ 1,370</b>	<b>11.0</b>	<b>\$ 0,092</b>	<b>\$ 0,113</b>	<b>\$ (0,021)</b>	<b>(22.8)</b>	<b>\$ 12,497</b>	<b>\$ 11,148</b>	<b>\$ 1,349</b>	<b>10.8</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 50,571</b>	<b>\$ 49,597</b>	<b>\$ 0,974</b>	<b>1.9</b>	<b>\$ 0,754</b>	<b>\$ 0,237</b>	<b>\$ 0,517</b>	<b>68.6</b>	<b>\$ 51,325</b>	<b>\$ 49,834</b>	<b>\$ 1,491</b>	<b>2.9</b>
Depreciation	3,520	3,934	(0,414)	(11.8)	-	-	-	-	3,520	3,934	(0,414)	(11.8)
OPEB Obligation	4,743	4,600	0,143	3.0	-	-	-	-	4,743	4,600	0,143	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 58,834</b>	<b>\$ 58,131</b>	<b>\$ 0,703</b>	<b>1.2</b>	<b>\$ 0,754</b>	<b>\$ 0,237</b>	<b>\$ 0,517</b>	<b>68.6</b>	<b>\$ 59,588</b>	<b>\$ 58,368</b>	<b>\$ 1,220</b>	<b>2.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (40,587)</b>	<b>\$ (41,546)</b>	<b>\$ (0,959)</b>	<b>(2.4)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (40,587)</b>	<b>\$ (41,546)</b>	<b>\$ (0,959)</b>	<b>(2.4)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (1.039)	(6.5)	Lower ridership due to inclement weather	\$ (1.039)	(6.5)	Lower ridership due to inclement weather		
Other Operating Revenue	NR	\$ (0.623)	(28.5)	Unfavorable timing of Sandy Recovery Receipts	\$ (0.623)	(28.5)	Unfavorable timing of Sandy Recovery Receipts		
Capital and Other Reimbursements	R	\$ (0.517)	(68.6)	Timing of reimbursement receipts and delayed funding	\$ (0.517)	(68.6)	Timing of reimbursement receipts and delayed funding		
<b>Total Revenue Variance</b>		<b>\$ (2.179)</b>	<b>(11.5)</b>		<b>\$ (2.179)</b>	<b>(11.5)</b>			
Payroll	NR	\$ (0.758)	(3.8)	Greater than budgeted miscellaneous base pay, reimbursable employees charged to non-reimbursable due to delayed Capital funding allocation, offset by vacancies	\$ (0.758)	(3.8)	Greater than budgeted miscellaneous base pay, reimbursable employees charged to non-reimbursable due to delayed Capital funding allocation, offset by vacancies		
Overtime	NR	\$ (1.005)	(26.2)	Mainly due to coverage for vacancies, bus maintenance requirements and the impact of inclement weather	\$ (1.005)	(26.2)	Mainly due to coverage for vacancies, bus maintenance requirements and the impact of inclement weather		
Health and Welfare (including OPEB)	NR	\$ 0.510	8.4	Favorable timing of expenses	\$ 0.510	8.4	Favorable timing of expenses		
Pension	NR	\$ 0.233	5.8	Favorable timing of expenses	\$ 0.233	5.8	Favorable timing of expenses		
Other Fringe Benefits	NR	\$ 0.624	15.4	Favorable timing of workers' compensation payments and associated vacancies	\$ 0.624	15.4	Favorable timing of workers' compensation payments and associated vacancies		
Electric Power	NR	\$ (0.034)	(30.9)	Greater than budgeted expenses	\$ (0.034)	(30.9)	Greater than budgeted expenses		
Fuel	NR	\$ 0.625	17.6	Primarily 2013 CNG rebate and lower CNG rates	\$ 0.625	17.6	Primarily 2013 CNG rebate and lower CNG rates		
Insurance	NR	\$ 0.007	2.5	(a)	\$ 0.007	2.5	(a)		
Claims	NR	\$ 0.455	24.5	Timing of expenses	\$ 0.455	24.5	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 0.817	46.6	Timing of expenses	\$ 0.817	46.6	Timing of expenses		
Professional Service Contracts	NR	\$ (0.268)	(15.4)	Greater than budgeted expenses due to prior period under accruals	\$ (0.268)	(15.4)	Greater than budgeted expenses due to prior period under accruals		
Materials & Supplies	NR	\$ (0.220)	(7.5)	Greater than budgeted expenses due to inclement weather expenses and prior period under accruals	\$ (0.220)	(7.5)	Greater than budgeted expenses due to inclement weather expenses and prior period under accruals		
Other Business Expense	NR	\$ (0.012)	(6.9)	(a)	\$ (0.012)	(6.9)	(a)		
Depreciation	NR	\$ (0.414)	(11.8)	non cash expense	\$ (0.414)	(11.8)	non cash expense		
Other Post Employment Benefits	NR	\$ 0.143	3.0	(a)	\$ 0.143	3.0	(a)		
Environmental Remediation		\$ -	-		\$ -	-			
Payroll	R	\$ 0.420	85.5	Timing of charges and delayed funding	\$ 0.420	85.5	Timing of charges and delayed funding		
Health and Welfare	R	\$ 0.069	76.7	Timing of charges	\$ 0.069	76.7	Timing of charges.		
Pension	R	\$ 0.019	46.3		\$ 0.019	46.3			
Other Fringe Benefits	R	\$ 0.030	75.0		\$ 0.030	75.0			
Maintenance and Other Operating Contracts	R	\$ 0.020	*	Timing of charges	\$ 0.020	*	Timing of charges		
Materials & Supplies	R	\$ (0.041)	*	Timing of charges	\$ (0.041)	*	Timing of charges		
<b>Total Expense Variance</b>		<b>\$ 1.220</b>	<b>2.0</b>		<b>\$ 1.220</b>	<b>2.0</b>			
<b>Net Variance</b>		<b>\$ (0.959)</b>	<b>(2.4)</b>		<b>\$ (0.959)</b>	<b>(2.4)</b>			

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**

(\$ in millions)

	January 2014				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 16.059	\$ 15.805	\$ (0.254)	(1.6)	\$ 16.059	\$ 15.805	\$ (0.254)	(1.6)
Other Operating Revenue	2.188	0.419	(1.769)	(80.9)	2.188	0.419	(1.769)	(80.9)
Capital and Other Reimbursements	1.106	0.931	(0.175)	(15.8)	1.106	0.931	(0.175)	(15.8)
<b>Total Receipts</b>	<b>\$ 19.353</b>	<b>\$ 17.155</b>	<b>\$ (2.198)</b>	<b>(11.4)</b>	<b>\$ 19.353</b>	<b>\$ 17.155</b>	<b>\$ (2.198)</b>	<b>(11.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 17.858	\$ 18.256	\$ (0.398)	(2.2)	\$ 17.858	\$ 18.256	\$ (0.398)	(2.2)
Overtime	3.841	4.846	(1.005)	(26.2)	3.841	4.846	(1.005)	(26.2)
Health and Welfare	4.473	3.277	1.196	26.7	4.473	3.277	1.196	26.7
OPEB Current Payment	1.681	1.681	-	0.0	1.681	1.681	-	0.0
Pensions	3.832	3.231	0.601	15.7	3.832	3.231	0.601	15.7
Other Fringe Benefits	3.024	2.603	0.421	13.9	3.024	2.603	0.421	13.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 34.709</b>	<b>\$ 33.894</b>	<b>\$ 0.815</b>	<b>2.3</b>	<b>\$ 34.709</b>	<b>\$ 33.894</b>	<b>\$ 0.815</b>	<b>2.3</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.104	\$ 0.144	\$ (0.040)	(38.5)	\$ 0.104	\$ 0.144	\$ (0.040)	(38.5)
Fuel	3.361	3.773	(0.412)	(12.3)	3.361	3.773	(0.412)	(12.3)
Insurance	0.284	2.398	(2.114)	*	0.284	2.398	(2.114)	*
Claims	1.605	1.915	(0.310)	(19.3)	1.605	1.915	(0.310)	(19.3)
Maintenance and Other Operating Contracts	1.677	1.261	0.416	24.8	1.677	1.261	0.416	24.8
Professional Service Contracts	1.650	1.757	(0.107)	(6.5)	1.650	1.757	(0.107)	(6.5)
Materials & Supplies	2.838	3.604	(0.766)	(27.0)	2.838	3.604	(0.766)	(27.0)
Other Business Expenses	0.163	0.228	(0.065)	(39.9)	0.163	0.228	(0.065)	(39.9)
<b>Total Non-Labor Expenditures</b>	<b>\$ 11.682</b>	<b>\$ 15.080</b>	<b>\$ (3.398)</b>	<b>(29.1)</b>	<b>\$ 11.682</b>	<b>\$ 15.080</b>	<b>\$ (3.398)</b>	<b>(29.1)</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 46.391</b>	<b>\$ 48.974</b>	<b>\$ (2.583)</b>	<b>(5.6)</b>	<b>\$ 46.391</b>	<b>\$ 48.974</b>	<b>\$ (2.583)</b>	<b>(5.6)</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (27.038)</b>	<b>\$ (31.819)</b>	<b>\$ (4.781)</b>	<b>(17.7)</b>	<b>\$ (27.038)</b>	<b>\$ (31.819)</b>	<b>\$ (4.781)</b>	<b>(17.7)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	January 2014				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$ (0 254)	(1 6)	(a)	\$ (0 254)	(1 6)	(a)		
Other Operating Revenue	(1 769)	(80 9)	Timing of Sandy recovery and students/elderly reimbursements	(1 769)	(80 9)	Timing of Sandy recovery and students/elderly reimbursements		
Capital and Other Reimbursements	(0 175)	(15 8)	Timing of reimbursement receipts and delayed funding	(0 175)	(15 8)	Timing of reimbursement receipts and delayed funding		
<b>Total Receipts</b>	<b>\$ (2 198)</b>	<b>(11 4)</b>		<b>\$ (2 198)</b>	<b>(11 4)</b>			
Payroll	\$ (0 398)	(2 2)	Greater than budgeted miscellaneous base pay, offset by vacancies	\$ (0 398)	(2 2)	Greater than budgeted miscellaneous base pay, offset by vacancies		
Overtime	(1 005)	(26 2)	Mainly due to coverage for vacancies, bus maintenance requirements and the impact of inclement weather	(1 005)	(26 2)	Mainly due to coverage for vacancies, bus maintenance requirements and the impact of inclement weather		
Health and Welfare (including OPEB)	1 196	19 4	Timing of payments	1 196	19 4	Timing of payments		
Pension	0 601	15 7	Favorable timing of payments	0 601	15 7	Favorable timing of payments		
Other Fringe Benefits	0 421	13 9	Timing of payments	0 421	13 9	Timing of payments		
GASB	-	-		-	-			
Electric Power	(0 040)	(38 5)	Greater than budgeted payments	(0 040)	(38 5)	Greater than budgeted payments		
Fuel	(0 412)	(12 3)	Prior period payments	(0 412)	(12 3)	Prior period payments		
Insurance	(2 114)	*	Annual payment of insurance liability	(2 114)	*	Annual payment of insurance liability		
Claims	(0 310)	(19 3)	Payment of large settlement claim	(0 310)	(19 3)	Payment of large settlement claim		
Maintenance and Other Operating Contracts	0 416	24 8	Timing of payments	0 416	24 8	Timing of payments		
Professional Service Contracts	(0 107)	(6 5)	Greater than budgeted expenses due to unfavorable timing of payments	(0 107)	(6 5)	Greater than budgeted expenses due to unfavorable timing of payments		
Materials & Supplies	(0 766)	(27 0)	Mainly due to impact of inclement weather	(0 766)	(27 0)	Mainly due to impact of inclement weather		
Other Business Expenditure	(0 065)	(39 9)	(a)	(0 065)	(39 9)	(a)		
<b>Total Expenditures</b>	<b>\$ (2 583)</b>	<b>(5 6)</b>		<b>\$ (2 583)</b>	<b>(5 6)</b>			
<b>Net Cash Variance</b>	<b>\$ (4 781)</b>	<b>(17 7)</b>		<b>\$ (4 781)</b>	<b>(17 7)</b>			

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	January 2014				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<b>Receipts</b>									
Farebox Revenue	\$ -	\$ 0.785	\$ 0.785	-	\$ -	\$ 0.785	\$ 0.785	-	
Other Operating Revenue	-	(1.146)	(1.146)	-	-	(1.146)	(1.146)	-	
Capital and Other Reimbursements	0.352	0.694	0.342	97.2	0.352	0.694	0.342	97.2	
<b>Total Receipts</b>	<b>\$ 0.352</b>	<b>\$ 0.333</b>	<b>\$ (0.019)</b>	<b>(5.4)</b>	<b>\$ 0.352</b>	<b>\$ 0.333</b>	<b>\$ (0.019)</b>	<b>(5.4)</b>	
<b>Expenditures</b>									
<i>Labor</i>									
Payroll	\$ 2.775	\$ 2.715	\$ (0.060)	(2.2)	\$ 2.775	\$ 2.715	\$ (0.060)	(2.2)	
Overtime	-	-	-	-	-	-	-	-	
Health and Welfare	0.039	0.835	0.796	*	0.039	0.835	0.796	*	
OPEB Current Payment	(0.001)	(0.180)	(0.179)	*	(0.001)	(0.180)	(0.179)	*	
Pensions	0.236	0.585	0.349	*	0.236	0.585	0.349	*	
Other Fringe Benefits	1.070	0.837	(0.233)	(21.8)	1.070	0.837	(0.233)	(21.8)	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 4.119</b>	<b>\$ 4.792</b>	<b>\$ 0.673</b>	<b>16.3</b>	<b>\$ 4.119</b>	<b>\$ 4.792</b>	<b>\$ 0.673</b>	<b>16.3</b>	
<i>Non-Labor</i>									
Traction and Propulsion Power	\$ 0.006	\$ -	\$ 0.006	100.0	\$ 0.006	\$ -	\$ 0.006	100.0	
Fuel for Buses and Trains	0.193	(0.844)	(1.037)	*	0.193	(0.844)	(1.037)	*	
Insurance	-	(2.121)	(2.121)	-	-	(2.121)	(2.121)	-	
Claims	0.250	(0.515)	(0.765)	*	0.250	(0.515)	(0.765)	*	
Maintenance and Other Operating Contracts	0.097	(0.324)	(0.421)	*	0.097	(0.324)	(0.421)	*	
Professional Service Contracts	0.095	0.256	0.161	*	0.095	0.256	0.161	*	
Materials & Supplies	0.164	(0.341)	(0.505)	*	0.164	(0.341)	(0.505)	*	
Other Business Expenditures	0.010	(0.043)	(0.053)	*	0.010	(0.043)	(0.053)	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.815</b>	<b>\$ (3.932)</b>	<b>\$ (4.735)</b>	<b>*</b>	<b>\$ 0.815</b>	<b>\$ (3.932)</b>	<b>\$ (4.735)</b>	<b>*</b>	
<b>Other Expenditure Adjustments:</b>									
Other	-	-	-	-	-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures:</b>									
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before Non Cash Liability Adjs.</b>	<b>\$ 4.934</b>	<b>\$ 0.860</b>	<b>\$ (4.062)</b>	<b>(82.3)</b>	<b>\$ 4.934</b>	<b>\$ 0.860</b>	<b>\$ (4.062)</b>	<b>(82.3)</b>	
Depreciation Adjustment	3.520	3.934	0.414	11.8	3.520	3.934	0.414	11.8	
Other Post Employment Benefits	4.743	4.600	(0.143)	(3.0)	4.743	4.600	(0.143)	(3.0)	
Environmental Remediation	-	-	-	-	-	-	-	-	
<b>Total Expenses/Expenditures</b>	<b>\$ 13.197</b>	<b>\$ 9.394</b>	<b>\$ (3.791)</b>	<b>(28.7)</b>	<b>\$ 13.197</b>	<b>\$ 9.394</b>	<b>\$ (3.791)</b>	<b>(28.7)</b>	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 13.549</b>	<b>\$ 9.727</b>	<b>\$ (3.810)</b>	<b>(28.1)</b>	<b>\$ 13.549</b>	<b>\$ 9.727</b>	<b>\$ (3.810)</b>	<b>(28.1)</b>	

NOTE Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**Utilization**  
(In millions)

	<u>January 2014</u>			<u>Year-to-date as of January 2014</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 16.059	\$ 15.020	\$ (1.039)	\$ 16.059	\$ 15.020	\$ (1.039)
<b>Total Farebox Revenue</b>	<b>\$ 16.059</b>	<b>\$ 15.020</b>	<b>\$ (1.039)</b>	<b>\$ 16.059</b>	<b>\$ 15.020</b>	<b>\$ (1.039)</b>
Other Revenue.	\$ 2.188	\$ 1.565	\$ (0.623)	\$ 2.188	\$ 1.565	\$ (0.623)
Capital & Other	0.754	0.237	(0.517)	0.754	0.237	(0.517)
<b>Total Revenue</b>	<b>\$ 19.001</b>	<b>\$ 16.822</b>	<b>\$ (2.179)</b>	<b>\$ 19.001</b>	<b>\$ 16.822</b>	<b>\$ (2.179)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.214	9.437	(0.777)	10.214	9.437	(0.777)
<b>Total Ridership</b>	<b>10.214</b>	<b>9.437</b>	<b>(0.777)</b>	<b>10.214</b>	<b>9.437</b>	<b>(0.777)</b>

**MTA BUS COMPANY**  
**2014 Adopted Budget vs. Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS**  
**JANUARY 2014**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	2	1	
Human Resources	6	9	(3)	
Office of Management and Budget	15	12	3	
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	17	-	17	
<b>Total Administration</b>	<b>144</b>	<b>115</b>	<b>29</b>	Vacancies
<b>Operations</b>				
Buses	2,211	2,139	72	Bus Operators vacancies to be filled
Office of the Executive VP	1	1	-	
Safety & Training	28	52	(24)	Bus Operators in Training
Road Operations	116	111	5	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	19	2	
<b>Total Operations</b>	<b>2,429</b>	<b>2,372</b>	<b>57</b>	
<b>Maintenance</b>				
Buses	755	739	16	
Maintenance Support/CMF	156	167	(11)	
Facilities	73	44	29	Vacancies Replaced by MOU
Supply Logistics	92	91	1	
<b>Total Maintenance</b>	<b>1,076</b>	<b>1,041</b>	<b>35</b>	
Capital Program Management	37	31	6	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
Security	18	15	3	
<b>Total Public Safety</b>	<b>18</b>	<b>15</b>	<b>3</b>	
<b>Total Positions</b>	<b>3,704</b>	<b>3,574</b>	<b>130</b>	
Non-Reimbursable	3,640	3,518	122	
Reimbursable	64	56	8	
<b>Total Full-Time</b>	<b>3,689</b>	<b>3,557</b>	<b>132</b>	
Total Full-Time Equivalents	15	17	(2)	

