



**New York City Transit
Bus Company**

Transit & Bus Committee Meeting

April 2014

Committee Members

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



MEETING AGENDA

NEW YORK CITY TRANSIT & BUS COMMITTEE

April 28, 2014 - 10:30 AM

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

AGENDA ITEMS

PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES – MARCH 24, 2014 1.1
2. COMMITTEE WORK PLAN 2.1
3. OPERATIONS PERFORMANCE SUMMARY
➤ February Operations Report 3.1
4. FINANCIAL REPORTS
➤ February Financial & Ridership Report 4.1
➤ February SIR Financial & Ridership Report 4.22
➤ February MTA Bus Financial & Ridership Report 4.33
➤ Capital Program Status Report 4.46
5. PROCUREMENTS 5.1
➤ NYCT Non-Competitive 5.5

➤ NYCT Competitive 5.6
➤ MTACC Competitive 5.7

➤ NYCT Ratifications 5.8
➤ MTACC Ratifications 5.9
6. SERVICE CHANGES
➤ MTA Bus Q103 Add Weekend and Weekday Evening Service **(For Approval)** 6.1
➤ MTA Bus Q19 Extension and Q102 Travel Path Revision in Astoria, Queens 6.7
➤ NYCT Bus Schedule Changes Effective June 2014 6.15
➤ NYCT Late Night Q Local Service in Manhattan Effective December 2014 6.19
7. SPECIAL REPORTS & PRESENTATIONS
➤ MetroCard Report 7.1
➤ Final Review of NYC Transit 2013 Operating Results 7.5
➤ Final Review of SIR 2013 Operating Results 7.31
➤ Final Review of MTA Bus 2013 Operating Results 7.45
8. MTACC REPORT 8.1

Date of next meeting: May 19, 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
March 24, 2014
Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
10:45 AM

The following Members were present:

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

The following Members were absent:

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

Also present were:

Carmen Bianco, President, New York City Transit
Robert Bergen, Executive Vice President
Joe Leader, Senior Vice President, Subways
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Louis Montanti, Chief Procurement Officer, Materiel
Peter Cafiero, Chief, Operations Planning
Robert Lai, Director, Operations Planning, MTA Bus
Lois Tendler, Vice President, Government & Community Relations
Fred Smith, Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

I. Chairman Ferrer opened the meeting.

II. Public Speakers

Murray Bodin commented on the design of MTA buses.

Sophia Palumbo and George Kaufer advocated improvements to bus service in Staten Island, specifically noting the need to address the gap in service in Graniteville, and requesting that the MTA issue a response to the proposal that was submitted on this issue.

President Bianco presented a heroism award to James Li and Randy Chow of the 71st Precinct thanking them for their actions in confronting an armed fare beater on the B46 bus at Utica Avenue and Empire Boulevard on February 26, 2014.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the February 24, 2013 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

Chairman Ferrer asked that the statistical portion of the Operations Report be streamlined in the interest of keeping the committee meetings on schedule, noting that this would allow for more substantive policy discussion. He requested that Committee Members limit their questions to matters of strategy and operations.

A. Operations Report

SVP Leader reported to the Committee on the Department of Subways' operating performance, comparing statistics in January 2014 with those of January 2013, as well as providing year-to-date or twelve-month average performance figures as appropriate.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, comparing performance statistics in January 2014 with those of January 2013.

Vice President Kennedy presented the monthly Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a question from Member Albert, Chief Fox advised that the public should neither follow nor confront fare beaters, but rather should call 311 and/or tell a police officer in the station.

B. Financial Reports

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

Member Moerdler commented that it was time to "take a good hard look" at the equality and fairness of TWU Local 106 members receiving less money following a promotion, and their not having received a raise in ten years.

In response to a question from Member Albert, President Irick clarified that on severe weather days the number of buses in circulation decreased by 10-20%, noting that this reduction likely had an impact on monthly ridership statistics.

In response to a question from Member Moerdler, President Irick indicated that, when possible, shuttles/additional bus service was provided on request to mitigate discrete weather related issues with subway service.

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

- Financial and Ridership Report
- Capital Program Status

C. Procurements

CPO Montanti introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 7 procurement action items totaling approximately \$78.4 Million in proposed expenditures. Mr. Montanti highlighted two budget adjustments – one for Building and Plumbing Supplies in the amount of \$28.9 Million and one for Electrical Supplies in the amount of \$20.5 Million.

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 majority vote (Schedules G and L in the Agenda). Member Moerdler abstained from the vote on the Kawasaki Rail Car, Inc. procurement, found on page 5.11 of the Agenda.

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

In response to questions from Member Moerdler, Mr. Montanti informed the Committee that (1) the budget adjustment to the AARCO Environmental Services' "estimated quantities" contract reflects increased quantities paid at the unit prices; (2) the Mid-Island Electric and Ozone Park Lumber contracts contain mentoring and MB/WBE goals, which both companies are working towards meeting, noting that Mid-Island is itself a certified WBE; and (3) that

rail cars are solicited by negotiated RFP, and that he has no knowledge of subcontractors having been precluded from bidding separately as prime contractors under the terms of their subcontract agreements.

In response to a question from Member Ballan with regard to the Kawasaki procurement, Mr. Montanti noted that a finding of “fair and reasonable” pricing on a sole source contract for the replacement of rail car parts is based on an analysis of scheduled maintenance service requirements, use of parametric pricing, negotiation with the vendor, audit analysis, and benchmarking to a database of price history both within NYCT and in the marketplace overall.

V. Action Item

Upon motion duly made and seconded, the Committee approved a tariff change allowing passports and drivers licenses to be used as acceptable forms of identification in obtaining reduced-fare MetroCards.

VI. Service Changes

Robert Lai, Director, Operations Planning, MTA Bus Company, presented to the Committee for its information a proposed revision to streamline the weekend travel path of the QM2 express bus.

In response to a question from Member Moerdler, VP Tandler informed the Committee that the local community board had been informed of the change and had no objection.


VII. Special Reports and Presentations



The MetroCard Report and NYCT and MTA Bus Year End 2013 Safety Report were presented to the Committee for its information.

VIII. Standard Follow Up Reports

The NYC Transit and MTA Bus Company’s EEO and Diversity Reports, providing data as of year-end 2013, were presented to the Committee for its information.

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 the box for the connection between the  and  lines would be constructed by the Port Authority, with the finishes to be done by MTA CC after its completion.

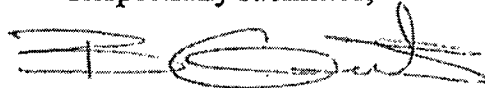
In response to a question from Member Moerdler, President Horodniceanu indicated that, due to their depth and length, the escalators at the 7 West Extension Project station will be tested in situ after installation.

In response to a question from Member Greenberg, President Horodniceanu advised the Committee that MTA CC is implementing the "Dupont Approach" to managing the lost time injury rate on the East Side Access and Second Avenue Subway projects.

In response to a question from Member Lebow, President Horodniceanu confirmed that service on the Second Avenue Subway was expected to commence in December of 2016.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bettina Quintas", written over a horizontal line.

Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2014 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

April 2014

Final Review of NYC Transit 2013 Operating Results	Management & Budget
Final Review of SIR 2013 Operating Results	Management & Budget
Final Review of MTA Bus 2013 Operating Results	Management & Budget

May 2014

Transit Adjudication Bureau Report	Law
Elevator & Escalator Service Report	Subways
NYCT & MTA Bus EEO & Diversity Report	EEO & Human Resources

June 2014

No Items

July 2014

NYCT & MTA Bus EEO & Diversity Report	EEO & Human Resources
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August 2014

No Meetings Held

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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
Management & Budget
Management & Budget
Management & Budget
Management & Budget
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

February 2015

Preliminary Review of NYC Transit 2014 Operating Results
Preliminary Review of SIR 2014 Operating Results
Preliminary Review of MTA Bus 2014 Operating Results
NYC Transit Adopted Budget/Financial Plan 2015-2018
SIR Adopted Budget/Financial Plan 2015-2018
MTA Bus Adopted Budget/Financial Plan 2015-2018
Service Quality Indicators (including PES)
ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Operations Planning
Capital Program Management
Subways
Law

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2015

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

System Safety
EEO & Human Resources



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

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

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

III. SPECIFIC AGENDA ITEMS (con't)

SEPTEMBER 2014

2014 NYC Transit Mid-Year Forecast Monthly Allocation

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

2014 SIR Mid-Year Forecast Monthly Allocation

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

2014 MTA Bus Mid-Year Forecast Monthly Allocation

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2014

2015 Preliminary NYC Transit Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

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

2015 MTA Bus Preliminary Budget

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

Charter for Transit Committee

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report

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

DECEMBER 2014

Adopted Budget/Financial Plan 2015-2018

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

SIR Adopted Budget/Financial Plan 2015-2018

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

MTA Bus Adopted Budget/Financial Plan 2015-2018

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

MARCH 2015

2014 Year-End Safety Report and 2015 Safety Agenda

2014 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 2015. The report will also provide detail on important safety programs that are underway or planned.

EEO & Diversity Report- 2014 Year-End Report

A detailed year-end 2014 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

3. OPERATIONS PERFORMANCE SUMMARY

MONTHLY OPERATIONS REPORT

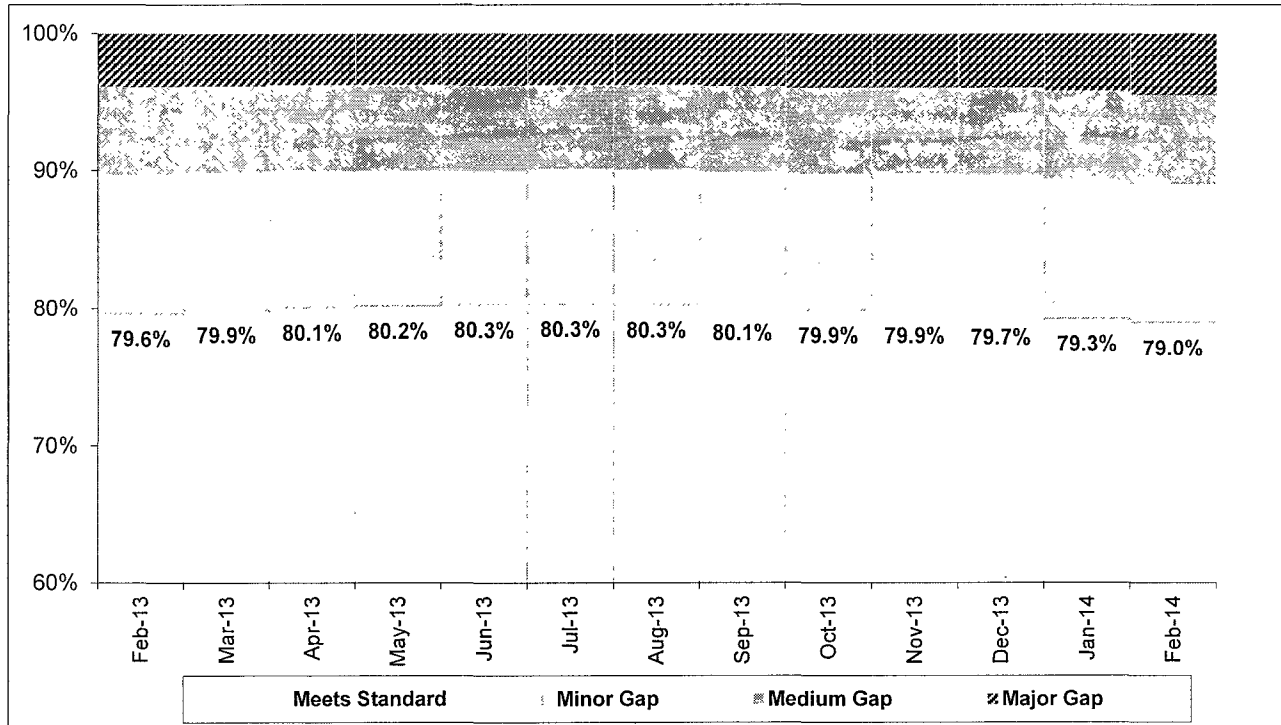
- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2014			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				79.0%	79.6%	-0.6%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	68.4%	75.3%	-6.9%	74.7%	76.6%	-1.9%
A Division Weekday Wait Assessment - (All Lines)				75.2%	76.9%	-1.7%
B Division Weekday Wait Assessment	77.4%	79.4%	-2.0%	80.7%	80.9%	-0.2%
System Weekend Wait Assessment (Charts 3)				84.3%	85.3%	-1.0%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	87.1%	83.8%	+3.3%	84.5%	86.2%	-1.7%
A Division Weekend Wait Assessment - (All Lines)				83.9%	85.3%	-1.4%
B Division Weekend Wait Assessment	82.0%	86.5%	-4.5%	84.6%	85.3%	-0.7%
System Weekday Terminal On-Time Performance (Charts 4-5)	68.7%	81.4%	-12.7%	80.0%	83.2%	-3.2%
A Division Weekday Terminal On-Time Performance	60.9%	74.9%	-14.0%	74.1%	76.0%	-1.9%
B Division Weekday Terminal On-Time Performance	75.0%	86.7%	-11.7%	84.7%	88.1%	-3.4%
System Number of Terminal Delays (Charts 6)	46,911	27,193	+72.5%	33,302	24,024	+38.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	85.2%	87.0%	-1.8%	85.5%	88.4%	-2.9%
A Division Weekend Terminal On-Time Performance	82.7%	82.2%	+0.5%	81.9%	82.2%	-0.3%
B Division Weekend Terminal On-Time Performance	86.9%	90.4%	-3.5%	87.9%	92.2%	-4.3%
System Number of Weekend Terminal Delays (Charts 9)	7,389	6,463	+14.3%	7,370	5,131	+43.6%
Mean Distance Between Failures (Charts 10-11)	125,518	190,135	-34.0%	143,616	162,812	-11.8%
A Division Mean Distance Between Failures	113,014	208,568	-45.8%	131,896	151,981	-13.2%
B Division Mean Distance Between Failures	136,659	178,505	-23.4%	153,855	171,823	-10.5%
System Weekday Service-KPI (Charts 12-13)	76.6%	82.0%	-5.4%	80.0%	82.6%	-2.6%
A Division Weekday Service-KPI	71.3%	78.0%	-6.7%	75.3%	78.3%	-3.0%
B Division Weekday Service-KPI	80.2%	84.5%	-4.3%	83.1%	85.0%	-1.9%
System Weekday PES-KPI (Charts 14-16)				91.9%	91.0%	+0.9%
Staten Island Railway						
24 Hour On-Time Performance	93.5%	96.9%	-3.4%	94.3%	93.2%	+1.1%
AM Rush On-Time Performance	89.2%	100.0%	-10.8%	96.0%	97.6%	-1.6%
PM Rush On-Time Performance	92.5%	97.8%	-5.3%	97.1%	96.4%	+0.7%
Percentage of Completed Trips	99.7%	99.9%	-0.2%	99.7%	99.4%	+0.3%
Mean Distance Between Failures	189,432	92,484	+104.8%	69,321	77,059	-10.0%
Staten Island Railway PES-KPI (Charts 17)				92.4%	92.2%	+0.2%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide*					Annual Results (Meets Standard)
<u>12-Month Average</u>					
	<u>Meets</u>	<u>GAP</u>			
	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Mar '13 - Feb '14	79.0%	10.0%	6.5%	4.5%	2014 GOAL: 80.7%
Mar '12 - Feb '13	79.6%	10.1%	6.4%	3.9%	2013 ACTUAL: 80.3%

Subway Weekday Wait Assessment 12 Month Rolling (6 am - midnight)

<u>Line</u>	<u>Mar '13 - Feb '14</u>				<u>Mar '12 - Feb '13</u>				
	<u>Meets</u>		<u>GAP</u>		<u>Headways*</u>				<u>Standard Difference</u>
	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	81.1%	8.2%	5.5%	5.3%	83.2%	8.4%	4.8%	3.6%	-2.1%
②	72.0%	10.5%	9.3%	8.1%	73.9%	10.5%	8.6%	7.0%	-1.9%
③	77.0%	10.1%	7.1%	5.8%	77.5%	10.4%	6.8%	5.3%	-0.5%
④	72.9%	9.8%	8.3%	9.0%	74.3%	10.0%	7.8%	7.8%	-1.4%
⑤	69.7%	10.2%	9.2%	10.9%	72.2%	10.2%	8.2%	9.4%	-2.5%
⑥	75.3%	8.1%	7.1%	9.4%	78.3%	8.6%	6.3%	6.8%	-3.0%
⑦	78.5%	10.1%	7.6%	3.8%	79.2%	12.1%	6.4%	2.3%	-0.7%
⑤ 42nd	91.6%	4.2%	1.7%	2.5%	N/A	N/A	N/A	N/A	N/A
Subdivision A**	75.2%	9.6%	7.7%	7.5%	76.9%	10.0%	7.0%	6.0%	-1.7%
A	71.8%	11.3%	9.2%	7.7%	73.3%	10.3%	9.7%	6.8%	-1.5%
B	79.0%	11.2%	6.7%	3.0%	79.2%	12.0%	6.1%	2.6%	-0.2%
C	80.7%	10.7%	5.7%	2.9%	81.3%	11.0%	5.2%	2.5%	-0.6%
D	79.5%	12.1%	6.4%	2.0%	78.5%	12.6%	6.2%	2.7%	+1.0%
E	74.9%	12.4%	8.0%	4.6%	75.6%	11.0%	8.5%	4.8%	-0.7%
F	74.5%	11.0%	8.9%	5.6%	74.2%	10.2%	9.8%	5.7%	+0.3%
⑤ Fkln	97.0%	2.0%	0.7%	0.4%	95.9%	3.2%	0.8%	0.1%	+1.1%
G	80.3%	11.0%	6.4%	2.3%	83.2%	10.8%	4.0%	2.0%	-2.9%
⑤ Rock	93.8%	4.8%	0.8%	0.5%	95.1%	3.5%	1.0%	0.4%	-1.3%
J Z	80.1%	10.7%	5.9%	3.3%	82.4%	9.7%	5.8%	2.2%	-2.3%
L	79.9%	11.9%	5.1%	3.1%	81.4%	10.9%	6.1%	1.6%	-1.5%
M	79.2%	11.7%	6.4%	2.7%	77.5%	12.3%	7.5%	2.7%	+1.7%
N	80.4%	9.7%	6.6%	3.3%	78.1%	11.9%	6.7%	3.3%	+2.3%
Q	78.4%	11.9%	7.1%	2.5%	80.3%	11.6%	5.5%	2.6%	-1.9%
R	81.3%	11.4%	4.9%	2.4%	77.4%	10.2%	8.7%	3.7%	+3.9%
Subdivision B	80.7%	10.2%	5.9%	3.1%	80.9%	10.1%	6.1%	2.9%	-0.2%
Systemwide**	79.0%	10.0%	6.5%	4.5%	79.6%	10.1%	6.4%	3.9%	-0.6%

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

*** Headway Definitions**

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

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

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

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

Subway Weekend Wait Assessment (6 am - midnight)

Mar '13 - Feb '14					Mar '12 - Feb '13				
Line	Headways*				Headways*				Standard Difference
	Meets Standard	Minor	GAP Medium	Major	Meets Standard	Minor	GAP Medium	Major	
①	88.3%	6.5%	3.2%	2.0%	86.9%	7.6%	3.5%	2.0%	+1.4%
②	82.4%	10.0%	5.4%	2.2%	84.3%	9.2%	4.3%	2.1%	-1.9%
③	89.1%	6.9%	2.6%	1.4%	88.4%	6.9%	2.5%	2.2%	+0.7%
④	80.0%	9.6%	6.2%	4.2%	81.2%	9.1%	5.6%	4.1%	-1.2%
⑤	82.9%	8.0%	5.0%	4.1%	90.9%	5.3%	2.2%	1.5%	-8.0%
⑥	84.3%	7.9%	4.6%	3.2%	85.3%	8.2%	3.9%	2.5%	-1.0%
⑦	80.3%	10.7%	6.0%	3.0%	79.8%	13.0%	6.2%	1.0%	+0.5%
⑤ 42nd	98.2%	1.0%	0.4%	0.5%	N/A	N/A	N/A	N/A	N/A
Sub Division A**	83.9%	8.5%	4.7%	2.9%	85.3%	8.5%	4.0%	2.2%	-1.4%
①	79.0%	11.1%	7.1%	2.9%	77.2%	12.0%	7.9%	2.9%	+1.8%
③	78.0%	9.3%	8.2%	4.5%	86.6%	9.0%	4.2%	0.2%	-8.6%
④	81.5%	11.9%	5.4%	1.2%	81.4%	12.7%	5.2%	0.7%	+0.1%
⑤	86.0%	10.2%	3.6%	0.2%	85.2%	8.7%	3.5%	2.5%	+0.8%
⑥	79.3%	11.6%	6.8%	2.3%	80.2%	11.7%	6.2%	1.9%	-0.9%
⑤ Fkln	97.3%	2.7%	0.0%	0.0%	94.1%	4.9%	0.7%	0.2%	+3.2%
⑦	86.6%	8.4%	3.0%	2.0%	89.1%	7.5%	3.2%	0.2%	-2.5%
① ②	89.9%	7.0%	2.8%	0.3%	90.9%	7.5%	0.7%	0.9%	-1.0%
③	84.1%	8.9%	4.4%	2.5%	86.5%	9.6%	2.8%	1.0%	-2.4%
④	83.7%	9.4%	4.5%	2.3%	85.8%	8.6%	4.3%	1.3%	-2.1%
⑤	85.8%	8.7%	4.2%	1.4%	83.8%	11.5%	3.8%	0.8%	+2.0%
⑥	83.7%	12.5%	3.4%	0.5%	83.1%	12.2%	3.3%	1.3%	+0.6%
Sub Division B	84.6%	9.3%	4.4%	1.7%	85.3%	9.7%	3.8%	1.2%	-0.7%
Systemwide**	84.3%	9.0%	4.5%	2.1%	85.3%	9.2%	3.9%	1.5%	-1.0%

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

* **Headway Definitions**

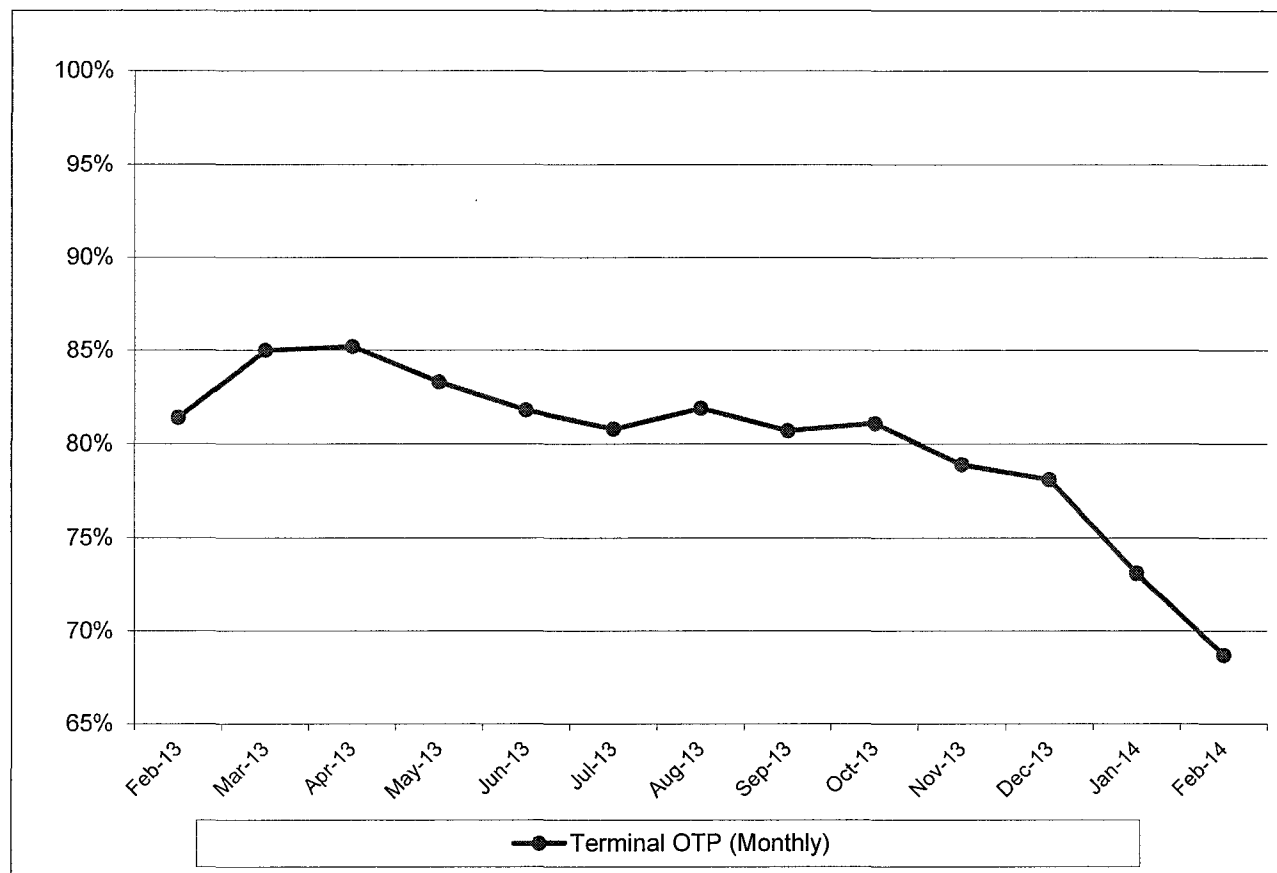
Minor Gap: from 25% to 50% over scheduled headway

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

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

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

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

Feb 2014: 68.7%
 Feb 2013: 81.4%
 12-Mon Avg: 80.0%
 (Mar '13-Feb '14)

Subdivision A Monthly Results

Feb 2014: 60.9%
 Feb 2013: 74.9%
 12-Mon Avg: 74.1%
 (Mar '13-Feb '14)

Subdivision B Monthly Results

Feb 2014: 75.0%
 Feb 2013: 86.7%
 12-Mon Avg: 84.7%
 (Mar '13-Feb '14)

Discussion of Results

In February 2014, Right Of Way (14,161 delays), Over Crowding (6,713 delays), and Track Gangs (6,649 delays), were the highest categories of delays, representing 58.7% of the total 46,911 delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Mar '13 - Feb '14</u>	<u>Mar '12 - Feb '13</u>	<u>% Difference</u>
①	82.5%	87.7%	-5.2%
②	52.8%	59.2%	-6.4%
③	69.4%	71.8%	-2.4%
④	51.2%	63.4%	-12.2%
⑤	52.8%	64.9%	-12.1%
⑥	68.5%	78.4%	-9.9%
⑦	88.2%	90.2%	-2.0%
⑤ 42 St	98.0%	N/A*	
Subdivision A	74.1%	76.0%	-1.9%
①	80.4%	84.5%	-4.1%
②	80.6%	87.0%	-6.4%
③	89.9%	91.1%	-1.2%
④	81.1%	88.1%	-7.0%
⑤	79.9%	84.9%	-5.0%
⑥	68.6%	79.1%	-10.5%
⑤ Fkln	99.0%	99.4%	-0.4%
⑦	85.5%	89.1%	-3.6%
⑤ Rock	96.1%	97.7%	-1.6%
① ②	92.8%	95.4%	-2.6%
③	93.8%	94.8%	-1.0%
④	83.8%	88.8%	-5.0%
⑤	79.5%	81.6%	-2.1%
⑥	84.4%	85.9%	-1.5%
⑦	88.5%**	88.2%	+0.3%
Subdivision B	84.7%	88.1%	-3.4%
Systemwide	80.0%	83.2%	-3.2%

* Performance data unavailable pending ATS system software upgrade.

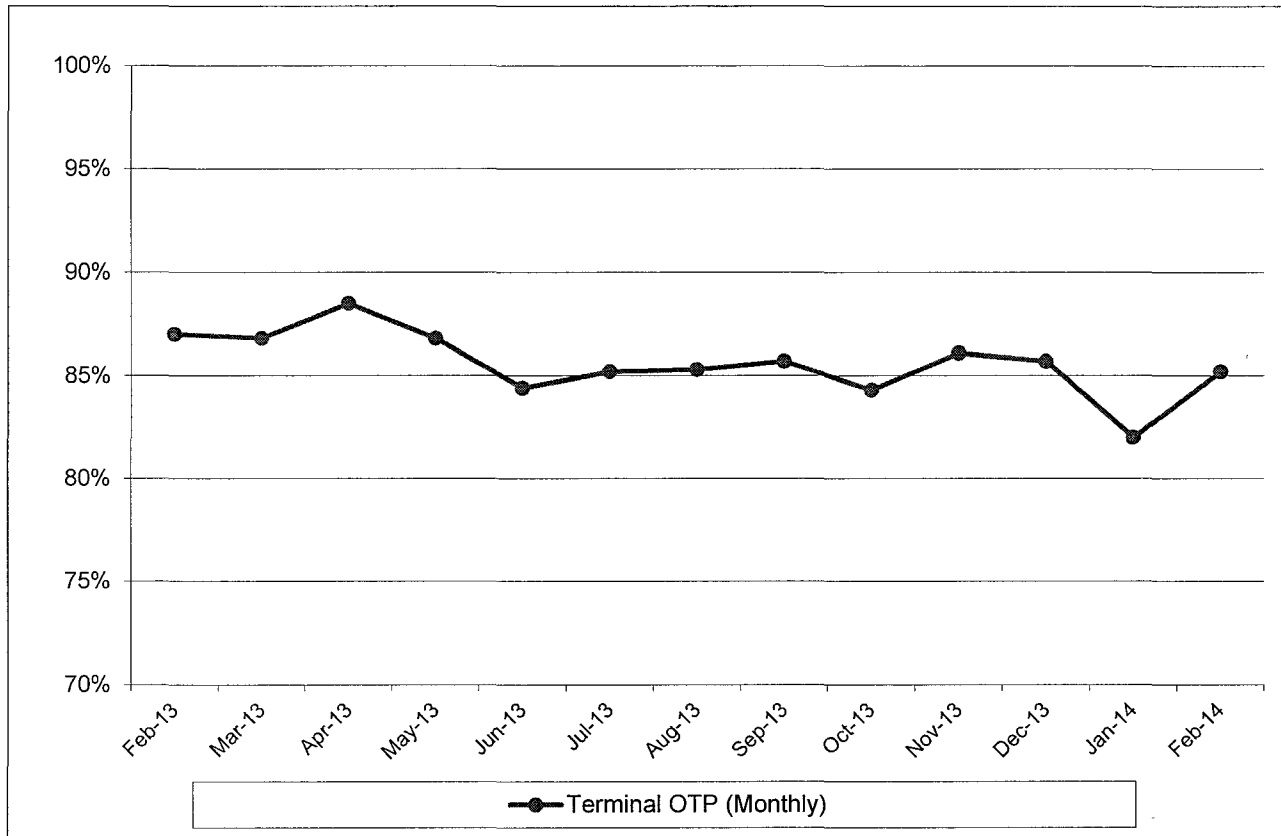
** OTP for February 2014 was 93.4% for the Brooklyn segment and 76.3% for the Manhattan segment.