**MTA BUS COMPANY**  
**2014 Adopted Budget vs. Actual**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**JANUARY 2014**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	56	42	14	
Professional, Technical, Clerical	71	73	(2)	
Operational Hourlies	17	-	17	
<b>Total Administration</b>	<b>144</b>	<b>115</b>	<b>29</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	298	293	5	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,080	2,024	56	
<b>Total Operations</b>	<b>2,429</b>	<b>2,372</b>	<b>57</b>	Bus Operators vacancies to be filled
<b>Maintenance</b>				
Managers/Supervisors	205	197	8	
Professional, Technical, Clerical	17	15	2	
Operational Hourlies	854	829	25	
<b>Total Maintenance</b>	<b>1,076</b>	<b>1,041</b>	<b>35</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
<b>Public Safety</b>				
Managers/Supervisors	14	9	5	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>18</b>	<b>15</b>	<b>3</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	594	557	37	
Professional, Technical, Clerical	159	162	(3)	
Operational Hourlies	2,951	2,855	96	
<b>Total Baseline Positions</b>	<b>3,704</b>	<b>3,574</b>	<b>130</b>	

4.39

**MTA Bus Company**  
**February Financial Plan 2014 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	49,918	\$2.1	50,659	\$2.0	(742)	\$0.1	49,918	\$2.1	50,659	\$2.0	(742)	\$0.1
					-1.5%	4.7%					-1.5%	4.7%
<u>Unscheduled Service</u>	6,999	\$0.3	8,384	\$0.3	(1,385)	(0.0)	6,999	\$0.3	8,384	\$0.3	(1,385)	(0.0)
					-19.8%	-5.4%					-19.8%	-5.4%
<u>Programmatic/Routine Maintenance</u>	17,643	\$0.7	28,009	\$1.2	(10,366)	(0.5)	17,643	\$0.7	28,009	\$1.2	(10,366)	(0.5)
					-58.8%	-63.8%					-58.8%	-63.8%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	11,566	\$0.5	21,983	\$0.9	(10,417)	(0.4)	11,566	\$0.5	21,983	\$0.9	(10,417)	(0.4)
					-90.1%	-67.8%					-90.1%	-67.8%
<u>Weather Emergencies</u>	3,045	\$0.1	8,513	\$0.4	(5,467)	(0.3)	3,045	\$0.1	8,513	\$0.4	(5,467)	(0.3)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	137	\$0.0	132	\$0.0	5	(0.0)	137	\$0.0	132	\$0.0	5	(0.0)
					3.3%	-0.2%					3.3%	-0.2%
<u>Other</u>	323	\$0.0	720	\$0.0	(397)	(0.0)	323	\$0.0	720	\$0.0	(397)	(0.0)
					*	*					*	*
Subtotal	89,630	\$3.8	118,400	\$4.8	(28,770)	(\$1.0)	89,630	\$3.8	118,400	\$4.8	(28,770)	(\$1.0)
					-32.1%	-26.2%					-32.1%	-26.2%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>89,630</b>	<b>\$3.8</b>	<b>118,400</b>	<b>\$4.8</b>	<b>(28,770)</b>	<b>(\$1.0)</b>	<b>89,630</b>	<b>\$3.8</b>	<b>118,400</b>	<b>\$4.8</b>	<b>(28,770)</b>	<b>(\$1.0)</b>
					-32.1%	-26.2%					-32.1%	-26.2%

4.40

Totals may not add due to rounding.

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

\* Exceeds 100%

MTA Bus Company  
February Financial Plan 2014 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(742) -1.5%	\$0.1 4.7%	Operated less than Scheduled Service	(742) -1.5%	\$0.1 4.7%	Operated less than Scheduled Service
<u>Unscheduled Service</u>	(1,385) -19.8%	(\$0.0) -5.4%		(1,385) -19.8%	(\$0.0) -5.4%	
<u>Programmatic/Routine Maintenance</u>	(10,366) -58.8%	(\$0.5) -63.8%	Maintenance work for accelerated completion of defects found on scheduled inspections	(10,366) -58.8%	(\$0.5) -63.8%	Maintenance work for accelerated completion of defects found on scheduled inspections
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(10,417) -90.1%	(\$0.4) -67.8%	Vacancy and Absentee Coverage	(10,417) -90.1%	(\$0.4) -67.8%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	(5,467) *	(\$0.3) *	Impact of winter storms	(5,467) *	(\$0.3) *	Impact of winter storms
<u>Safety/Security/Law Enforcement</u>	5 3.3%	(\$0.0) -0.2%		5 3.3%	(\$0.0) -0.2%	
<u>Other</u>	(397) *	(\$0.0) *		(397) *	(\$0.0) *	
<b>Subtotal</b>	<b>(28,770) -32.1%</b>	<b>(\$1.0) -26.2%</b>		<b>(28,770) -32.1%</b>	<b>(\$1.0) -26.2%</b>	
<b>REIMBURSABLE OVERTIME</b>	<b>0 0.0%</b>	<b>\$0.0 0.0%</b>		<b>0 0.0%</b>	<b>\$0.0 0.0%</b>	
<b>TOTAL OVERTIME</b>	<b>(28,770)</b>	<b>(\$1.0)</b>		<b>(28,770)</b>	<b>(\$1.0)</b>	

4.4.1

# Report



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through January 31, New York City Transit's performance against its 2014 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$31.2	\$34.1	109
<b>Design Completions</b>	20.7	13.0	63
<b>Awards</b>	355.7	325.6	92
<b>Substantial Completions</b>	158.2	82.3	52
<b>Closeouts</b>	71.5	2.7	4

During January, NYCT awarded projects totaling \$325.6 million including:

- mainline and yard track and switch replacement at various locations throughout the transit system; and
- the purchase of 276 new standard buses.

During the same period, NYCT substantially completed projects totaling \$82.3 million including:

- renewal of the Central Avenue, Knickerbocker Avenue, Seneca Ave, Forest Avenue and Fresh Pond Road Stations on the Myrtle Ave Line in Brooklyn and Queens; and
- the acceptance of 11 cars of a project to purchase 103 "A" Division Cars – R188 Option.

Also during January, NYCT started 12 design projects for \$34.1 million, completed nine designs for \$13.0 million, and closed out two projects for \$2.7 million.

Capital Program Status  
January 2014  
(March 2014)

During January, NYCT awarded projects totaling \$325.6 million including multiple mainline and yard track and switch projects for \$173.1 million on various lines and locations throughout the subway system. Mainline track and switch replacement will take place throughout the Bronx, Brooklyn, Queens and Manhattan on the following lines: Queens Boulevard, Jerome, Lexington Avenue, the Shuttle, Pelham, 7<sup>th</sup> Avenue, Brighton and Flushing. Yard track and switch work locations are selected based on the latest Yard Track Condition Survey. Work includes the replacement of track and switch materials such as contact rail, running rails, ties, switches, ballast and associated equipment that have reached the end of their useful life.

Also during January, NYCT awarded the \$152.5 million purchase of 276 standard buses from New Flyer. These 40-foot low-floor diesel 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.

During January, NYCT substantially completed projects totaling \$82.3 million, including the \$40.1 million renewal of five stations on the Myrtle Ave Line in Brooklyn and Queens including the Central Avenue, Knickerbocker Avenue, Seneca Ave, Forest Avenue and Fresh Pond Road Stations. Items addressed at these stations included the painting of the stations and the repair or replacement of street stairs and canopies, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and platform components and windscreens as required.

Also during January, NYCT substantially completed the acceptance of 11 new rail cars of a project to purchase 103 "A" Division Cars – R188 Option for \$29.1 million. These CBTC-ready cars will run on the IRT on the numbered lines throughout the transit system. The acceptance of the additional cars in the contract will take place on a monthly basis throughout 2014 and early 2015.

Also during January, NYCT started 12 design projects for \$34.1 million, completed nine designs for \$13.0 million, and closed out two projects for \$2.7 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the two projects that NYCT closed out in January.\*

**Projects Closed During January 2014**  
**(\$ in millions)**

Project	Base Budget	Current Budget	Original Date	Months Delay
Station Components: Junction Boulevard/Flushing Line (SBMP)	\$1.2	\$1.2	10/13	3
Mainline Track Replacement 2012 at Pelham Line	\$1.6	\$1.6	03/14	(3)*

\* December 31 closeout reported during January 2014.

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

<u>Fan Plants</u>	<u>December '12</u>	<u>December '13</u>	<u>More/(Less)</u>
All	189	189	0
Operable	172	181	9
Inoperable	17	8	(9)
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>December '12</u>	<u>December '13</u>	<u>More/(Less)</u>
All	400	400	0
Operable	365	379	14
Inoperable	35	21	(14)
Reduced Capacity	0	0	0

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

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	2	2
MOW / Hydraulics	4	14
Warranty Work, Test Section Repair, MTA-CC or Cable Sect.	2	5
Total	8	21

**CAPITAL PROJECT MILESTONE SUMMARY  
2014  
(THROUGH JANUARY 31, 2014)**

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

**January**

Design Starts	\$31.2	12	\$34.1	12	109.3	100.0
Design Completions	20.7	10	13.0	9	63.0	90.0
Construction Awards	355.7	20	325.6	16	91.5	80.0
Substantial Completions	158.2	15	82.3	11	52.0	73.3
Closeouts	71.5	21	2.7	2	3.8	9.5

**2014 Year-To-Date**

Design Starts	\$31.2	12	\$34.1	12	109.3	100.0
Design Completions	20.7	10	13.0	9	63.0	90.0
Construction Awards	355.7	20	325.6	16	91.5	80.0
Substantial Completions	158.2	15	82.3	11	52.0	73.3
Closeouts	71.5	21	2.7	2	3.8	9.5

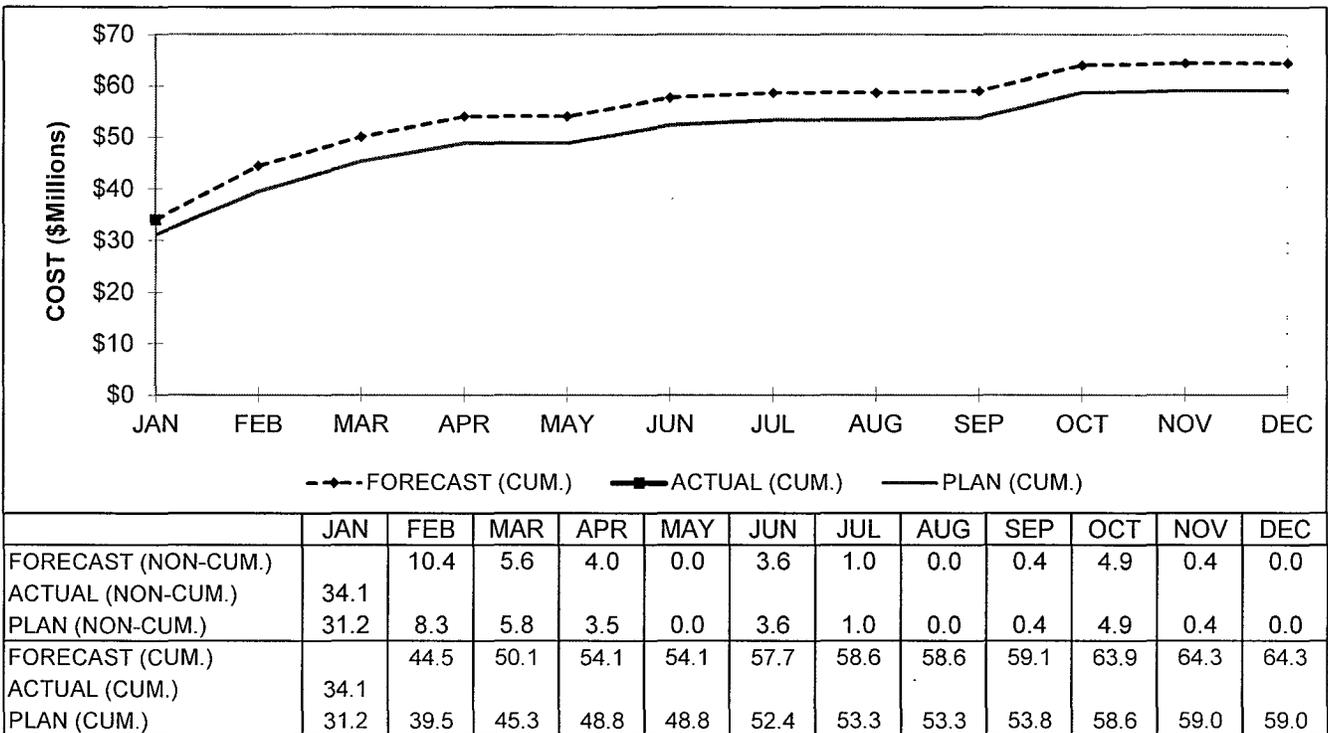
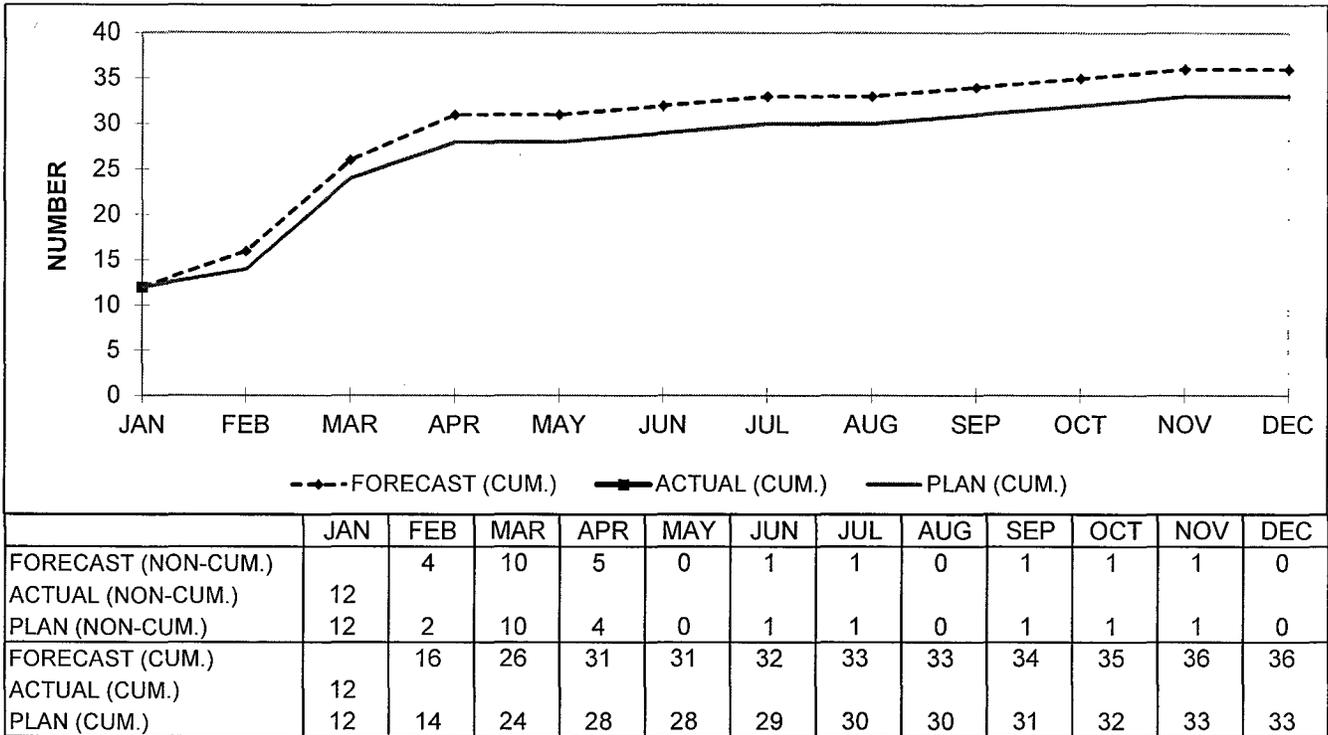
**2014 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$64.3	36	109.0	109.1
Design Completions	177.1	129	197.5	133	111.5	103.1
Construction Awards	3,606.9	218	3,597.9	218	99.8	100.0
Substantial Completions	2,132.7	189	2,151.7	188	100.9	99.5
Closeouts	3,697.3	202	3,676.6	198	99.4	98.0

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

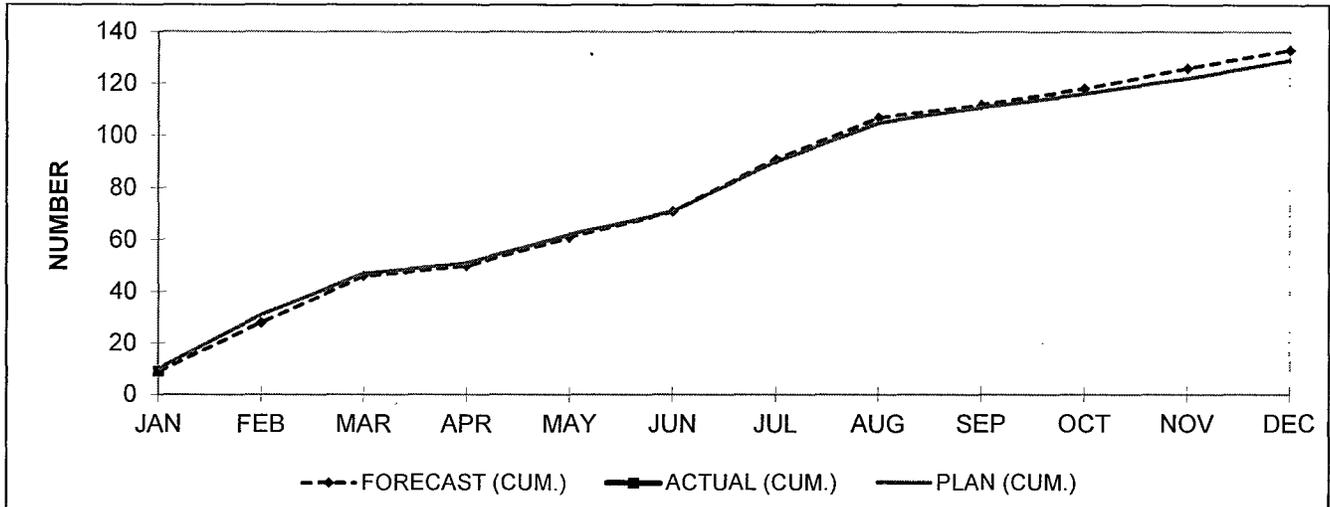
## 2014 Design Starts Charts

As of January 2014

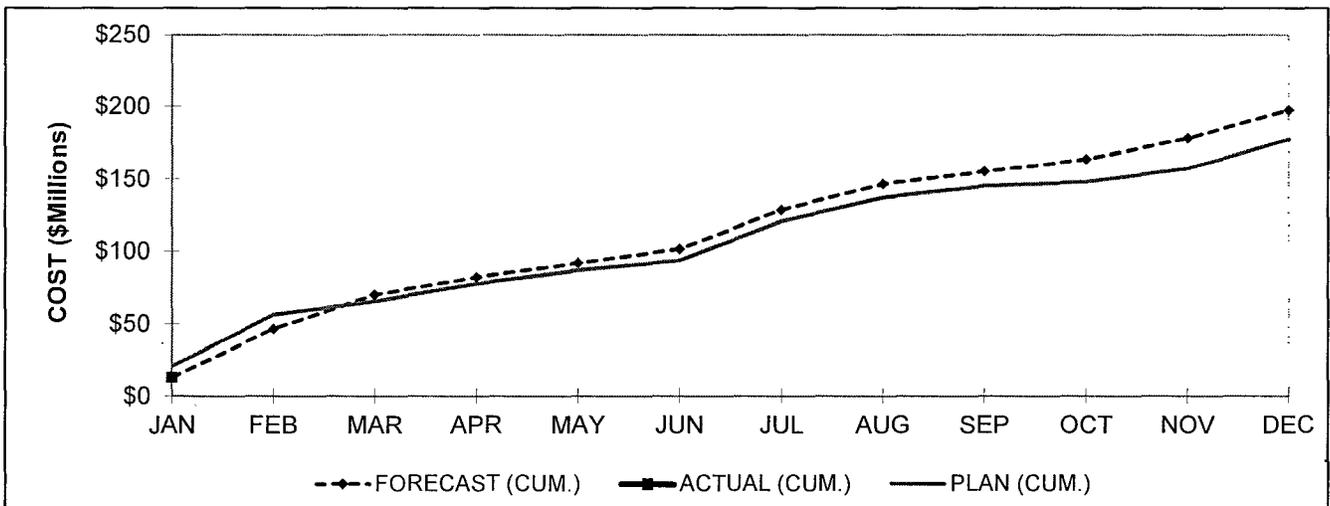


## 2014 Design Completions Charts

As of January 2014



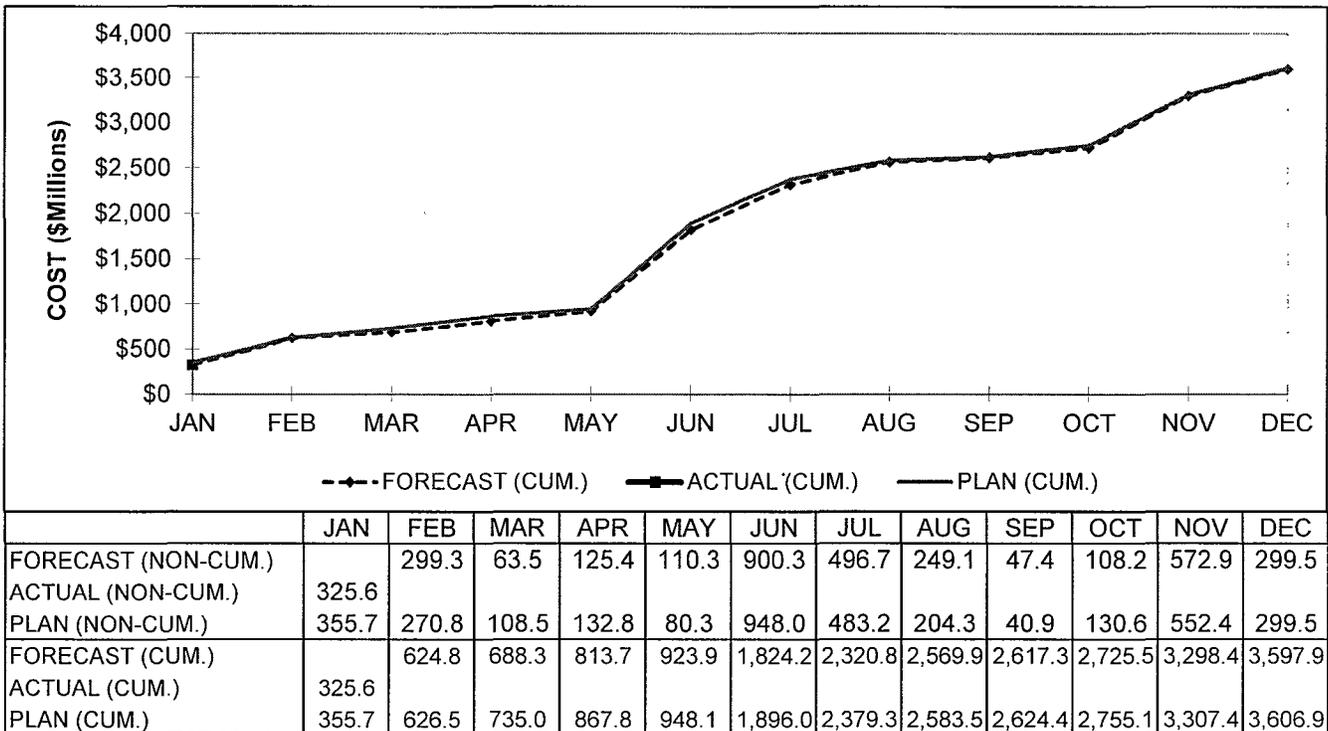
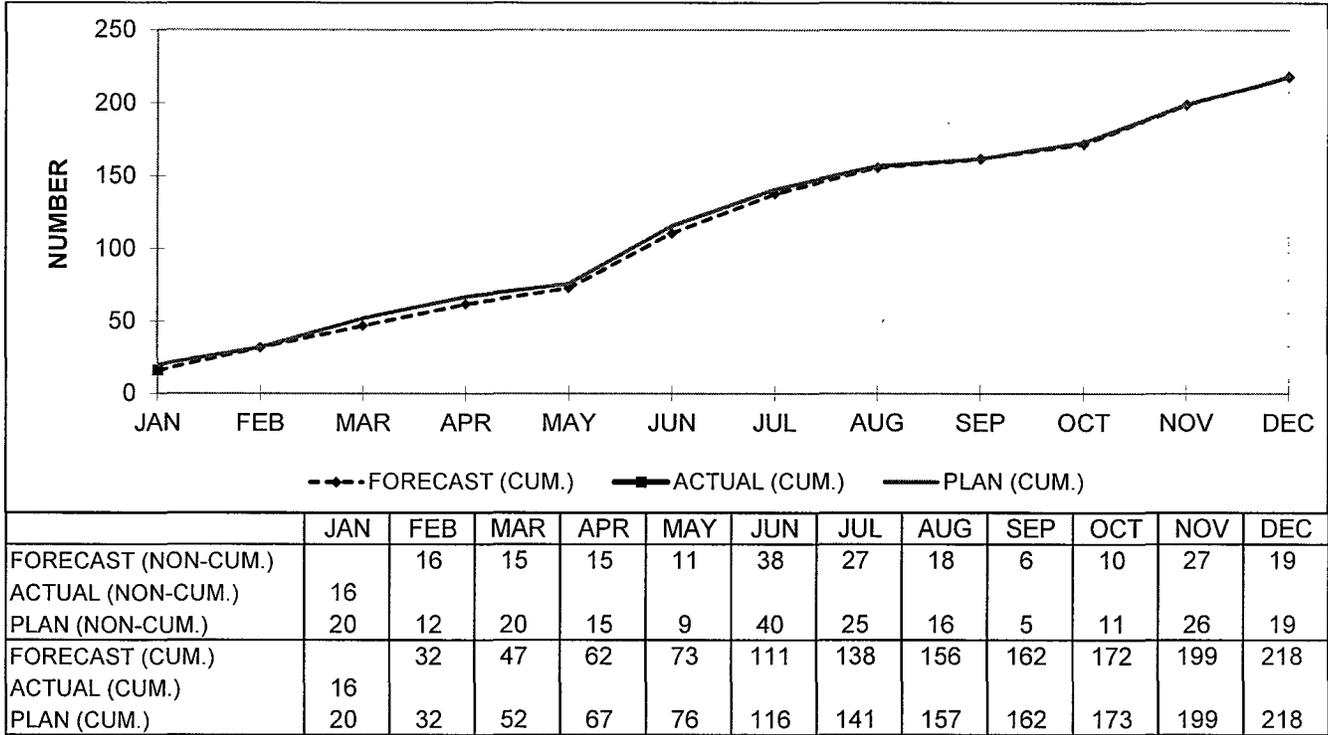
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		19	18	4	11	10	20	16	5	6	8	7
ACTUAL (NON-CUM.)	9											
PLAN (NON-CUM.)	10	21	16	4	11	9	19	15	6	5	6	7
FORECAST (CUM.)		28	46	50	61	71	91	107	112	118	126	133
ACTUAL (CUM.)	9											
PLAN (CUM.)	10	31	47	51	62	71	90	105	111	116	122	129



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)		33.8	23.4	12.3	9.7	9.6	27.0	18.1	8.5	8.2	14.5	19.5
ACTUAL (NON-CUM.)	13.0											
PLAN (NON-CUM.)	20.7	35.9	9.1	12.2	9.2	6.8	26.9	16.3	8.2	2.8	9.1	19.9
FORECAST (CUM.)		46.9	70.2	82.6	92.2	101.8	128.7	146.8	155.3	163.6	178.0	197.6
ACTUAL (CUM.)	13.0											
PLAN (CUM.)	20.7	56.6	65.7	77.9	87.1	93.9	120.8	137.1	145.3	148.2	157.2	177.1

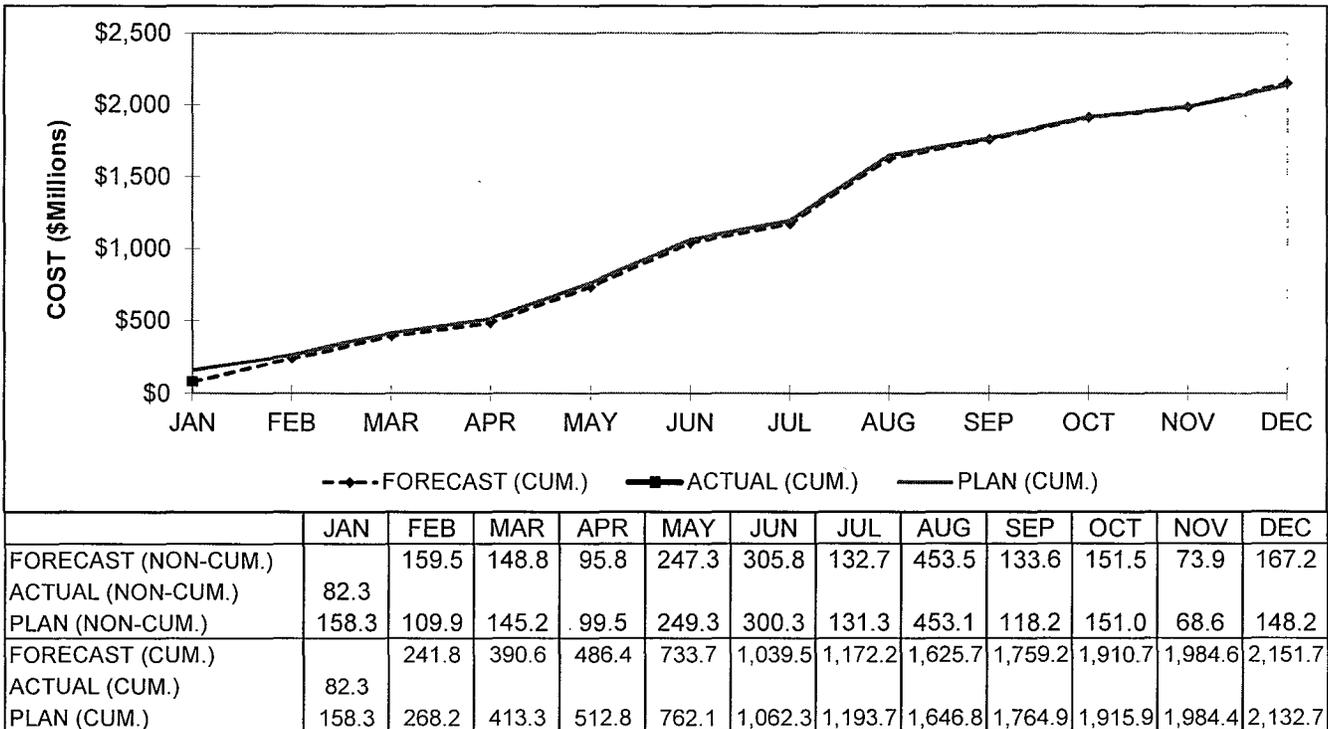
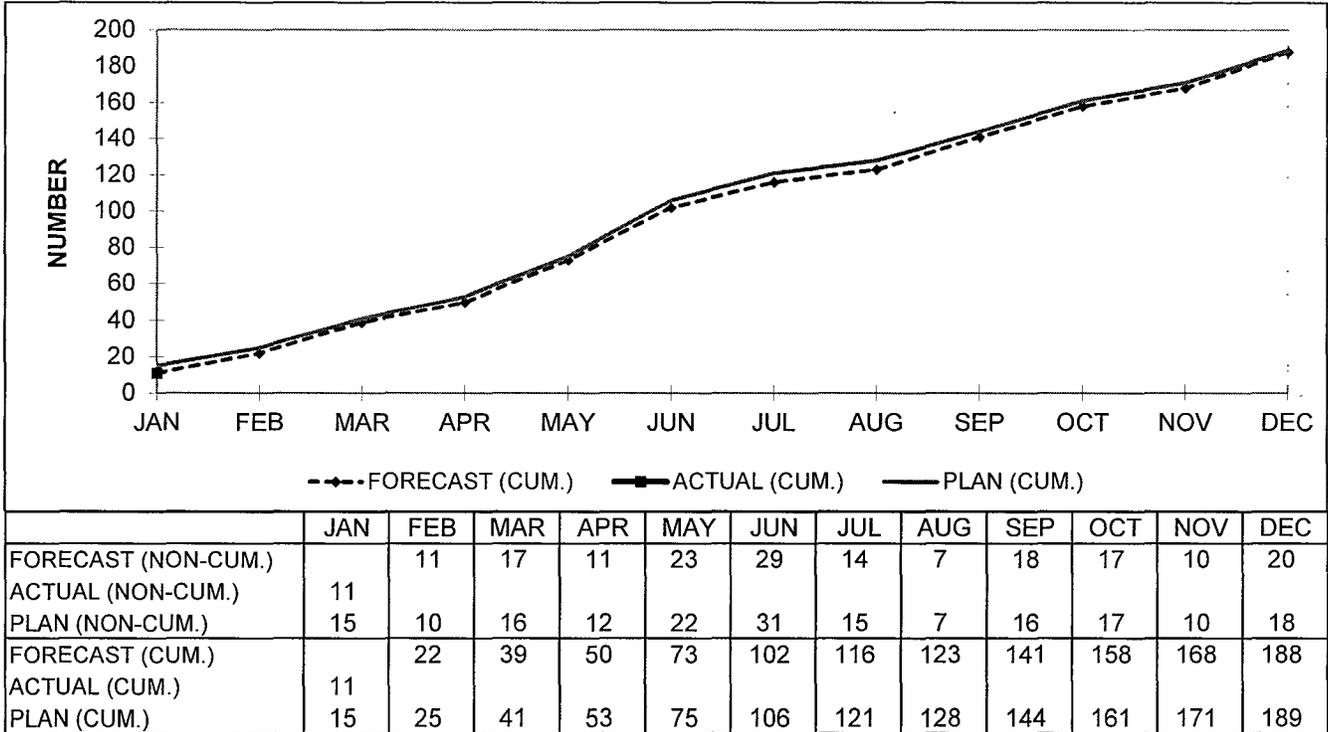
## 2014 Awards Charts

As of January 2014



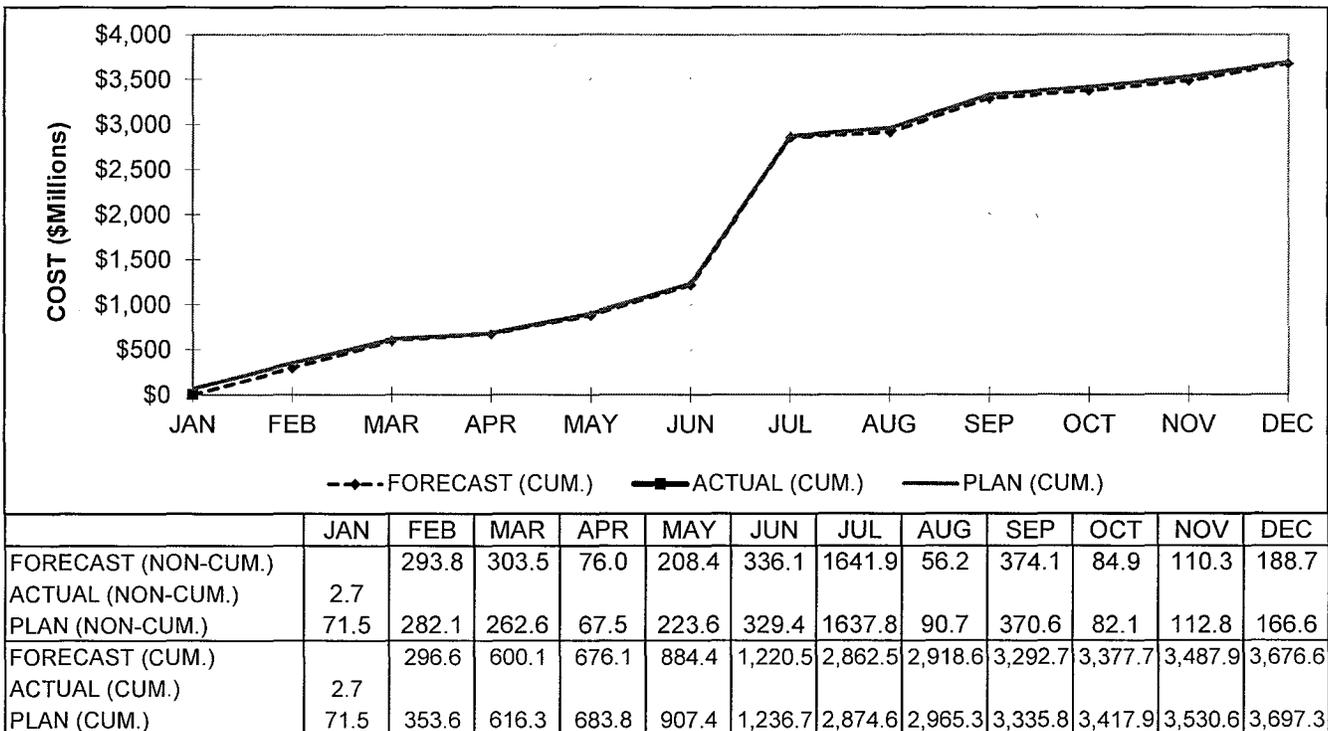
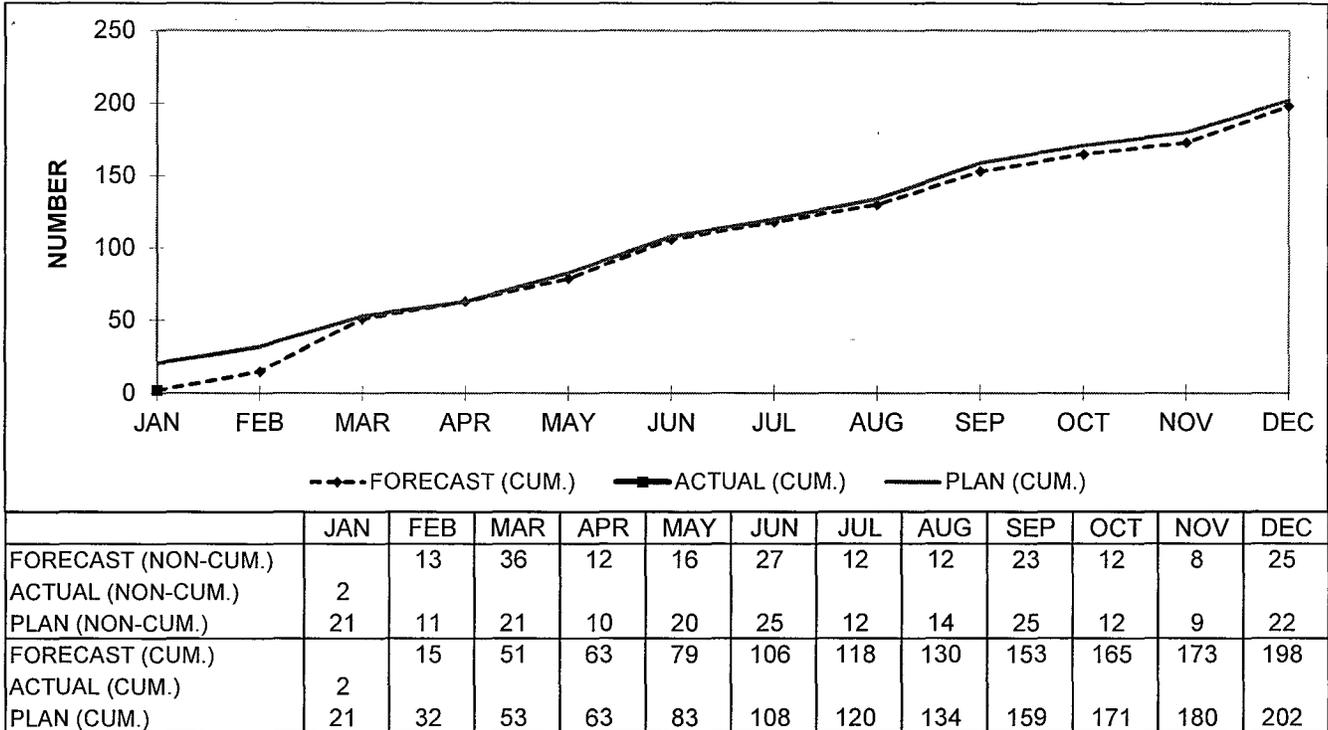
## 2014 Substantial Completions Charts

As of January 2014



## 2014 Closeouts Charts

As of January 2014

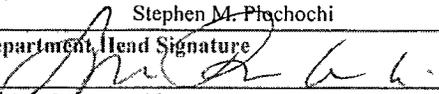


## **5. PROCUREMENTS**

# Report

## PROCUREMENTS

The Procurement Agenda this month includes 7 actions for a proposed expenditure of \$78.4M.