February 2014 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Row Delays	14,161
Over Crowding	6,713
Track Gangs	6,649
Inclement Weather	6,373
Car Equipment	3,058
Sick Customer	2,797
Police	1,754
Fire	1,302
Work Equipment/G. O.	1,091
Unruly Customer	978
Operational Diversions	905
Employee	716
Infrastructure	256
External	156
Collision/Derailment	3
Total Delays	<u><u>46,911</u></u>

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Feb 2014: 85.2%
Feb 2013: 87.0%
12-Mon Avg: 85.5%
(Mar '13-Feb '14)

Subdivision A Monthly Results

Feb 2014: 82.7%
Feb 2013: 82.2%
12-Mon Avg: 81.9%
(Mar '13-Feb '14)

Subdivision B Monthly Results

Feb 2014: 86.9%
Feb 2013: 90.4%
12-Mon Avg: 87.9%
(Mar '13-Feb '14)

Discussion of Results

In February 2014, Track Gangs (2,124 delays), Right Of Way (1,597 delays), and Work Equipment/G.O. (1,199 delays) were the highest categories of delays, representing 66.6% of the total 7,389 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Mar '13 - Feb '14</u>	<u>Mar '12 - Feb '13</u>	<u>% Difference</u>
①	88.5%	82.8%	+5.7%
②	62.3%	64.4%	-2.1%
③	83.0%	83.7%	-0.7%
④	69.4%	73.5%	-4.1%
⑤	77.8%	89.6%	-11.8%
⑥	72.1%	79.3%	-7.2%
⑦	91.7%	95.1%	-3.4%
⑤ 42 St	99.3%	N/A*	
Subdivision A	81.9%	82.2%	-0.3%
①	81.8%	85.8%	-4.0%
③	79.3%	89.5%	-10.2%
④	86.2%	91.8%	-5.6%
⑤	85.5%	90.7%	-5.2%
⑥	68.0%	84.4%	-16.4%
⑤ FkIn	99.2%	99.4%	-0.2%
⑦	94.5%	96.5%	-2.0%
⑤ Rock	97.8%	98.1%	-0.3%
① ②	96.7%	97.7%	-1.0%
④	95.7%	96.6%	-0.9%
⑤	97.7%	98.3%	-0.6%
⑥	80.4%	86.1%	-5.7%
⑦	91.5%	93.6%	-2.1%
⑧	83.8%	92.6%	-8.8%
Subdivision B	87.9%	92.2%	-4.3%
Systemwide	85.5%	88.4%	-2.9%

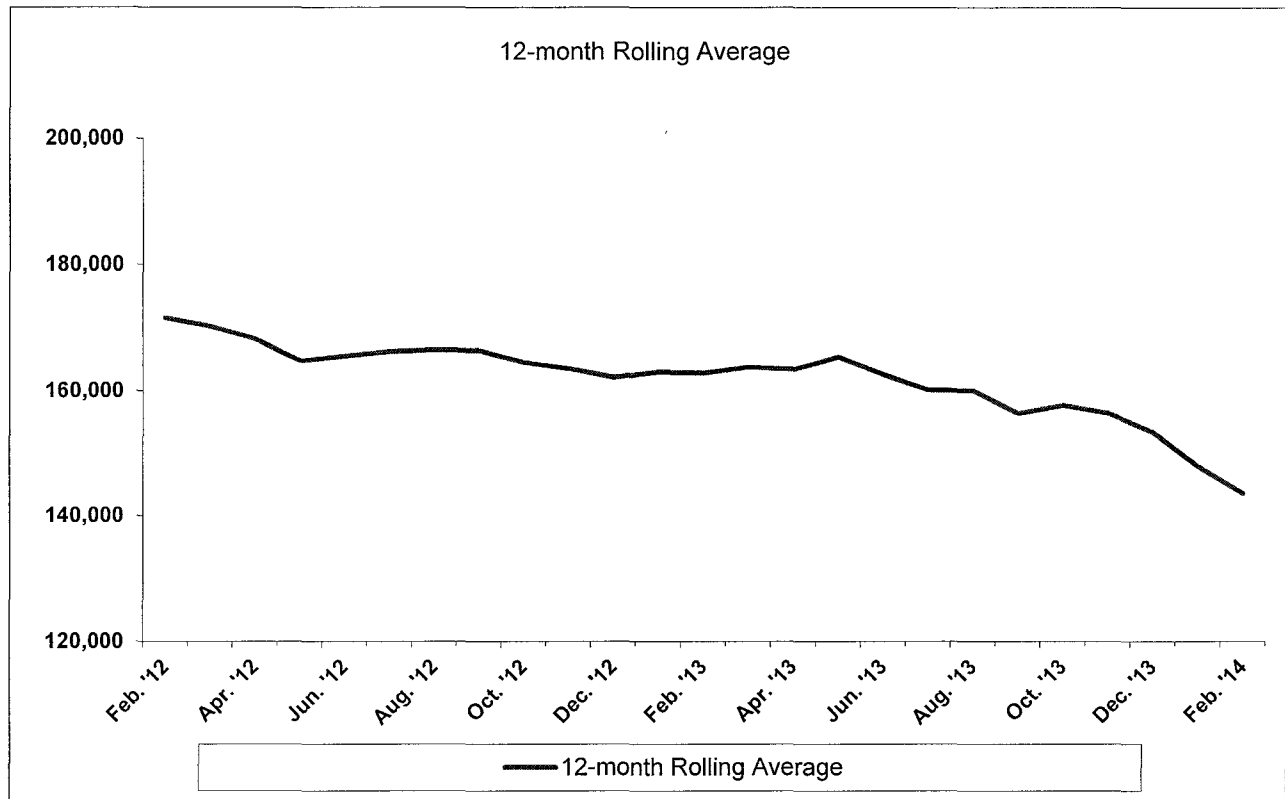
* Performance data unavailable pending ATS system software upgrade.

**February 2014 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	2,124
ROW Delays	1,597
Work Equipment/G. O.	1,199
Over Crowding	795
Car Equipment	327
Sick Customer	281
Police	242
Unruly Customer	224
Inclement Weather	197
Employee	155
Fire	110
Operational Diversions	93
External	34
Infrastructure	12
Total Delays	7,389

* 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

Feb 2014: 125,518

Feb 2013: 190,135

12-Month Average

Mar 13 - Feb 14: 143,616

Mar 12 - Feb 13: 162,812

Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

Discussion of Results

MDBF in February 2014 decreased 34.0% from February 2013. Over the past year, the MDBF 12-month average decreased 11.8%.

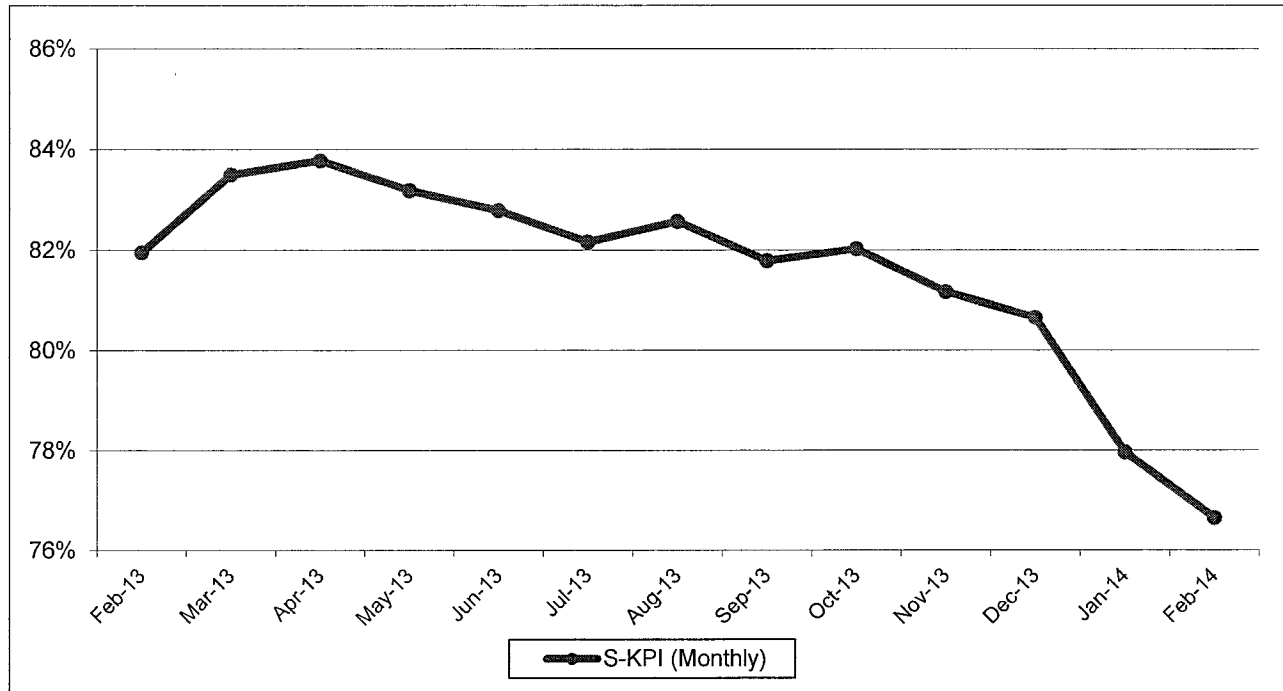
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	Feb '14	Feb '13	% Change
R32	222	48,919	60,190	-18.73%
R42	50	35,190	37,488	-6.13%
R46	752	92,985	87,306	6.50%
R62	315	203,477	178,187	14.19%
R62A	824	142,947	145,304	-1.62%
R68	425	161,878	136,557	18.54%
R68A	200	97,340	121,508	-19.89%
R142	1,030	133,238	183,434	-27.36%
R142A	560	101,648	113,585	-10.51%
R143	212	71,797	116,117	-38.17%
R160	1,662	419,513	591,001	-29.02%
R188	44	NA	NA	NA
FLEET	6,296	143,616	162,812	-11.79%

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

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

S-KPI Results

Systemwide

Monthly Results

Feb. 2014: 76.6%
 Feb. 2013: 82.0%
 12 Mon Avg: 80.0%
 (Mar '13-Feb '14)

Subdivision A

Monthly Results

Feb. 2014: 71.3%
 Feb. 2013: 78.0%
 12 Mon Avg: 75.3%
 (Mar '13-Feb '14)

Subdivision B

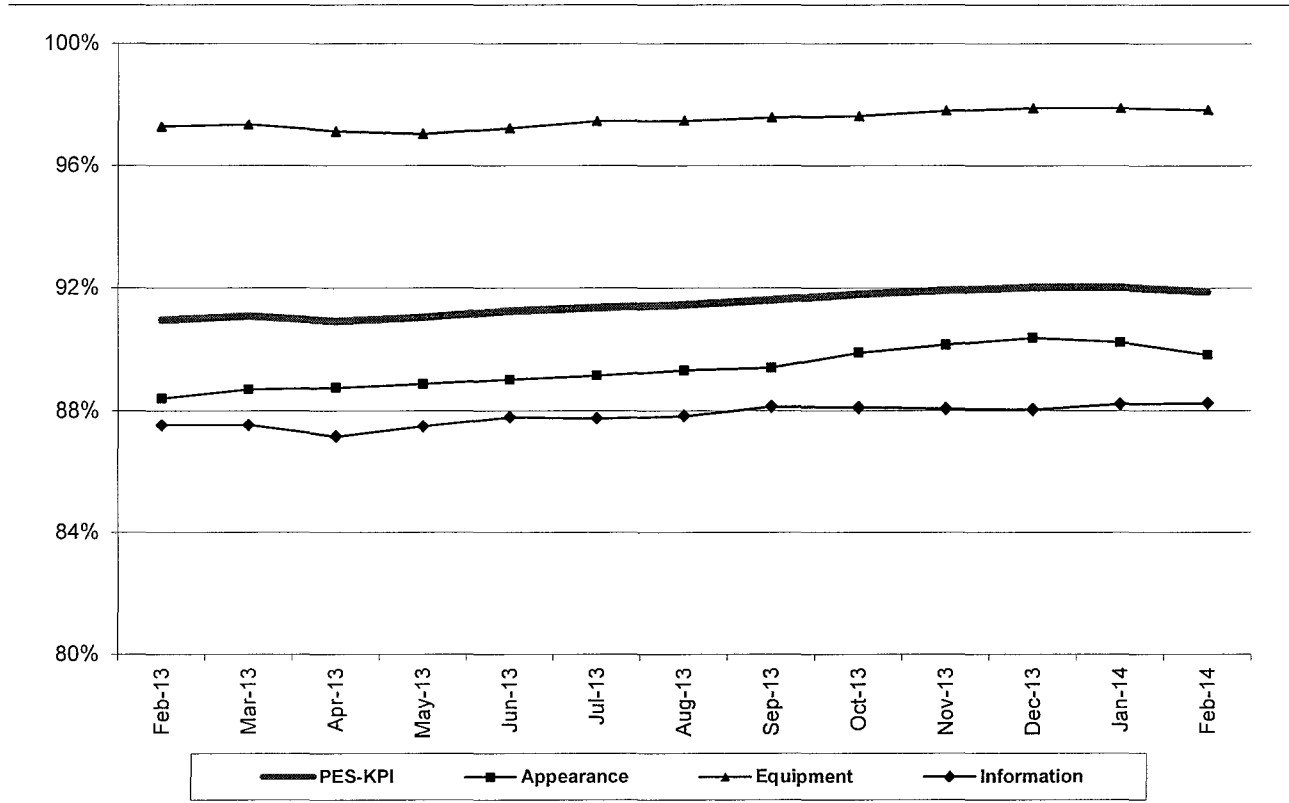
Monthly Results

Feb. 2014: 80.2%
 Feb. 2013: 84.5%
 12 Mon Avg: 83.1%
 (Mar '13-Feb '14)

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Mar '13 - Feb '14</u>	<u>Mar '12 - Feb '13</u>	<u>% Difference</u>
①	80.0%	83.9%	-3.9%
②	66.7%	71.7%	-5.0%
③	77.0%	78.0%	-1.0%
④	66.1%	72.2%	-6.1%
⑤	66.5%	72.8%	-6.3%
⑥	71.8%	77.7%	-5.9%
⑦	83.5%	84.6%	-1.1%
⑤ 42nd	85.4%	N/A	N/A
SubDivision A	75.3%	78.3%	-3.0%
①	73.3%	74.6%	-1.3%
②	79.6%	80.3%	-0.7%
③	78.6%	79.9%	-1.3%
④	82.0%	83.4%	-1.4%
⑤	78.9%	80.9%	-2.0%
⑥	75.3%	78.3%	-3.0%
⑤ Fkln	92.4%	89.6%	+2.8%
⑦	77.9%	82.2%	-4.3%
⑤ Rock	90.5%	90.1%	+0.4%
① ②	83.9%	88.0%	-4.1%
①	80.6%	84.6%	-4.0%
①	82.6%	83.1%	-0.5%
①	82.1%	81.4%	+0.7%
①	82.4%	83.9%	-1.5%
①	83.7%	77.8%	+5.9%
SubDivision B	83.1%	85.0%	-1.9%
Systemwide	80.0%	82.6%	-2.6%

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>
Mar '13 - Feb '14	91.9%	89.8%	97.8%	88.2%
Mar '12 - Feb '13	91.0%	88.4%	97.3%	87.5%
% Difference:	+0.9%	+1.4%	+0.5%	+0.7%