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Materiel Division – NYCT					
<b>Department Head Name</b> Stephen M. Plachochi					
<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	3/24/14			
2	Board	3/26/14			

March 14, 2014			
<b>Department</b>			
<b>Department Head Name</b>			
<b>Department Head Signature</b>			
<b>Table of Contents Ref #</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT		
	Executive VP		
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

**PURPOSE:**

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

**DISCUSSION:**

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

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 25.0 M
• Kawasaki Rail Car, Inc.      \$ 25.0 M		
SUBTOTAL	1	\$ 25.0 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:**

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	3	\$	2.3 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	3	\$	51.1 M
	SUBTOTAL		53.4 M
	TOTAL		78.4 M

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

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

**NYC Transit proposes to award Ratifications in the following categories: 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**

**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.

MARCH 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.

- |   |                            |                               |
|---|----------------------------|-------------------------------|
| <b>1. Kawasaki Rail Car, Inc.</b>   | <b>\$25,000,000 (Est.)</b> | <u>Staff Summary Attached</u> |
| <b>Sole Source - Three-year omnibus</b>   |                            |                               |
| Purchase of inventory and non-inventory replacement truck components, undercarriage equipment and car body parts. |                            |                               |



MARCH 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont'd:

**G. Miscellaneous Service Contracts**

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

3. **Walco Electric Co.** **\$229,080 (Est.)**  
**Three Bids/Low Bidder - Two-year contract**  
**RFQ# 66702**

This competitively-solicited miscellaneous service contract to Walco Electric Company (Walco) is for the repair of field shunt coils used on NYC Transit locomotives for an estimated amount of \$229,080.

The purpose of field shunt coils is to help maximize diesel engine horsepower at higher speeds in order to increase the speed of the locomotive. In accordance with the contract specifications, the contractor is required to perform an inspection of each coil's exterior for damage, perform voltage and insulation tests, disassemble the unit, and repair and replace parts when necessary. A Vacuum Pressure Impregnation treatment and baking are performed on each unit to apply a polyester resin that insulates the coils. The work includes all labor, materials, equipment, incidentals and overhead costs; as well as pick-up, transportation, and delivery expenses. The removal of the field shunt coils and subsequent re-installation on the locomotives will be performed by NYC Transit as part of the Scheduled Maintenance System program.

In an effort to increase competition, Procurement conducted an extensive outreach to industry service providers yielding three bids for this procurement. In the past, only two bids were received. Walco, the incumbent, submitted the lowest bid at 6% lower than the second lowest bidder. Walco's price is also 4.4% less than the current contract price. Based upon effective price competition, Walco's price is considered fair and reasonable.

MARCH 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont'd:

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

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

4.	<b>AARCO Environmental Services Corp.</b> <b>Contract # 08G9919A</b> <b>March 1, 2010 – February 28, 2015</b>	<b>Original Amount:</b> <b>Prior Modifications:</b> <b>Prior Budgetary Increases:</b> <b>Current Amount:</b>  <b>This Request:</b>  <b>% of This Request to Current Amount:</b> <b>% of Mods/Budget Adjustments (including This Request) to Original Amount:</b>	\$ 4,059,576 \$ 0 \$ 0 \$ 4,059,576  \$ 1,702,733  41.9% 41.9%
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**Discussion:**

This budget adjustment will add additional funding to estimated quantity Contract 08G9919A with AARCO Environmental Services Corp. (AARCO) for the cleaning and removal of non-hazardous wastes consisting of oily water, solids and sludge from oil water separators, bus wash tanks, troughs and bus engine wash lift areas located at various NYC Transit Department of Buses and MTA Bus Company locations. This five-year estimated quantity contract was awarded in February 2010 for \$4,059,576. However, additional funding of \$1,702,733 is required to cover expenditures anticipated through the end of the contract term.

The increase in expenditures is primarily driven by a greater volume of non-hazardous wastes being removed than originally anticipated. For the period from contract award to present the total contract funding has been expended. It was originally estimated that the monthly spend for this contract would be approximately \$68,000; however, the actual monthly spend has been approximately \$96,000. This budget adjustment will cover the retroactive portion of unpaid invoices totaling \$358,000 and the remaining term of the contract.

The original solicitation for this contract resulted in six bids, of which AARCO was approximately \$450,000 (or 11%) lower than the next lowest bidder. Procurement requested a price concession and was successful, as AARCO reduced its pricing by approximately 4.6% for the last year of the contract. Based on the annual rate of spend this price concession should result in a savings of approximately \$55,600. The pricing for this contract is considered fair and reasonable based on competition at the time of the original solicitation.

MARCH 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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

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

5. <b>Mid-Island Electric</b>	<b>Original Amount:</b>	\$ 19,866,295
<b>Contract # 08E9880</b>	<b>Prior Modifications:</b>	\$ 0
<b>September 1, 2011 – August 31, 2016</b>	<b>Prior Budgetary Increases:</b>	\$ 0
	<b>Current Amount:</b>	\$ 19,866,295
	<b>This Request:</b>	\$ 20,521,430
	<b>% of This Request to Current Amount:</b>	103.3%
	<b>% of Mods/Budget Adjustments (including This Request) to Original Amount:</b>	103.3%

**Discussion:**

This budget adjustment will provide additional funds to enable the continued use of estimated quantity purchase Contract 08E9880 (P.O. 6030099132) with Mid-Island Electrical Sales Corp. (Mid-Island), a NYS certified Women-Owned Business. This contract efficiently provides electrical supplies to user departments at reduced order-to-delivery lead times directly to work locations via just-in-time tailgate delivery. Savings are realized by eliminating costs associated with storing and handling of the materials as inventory items. Other benefits of the contract are 24 hours a day/7 days a week delivery, ability to pick up materials from Mid-Island locations when needed, and return of unused materials. The contract includes 97 pre-priced electrical items, fixed discounts for materials sourced from catalogs published to the industry and a fixed markup for items that are not pre-priced and not available through catalogs. This contract has been instrumental in supporting user department initiatives such as FASTRACK to enable quick responses to emergencies and storms such as Irene and Sandy in addition to various other unforeseen events. In prior contracts, electrical supplies were combined in a single contract with building and plumbing supplies. However for this procurement, awarding a separate contract for electrical supplies yielded pricing that is approximately 11% lower than the prior contract pricing for electrical supplies.

From contract award in September 2011 to December 2013, approximately \$16.2 million of the contract value was expended. During the twelve months from January 2013 to December 2013, approximately \$9 million of the contract value was expended. At the time of award, the estimated monthly spend was \$331,000. The average monthly spend is now \$755,000, which constitutes an increase of \$424,000. Consequently, \$24.1 million is needed for the period from January 2014 through the remaining term of the contract. The contract has a current balance of \$3.6 million, resulting in this request for an additional \$20.5 million. The increase is primarily driven by a series of new and ongoing Infrastructure/Capital Construction projects, upgrades at bus facilities, subway stations and maintenance shops throughout NYC Transit; as well as time-sensitive general maintenance and rehabilitation work.

This contract was awarded after conducting a competitive Request For Proposal process whereby five companies submitted proposals. Mid-Island was rated by the evaluation committee to be technically superior and Mid-Island's pricing was approximately \$792,000 (or 3.1%) lower than the next lowest proposer. Procurement requested a price reduction and Mid-Island indicated it would reduce the markup on non pre-priced items by 0.5%, which will result in a savings of \$51,000 if the full estimated value is expended. Procurement does not believe that re-soliciting the contract would yield better pricing than currently exists.

MARCH 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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

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

6. <b>Ozone Park Lumber</b>	<b>Original Amount:</b>	\$ 20,451,536
<b>Contract # 08E9880</b>	<b>Prior Modifications:</b>	\$ 0
<b>September 1, 2011 – August 31, 2016</b>	<b>Prior Budgetary Increases:</b>	\$ 0
	<b>Current Amount:</b>	\$ 20,451,536
	<b>This Request:</b>	\$ 28,879,795
	<b>% of This Request to Current Amount:</b>	141.2%
	<b>% of Mods/Budget Adjustments (including This Request) to Original Amount:</b>	141.2%

**Discussion:**

This budget adjustment will provide additional funds to enable the continued use of estimated quantity purchase Contract 08E9880 (P.O. 6030019628) with Ozone Park Lumber (Ozone). The contract efficiently provides building materials and plumbing supplies to user departments at reduced order to delivery lead times directly to work locations via just-in-time tailgate delivery. Savings are realized by eliminating costs associated with storing and handling of the materials as inventory items. Other benefits of the contract are 24 hours a day/7 days a week delivery, ability to pick up materials from Ozone locations when needed, and return of unused materials. The contract includes over 278 pre-priced items, fixed discounts for materials sourced from catalogs published to the industry and a fixed markup for items that are not pre-priced and not available through catalogs. This contract has been instrumental in supporting user department initiatives such as FASTRACK and enabling quick responses to emergencies and storms such as Irene and Sandy in addition to various other unforeseen events.

From contract award in September 2011 to December 2013, approximately \$18.3 million of the contract value was expended. During the twelve months from January 2013 to December 2013, approximately \$8.5 million of the contract value was expended. At the time of award, the estimated monthly spend was \$341,000. The average monthly spend is now \$706,000, which constitutes an increase of \$365,000. Consequently, \$22.6 million is needed for the period from January 2014 through the remaining term of the contract, in addition to \$8.4 million for various special projects. The contract has a current balance of \$2.1 million, resulting in this request for an additional \$28.9 million. The increase is primarily driven by a series of new and ongoing Infrastructure/Capital Construction projects, upgrades at bus facilities, subway stations and maintenance shops throughout NYC Transit; as well as time-sensitive general maintenance and rehabilitation work.

This contract was awarded after conducting a competitive Request For Proposal (RFP) process with multiple proposers. Ozone was rated by the evaluation committee to be technically superior and Ozone's pricing was approximately \$8.8 million (or 26%) lower than the next lowest proposer. Procurement attempted to obtain a price reduction for this budget adjustment; however, Ozone indicated that it had offered the best possible pricing in its final response to the RFP and it could not offer lower pricing at this time. Procurement does not believe that re-soliciting the contract would yield better pricing than currently exists.

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



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Kawasaki Rail Car, Inc. (Yonkers, NY)	<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Purchase of non-inventory and inventory replacement truck components, undercarriage equipment and other car body parts	<b>Total Amount:</b> \$25,000,000 (Est.)	
<b>Contract Term (including Options, if any)</b> April 1, 2014 – March 31, 2017	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Materiel, Stephen M. Plochochi	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval		

**Discussion:**

This is an omnibus approval request for items identified as obtainable only from Kawasaki Rail Car, Inc. (Kawasaki) and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit is not obligated to generate any purchase orders 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 17,292 items covered by this approval for the purchase of all replacement truck components, undercarriage equipment and other car parts supplied by Kawasaki and, to a lesser extent, after-market spare parts used on NYC Transit subway cars from Toshiba International Corporation (low voltage power supplies), Fuji Electric Corporation of America (door equipment), and Koito Industries (monitoring and diagnostic systems), for which Kawasaki is the sole distributor and reseller. These items are identified as obtainable only from Kawasaki for the following reasons: sole pre-qualified source on the Qualified Products List, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Kawasaki. These items are advertised a minimum of once every twelve months to seek competition. A list of Kawasaki sole source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be purchased on an as-required basis. NYC Transit’s Division of Car Equipment (DCE) will utilize these sole source parts on approximately 2,989 subway cars: 315 R62 cars, 200 R68A cars, 600 R142A cars, 212 R143 cars and 1,662 R160 cars for Scheduled Maintenance System (SMS) and running repair requirements.

The current omnibus approval for \$20,000,000 was approved by the Board in June 2012 and expires on July 1, 2015. There is a remaining balance of \$1,588,472 on the current omnibus approval. A new omnibus approval is required now because this remaining balance will be insufficient to support SMS and regular running repair projects for NYC Transit’s subway cars through 2014. The greater-than-anticipated spend is attributed to work scope updates and forecast changes for the R142A, R143 and R160 subway cars undergoing SMS during the term of the current omnibus approval. During the timeframe of the new omnibus approval, R62 subway cars will undergo a seven-year SMS of the truck components starting in 2014 continuing through 2015. The R142A cars will undergo a heavy overhaul of truck components and car body parts, which started in 2013 and will continue through 2014, while the truck system for the R143 cars will undergo a heavy overhaul for the first time from 2015 through 2016. Overhaul of the R160 subway car truck systems started in 2013 and will continue through 2020.

Procurement performed a price analysis on 72 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 72 items, 34 items purchased during the term of the current omnibus approval have a comparative price history. A comparative price analysis of these 34 items revealed an annual weighted average price increase of approximately 1.97%, which compares favorably to the annual average increase of 2.24% in a weighted average of the Producer Price Indices for these items. These 34 items amount to a total of \$13,125,193 or 71% of the value of the contracts issued under the current omnibus approval.

Based on the current forecasts and projections for 2014 through 2017 as provided by DCE, it is anticipated that DCE will require approximately \$25,000,000 for sole source items from Kawasaki 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 Kawasaki for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Kawasaki on an as-required basis. Each item purchased under this omnibus approval will be subject to a cost and/or price analysis and determination that the negotiated price is found to be fair and reasonable.

**Schedule G: Miscellaneous Service Contracts**



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Language Line Services, Inc. (Monterey, CA)
<b>Description</b> Translation and Interpretation Services for Paratransit and Corporate Communications
<b>Contract Term (including Options, if any)</b> April 1, 2014 – June 2, 2018
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Piggyback NYC DCAS Contract

<b>Contract Number</b> RFQ# 71193	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$663,491 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Department of Buses, Darryl Irick	

**Discussion:**

The Board is requested to approve the utilization of a New York City Department of Citywide Administrative Services (NYC DCAS) contract to award an estimated quantity contract for the provision of telephone-based language translation and interpretation for Paratransit and Corporate Communications for the period of April 1, 2014 to June 2, 2018 to Language Line Services, Inc. (Language Line). The contract will be awarded pursuant to the All-Agency Guidelines for the Procurement of Services, Article XIV, Paragraph D, which states that an Authority may contract for a service available through an existing contract between a contractor and the State of New York or the City of New York or another Authority. The contract will utilize existing NYC DCAS Contract MMA1 857-20136200992, that was competitively solicited and whose pricing and other commercial terms specified in the contract have been deemed satisfactory.

To comply with federal regulations, NYC Transit is required to provide language translation services for persons with limited English proficiency (LEP). Paratransit and Corporate Communications have developed Language Assistance Plans (LAP) with the goal of providing the ability to access and utilize telephone-based translation and interpretation services on an as-needed basis. Paratransit’s LAP is to provide translation assistance with the five most widely-spoken languages in New York City: Spanish, Russian, Chinese, Korean and French Creole. Personnel at the Reservation/Command Call Centers, Customer Service Unit, Eligibility Determination Unit, six citywide Assessment Centers and appeal hearings will call Language Line for translation services. The Travel Information Center operated by NYC Transit Corporate Communications also assists callers with LEP for which the translation services of fifty or more separate languages will be required. Paratransit will require approximately \$286,351 and Corporate Communications will require \$377,140 of services through the term of the contract.

NYS OGS and NYC DCAS separately conducted competitive requests for proposals for telephone translation services. The NYC DCAS contract afforded better pricing. The existing NYC DCAS contract was awarded to two companies: Language Line and Voiance Language Services, Inc. In accordance with the terms of the NYC DCAS agreement, a mini bid with both awardees was conducted by NYC Transit. Language Line submitted the lowest price at \$0.0089/second, which is approximately 29% lower than the pricing from the NYS OGS contract. Language Line’s pricing was found to be fair and reasonable.

## **6. ACTION ITEM**

# Staff Summary

<b>Subject</b> Tariff Revision: Valid Senior Citizen Identification
<b>Department</b> Office of Management & Budget
<b>Department Head Name</b> Aaron Stern
<b>Department Head Signature</b> 
<b>Project Manager Name</b> Robert Hickey

<b>Date</b> February 3, 2014
<b>Vendor Name</b> NA
<b>Contract Number</b> NA
<b>Contract Manager Name</b> NA
<b>Table of Contents Ref #</b>

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

Internal Approvals			
Order	Approval	Order	Approval
11	President <i>[Signature]</i> 2/24/14 <sup>5</sup>		VP Corp. Comm. <i>[Signature]</i> 2/19/14
10	Executive V P <i>[Signature]</i> 2/21/14	4	VP General Counsel <i>[Signature]</i>
9	SD Strategic Initiatives <i>[Signature]</i> 2/18/14	3	VP GCR <i>[Signature]</i> 2/14/2014
8	SVP Buses <i>[Signature]</i> 2/14/14	2	Chief OP <i>[Signature]</i> 2/14/14
7	SVP Subways <i>[Signature]</i> 2/11/14	1	Director OMB <i>[Signature]</i>
6	Chief Station Officer <i>[Signature]</i> 2-10-14		

**Purpose**

To obtain Board approval for a tariff change to:

1. Expand the acceptable forms of identification for a senior citizen without a Reduced Fare MetroCard (RFM) to obtain a reduced-fare. Under this proposal, senior citizens would be permitted to use a driver's license (or legal equivalent issued to non-drivers) from any state or a passport as a valid form of identification, in addition to the currently approved identification.
2. Update the procedures for reduced fare customers without a RFM to obtain a reduced fare on the subway to include the Reduced Fare Round Trip MetroCard, which replaced the Return Trip Ticket.

**Discussion**

The MTA's RFM program serves approximately 875,000 reduced-fare customers and accounts for approximately 90% of all reduced fare subway and bus trips. An additional 300,000 customers per month who are not part of the RFM program, purchase a Reduced Fare Round Trip MetroCard in subway stations, and approximately 1.9 million trips per month, are made by reduced-fare customers paying with coins on buses. The current procedures for senior citizen or disabled customers without a RFM are as follows:

**Subways** - upon display of valid identification and the payment of \$2.50, the station agent issues a Reduced Fare Round Trip MetroCard to the customer. This non-refillable 2-trip MetroCard (for which one trip is deducted for each use) is accepted on subways, local buses and the Staten Island Railway. The \$1.00 new card fee does not apply to purchases of this card.

**Buses** - the customer displays valid identification and deposits \$1.25 in coins in the fare box.

**Current valid identification for both subways and buses are:**

- Medicare Card
- NYC Department for the Aging Senior Citizen Reduced-Fare Card (no longer issued)
- MTA Half-Fare Card for People with Disabilities (no longer issued)
- NYC Transit Paratransit Identification Card.

The valid forms of identification accepted by NYC Transit have not been revised in over 15 years, and two of the accepted cards are no longer produced.

It is now recommended that the policy be updated to accept a driver's license (or legal equivalent issued to non-drivers) from any state or a passport as a valid form of identification for customers without a RFM to obtain a reduced fare. Expired licenses or passports will not be accepted.

These two forms of government-issued identification are already used widely in most major transit systems, and clearly show the photo of the individual along with their date of birth, which is the information needed to determine if the customer is qualified for the reduced-fare. Drivers licenses (or legal equivalent issued to non-drivers) and passports appear in a standard English format with minimal variation between states and countries.

### **Recommendation**

It is recommended that the Board approve the proposed tariff changes effective April 1, 2014.

### **Alternatives**

Continue accepting only the existing forms of identification. Under the existing policy, many tourists or foreign visitors are unable to obtain a reduced fare because they do not have an acceptable form of identification.

### **Impact on Funding**

As only Reduced Fare MetroCards may be used to obtain reduced fare pay-per-ride or monthly or weekly passes, those displaying valid driver's licenses or passports will be limited to the use of cash on buses and Reduced Fare Round Trip MetroCards. Therefore, no significant revenue impact is expected.

Approved: \_\_\_\_\_



Carmen Bianco  
President

## RESOLUTION

WHEREAS, in a Staff Summary dated February 3, 2014, the Office of Management and Budget has recommended a change to the Authority's Tariff to accept a driver's license (or legal equivalent issued to non-drivers) from any state or a passport as a valid form of identification to receive a reduced fare ;

WHEREAS, the Authority has determined it is in the public interest to make this change;

NOW, THEREFORE, BE IT RESOLVED, that modifications to the Tariff in accordance with said Staff Summary and its attachments are hereby approved.

I. INTRODUCTION

1. This Tariff delineates the fares charged for regular scheduled bus and subway service operated in the City of New York by the New York City Transit Authority (NYCTA), the MTA Bus Company (MTABC), the Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA) and the Staten Island Rapid Transit Operating Authority (SIRTOA) and for paratransit service operated under contract for the NYCTA.
2. Basic fares charged by the NYCTA, MTABC and NYCTA Affiliates may be paid by SingleRide Ticket, value-based MetroCard (also referred to as Regular MetroCard), time-based MetroCard, or cash (on buses only).

Regular Fare Services (Subway, Local Bus, and SIRTOA)

<u>Fare Category</u>	<u>Fare/Fare Medium</u>
Basic Fare	<ul style="list-style-type: none"> <li>-- A valid SingleRide Ticket (sold for \$2.75) or the deduction of \$2.50 from a valid value-based MetroCard.</li> <li>--Payment of \$2.50 with combination of MetroCard then coin on buses only.</li> <li>--Payment of \$2.50 in exact change on buses only.</li> <li>--Swipe or dip of valid time-based MetroCard*</li> </ul>
Senior Citizen/Disabled—Subway	<ul style="list-style-type: none"> <li><del>--\$2.50 Round Trip or the d</del>Deduction of \$1.25 per trip from a valid Reduced Fare MetroCard</li> <li><u>--Swipe of valid Reduced Fare Round Trip MetroCard.</u></li> <li>--Swipe of valid time-based Reduced Fare MetroCard.*</li> </ul>
Senior Citizen/Disabled--Local Bus	<ul style="list-style-type: none"> <li><del>--\$1.25 in exact change or one NYCTA Return-Trip Coupon or the deduction of \$1.25 from a valid Reduced Fare MetroCard or the payment of \$1.25 with a combination of Reduced Fare MetroCard then coin.</del></li> <li><u>--Dip of valid Reduced Fare Round Trip MetroCard</u></li> <li>--Dip of valid time-based Reduced Fare MetroCard.*</li> </ul>
Senior Citizen/Disabled—SIRTOA	<ul style="list-style-type: none"> <li><del>--\$2.50 Round Trip or the d</del>Deduction of \$1.25 from a valid Reduced Fare MetroCard</li> <li><u>--Swipe of valid Reduced Fare Round Trip MetroCard.</u></li> <li>--Swipe of valid time-based Reduced Fare MetroCard.*</li> </ul>
ADA Paratransit-eligible person approved for Paratransit services	--Swipe of valid Zero Fare MetroCard
Students with Bus Half-Fare School Pass	\$1.25

Children 44" & Under Accompanied by Adult Free

\* See Section I.7, page 3, for complete list of time-based MetroCards (unlimited ride passes).

II. REGULAR FARE SERVICES  
(continued)

C. Senior Citizen/Disabled Reduced Fare

1. A senior citizen aged 65 and older or a disabled individual is entitled, 24 hours a day, seven days a week, to ride regular scheduled NYCTA, MTABC and NYCTA Affiliates subway, local bus, and SIRTOA train services at a reduced fare, as follows:
  - a. NYCTA Subway Service.
    - (1) ~~A senior citizen or disabled individual purchasing or showing a value-based full fare MetroCard with a minimum of \$2.50 and entering the subway system by swiping the MetroCard~~ \$2.50 Reduced Fare Round Trip MetroCard is entitled to ~~a free NYCTA Return Trip Coupon valid for two one-way trips~~ on all regular scheduled subway routes, SIRTOA service (entering or exiting at St. George or Tompkinsville only), and all NYCTA/MaBSTOA/MTABC local bus routes, subject to all applicable conditions listed in this tariff.
    - (2) A senior citizen or disabled individual holding a Senior Citizen & Disabled Individual Reduced Fare MetroCard (RFM) issued to that person by NYCTA is entitled to a one-way trip in either direction on any subway route or combination of subway routes through designated transfer points upon deduction of \$1.25 from their RFM or when a valid time-based RFM is swiped at any entry turnstile at any station, subject to all applicable conditions in this tariff.
  - b. NYCTA/MaBSTOA/MTABC Local Bus Service. A senior citizen or disabled individual paying \$1.25 in exact change ~~or presenting a valid NYCTA Return Trip Coupon~~ or having \$1.25 deducted from a valid Reduced Fare MetroCard or the payment of \$1.25 with a combination of MetroCard then coin or dipping a valid Reduced Fare Round Trip MetroCard or dipping a valid time-based RFM (pass) in the farebox upon entry to any local bus is entitled to a one-way trip on all NYCTA/MaBSTOA/MTABC local bus routes, subject to all applicable conditions listed in this tariff.
  - c. SIRTOA Train Service.
    - (1) A senior citizen or disabled individual having \$1.25 deducted from a RFM or swiping a valid time-based RFM at St. George Terminal or Tompkinsville as described in Section 1.a.(2) above is entitled to a one-way trip on any SIRTOA train in either direction, subject to all applicable conditions listed in this tariff.

II. REGULAR FARE SERVICES  
(continued)

C. Senior Citizen/Disabled Reduced Fare (continued)

- (2) A senior citizen or disabled individual purchasing ~~or showing a value-based full fare MetroCard with a minimum of \$2.50 and entering or exiting at St. George by swiping the MetroCard a~~ \$2.50 Reduced Fare Round Trip MetroCard is entitled to a free NYCTA Return Trip Coupon valid for ~~atwo~~ one-way trips on all regular scheduled subway routes, SIRTOA (entering or exiting at St. George or Tompkinsville only), and all NYCTA/MaBSTOA/MTABC local bus routes, subject to all applicable conditions listed in this tariff.
- d. A senior citizen or disabled individual who is part of the account-based RFM EasyPay subscription program will be billed according to recorded use of NYCTA and other transportation agencies in the program up to a maximum of \$56.00 per month for subway and local bus trips. The \$56.00 maximum charge shall not include express bus fares and step-up charges, for which customers will be billed separately.
2. ~~The NYCTA Return Trip Coupon issued in an NYCTA subway station or at the St. George SIRTOA station to a senior citizen or disabled individual is valid for a one-way NYCTA subway trip, a one-way trip on SIRTOA beginning or ending at the St. George station, or a one-way NYCTA/MaBSTOA/MTABC local bus trip, for three months after the date of issue. Valid identification must be displayed on the return trip (subject to applicable conditions listed in this tariff). The return ticket is not valid at the subway station or St. George booth where it was issued on the date of issue.~~
34. Senior Citizen & Disabled Individual Reduced Fare MetroCard
- a. RFMs will have no value when issued by NYCTA. Cardholders can add value to valid RFMs at any station booth and at other locations determined by NYCTA at a minimum value of \$5.00 and with increments of \$0.25 and a maximum value of \$80 per transaction provided that the maximum card value does not exceed \$100. A cardholder with a RFM with some value but less than \$1.25, may add the amount required to bring the card up to \$1.25. Cardholders can also add value to valid RFMs at MetroCard vending machines using cash or credit/debit cards specified by NYCTA.
- b. A five percent value above the added value will be provided on any single RFM add-value transaction of \$5.00 or more.
- c. Cardholders can add time to valid RFMs at any station booth or MetroCard vending machine and at other locations determined by NYCTA. A complete list of unlimited ride MetroCards (passes) available to qualifying reduced fare customers appears in Appendix VIII.

II. REGULAR FARE SERVICES  
(continued)

C. Senior Citizen/Disabled Reduced Fare (continued)

- d. RFMs are for the exclusive use of the person issued the card. Use by any other person will result in confiscation of the card and the elimination of reduced-fare privileges.
- e. Passengers using a value-based Reduced Fare MetroCard to enter the subway system must have a value on the MetroCard of at least \$1.25.
- f. Passengers may transfer value or time on an expired card to a valid card for up to one year at station booths and vending machines, and up to two years after the expiration date through the MetroCard Customer Claims Unit.
- g. RFM Redemption -- see Section II.M.

45. A senior citizen or disabled individual not paying the fare with a Reduced Fare MetroCard (RFM) must display a valid identification card each time he or she rides at reduced fare. The following identification is acceptable:

a. Senior Citizens

- (1) Medicare card issued by the Social Security Administration.
- (2) Permanent senior citizen identification pass issued by the New York City Department for the Aging.
- (3) Temporary senior citizen identification pass issued by the New York City Department for the Aging.
- (4) Valid Senior Citizen Individual Reduced Fare MetroCard (RFM) issued to that person by the NYCTA.
- (5) Valid Driver's License (or legal equivalent issued to non-drivers) from any state.
- (4)(6) Valid passport from any country.

b. Disabled Individuals

- (1) Medicare card issued by the Social Security Administration.
- (2) Permanent disabled person photo identification pass issued by the Metropolitan Transportation Authority or the New York City Department of Transportation.
- (3) Temporary disabled person photo identification pass issued by the Metropolitan Transportation Authority or the New York City Department of Transportation.
- (4) Paratransit Identification Card issued by the NYCTA.
- (5) Valid Disabled Individual Reduced Fare MetroCard (RFM) issued to that person by the NYCTA.

V. PROCEDURES GOVERNING SELECT BUS SERVICE WITH OFF-BOARD FARE COLLECTION (Continued)

C. Senior Citizen/Disabled Reduced Fare (continued)

~~4. Return Trip Coupon~~

~~A senior citizen or disabled individual using a valid return trip coupon is entitled to ride for free on Select Bus Service. Senior Citizens or disabled individuals must display the return trip coupon along with valid identification, as shown in Section II.C.4 of this Tariff, on request to a New York City Police Officer or authorized personnel.~~

4. Reduced Fare Round Trip MetroCard

A senior citizen aged 65 and older or a disabled individual inserting a valid Reduced Fare Round Trip MetroCard into a Select Bus Service MetroCard Fare Collector, and then obtaining a valid proof-of-payment receipt from the MetroCard Fare Collector, is entitled to a one-way trip on the Select Bus Service route traveling in the direction indicated on the receipt. Reduced fare passengers with must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt along with valid identification on request to a New York City Police Officer or authorized personnel

D. Student Fare

1. Free Student MetroCards

A student inserting a free student MetroCard into a Select Bus Service MetroCard Fare Collector, and then obtaining a valid proof-of-payment receipt from the MetroCard Fare Collector, is entitled to a one-way trip on the Select Bus Service route traveling in the direction indicated on the receipt. Students must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt and their student MetroCard on request to a New York City Police Officer or authorized personnel.

2. Half-Fare Student MetroCards

A student with a half-fare student MetroCard pressing the half-fare button on a Select Bus Service Coin Fare Collector, and then depositing \$1.25 in exact change into a Coin Fare Collector and obtaining a valid proof-of-payment receipt from the Coin Fare Collector, is entitled to a one-way trip on the Select Bus Service route traveling in the direction indicated on the receipt. (A student using a half-fare student MetroCard encoded with a valid transfer must use a MetroCard Fare Collector as detailed in section E.3.) Students using half-fare student MetroCards must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt along with their half-fare student MetroCard on request to a New York City Police Officer or authorized personnel.

E. Transfers to Select Bus Service

1. Value-Based MetroCards

Regular and reduced fare passengers using a value-based MetroCard are entitled to transfer for free from subway, local bus or express bus service (including service operated by other agencies that have reciprocal transfers with NYCTA/MaBSTOA) to any Select Bus Service route operated by the NYCTA or MaBSTOA within two hours, measured from the time the transfer was encoded at a subway turnstile or bus farebox until the MetroCard is inserted ~~619~~ the Select Bus Service MetroCard Fare Collector.

## **7. SERVICE CHANGE**

# Report



**SERVICE CHANGES:**                    **NYCT/MTA BUS COMMITTEE  
NOTIFICATION SERVICE REVISION  
QM2 WEEKEND TRAVEL PATH REVISION  
in WHITESTONE, QUEENS**

**SERVICE ISSUE:**

The QM2 provides express bus service between Bay Terrace, Queens and either Sixth Avenue or Third Avenue in Midtown, Manhattan via the intermediate neighborhoods of Beechhurst and Whitestone. As the nearby QM20 express bus route does not operate on weekends, the QM2 diverts from its weekday path on Saturdays and Sundays to serve a densely populated segment of the QM20 route at the Mitchell Gardens Apartment complex. As part of this weekend diversion, the QM2 travels along 20<sup>th</sup> Avenue and the Whitestone Expressway Service Road in Whitestone, Queens, which are very congested on weekends, causing frequent delays.

**RECOMMENDED SOLUTION:**

To provide more reliable service and avoid congestion in the vicinity of 20<sup>th</sup> Avenue and the Whitestone Expressway Service Road, streamline the weekend travel path of the QM2 to travel on Parsons Boulevard between 14<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. This revision would relocate two bus stops in each direction that are lightly used on weekends to nearby locations, with one of these bus stops being relocated slightly closer to residential uses. The current weekday QM2 travel path would remain unchanged.

**ESTIMATED IMPACT:**

The net result of the recommended revision would be a small decrease in operating cost of less than \$2,000 annually because of the small decrease in weekend travel distance. Over time, it is anticipated that this streamlined travel path and operation closer in proximity to the residential area at 20<sup>th</sup> Avenue would provide more reliable service and encourage additional ridership and revenue.

**PLANNED IMPLEMENTATION:**

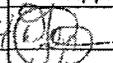
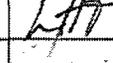
April 2014

# Staff Summary

Subject	QM2 Weekend Travel Path Revision in Whitestone, Queens
Department	Operations Planning
Department Head Name	Robert Lai/Mark A. Holmes
Department Head Signature	
Project Manager Name	David Moss

Date	March 4, 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	NYCT/MTA Bus Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
4	President	3/11/14	
3	Executive Vice President	3/11/14	
2	VP, Government and Community Relations	3/10/14	
1	Vice President, Operations Planning	3/14/14	

## Narrative

### PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the weekend travel path of the QM2 express bus route in Whitestone, Queens. This route was formerly operated by Queens Surface Corporation and transitioned into MTA Bus service on February 27, 2005.

### DISCUSSION:

The QM2 provides full time, seven day a week, express bus service between Bay Terrace, Queens and Sixth Avenue in Midtown, Manhattan with weekday peak period service to Third Avenue in Midtown. The QM2 serves the intermediate neighborhoods of Beechhurst and Whitestone traveling a one-way distance of approximately 17 miles, and transporting approximately 1,960 passengers per weekday, 390 passengers per Saturday, and 260 passengers per Sunday.

On weekends, the QM2 diverts from its weekday travel path through Whitestone to provide service to the area of the Mitchell Gardens apartment complex, which on weekdays is served by the QM20 express bus route to Sixth Avenue in Midtown. The QM20 does not operate on weekends, so the QM2 diverts to Mitchell Gardens to provide service to this densely populated segment of the QM20 route.

On weekends, the QM2 diverts from the Whitestone Expressway Service Road between 20<sup>th</sup> Avenue and Linden Place. At the Whitestone Expressway Service Road and 20<sup>th</sup> Avenue, the westbound (to Midtown) QM2 travels via 20<sup>th</sup> Avenue to Parsons Boulevard, where it joins the QM20 weekday travel path at Parsons Boulevard and Willets Point Boulevard through the Mitchell Gardens apartments to the Whitestone Expressway Service Road at Linden Place where it then rejoins the QM2 weekday travel path.

path. The eastbound QM2 operates symmetrically in the opposite direction. Traffic in the vicinity of 20<sup>th</sup> Avenue and the Whitestone Expressway Service Road routinely becomes very congested on weekends because of the proximity of the automobile oriented big-box retail destinations at the College Point Shopping Center on 20<sup>th</sup> Avenue west of the Whitestone Expressway Service Road. Travel through this area becomes slow and affects the reliability of the QM2.