PES-KPI - Subway Car

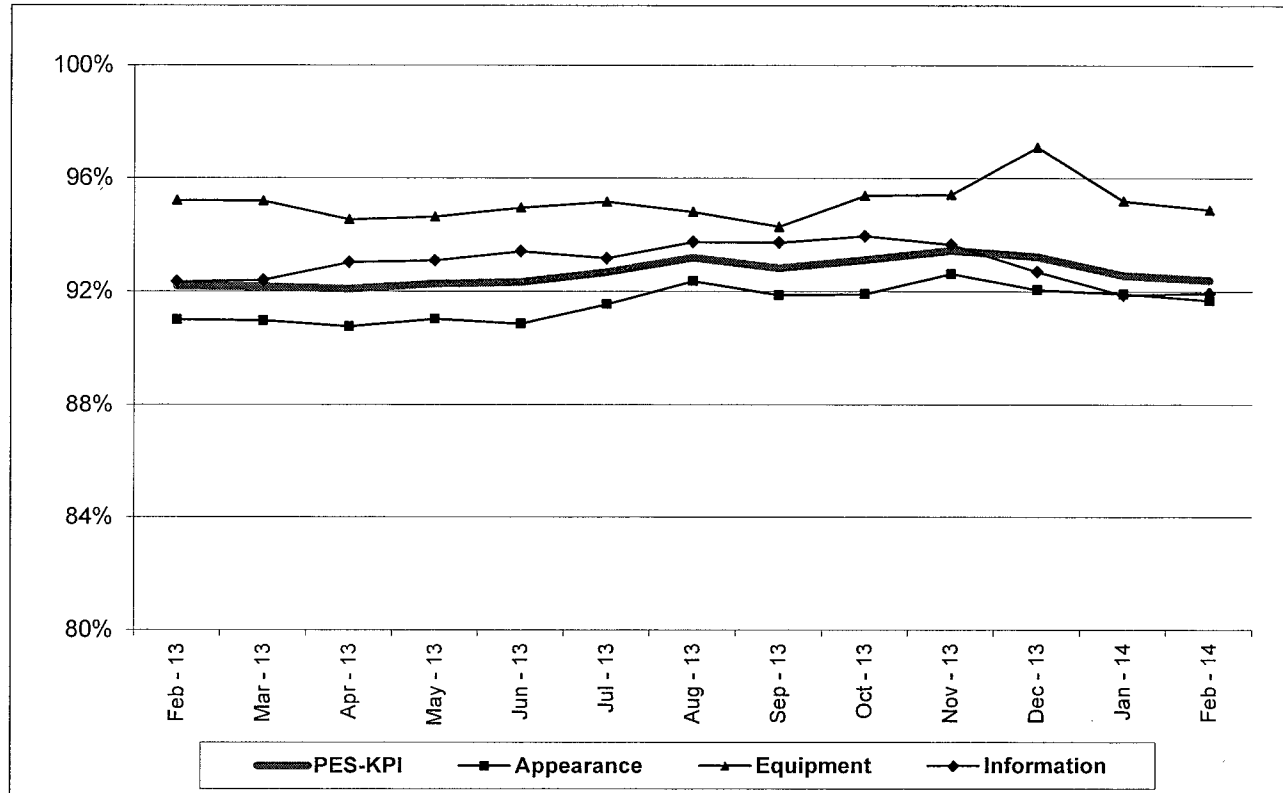
<u>Line</u>	March '13 - February '14				March '12 - February '13				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	92.9%	94.3%	93.7%	90.7%	93.6%	96.4%	95.3%	89.2%	-0.7%
②	95.8%	93.6%	96.5%	97.5%	96.5%	96.4%	95.5%	97.5%	-0.7%
③	95.3%	95.3%	97.5%	93.2%	94.9%	94.4%	98.6%	91.7%	+0.4%
④	96.2%	94.2%	97.1%	97.4%	97.9%	96.4%	98.6%	98.8%	-1.7%
⑤	97.2%	95.8%	97.7%	98.1%	96.0%	95.7%	94.2%	98.3%	+1.2%
⑥	96.0%	90.9%	97.7%	99.5%	96.5%	94.3%	95.9%	99.3%	-0.5%
⑦	96.0%	96.5%	97.1%	94.5%	93.1%	94.8%	93.2%	91.4%	+2.9%
④ S 42nd	96.9%	96.3%	98.7%	95.8%	93.7%	98.1%	95.3%	87.7%	+3.2%
SubDivision A	95.6%	94.4%	96.6%	95.7%	95.4%	95.6%	95.7%	94.9%	+0.2%
① A	94.4%	95.2%	94.6%	93.2%	94.4%	95.1%	97.1%	90.9%	+0.0%
① B	92.8%	91.3%	95.0%	92.1%	92.5%	91.3%	96.0%	90.3%	+0.3%
① C	95.4%	96.3%	97.6%	92.3%	93.4%	93.1%	95.0%	92.0%	+2.0%
① D	92.8%	89.9%	95.2%	93.3%	92.9%	92.7%	95.7%	90.3%	-0.1%
① E	98.0%	95.5%	99.2%	99.3%	96.6%	94.5%	96.5%	99.0%	+1.4%
① F	96.0%	93.5%	97.0%	97.7%	96.8%	94.7%	97.1%	98.7%	-0.8%
④ S Fkln	94.8%	93.9%	96.8%	93.7%	90.9%	90.9%	93.4%	88.2%	+3.9%
① G	95.1%	95.6%	96.8%	92.7%	95.8%	96.2%	99.4%	92.0%	-0.7%
① J/Z	95.2%	94.0%	93.5%	98.1%	96.7%	94.7%	96.8%	98.5%	-1.5%
① L	97.3%	94.8%	98.3%	98.9%	95.9%	94.2%	95.5%	98.1%	+1.4%
① M	96.9%	92.7%	98.6%	99.4%	95.5%	92.5%	96.5%	97.5%	+1.4%
① N	95.9%	89.8%	99.2%	98.9%	96.3%	93.0%	97.3%	98.8%	-0.4%
① Q	96.8%	91.1%	99.8%	99.5%	96.8%	94.2%	97.6%	98.5%	+0.0%
① R	95.4%	93.0%	98.2%	95.0%	94.4%	94.8%	98.4%	90.2%	+1.0%
SubDivision B	95.6%	93.3%	97.2%	96.3%	95.2%	93.9%	96.8%	95.0%	+0.4%
Systemwide	95.6%	93.7%	97.0%	96.1%	95.3%	94.5%	96.4%	94.9%	+0.3%

Chart 15

PES-KPI - Station

<u>Borough</u>	March '13 - February '14				March '12 - February '13				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.5%	82.7%	98.6%	79.2%	86.6%	82.7%	98.2%	79.8%	-0.1%
Manhattan	87.7%	83.3%	98.5%	82.2%	87.0%	80.8%	98.2%	83.4%	+0.7%
Brooklyn	88.4%	89.1%	99.1%	77.5%	85.7%	82.8%	98.2%	77.1%	+2.7%
Queens	89.7%	88.6%	98.8%	82.2%	87.9%	86.6%	98.2%	79.4%	+1.8%
Systemwide	88.2%	86.3%	98.7%	80.2%	86.6%	82.8%	98.2%	79.9%	+1.6%

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

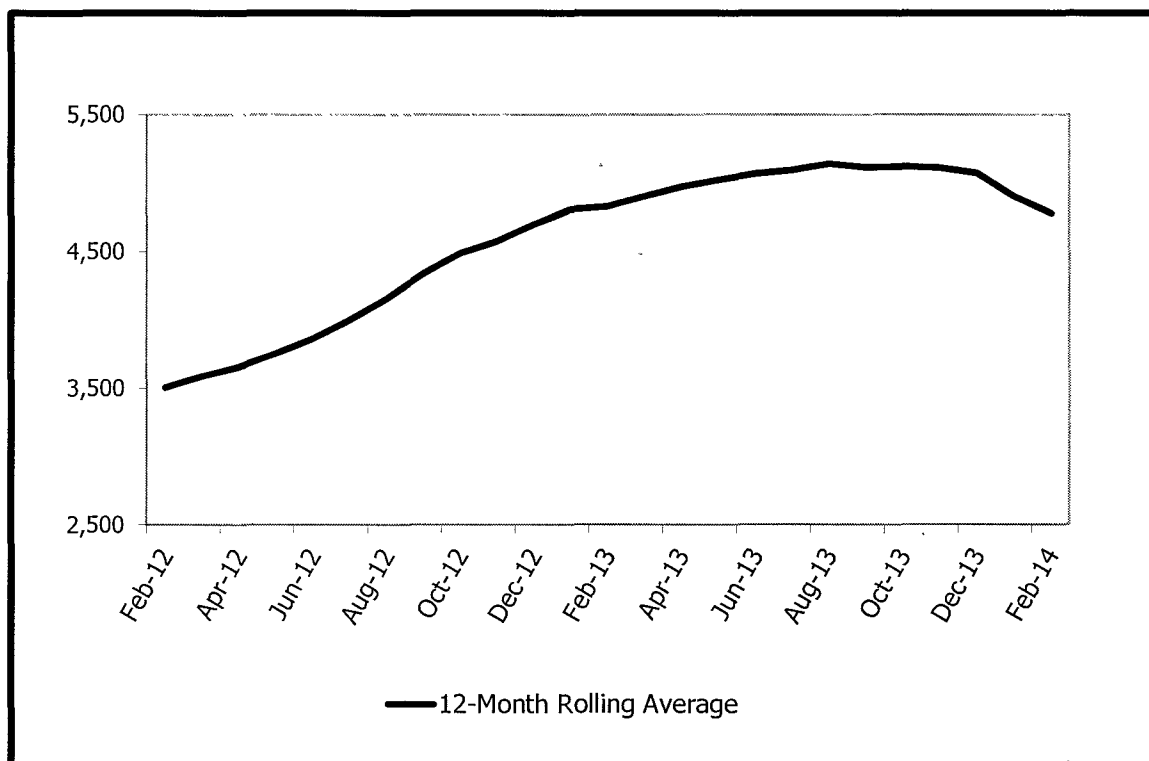
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
February 2014:	92.4%	91.7%	94.9%	91.9%
February 2013:	92.2%	91.0%	95.2%	92.3%
% Difference:	+0.2%	+0.7%	-0.3%	-0.4%

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	3,816	5,172	-26.2%	4,782	4,830	-1.0%
NYCT Bus	3,659	4,962	-26.3%	4,646	4,666	-0.4%
MTA Bus	4,423	6,001	-26.3%	5,276	5,447	-3.2%
System MDBSI (chart 2)	2,075	2,823	-26.5%	2,570	2,710	-5.2%
NYCT Bus	2,065	2,769	-25.4%	2,563	2,652	-3.3%
MTA Bus	2,106	3,014	-30.1%	2,590	2,915	-11.2%
System Trips Completed (chart 3)	98.14%	99.14%	-1.0%	99.08%	98.98%	+0.1%
NYCT Bus	98.47%	99.15%	-0.7%	99.15%	99.00%	+0.2%
MTA Bus	96.80%	99.08%	-2.3%	98.76%	98.90%	-0.1%
System AM Pull Out (chart 4)	98.34%	99.50%	-1.2%	99.49%	99.41%	+0.1%
NYCT Bus	98.97%	99.59%	-0.6%	99.63%	99.47%	+0.2%
MTA Bus	96.13%	99.22%	-3.1%	99.04%	99.19%	-0.2%
System PM Pull Out (chart 5)	99.03%	99.88%	-0.8%	99.75%	99.69%	+0.1%
NYCT Bus	99.48%	99.85%	-0.4%	99.84%	99.70%	+0.1%
MTA Bus	97.43%	99.97%	-2.5%	99.44%	99.64%	-0.2%
System Buses >= 12 years	26%	26%				
NYCT Bus	29%	30%				
MTA Bus	15%	14%				
System Fleet Age	8.05	7.37				
NYCT Bus	8.15	7.58				
MTA Bus	7.71	6.65				
Paratransit						
% of Trips Completed	91.46%	93.46%	-2.0%	93.83%	94.10%	-0.3%
Trips Requested	583,927	587,157	-0.6%	659,181	657,457	+0.3%
Trips Scheduled	489,868	525,370	-6.8%	584,443	593,684	-1.6%
Trips Completed	448,028	491,001	-8.8%	548,409	558,664	-1.8%
Early Cancellations as a Percentage of Trips Requested	15.53%	10.01%	+5.5%	10.55%	9.03%	+1.5%
Late Cancellations as a Percentage of Trips Scheduled	5.69%	3.98%	+1.7%	4.00%	3.79%	+0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.74%	2.08%	-0.3%	1.61%	1.72%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	1.11%	0.48%	+0.6%	0.56%	0.38%	+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	0.58%	0.51%	+0.1%	0.78%	0.67%	+0.1%
New Applications Received	2,476	2,608	-5.1%	2,976	2,695	+10.4%