There is an opportunity to streamline the QM2 weekend travel path in Whitestone to travel along Parsons Boulevard between 14<sup>th</sup> Avenue and 20<sup>th</sup> Avenue, avoiding the Whitestone Expressway Service Road in this area, as shown in the attached map. This change would help to provide more reliable service by avoiding the traffic congestion and associated delays that occur on weekends, especially those associated with the big-box retail destinations at the College Point Shopping Center. This revision would utilize a more direct travel path reducing the travel distance by approximately 0.2 miles in the eastbound direction (toward Bay Terrace) and 0.3 miles in the westbound direction (toward Midtown). Scheduled travel time would remain unchanged, but service reliability would be improved.

This revision would relocate two bus stops in each direction on weekends only. These bus stops currently on the Whitestone Expressway Service Road at 14<sup>th</sup> Avenue and at 20<sup>th</sup> Avenue would be relocated to Parsons Boulevard, about 1-2 blocks east, sharing existing bus stops used by other local bus routes. This revision would affect a combined total of less than 25 passengers per Saturday and less than 10 passengers per Sunday.

Approximately 13 passengers per Saturday and less than approximately 5 passengers per Sunday currently use the bus stop on the Whitestone Expressway Service Road at 14<sup>th</sup> Avenue, which would be relocated to Parsons Boulevard at 14<sup>th</sup> Avenue, approximately 900 feet and 400 feet to the westbound and eastbound bus stops, respectively. This revision would also relocate the current bus stops on the Whitestone Expressway Service Road at 20<sup>th</sup> Avenue, which is used by approximately 10 passengers per Saturday and less than approximately 5 passengers per Sunday, to Parsons Boulevard at 20<sup>th</sup> Avenue. The westbound bus stop would be relocated approximately 1,150 feet east. The eastbound stop would be relocated approximately 800 feet east. Additionally, the proposed bus stops on Parsons Boulevard at 20<sup>th</sup> Avenue would be closer to residential areas of the community – the traditional market for express bus service – than the current bus stops at the Whitestone Expressway Service Road, which is only proximate to a park, a postal sorting facility and low-rise office buildings.

## **RECOMMENDATION:**

To provide more reliable service and avoid congestion in the vicinity of 20<sup>th</sup> Avenue and the Whitestone Expressway Service Road, streamline the weekend travel path of the QM2 to travel on Parsons Boulevard between 14<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. This revision would relocate two bus stops in each direction that are lightly used on weekends to nearby locations, with one of these bus stops being relocated slightly closer to residential uses. The current weekday QM2 travel path would remain unchanged.

# Staff Summary

## ALTERNATIVES:

One alternative would be to leave the current QM2 weekend travel path in Whitestone unchanged. This would forgo the opportunity to provide more reliable QM2 weekend service and avoid recurring weekend traffic congestion in Whitestone.

Another alternative would be to similarly revise the travel path of the weekday QM2 to travel on Parsons Boulevard between 14<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. However, this alternative would involve operation on 20<sup>th</sup> Avenue to transition between Parsons Boulevard and the Whitestone Expressway Service Road, and the current long established weekday travel path already avoids 20<sup>th</sup> Avenue. This alternative would also increase travel times for the majority of QM2 customers (the majority of QM2 customers pass through this area), as there would be two additional turning maneuvers introduced. It should also be noted that the Whitestone Expressway Service Road is not as congested on weekdays with traffic generally flowing better than on Parsons Boulevard.

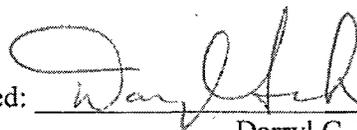
## IMPACT ON FUNDING:

The net result of the recommended revision would be a small decrease in operating cost less than \$2,000 annually because of the small decrease in weekend travel distance. Over time, it is anticipated that this streamlined travel path and operation in slightly closer in proximity to the residential area would provide more reliable service and encourage additional ridership and revenue.

## IMPLEMENTATION:

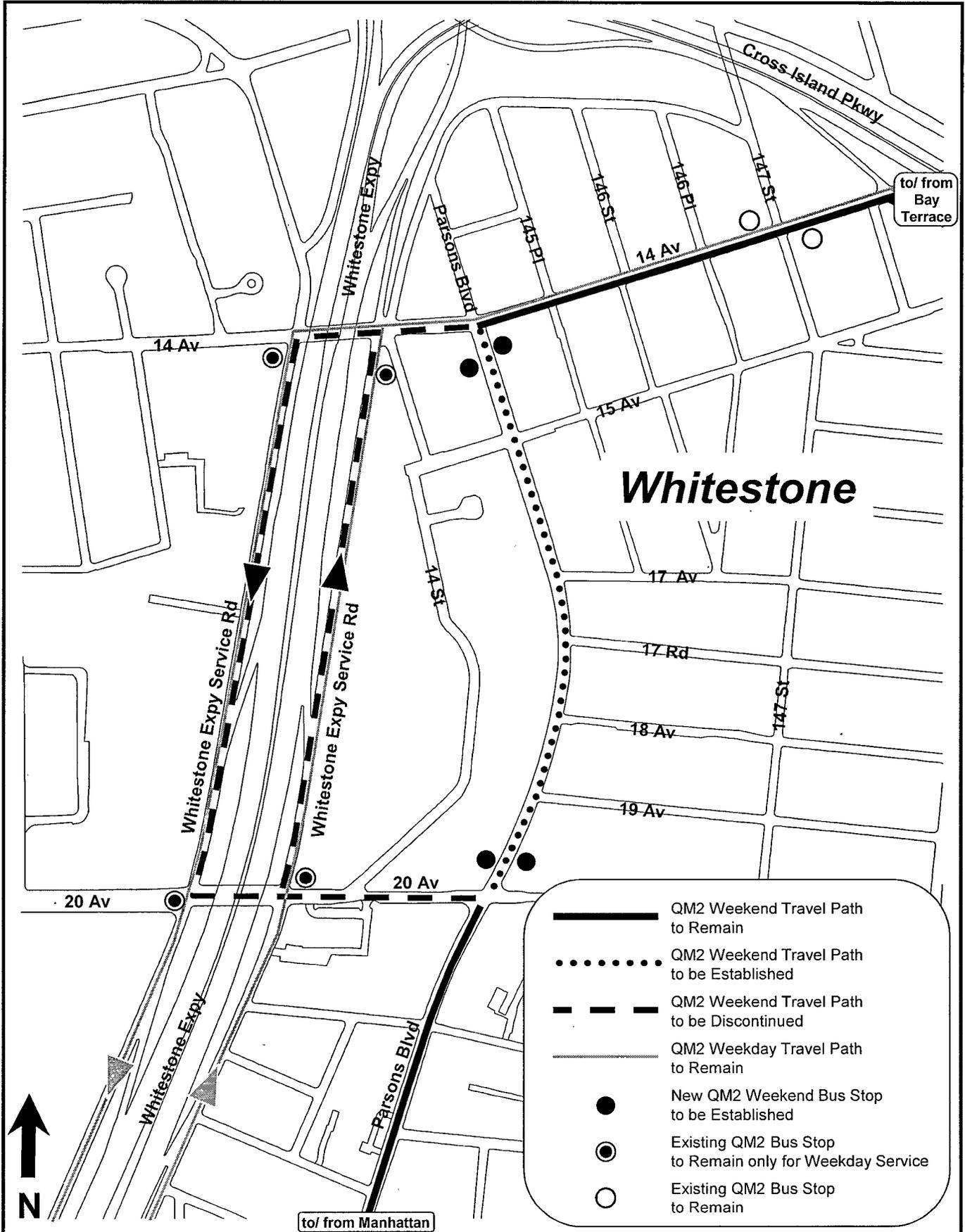
April 2014

Approved: \_\_\_\_\_



Darryl C. Irick  
President

# QM2 Weekend Travel Path Revision in Whitestone



## **8. SPECIAL REPORTS & PRESENTATIONS**

# Report



## SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

### MetroCard Market Share

Actual January 2014 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>January 2013</u>	<u>January 2014*</u>	<u>Difference</u>
Cash	3.0%	2.5%	(0.5%)
Single-Ride Ticket	1.0%	0.8%	(0.2%)
Bonus Pay-Per-Ride	39.3%	44.6%	5.3%
Non-Bonus Pay-Per-Ride	10.1%	3.3%	(6.8%)
7-Day Farecard	16.6%	19.3%	2.7%
30-Day Farecard	<u>30.0%</u>	<u>29.6%</u>	(0.4%)
Total	100.0%	100.0%	

\* Preliminary

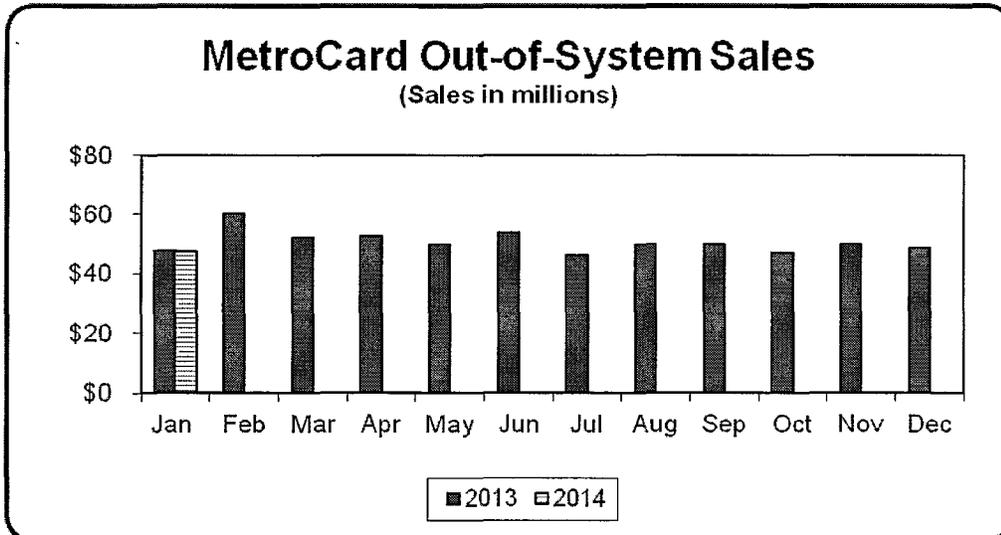
*Note: Percentages may not add due to rounding.*

### **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 January 2014 was 5,179 a 5.53 percent decrease from the same period last year. The average value of a credit issued was \$69.19.

### MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.4 million in January 2014, a 0.4 percent decrease compared to January of 2013.



### *Retail Sales*

There were 4,268 active out-of-system sales and distribution locations for MetroCards, generating \$23.2 million in sales revenue during January 2014.

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

Sales of 189,070 MetroCards valued at approximately \$16.2 million were made in January 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$85.68. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 57,199 for January 2014, generating an additional \$6.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$22.6 million, a 4 percent decrease when compared to last year.

### Mobile Sales Program

In January 2014, the Mobile Sales unit completed 173 site visits, of which 115 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$88,000 in revenue was generated. In January 2014, the Mobile Sales unit assisted and enabled 1,035 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported a General Order to be stationed at Howard Beach (Queens).

### **Reduced-Fare Program**

During January 2014 enrollment in the Reduced-Fare Program increased by 5,298 new customers, while 731 customers left the program. The total number of customers in the program is 879,409. Seniors account for 715,509 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 163,900 customers. Of those, a total of 35,721 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 \$6.5 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In January 2014, the EasyPay Reduced Fare program enrollment totaled 134,786 accounts. During the month, active EasyPay customers accounted for approximately 1.8 million subway and bus rides with \$1.8 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$15.

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

In January 2014, the EasyPay Xpress PPR program enrollment totaled 64,516 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$2.9 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$56.

### **EasyPay Xpress Unlimited Program**

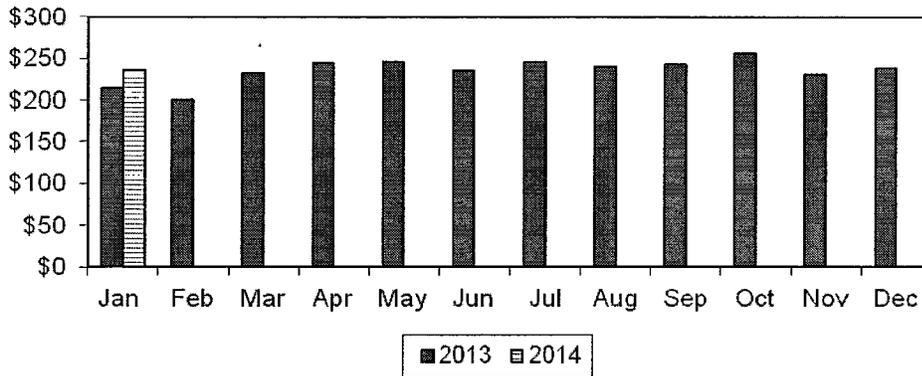
In January 2014, the EasyPay Xpress Unlimited program enrollment totaled 12,227 accounts. During this month, active Xpress Unlimited customers accounted for approximately 550,000 subway and local bus rides with \$1.1 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$112.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during January 2014 totaled \$235.3 million, on a base of 14.1 million customer transactions. This represents a 10.1 percent increase in vending machine sales compared to the same period last year. During January 2014, MEMs accounted for 1,887,254 transactions resulting in \$48,211,595 in sales. Debit/credit card purchases account for 76.2 percent of total vending machine revenue, while cash purchases account for 23.8 percent. Debit/credit card transactions account for 50.2 percent of total vending machine transactions, while cash transactions account for 49.8 percent. The average credit sale is \$29.14, more than three times the average cash sale of \$7.93. The average debit sale is \$20.17.

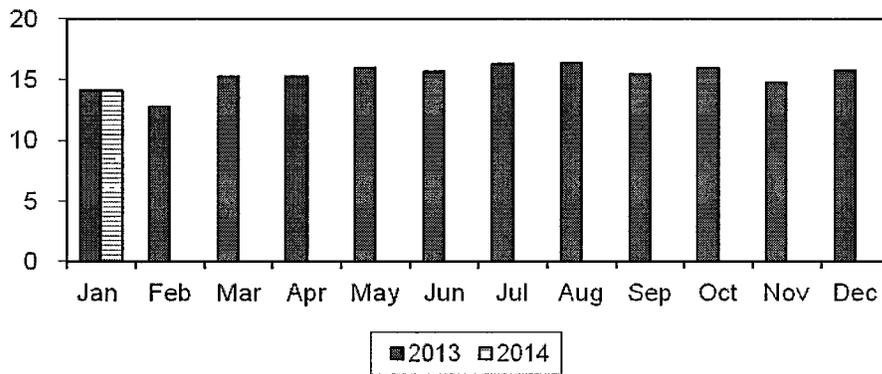
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)

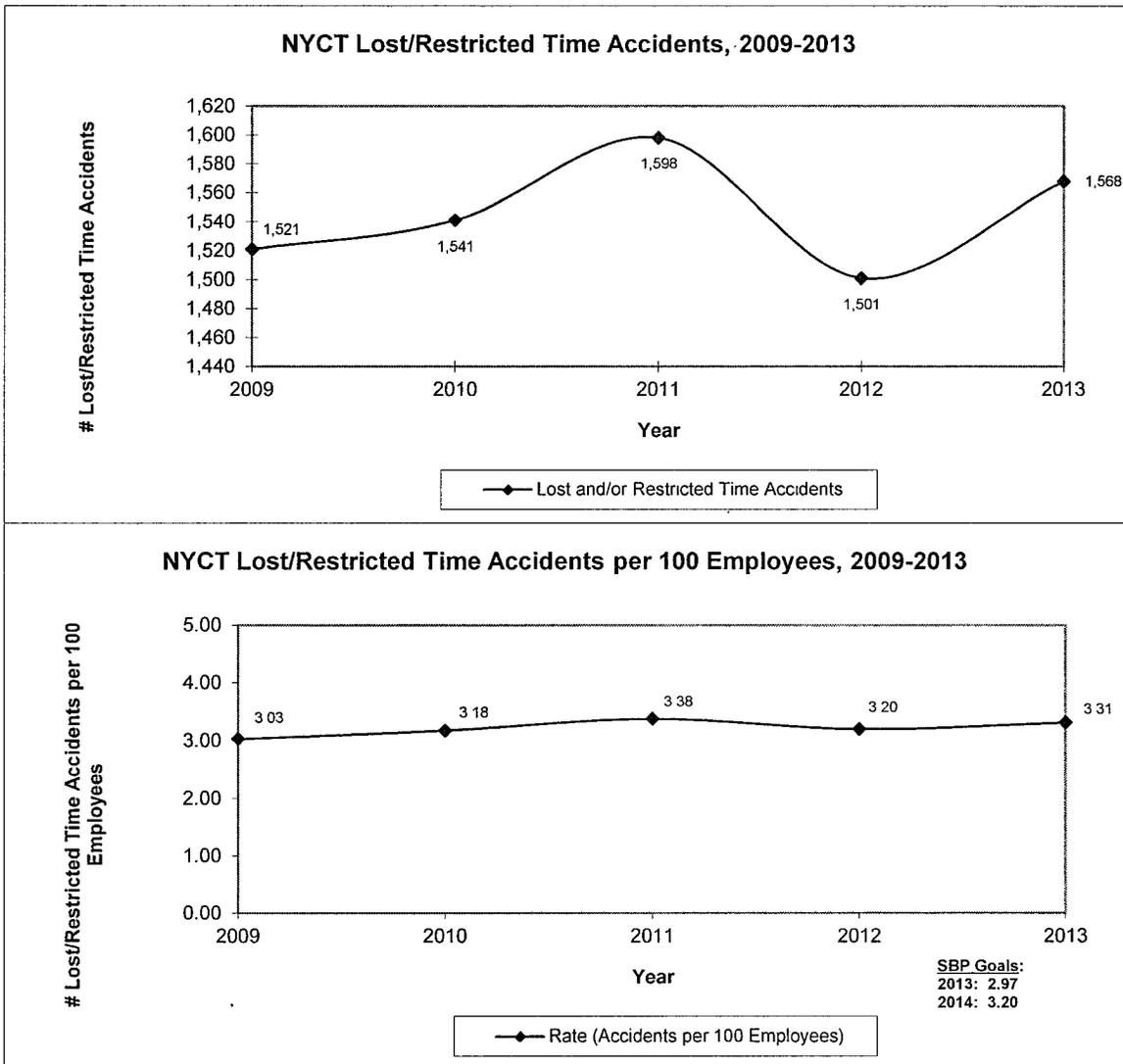


**NYC Transit & MTA Bus  
2013 Year-End Safety Statistics**

NYCT Employee Injuries

**Employee Injuries\***

Year	<u>Lost Time</u> <u>Accidents</u>	Rate (Accidents per 100 Employees)	<u>Restricted</u> <u>Time Only</u> <u>Accidents</u>	Rate (Accidents per 100 Employees)	<u>Lost and/or</u> <u>Restricted</u> <u>Time</u> <u>Accidents</u>	Rate (Accidents per 100 Employees)
2009	1,505	3.00	16	0.03	1,521	3.03
2010	1,537	3.17	4	0.01	1,541	3.18
2011	1,593	3.37	5	0.01	1,598	3.38
2012	1,499	3.20	2	0.00	1,501	3.20
2013	1,568	3.31	0	0.00	1,568	3.31
'13 vs '12	4.6%	3.4%	-100.0%	#DIV/0!	4.5%	3.4%

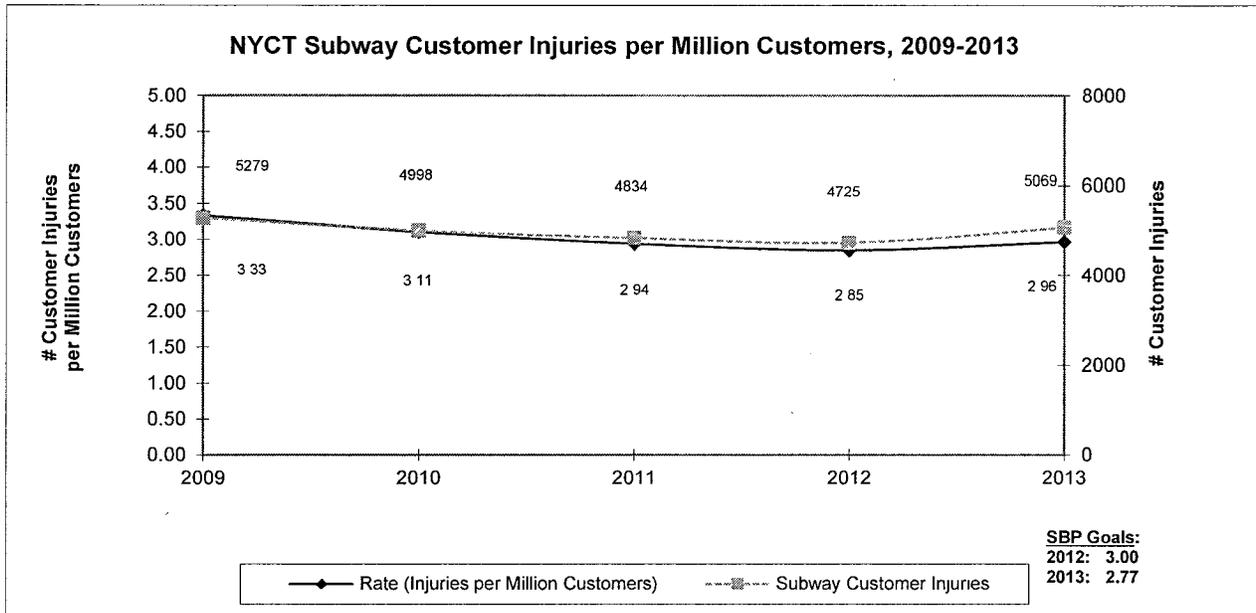


\*Data include on-the-job injuries and occupational illnesses

NYCT Subway Customer Injuries

**Subway Customer Injuries**

<u>Year</u>	<u>Total</u>	<u>Rate (Injuries per Million Customers)</u>
2009	5279	3.33
2010	4998	3.11
2011	4834	2.94
2012	4725	2.85
2013	5069	2.96
'13 vs '12	7.3%	4.0%



**2008-2013 Safety Results and 2014 Goals**

	2008	2009	2010	2011	2012	2013	2014 Goal
<b>Customer Accident Rate</b>							
NYCT Bus	0.98	1.10	0.99	1.12	1.09	1.07	1.04
MTA Bus	1.51	1.33	1.32	1.51	1.23	0.87	0.85
<b>Buses</b>	<b>1.11</b>	<b>1.02</b>	<b>1.04</b>	<b>1.18</b>	<b>1.11</b>	<b>1.04</b>	<b>1.01</b>
<b>Customer Acc Inj Rate</b>							
NYCT Bus	1.03	1.09	1.00	1.16	1.14	1.15	1.11
MTA Bus	1.41	1.33	1.29	1.52	1.24	0.98	0.95
<b>Buses</b>	<b>1.12</b>	<b>1.13</b>	<b>1.04</b>	<b>1.21</b>	<b>1.16</b>	<b>1.12</b>	<b>1.09</b>
<b>Collision Rate</b>							
NYCT Bus	44.50	43.05	45.54	46.75	47.47	50.15	48.65
MTA Bus	54.86	47.27	47.57	45.75	42.75	44.57	43.24
<b>Buses</b>	<b>46.92</b>	<b>44.03</b>	<b>46.01</b>	<b>46.51</b>	<b>46.35</b>	<b>48.83</b>	<b>47.36</b>
<b>Collision Injury Rate</b>							
NYCT Bus	5.88	6.09	7.64	6.92	6.60	7.56	7.33
MTA Bus	5.49	4.38	5.96	4.72	5.39	4.94	4.80
<b>Buses</b>	<b>5.79</b>	<b>5.69</b>	<b>7.25</b>	<b>6.40</b>	<b>6.32</b>	<b>6.94</b>	<b>6.73</b>
<b>Employee Lost Time Accident Rate</b>							
NYCT Bus	4.14	5.14	5.21	5.83	5.53	5.21	4.95
MTA Bus	6.20	10.55	9.47	9.25	8.67	6.49	6.17
<b>Buses</b>	<b>4.47</b>	<b>6.14</b>	<b>5.99</b>	<b>6.48</b>	<b>6.15</b>	<b>5.46</b>	<b>5.19</b>

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

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

## **Data as of December 31, 2013**

2013 YEAR-END EEO & DIVERSITY REPORT  
 AGENCY NAME: NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS\*  
 As of December 31, 2013

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	25%	15%	No	12%	35%	Yes	6%	11%	Yes	5%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	36%	36%	Yes	11%	33%	Yes	7%	9%	Yes	8%	26%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Technicians	36%	49%	Yes	11%	50%	Yes	10%	12%	Yes	12%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Protective Services	14%	22%	Yes	35%	58%	Yes	17%	17%	Yes	4%	7%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Paraprofessionals	52%	47%	No	13%	51%	Yes	10%	26%	Yes	4%	5%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Administrative Support	57%	42%	No	22%	58%	Yes	20%	14%	No	7%	14%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No
Skilled Craft	13%	5%	No	25%	39%	Yes	14%	11%	No	10%	13%	Yes	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	19%	18%	No	28%	57%	Yes	30%	21%	No	3%	5%	Yes	0%	0%	Yes	0%	0%	Yes	3%	1%	No

Note: Pursuant to a request made by the FTA, the Estimated Availability percentages have been rounded to represent a whole person.

\* NYC Transit has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing NYC Transit's December 31, 2013 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

### **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

### **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

### **Protective Services**

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

### **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

### **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

### **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

### **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2013 YEAR-END EEO & DIVERSITY REPORT  
 AGENCY NAME: NEW YORK CITY TRANSIT

**NEW HIRES**  
**January 1, 2013 to December 31, 2013**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	153	24	16%	38	25%	26	17%	9	6%	0	0%	0	0%	3	2%
Professionals	308	113	37%	91	30%	35	11%	78	25%	0	0%	0	0%	4	1%
Technicians	8	3	38%	4	50%	1	13%	2	25%	0	0%	0	0%	0	0%
Protective Services	37	10	27%	25	68%	7	19%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	6	4	67%	2	33%	3	50%	1	17%	0	0%	0	0%	0	0%
Administrative Support	471	203	43%	220	47%	68	14%	108	23%	0	0%	1	0.2%	7	1%
Skilled Craft	1,085	71	7%	369	34%	157	14%	153	14%	4	0.4%	0	0%	16	1%
Service Maintenance	1,663	371	22%	982	59%	362	22%	108	6%	2	0.1%	0	0%	31	2%
<b>Total</b>	<b>3,731</b>	<b>799</b>	<b>21%</b>	<b>1,731</b>	<b>46%</b>	<b>659</b>	<b>18%</b>	<b>459</b>	<b>12%</b>	<b>6</b>	<b>0.2%</b>	<b>1</b>	<b>0.03%</b>	<b>61</b>	<b>2%</b>

<sup>1</sup> Total includes males and females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

2013 YEAR-END EEO & DIVERSITY REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

**EEO AND TITLE VI COMPLAINTS**  
As of December 31, 2013

Category	Race/Color <sup>1</sup>	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases <sup>4</sup>	Status (# Open) <sup>5</sup>
EEO	81	53	53	72	32	37	13	92	433	269	225
External Complaints	39	6	30	63	18	25	7	65	253	144	121
Internal Complaints	42	47	23	9	14	12	6	27	180	125	104

Category	Race	National Origin	Color	Total Issues <sup>6</sup>	Total Cases	Status (# Open)
Title VI	27	8	3	38	37	31

<sup>1</sup> On previous quarterly committee reports, the number of complaints based on race and color were reported separately, specifically the number of complaints based on color noted under the "Other" total. In order to maintain consistency with the Diversity Committee Reports, the number of complaints alleging discrimination based on race and color will be reported together going forward.

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction, retaliation, etc.)

<sup>3</sup> In some instances, a single complaint may involve two or more EEO categories.

<sup>4</sup> "Total Cases" include the number of complaints pending and closed by the Office of Equal Employment Opportunity.

<sup>5</sup> "Status (# Open)" include the number of complaints pending investigation by the Law Department and the Office of Equal Employment Opportunity.

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

2013 YEAR-END EEO & DIVERSITY REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13  
EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	21	0	0	1	0	1	23
<b>TOTAL</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>23</b>

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13  
INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	9	4	8	1	0	0	22*
<b>TOTAL</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22*</b>

\* There were a total of 21 closed cases in 2013. However, one complaint resulted in a dual (reasonable cause/no reasonable cause) determination.

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	3	0	3	0	0	0	6
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>

2013 YEAR-END EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

**WORKFORCE UTILIZATION ANALYSIS\***  
As of December 31, 2013

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	18%	10%	No	14%	28%	Yes	11%	14%	Yes	3%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Professionals	34%	48%	Yes	10%	27%	Yes	5%	9%	Yes	5%	17%	Yes	0%	0%	Yes	0%	0%	Yes	2%	5%	Yes
Technicians	24%	58%	Yes	7%	5%	No	6%	21%	Yes	14%	16%	Yes	0%	0%	Yes	0%	0%	Yes	2%	0%	No
Protective Services	15%	0%	No	33%	75%	Yes	15%	0%	No	3%	0%	No	0%	0%	Yes	0%	0%	Yes	3%	25%	Yes
Paraprofessionals	0%	0%	Yes																		
Administrative Support	60%	50%	No	21%	33%	Yes	19%	13%	No	7%	6%	No	0%	0%	Yes	0%	0%	Yes	3%	7%	Yes
Skilled Craft	2%	1%	No	21%	28%	Yes	25%	14%	No	6%	9%	Yes	0%	0%	Yes	0%	2%	Yes	6%	4%	No
Service Maintenance	10%	12%	Yes	26%	51%	Yes	26%	21%	No	7%	5%	No	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes

Note: Pursuant to a request made by the FTA, the Estimated Availability percentages have been rounded to represent a whole person.

\* MTA Bus has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bus' December 31, 2013 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U. S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

### **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

### **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

### **Protective Services**

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

### **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

### **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

### **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

### **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2013 YEAR-END EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

**NEW HIRES**  
**January 1, 2013 to December 31, 2013**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	32	0	0%	6	19%	7	22%	3	9%	0	0%	0	0%	1	3%
Professionals	10	3	30%	3	30%	0	0%	3	30%	0	0%	0	0%	0	0%
Technicians	2	1	50%	0	0%	1	50%	0	0%	0	0%	0	0%	0	0%
Protective Services	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	6	0	0%	2	33%	2	33%	0	0%	0	0%	0	0%	0	0%
Skilled Craft	35	0	0%	12	34%	9	26%	6	17%	0	0.0%	0	0%	1	3%
Service Maintenance	224	34	15%	125	56%	57	25%	11	5%	0	0%	1	0%	3	1%
<b>Total</b>	<b>309</b>	<b>38</b>	<b>12%</b>	<b>148</b>	<b>48%</b>	<b>76</b>	<b>25%</b>	<b>23</b>	<b>7%</b>	<b>0</b>	<b>0%</b>	<b>1</b>	<b>0%</b>	<b>5</b>	<b>2%</b>

<sup>1</sup> Total includes males and females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as all non-minorities, both males and females.

**2013 YEAR-END EEO & DIVERSITY REPORT**

**AGENCY NAME:** MTA BUS COMPANY

**EEO AND TITLE VI COMPLAINTS  
As of December 31, 2013**

Category	Race/Color <sup>1</sup>	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases <sup>4</sup>	Status (# Open) <sup>5</sup>
<b>EEO</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>37</b>	<b>25</b>	<b>9</b>
External Complaints	5	1	2	6	4	1	0	7	26	15	6
Internal Complaints	6	1	2	0	0	0	1	1	11	10	3

Category	Race	National Origin	Color	Total Issues <sup>6</sup>	Total Cases	Status (# Open)
<b>Title VI</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>3</b>

<sup>1</sup> On previous quarterly committee reports, the number of complaints based on race and color were reported separately, specifically the number of complaints based on color noted under the "Other" total. In order to maintain consistency with the Diversity Committee Reports, the number of complaints alleging discrimination based on race and color will be reported together going forward.

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction, retaliation, etc.)

<sup>3</sup> In some instances, a single complaint may involve two or more EEO categories.

<sup>4</sup> "Total Cases" include the number of complaints pending and closed.

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

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

**2013 YEAR-END EEO & DIVERSITY REPORT**

**AGENCY NAME:** MTA BUS COMPANY

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13  
EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	2	2	3	1	1	0	9
<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13  
INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	4	3	1	0	0	0	8
<b>TOTAL</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>

\* There were a total of 21 closed cases in 2013. However, one complaint resulted in a dual (reasonable cause/no reasonable cause) determination.

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/13 TO 12/31/13**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	0	1	2	0	0	0	3
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**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 - March 2014

(data thru February 2014; \$s in million)

	Budget	Expenditures
Construction	\$ 942.5	\$ 827.0
Design	105.3	104.3
Construction Management	131.4	103.3
Real Estate	220.9	206.5
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,241.1</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	\$210.3	\$198.5	\$11.8	\$169.3	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

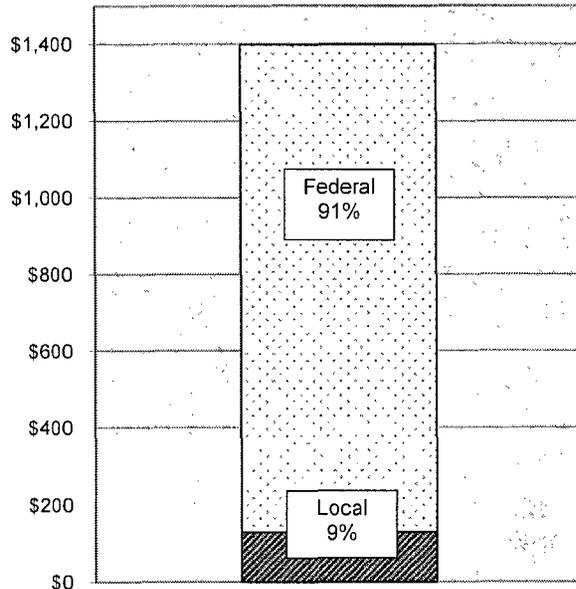
# Fulton Center Status

Report to the Transit Committee - March 2014

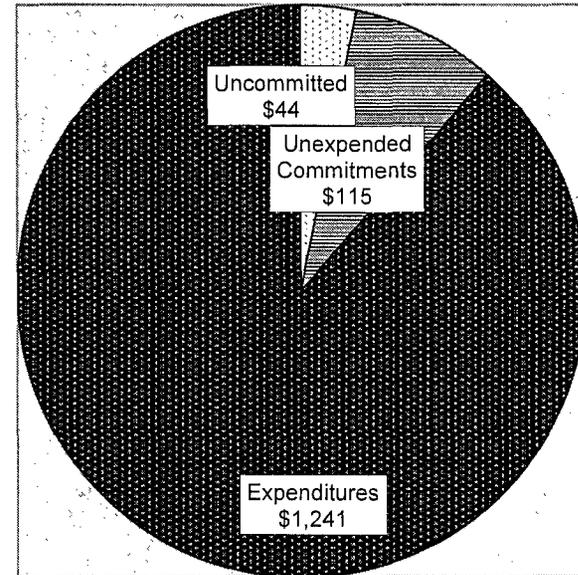
(data thru February 2014)

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 933	\$ 44	\$ 828
FTA Reserve (2000-2004)	-	-	-	-	-	-	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	413
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,270</b>	<b>\$ 1,356</b>	<b>\$ 44</b>	<b>\$ 1,241</b>

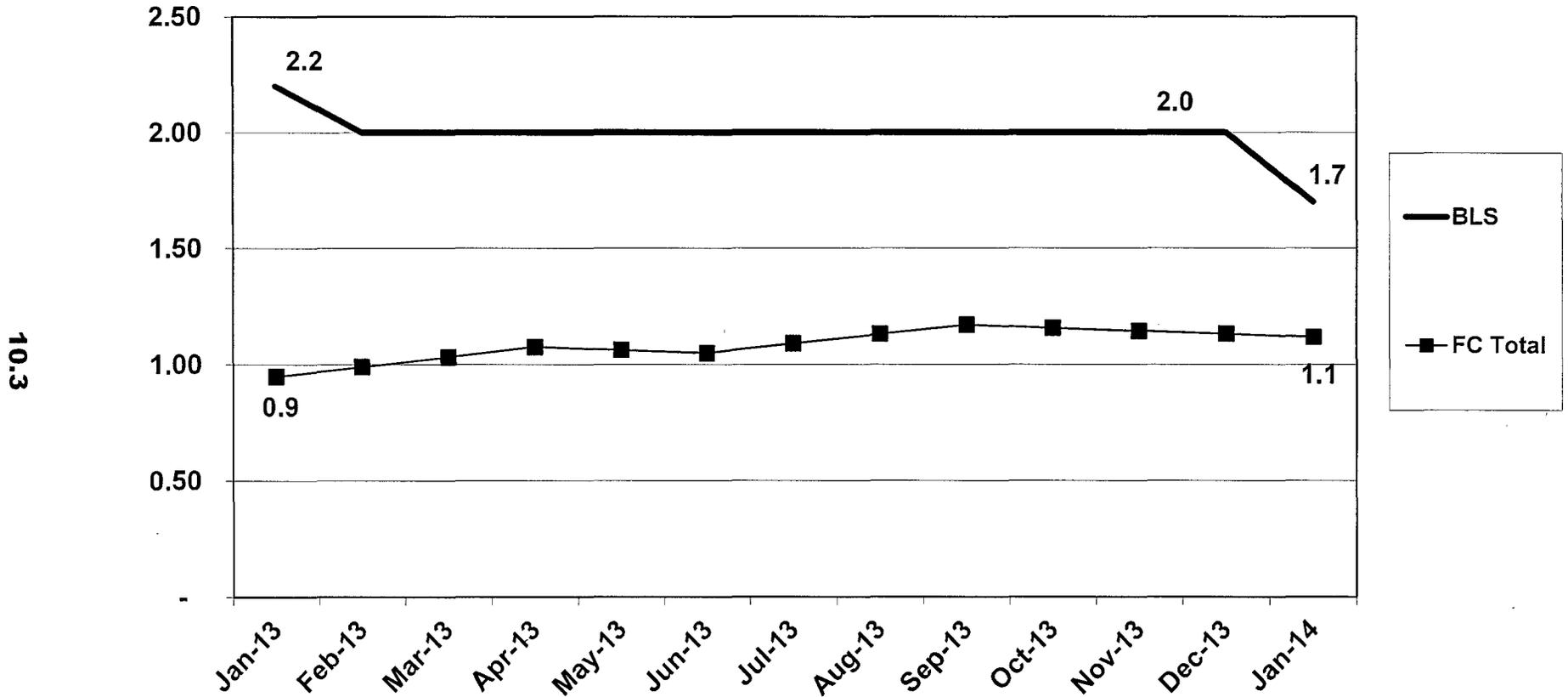
Project Budget: \$1,400 Million



Commitments and Expenditures (\$ in Millions)