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

February 2014: 3,816

February 2013: 5,172

12-Month Average

Mar 13 - Feb 14 4,782

Mar 12 - Feb 13 4,830

Annual Results

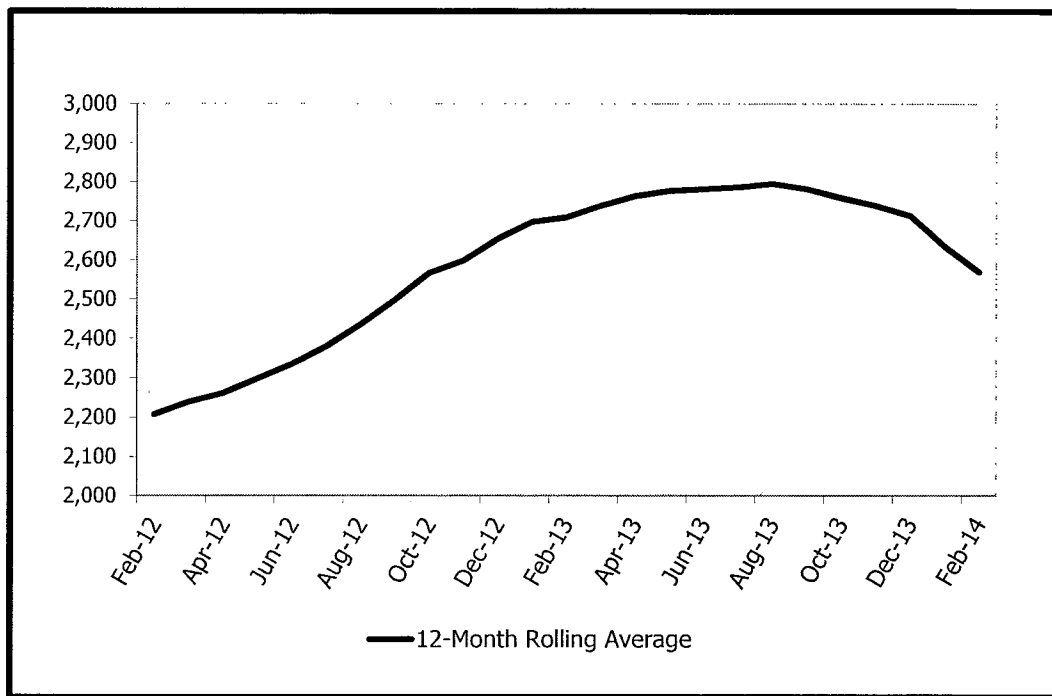
2014 Goal: 5,000

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

February 2014: 2,075

February 2013: 2,823

12-Month Average

Mar 13 - Feb 14 2,570

Mar 12 - Feb 13 2,710

Annual Results

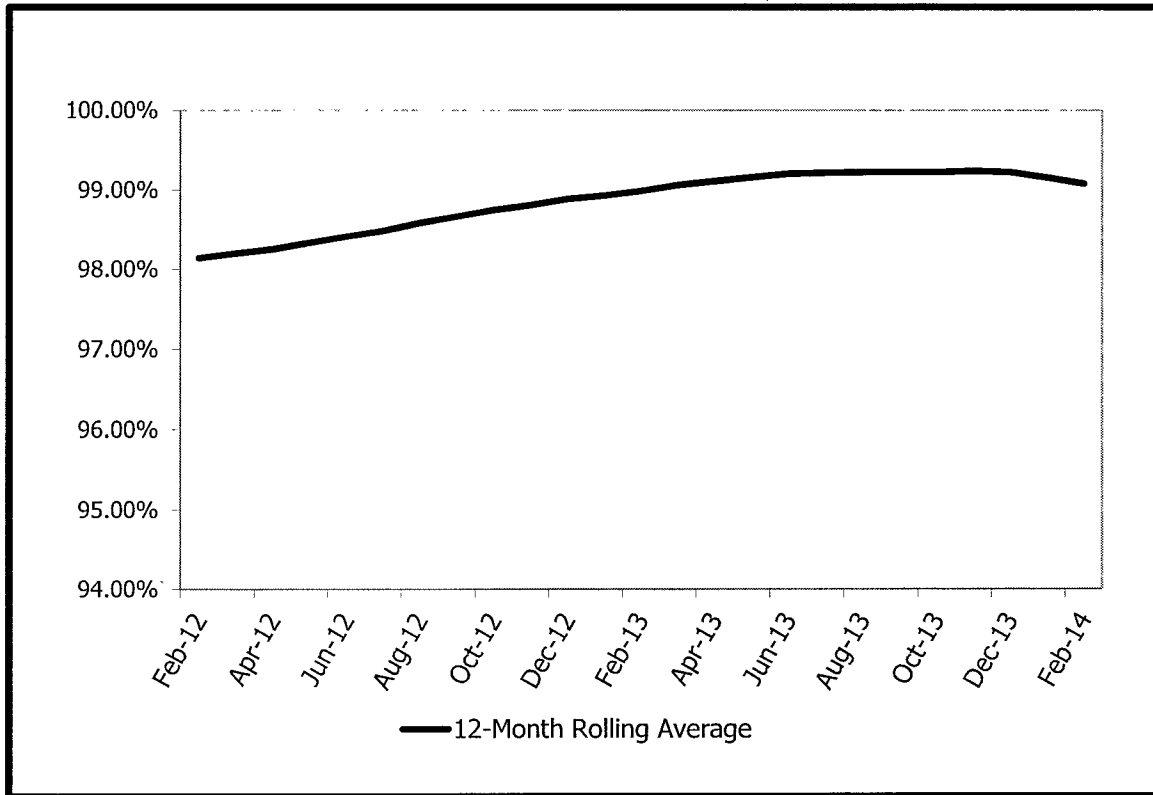
2014 YTD: 2,095

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

February 2014: 98.14%
February 2013: 99.14%

12-Month Average

Mar 13 - Feb 14 99.08%
Mar 12 - Feb 13 98.98%

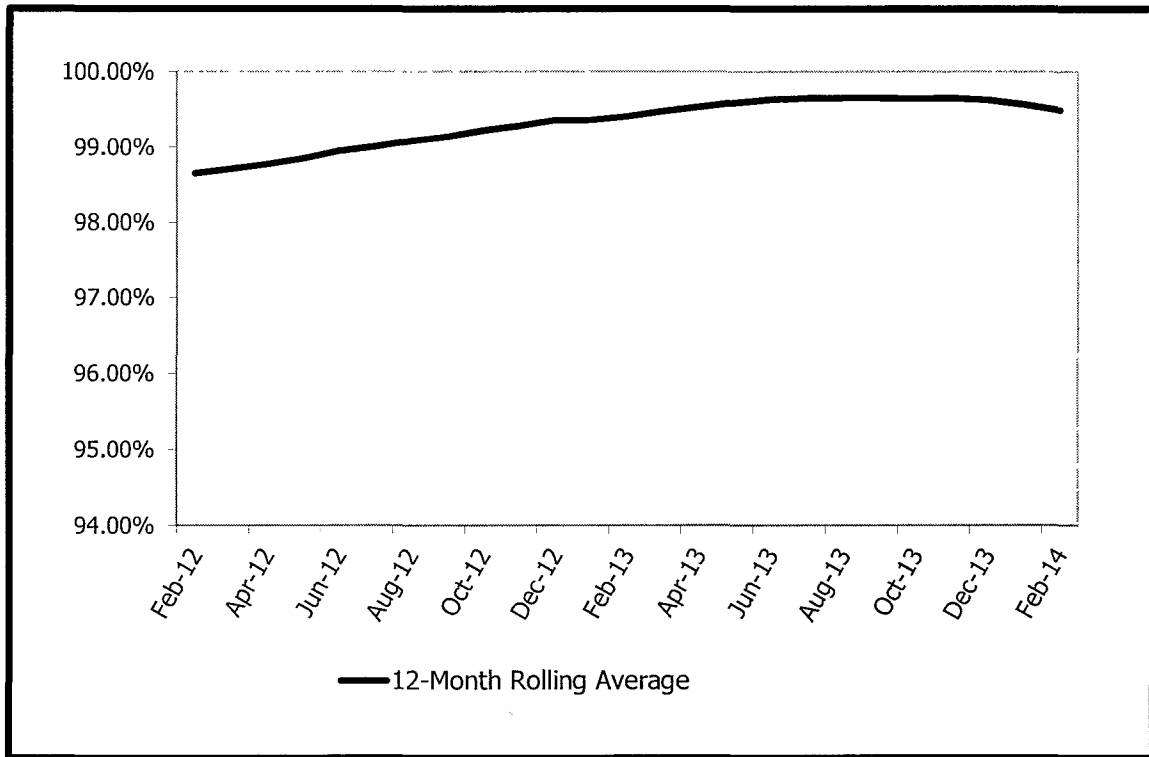
Annual Results

2014 YTD: 98.34%
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

February 2014: 98.34%

February 2013: 99.50%

12-Month Average

Mar 13 - Feb 14 99.49%

Mar 12 - Feb 13 99.41%

Annual Results

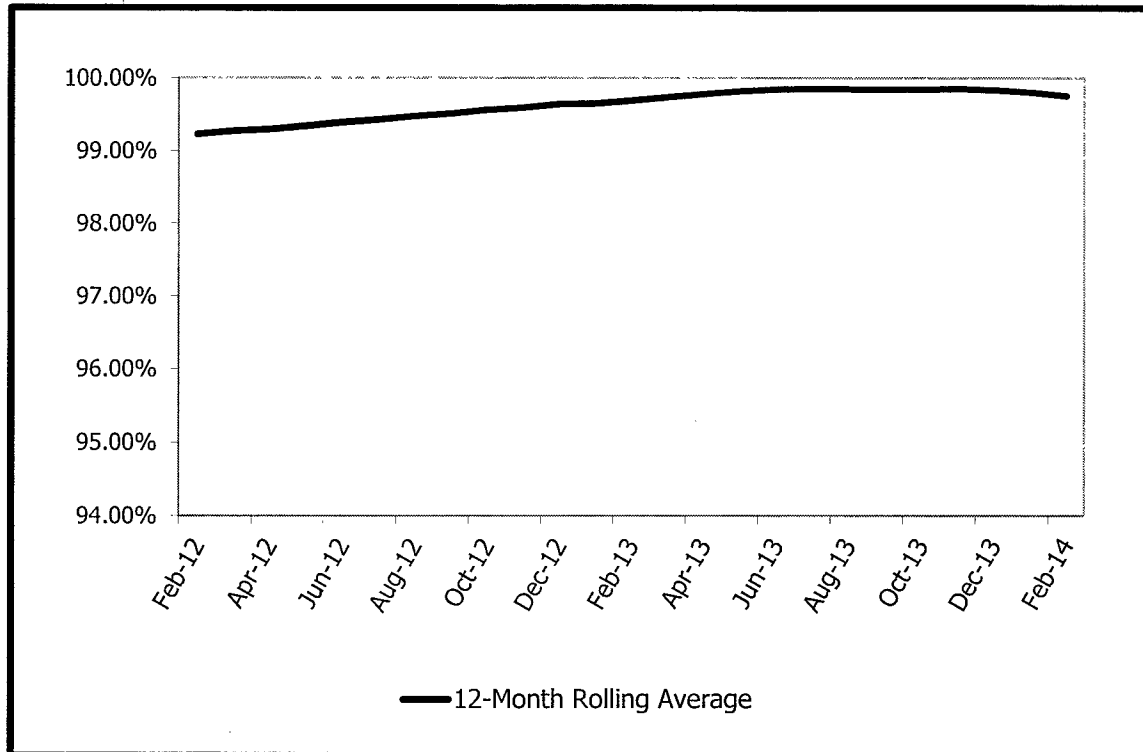
2014 YTD: 98.63%

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

February 2014: 99.03%

February 2013: 99.88%

12-Month Average

Mar 13 - Feb 14 99.75%

Mar 12 - Feb 13 99.69%

Annual Results

2014 YTD: 99.27%

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 February 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: February 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	3.79	2.92	+29.9%	2.59	2.46	+5.3%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	3.76	2.89	+30.2%	2.60	2.44	+6.6%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	1	2	-50.0%
Subway Fires ² (charts 5-6)	127	71	+78.9%	962	807	+19.2%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	2.72	2.06	+31.9%	2.87	2.46	+16.8%

Bus Collisions Per Million Miles (chart 7)						
Regional	60.56	46.61	+29.9%	50.34	47.24	+6.6%
NYCT Bus	61.13	48.13	+27.0%	51.59	48.32	+6.8%
MTA Bus	58.74	41.66	+41.0%	46.34	43.76	+5.9%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	8.27	5.43	+52.3%	7.03	6.21	+13.1%
NYCT Bus	7.40	5.32	+38.9%	7.64	6.33	+20.7%
MTA Bus	11.08	5.80	+91.2%	5.08	5.85	-13.1%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.68	1.00	-31.9%	1.02	1.10	-7.1%
NYCT Bus	0.73	0.92	-20.9%	1.06	1.09	-2.2%
MTA Bus	0.44	1.45	-69.4%	0.82	1.19	-31.5%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	0.68	1.08	-37.0%	1.10	1.15	-4.4%
NYCT Bus	0.73	0.95	-24.0%	1.14	1.13	+0.6%
MTA Bus	0.44	1.77	-74.8%	0.89	1.25	-28.9%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.73	4.88	+17.3%	5.44	5.49	-0.9%
MTA Bus	12.45	6.68	+86.5%	7.37	7.98	-7.6%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	3.50	2.75	+27.3%	3.42	3.18	+7.5%

Subways Crime Report						
Performance Indicator	Current Month: March 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	172	179	-3.9%	558	592	-5.7%
Robberies ^{3,4}	31	58	-46.6%	119	155	-23.2%

SIR Crime Report						
Performance Indicator	Current Month: March 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	0	1	-100.0%	2	5	-60.0%
Robberies ^{3,4}	0	1	-100.0%	1	3	-66.7%

¹ Current month data are for January 2014.

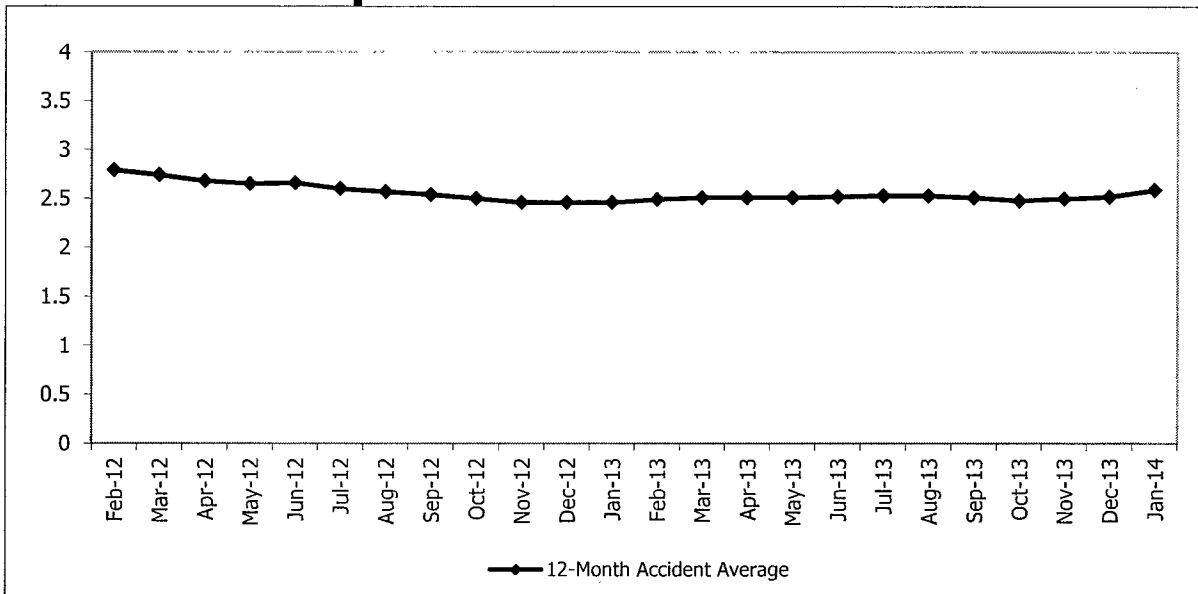
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for March 2014.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Jan 2014: 3.79

Jan 2013: 2.92

12-Month Average

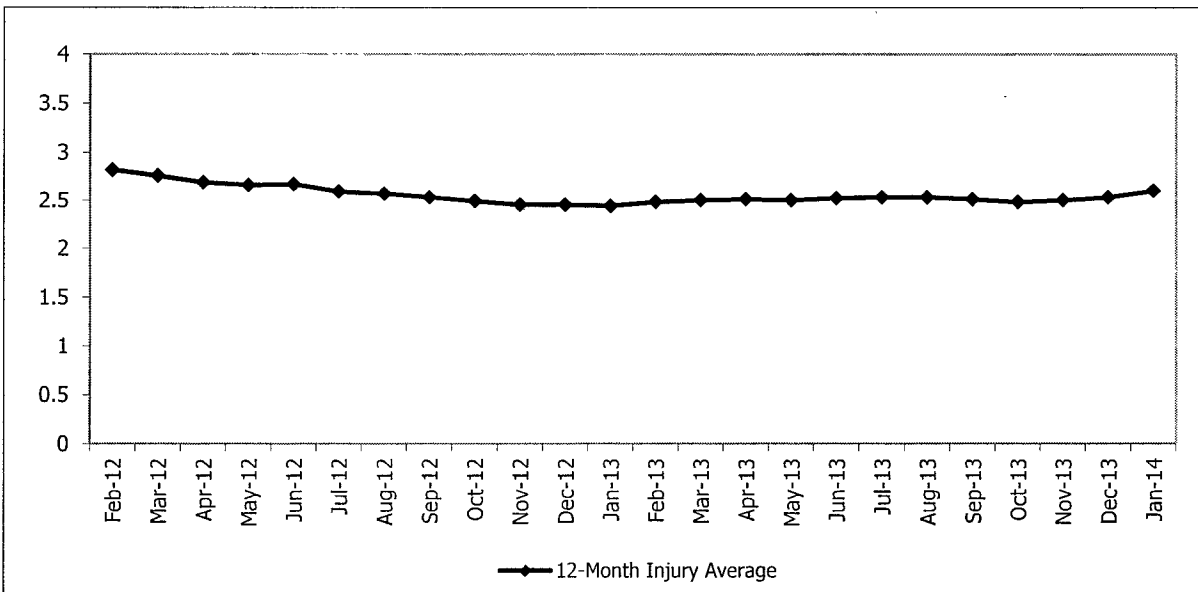
Feb 13 – Jan 14: 2.59

Feb 12 – Jan 13: 2.46

Annual Results

2014 YTD: 3.79

2013 Actual: 2.52



Monthly Results

Jan 2014: 3.76

Jan 2013: 2.89

12-Month Average

Feb 13 – Jan 14: 2.60

Feb 12 – Jan 13: 2.44

Annual Results

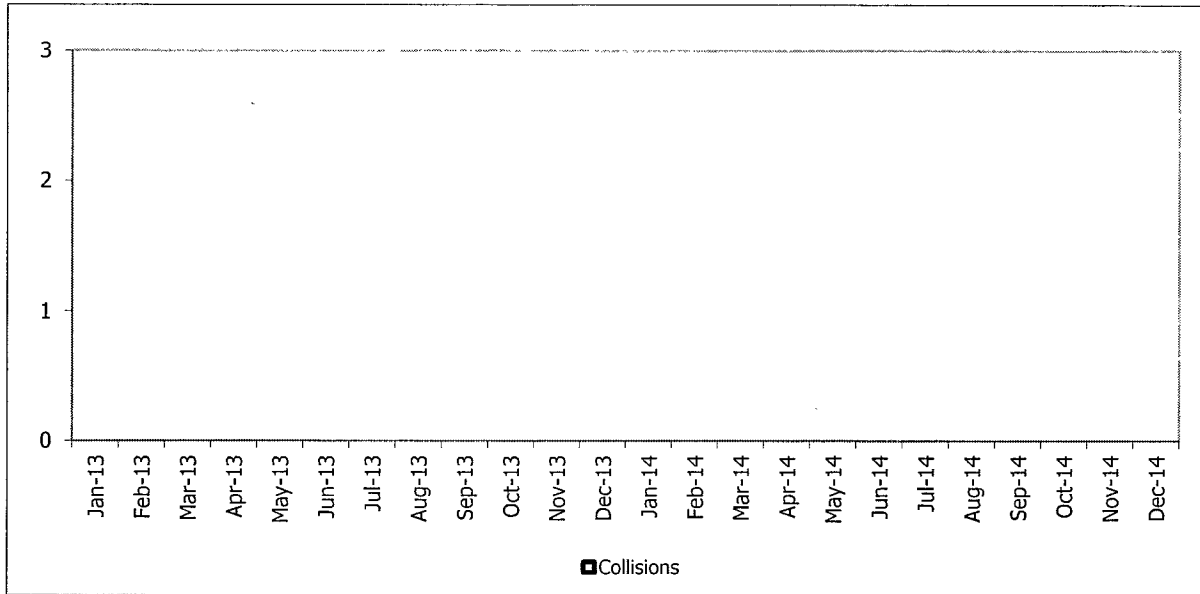
2014 YTD: 3.76

2013 Actual: 2.53

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

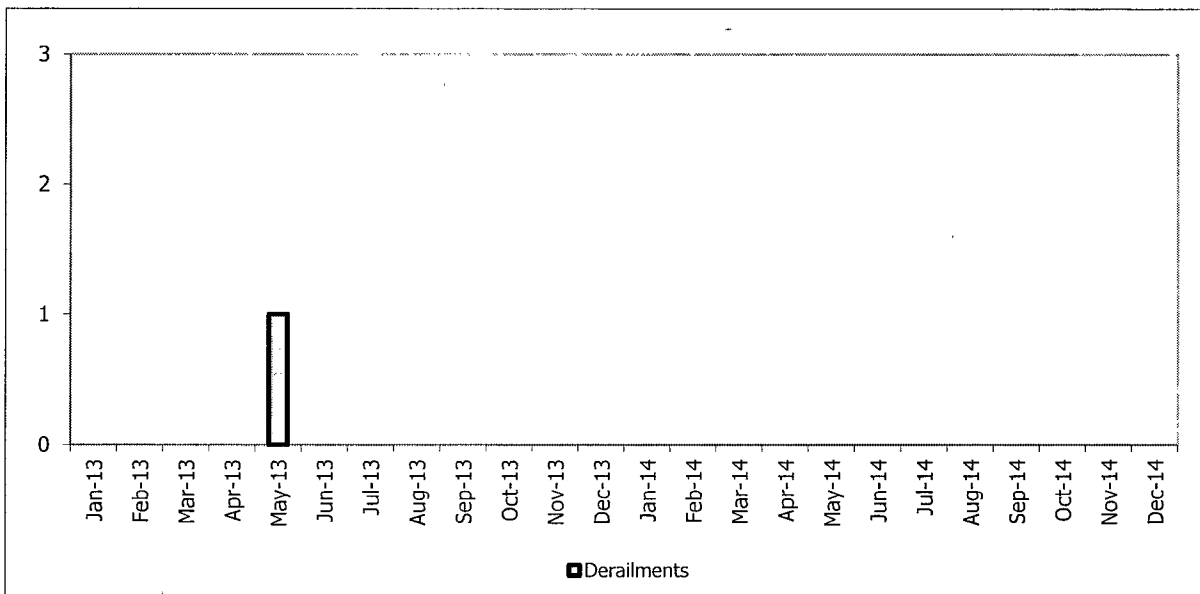
Mar 2014: 0
Mar 2013: 0

12-Month Average

Apr 13 – Mar 14: 0
Apr 12 – Mar 13: 0

Annual Results

2014 YTD: 0
2013 Actual: 0



Monthly Results

Mar 2014: 0
Mar 2013: 0

12-Month Average

Apr 13 – Mar 14: 1
Apr 12 – Mar 13: 2

Annual Results

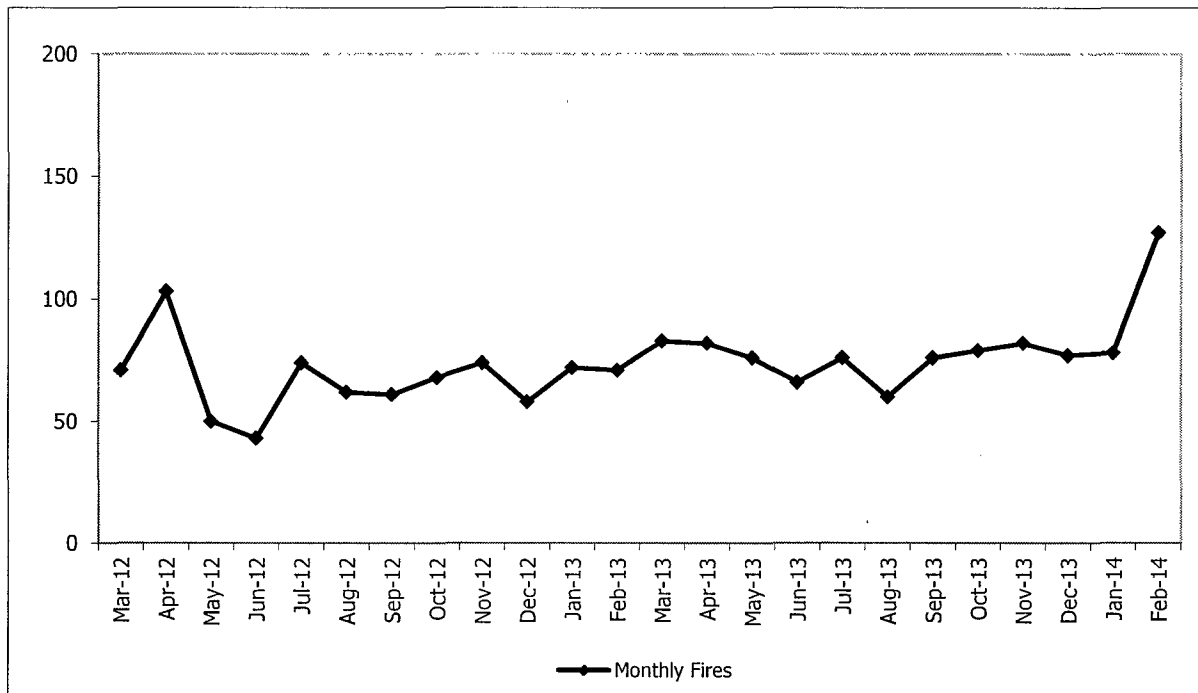
2014 YTD: 0
2013 Actual: 1

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

Feb 2014: 127
Feb 2013: 71

12-Month Average

Mar 13 – Feb 14: 962
Mar 12 – Feb 13: 807

Annual Results

2014 YTD: 205
2013 Actual: 900

Subway Fires

Fire severity is classified as follows:

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

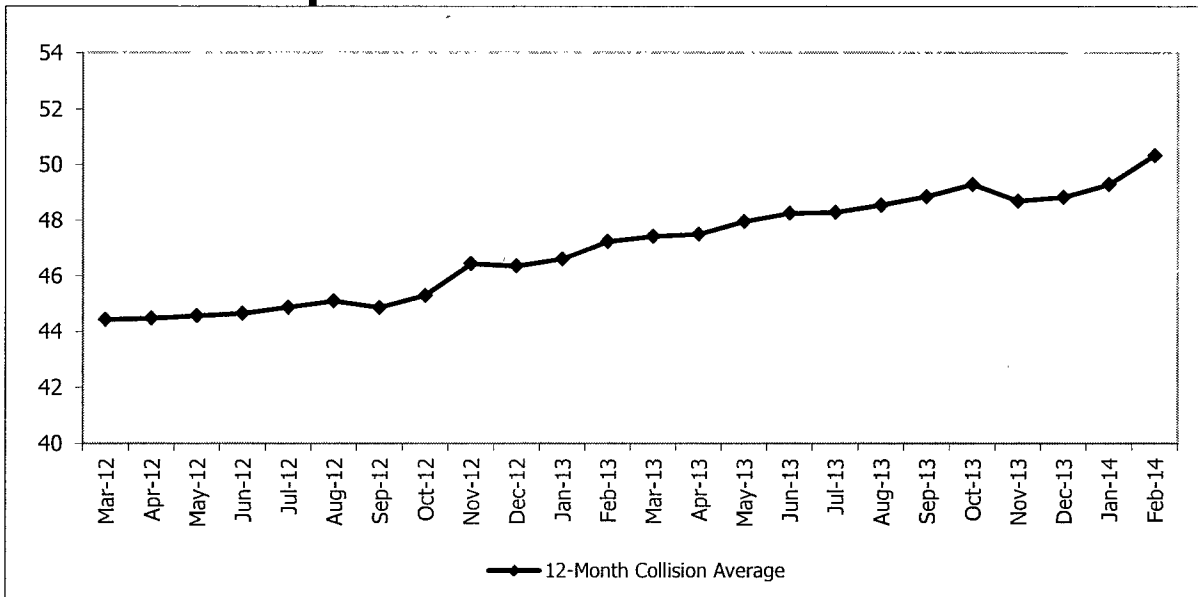
Severity & Location of fires during the current month were as follows:

Low:	85.8%	Train:	27
Average:	14.2%	Right-of-way:	79
Above Average:	0.0%	Station:	21
High:	0.0%	Other:	0
		Total:	127

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

Train:		Right-of-Way:		Station:	
Element:	10	Debris:	38	Debris:	12
Debris:	4	Insulator:	24	Electrical:	4
		Fiberglass			
Hot Wheels:	4	Insulator:	4		
		Cable:	4		