**Lost Time Injury Rate  
Fulton Center Project, 2013-2014  
vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

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

# 7 Line Extension Active and Future Construction Contracts

## Report to the Transit Committee - March 2014

(data thru February 2014; \$s in million)

	Budget	Expenditures
Final Design	\$ 116.9	112.5
Construction	1,893.1	1,701.1
Construction Management	43.9	31.7
Subway Project Reserve	46.9	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,845.3</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	217.3
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,062.6</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,115.6</b>

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	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	\$526.7	\$15.7	\$422.0	Aug-2011	Jun-2014	Fall 2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes <sup>††</sup> <i>John P. Picone Inc.</i>	\$92.3	\$84.2	\$8.1	\$22.2	Sep-2012	Apr-2016	Apr-2016

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

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

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

# 7 Line Extension Status

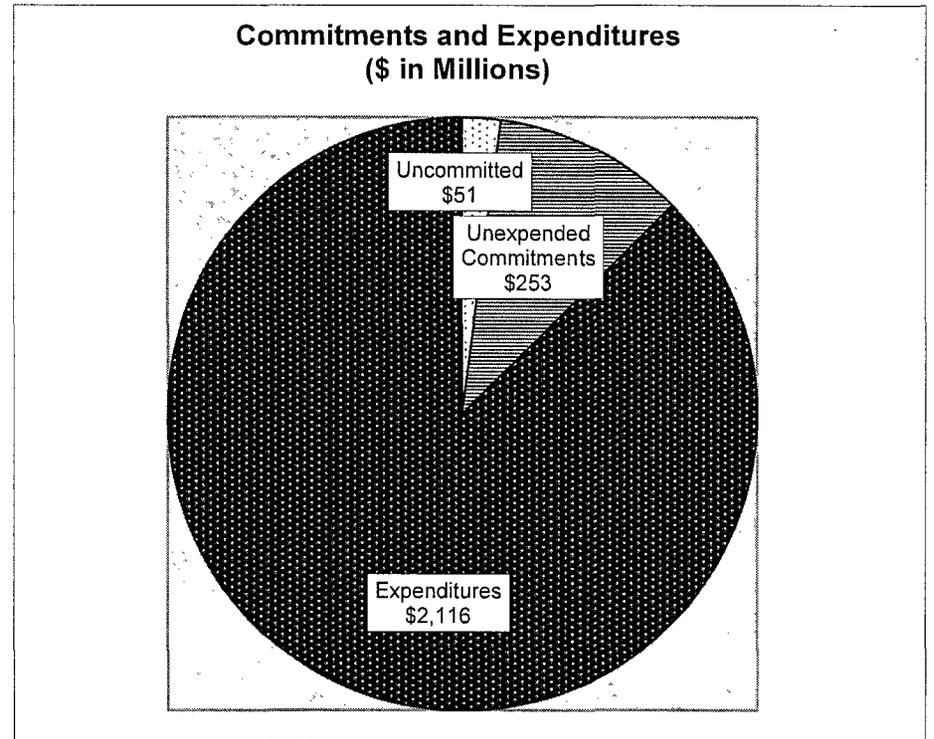
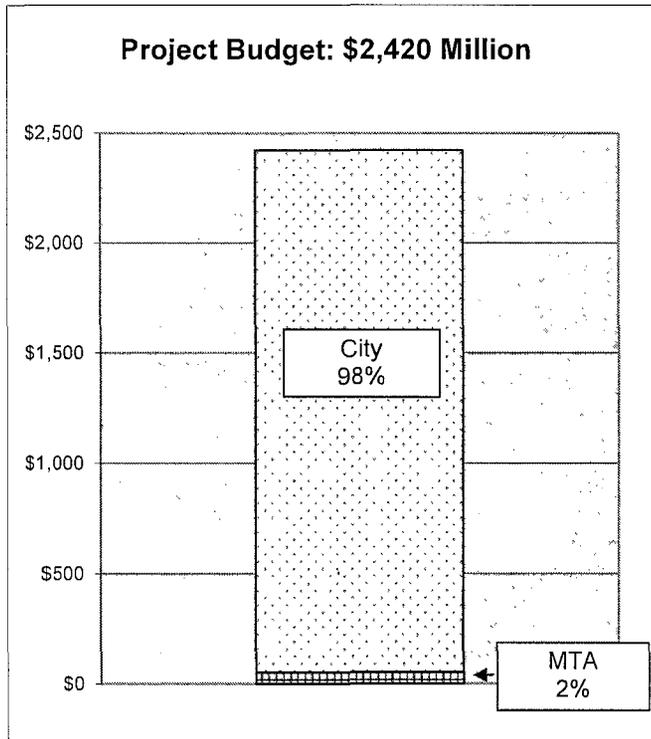
Report to the Transit Committee - March 2014

(data thru February 2014)

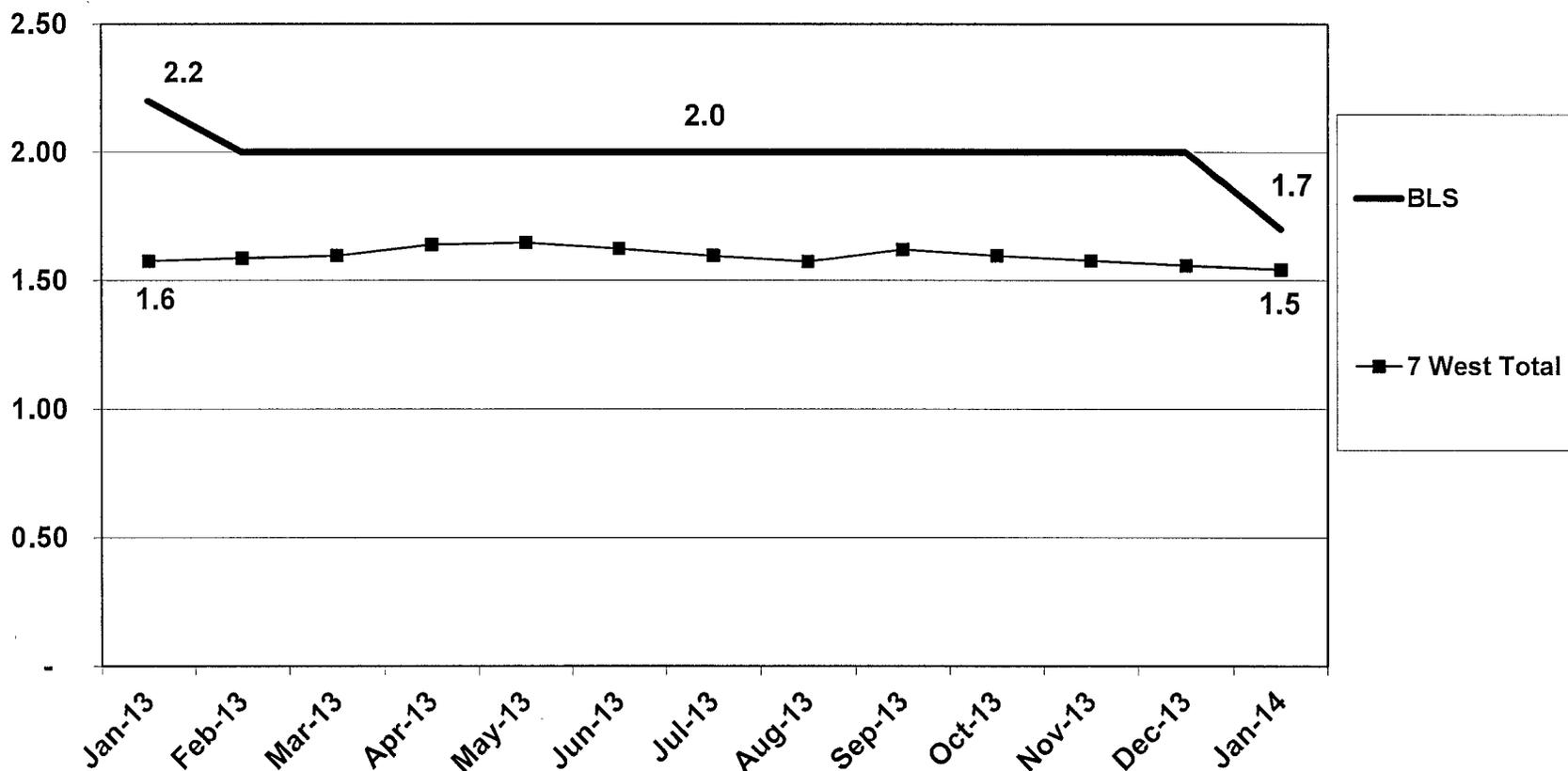
MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,316	2,316	51	2,063
<b>Total Authorized</b>	<b>\$ 2,420</b>	<b>\$ 53</b>	<b>\$ 2,367</b>	<b>\$ 2,316</b>	<b>\$ 2,368</b>	<b>\$ 51</b>	<b>\$ 2,116</b>

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

10.5



## Lost Time Injury Rate 7 Line Extension Project, 2013-2014 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 - March 2014

(data thru February 2014; \$s in million)

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 1,930.0
Design	497.7	462.4
Construction Management	221.3	117.8
Real Estate	281.5	219.1
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 2,729.3</b>

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

10.7

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
63rd St Station Upgrade <i>Judlau Contracting</i>	\$185.3	\$184.9	\$0.4	\$116.2	Jul-2010	Jan-2011	May-2014	Jun-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$311.2	\$20.9	\$239.2	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	\$50.1	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$347.3	\$332.0	\$15.3	\$100.6	Mar-2011	Jun-2012	Dec-2015	Jun-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$258.8	\$17.6	\$13.5	Nov-2012	Feb-2013	Nov-2015	Nov-2015
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$208.4	\$14.6	\$4.6	Oct-2013	Jun-2013	May-2016	May-2016

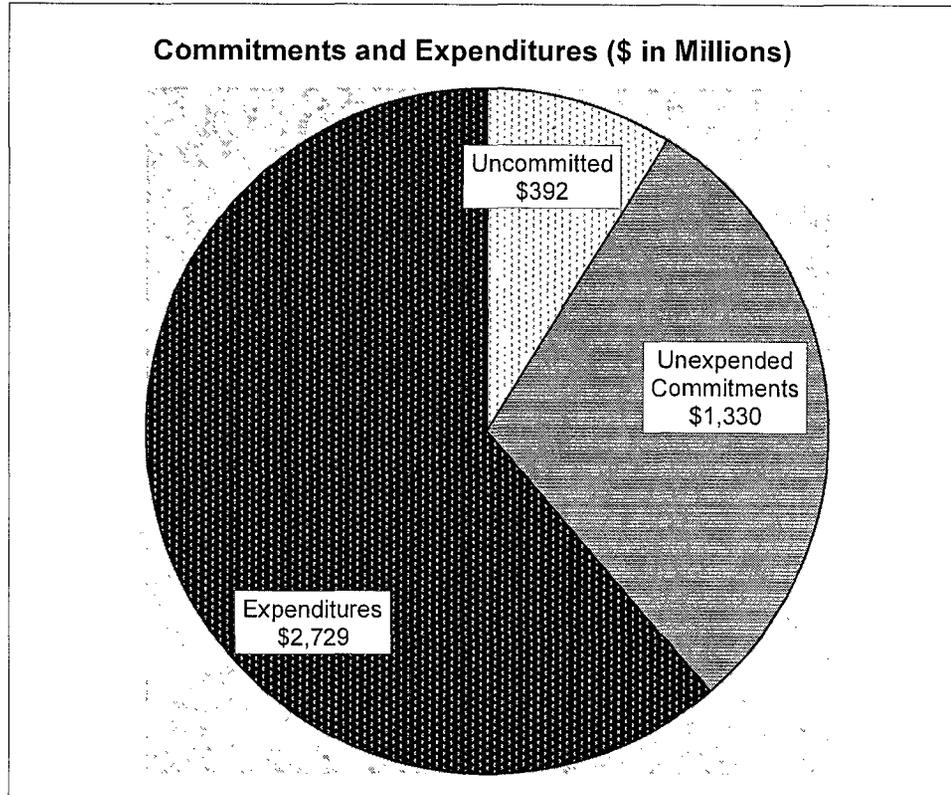
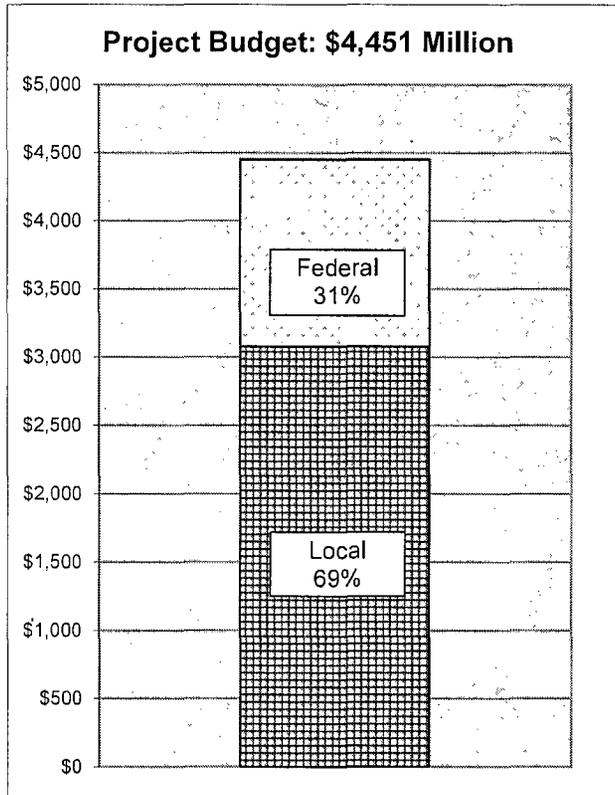
\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

# Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - March 2014

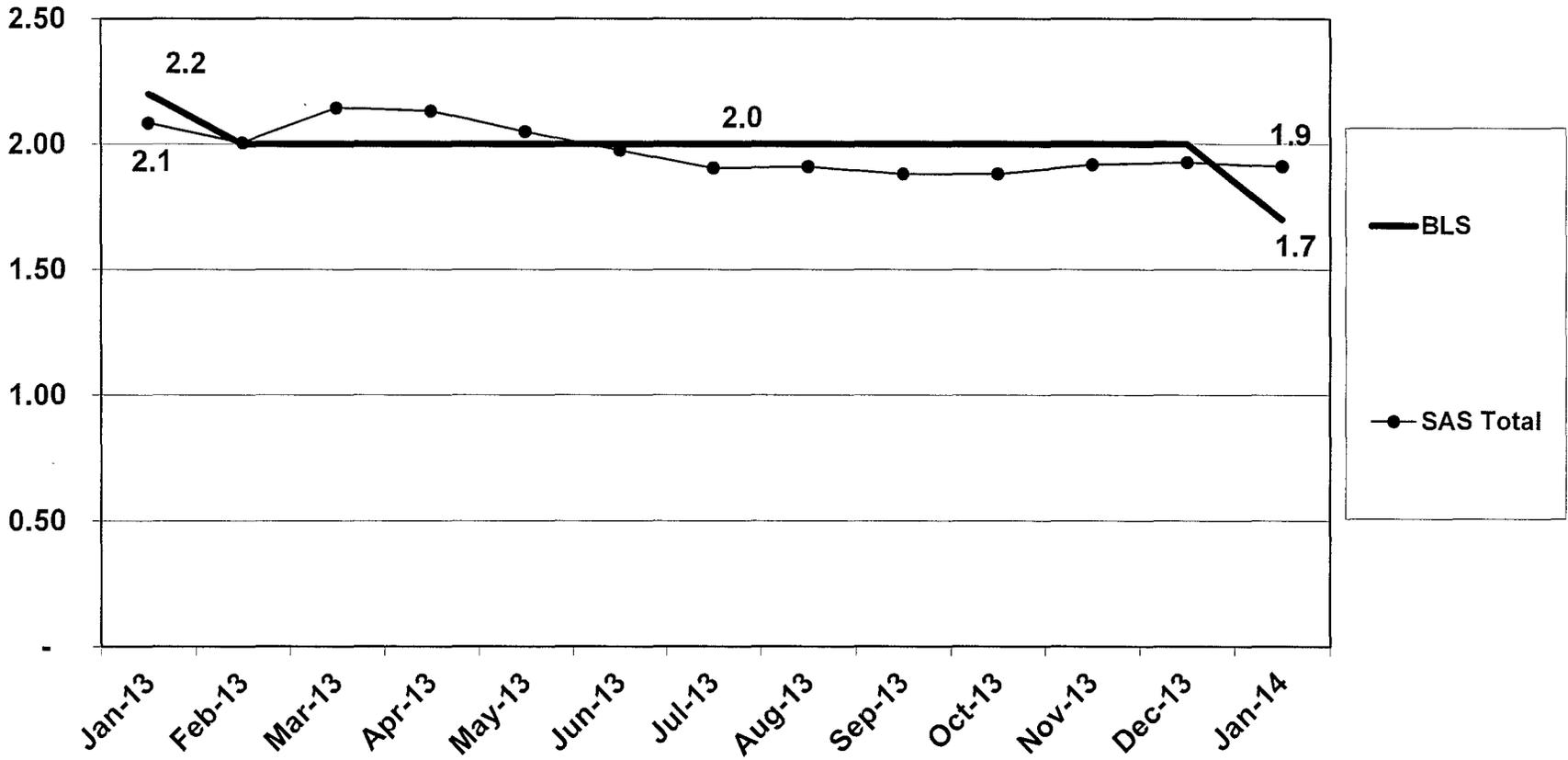
(data thru February 2014)

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	\$ 1,029
2005-2009	1,914	846	1,068	758	1,834	79	1,401
2010-2014	1,487	1,487	-	-	1,176	311	299
<b>Total</b>	<b>\$ 4,451</b>	<b>\$ 3,077</b>	<b>\$ 1,374</b>	<b>\$ 1,064</b>	<b>\$ 4,059</b>	<b>\$ 392</b>	<b>\$ 2,729</b>



**Lost Time Injury Rate  
Second Avenue Subway Project, 2013-2014  
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)