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

Feb 2014: 60.56

Feb 2013: 46.61

12-Month Average

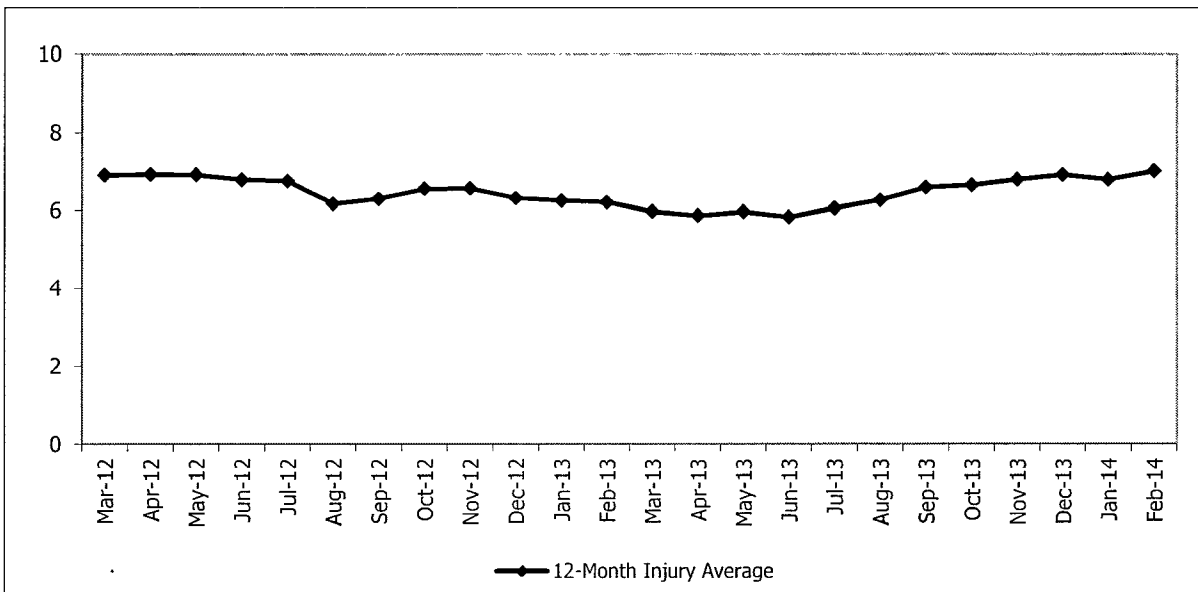
Mar 13 – Feb 14: 50.34

Mar 12 – Feb 13: 47.24

Annual Results

2014 YTD: 54.66

2013 Actual: 48.83



Monthly Results

Feb 2014: 8.27

Feb 2013: 5.43

12-Month Average

Mar 13 – Feb 14: 7.03

Mar 13 – Feb 13: 6.21

Annual Results

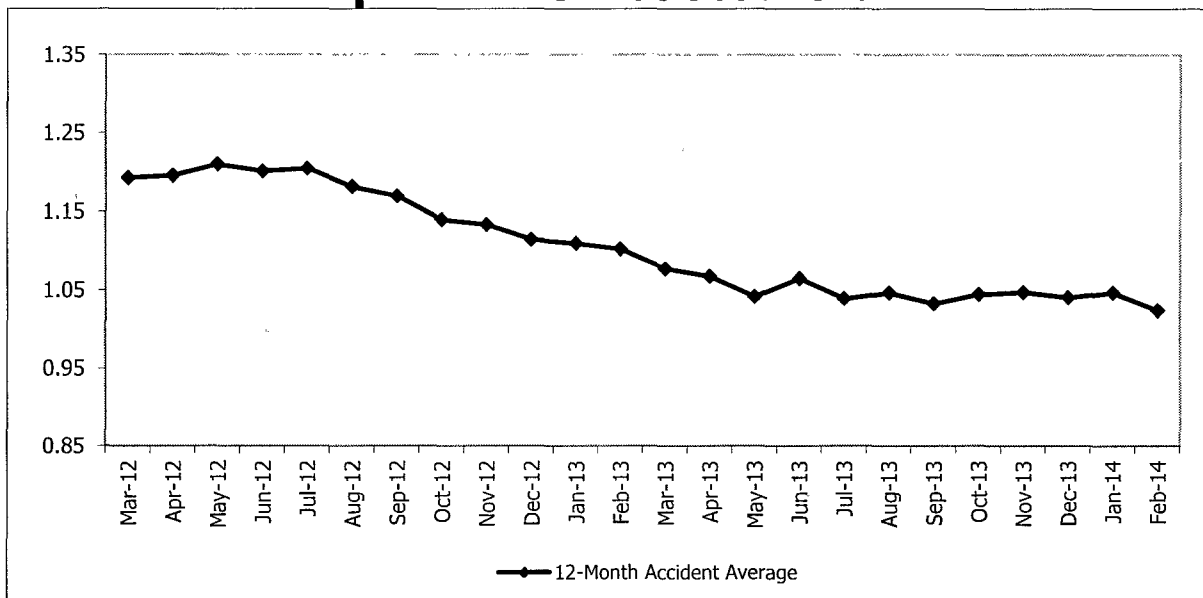
2014 YTD: 5.88

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

Feb 2014: 0.68

Feb 2013: 1.00

12-Month Average

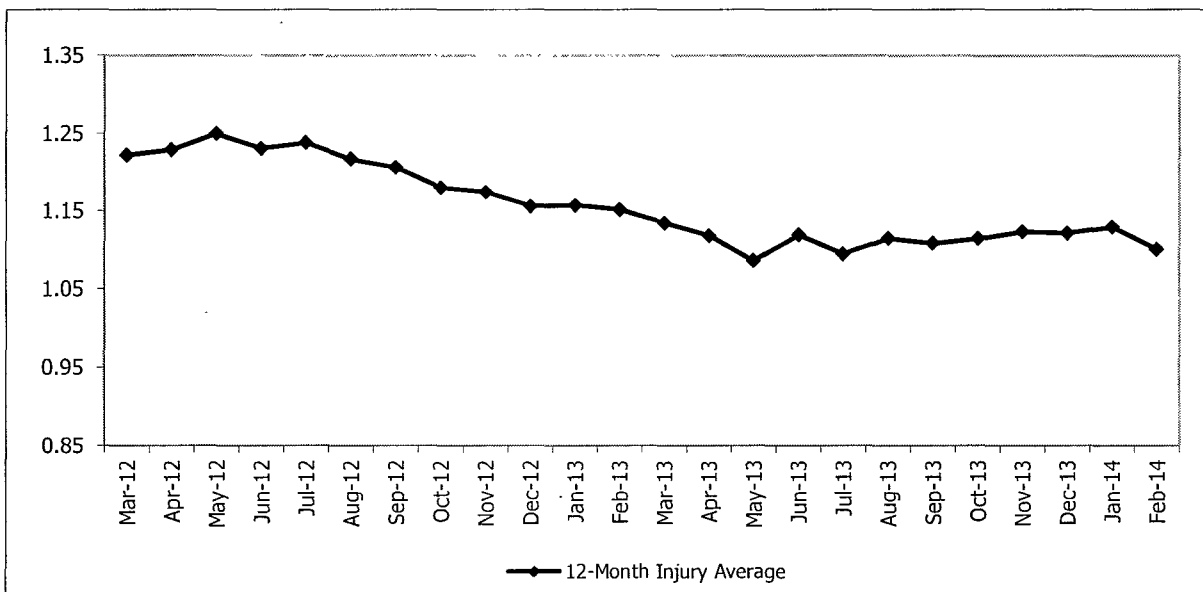
Mar 13 – Feb 14: 1.02

Mar 12 – Feb 13: 1.10

Annual Results

2014 YTD: 0.86

2013 Actual: 1.04



Monthly Results

Feb 2014: 0.68

Feb 2013: 1.08

12-Month Average

Mar 13 – Feb 14: 1.10

Mar 12 – Feb 13: 1.15

Annual Results

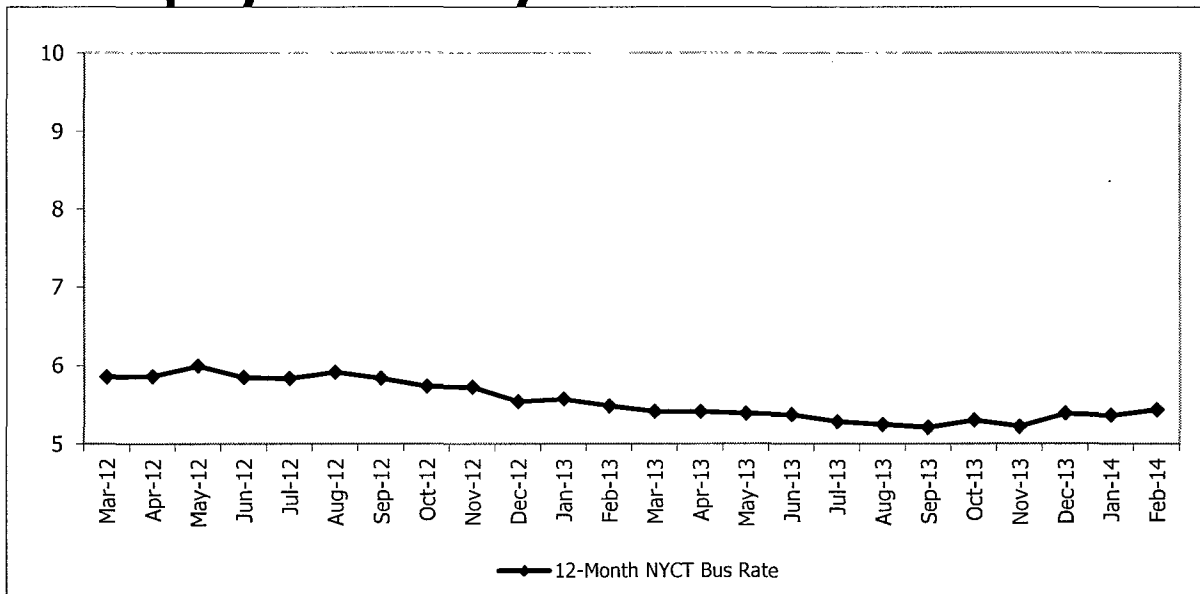
2014 YTD: 0.88

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

Feb 2014: 5.73

Feb 2013: 4.88

12-Month Average

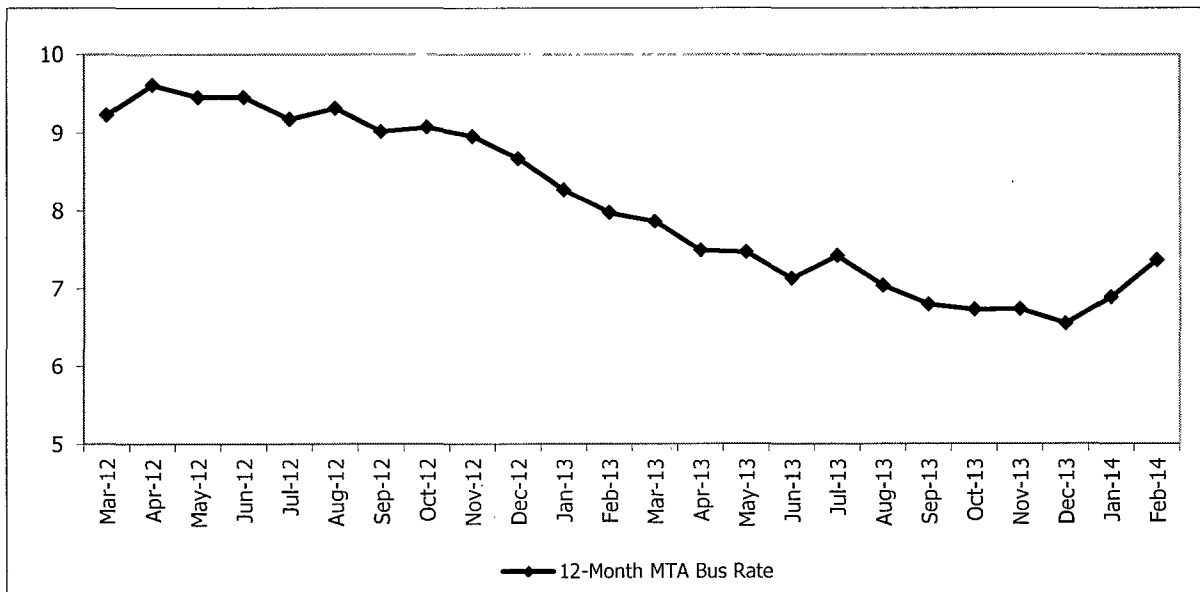
Mar 13 – Feb 14: 5.44

Mar 12 – Feb 13: 5.49

Annual Results

2014 Goal: 5.06

2013 Actual: 5.39



Monthly Results

Feb 2014: 12.45

Feb 2013: 6.68

12-Month Average

Mar 13 – Feb 14: 7.37

Mar 12 – Feb 13: 7.98

Annual Results

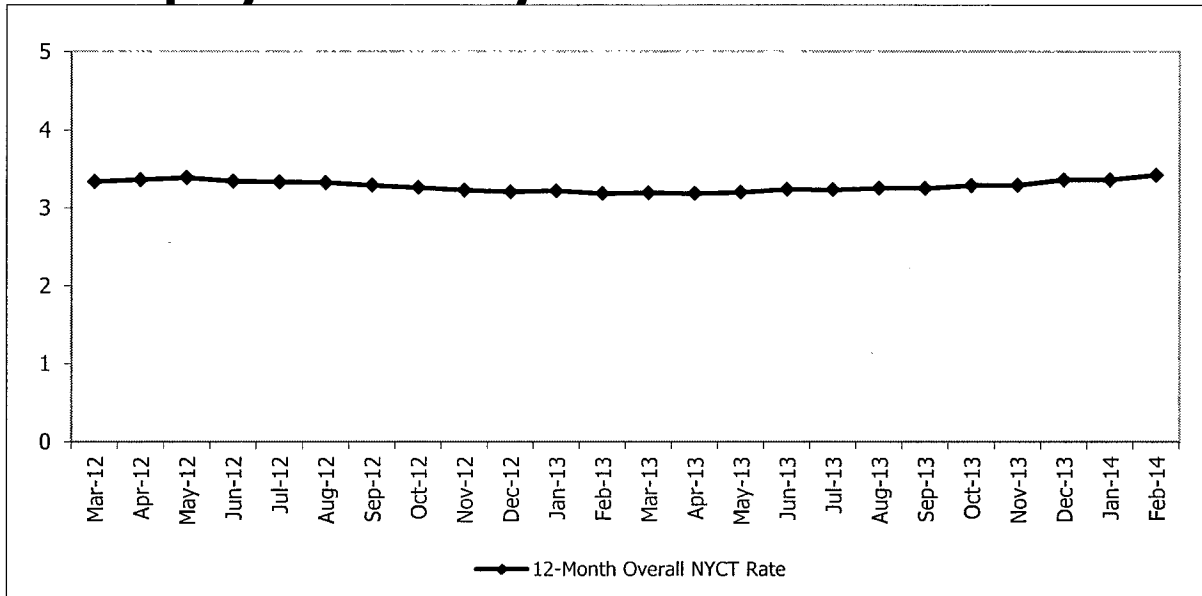
2014 Goal: 6.22

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

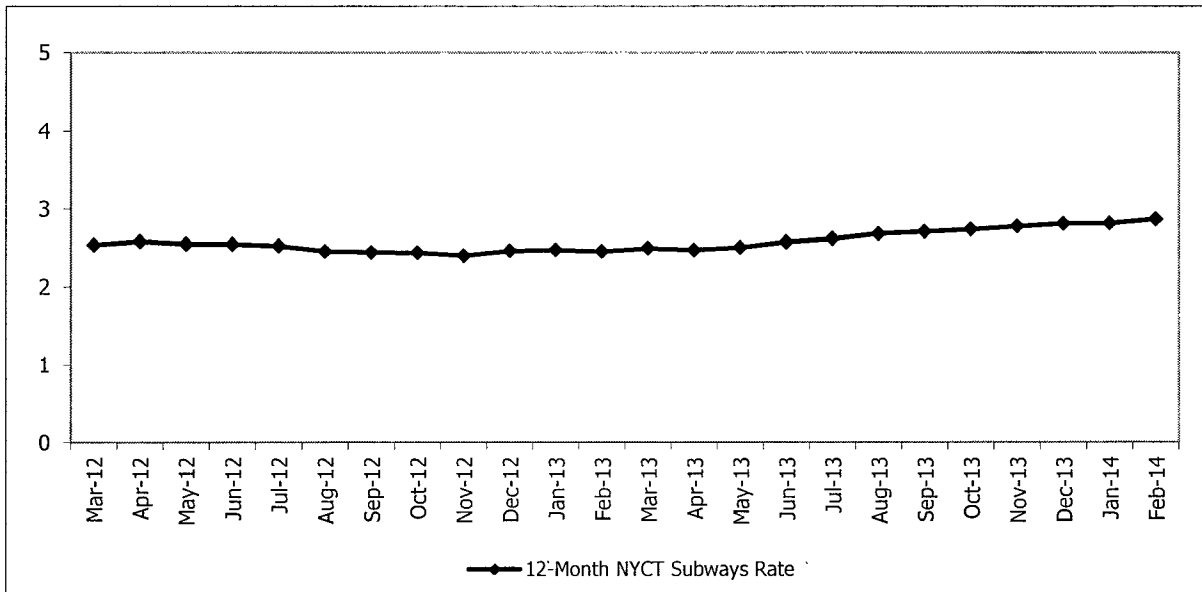
Feb 2014: 3.50
Feb 2013: 2.75

12-Month Average

Mar 13 – Feb 14: 3.42
Mar 12 – Feb 13: 3.18

Annual Results

2014 Goal: 3.20
2013 Actual: 3.36



Monthly Results

Feb 2014: 2.72
Feb 2013: 2.06

12-Month Average

Mar 13 – Feb 14: 2.87
Mar 12 – Feb 13: 2.46

Annual Results

2014 Goal: 2.71
2013 Actual: 2.81

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 MARCH

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	31	58	-27	-46.6%
FELASSAULT	22	17	5	29.4%
BURGLARY	2	3	-1	-33.3%
GRLARCENY	117	100	17	17.0%
<u>TOTAL MAJOR FELONIES</u>	<u>172</u>	<u>179</u>	<u>-7</u>	<u>-3.9%</u>

During March the daily Robbery average decreased from 1.9 to 1

During March the daily Major Felony average decreased from 5.8 to 5.5

CRIME STATISTICS JANUARY THRU MARCH

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	3	2	1	50.0%
ROBBERY	119	155	-36	-23.2%
FELASSAULT	48	46	2	4.3%
BURGLARY	6	5	1	20.0%
GRLARCENY	382	384	-2	-0.5%
<u>TOTAL MAJOR FELONIES</u>	<u>558</u>	<u>592</u>	<u>-34</u>	<u>-5.7%</u>

Year to date, the daily Robbery average decreased from 1.7 to 1.3

Year to date, the daily Major Felony average decreased from 6.6 to 6.2

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

MARCH ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	4846	4402	444	10.1%
TosArrest	2554	2512	42	1.7%
Summ	7793	7648	145	1.9%

JANUARY - MARCH ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	13705	13445	260	1.9%
TosArrest	7397	7556	-159	-2.1%
Summ	22377	22221	156	0.7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MARCH																	
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<i>Murder</i>	1	0	3	1	0	0	0	1	2	1	1	0	1	0	0	0	0	0
<i>Rape</i>	1	4	0	1	1	0	2	0	2	2	0	2	0	0	0	3	2	3
<i>Robbery</i>	553	503	412	336	321	308	289	258	327	233	188	189	188	184	176	236	155	119
<i>Assault</i>	120	130	105	99	71	71	60	63	79	45	48	52	46	51	56	38	46	48
<i>Burglary</i>	12	5	1	2	3	1	3	0	0	1	0	2	0	2	0	3	5	6
<i>GL</i>	762	637	533	548	519	500	393	430	485	282	292	312	295	264	318	403	384	382
<i>TOTAL MAJOR FELONIES</i>	1449	1279	1054	987	915	880	747	752	895	564	529	557	530	501	550	683	592	558
<i>Major Fel Per Day</i>	16.10	14.21	11.71	10.97	10.17	9.78	8.30	8.36	9.94	6.27	5.88	6.19	5.89	5.57	6.11	7.59	6.58	6.20



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

March 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	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	3	-2	-67%
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	5	-3	-60%

4. FINANCIAL REPORTS

FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	February Results		February Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(7.2)	(2.3)	644.3	624.2	(20.0)	(3.1)
Nonreimb. Exp. before Dep/OPEB	4.0	0.8	1,036.3	1,065.6	(29.3)	(2.8)
Net Cash Deficit*	5.7	2.8	(537.7)	(531.4)	6.3	1.2

*Excludes Subsidies and Debt Service

February 2014 **farebox revenue** was \$304.3 million, \$7.2 million (2.3 percent) below budget. Subway revenue was \$3.1 million (1.3 percent) below budget, bus revenue was \$3.9 million (5.4 percent) below budget, and paratransit revenue was \$0.3 million (20.1 percent) below budget. Accrued fare media liability was equal to the budget. Year-to-date revenue was \$624.2 million, \$20.0 million (3.1 percent) below budget. Subway revenue was \$9.9 million (2.0 percent) below budget, bus revenue was \$9.6 million (6.5 percent) below budget, and paratransit revenue was \$0.6 million (19.8 percent) below budget. The February 2014 non-student **average fare** of \$1.781 increased 13.6¢ from February 2013 due to the March 2013 fare increase; the subway fare increased 13.7¢, the local bus fare increased 10.9¢, and the express bus fare increased 36.2¢.

Total **ridership** in February 2014 of 178.7 million was 3.4 percent (6.3 million trips) below budget. Average weekday ridership in February 2014 was 7.5 million, a decrease of 3.6 percent from February 2013. Average weekday ridership for the twelve months ending February 2014 was 7.6 million, an increase of 0.4 percent from the twelve months ending February 2013.

Nonreimbursable expenses before depreciation and OPEB in February were below budget by \$4.0 million (0.8 percent). Labor expenses were unfavorable by \$4.5 million (1.2 percent), due mainly to higher overtime expenses and unfavorable overhead credits, mostly from the impacts of multiple snowstorms, partly offset by payroll underruns. Non-labor expenses were below budget by \$8.5 million (6.1 percent), mostly attributable to favorable results in materials & supplies, paratransit service contracts and electric power expenses. Year-to-date, nonreimbursable expenses exceeded budget by \$29.3 million (2.8 percent). Labor expenses were higher by \$25.4 million (3.3 percent), representing mostly adverse weather impacts resulting in additional overtime requirements and unfavorable overhead credits from reduced reimbursable work. Non-labor expenses were above budget by \$3.9 million (1.4 percent), mostly due to the unfavorable timing of professional service and maintenance contract expenses, partly offset by underruns in paratransit service contract and electric power expenses.

Net Cash Deficit

The net cash deficit for February year-to-date was \$531.4 million, favorable to budget by \$6.3 million (1.2 percent).

FINANCIAL RESULTS

Farebox Revenue

February 2014 Farebox Revenue - (\$ in millions)

	February				February Year-to-Date			
	Budget	Preliminary Actual	Favorable/(Unfavorable)		Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	234.8	231.8	(3.1)	(1.3%)	486.1	476.2	(9.9)	(2.0%)
NYCT Bus	71.9	68.0	(3.9)	(5.4%)	148.4	138.8	(9.6)	(6.5%)
Paratransit	1.4	1.1	(0.3)	(20.1%)	2.9	2.3	(0.6)	(19.8%)
Subtotal	308.1	300.9	(7.2)	(2.3%)	637.4	617.4	(20.0)	(3.1%)
Fare Media Liability	3.4	3.4	0.0	0.0%	6.9	6.9	0.0	0.0%
Total - NYCT	311.5	304.3	(7.2)	(2.3%)	644.3	624.2	(20.0)	(3.1%)
MTA Bus Company	15.0	14.5	(0.6)	(3.7%)	31.1	29.5	(1.6)	(5.1%)
Total - Regional Bus	86.9	82.5	(4.4)	(5.1%)	179.5	168.3	(11.2)	(6.2%)

Note: Totals may not add due to rounding

- February 2014 revenue was affected by severe winter weather that included 29 inches of snow, nearly four times the February average.
- Adjusting for the severe weather, subway revenue would have been approximately one percent above budget, and bus revenue would have been approximately 1.5 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

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

	NYC Transit				MTA Bus Company			
	2013	Prelim. 2014	Change		2013	Prelim. 2014	Change	
			Amount	Percent			Amount	Percent
Subway	1.722	1.859	0.137	8.0%				
Local Bus	1.381	1.490	0.109	7.9%	1.388	1.500	0.112	8.0%
Subway & Local Bus	1.630	1.765	0.135	8.3%	1.388	1.500	0.112	8.0%
Express Bus	4.595	4.957	0.362	7.9%	4.595	4.975	0.380	8.3%
Total	1.645	1.781	0.136	8.2%	1.665	1.774	0.109	6.6%

- 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 February average fare of \$1.14 was 24¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of February, other operating revenue was lower than budget by \$2.7 million (7.9 percent), due mostly to underruns in paratransit Urban Tax revenue, MetroCard surcharges and accrual adjustments. Year-to-date, other operating revenue was below budget by \$0.9 million (1.3 percent), due to underruns in MetroCard surcharges, real estate revenues, partly offset by favorable paratransit Urban Tax results.

Nonreimbursable Expenses

In the month of February, nonreimbursable expenses before depreciation and OPEB were below budget by \$4.0 million (0.8 percent). Year-to-date, expenses exceeded budget by \$29.3 million (2.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were unfavorable by \$4.5 million (1.2 percent), due mostly to higher overtime expenses of \$12.7 million (49.3 percent), resulting from the impact of multiple snowstorms, vacancy/absentee coverage and unscheduled service requirements. The adverse weather also served to reduce reimbursable payroll work requirements, resulting in unfavorable reimbursable overhead credits of \$2.4 million (16.3 percent), and unfavorable other fringe benefit expenses of \$1.8 million (7.7 percent), mostly in reduced direct overhead credits. These negative results were partly offset by payroll underruns of \$8.1 million (3.6 percent), caused mainly by favorable accrual adjustments and vacancies, and lower health & welfare/OPEB current expenses of \$4.6 million (5.3 percent), mostly from credits pertaining to a prior year claim settlement and a lower cost drug program. Year-to-date, labor expenses were above budget by \$25.4 million (3.3 percent), including an overtime overrun of \$26.2 million (47.2 percent), caused by the same factors impacting the month. The adverse-weather impact reduced reimbursable work requirements resulting in unfavorable reimbursable overhead credits of \$7.5 million (24.0 percent) and other fringe benefits' direct overhead credits of \$5.4 million (11.2 percent). Health & welfare/OPEB current expenses underran by \$10.1 million (5.8 percent), due to receipt of favorable credits regarding a prior year claim settlement and a lower cost drug program. Lower payroll expenses of \$4.0 million (0.8 percent) were due mostly to vacancies and accrual adjustments.

Non-labor expenses in the month underran budget by \$8.5 million (6.1 percent). Materials & supplies expenses were less than budget by \$4.3 million (18.4 percent), largely due to the favorable timing of maintenance material requirements and increased scrap sales. Paratransit service contracts were under budget by \$2.5 million (8.2 percent), primarily from lower completed trips, partly caused by adverse weather. Electric power expenses were favorable by \$1.5 million (5.4 percent), principally due to lower prices. Maintenance contract expenses were under budget by \$1.1 million (8.2 percent), caused mainly by the favorable timing of building-related expenses and auto purchases. Year-to-date, non-labor expenses were above budget by \$3.9 million (1.4 percent), including the following:

- Professional service contract expenses overran budget by \$13.1 million (85.6 percent), primarily from the unfavorable timing of Information Technology-related and professional/bond service expenses.
- Maintenance contract expenses were unfavorable by \$2.1 million (8.4 percent), primarily from the unfavorable timing of maintenance services expenses, partly offset by the favorable timing of uniform and building-related expenses, and auto purchases.
- Materials and supplies expenses were over by \$1.1 million (2.3 percent), largely from unfavorable inventory adjustments, partly offset by increased scrap sales and the favorable timing of maintenance material requirements.
- Paratransit service contracts expenses were below budget by \$7.3 million (11.4 percent), due mainly to lower completed trips, caused in part by adverse weather.
- Electric power expenses were less than budget by \$4.1 million (7.5 percent), mostly due to the favorable timing of expenses and lower prices.

- Insurance expenses were favorable by \$1.4 million (10.7 percent), mainly caused by the favorable timing of interagency payments.

Depreciation expenses year-to-date were \$241.4 million, \$4.4 million (1.9 percent) above budget.

Net Cash Deficit

The net cash deficit for February year-to-date was \$531.4 million, favorable to budget by \$6.3 million (1.2 percent).

Incumbents

There were 45,878 full-time paid incumbents at the end of February, an increase of 96 from January, and an increase of 14 from December 2013 (excluding 301 temporary December paid incumbents).

RIDERSHIP RESULTS

February 2014 Ridership vs. Budget - (millions)

	February				February Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	132.1	129.8	(2.3)	(1.8%)	273.7	266.9	(6.8)	(2.5%)
NYCT Bus	52.1	48.3	(3.8)	(7.3%)	108.3	99.3	(9.0)	(8.3%)
Subtotal	184.2	178.1	(6.1)	(3.3%)	381.9	366.2	(15.8)	(4.1%)
Paratransit	0.8	0.6	(0.2)	(20.0%)	1.6	1.3	(0.3)	(20.3%)
Total - NYCT	185.0	178.7	(6.3)	(3.4%)	383.5	367.4	(16.1)	(4.2%)
MTA Bus Company	9.4	9.0	(0.5)	(4.8%)	19.7	18.4	(1.2)	(6.3%)
<i>Total - Regional Bus</i>	<i>61.5</i>	<i>57.2</i>	<i>(4.3)</i>	<i>(6.9%)</i>	<i>127.9</i>	<i>117.7</i>	<i>(10.2)</i>	<i>(8.0%)</i>

Notes: Totals may not add due to rounding

- The severe weather in February 2014, including 29 inches of snow, reduced subway and bus ridership by an estimated 4.8 million riders.
- Paratransit ridership was affected by the severe weather as well as by various initiatives that have reduced ridership growth below historic rates.

February Average Weekday and Weekend Ridership vs. Prior Year

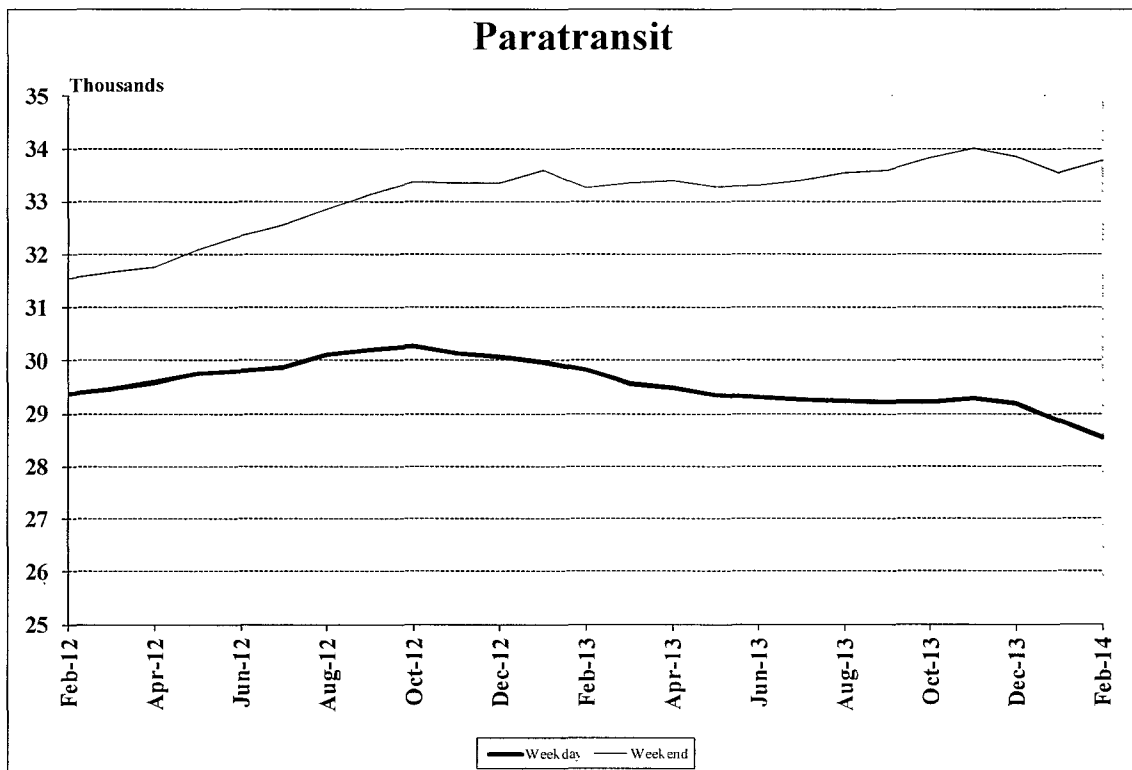
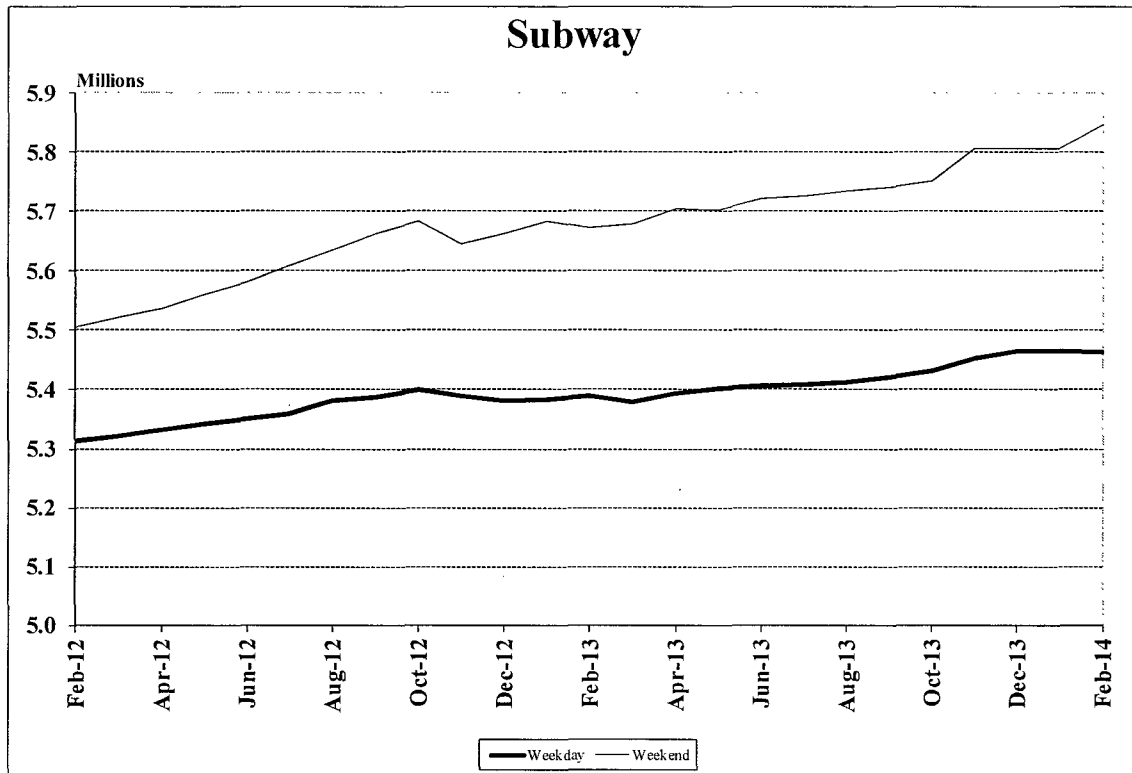
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary	Change		2013	Preliminary	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	5,466	5,440	-26	-0.5%	5,221	5,743	+522	+10.0%
NYCT Local Bus	2,210	1,963	-247	-11.2%	2,079	2,203	+123	+5.9%
NYCT Express Bus	44	41	-3	-6.4%	10	12	+2	+17.0%
Paratransit	29	25	-4	-14.0%	28	31	+3	+11.3%
TOTAL - NYCT	7,750	7,469	-281	-3.6%	7,338	7,988	+650	+8.9%
MTABC Local Bus	389	350	-39	-10.0%	330	370	+39	+11.9%
MTABC Express Bus	35	31	-4	-12.1%	12	12	+0	+2.5%
Total - MTA Bus	424	381	-43	-10.2%	342	382	+40	+11.6%
<i>Total - Regional Bus</i>	<i>2,679</i>	<i>2,385</i>	<i>-294</i>	<i>-11.0%</i>	<i>2,432</i>	<i>2,596</i>	<i>165</i>	<i>+6.8%</i>
12-Month								
<u>Rolling Average</u>								
Subway	5,389	5,463	+74	+1.4%	5,673	5,847	+174	+3.1%
Local Bus	2,132	2,088	-44	-2.1%	2,297	2,307	+10	+0.4%
Express Bus	43	42	-0	-1.1%	11	12	+1	+12.9%
Paratransit	30	29	-1	-4.3%	33	34	+1	+1.6%
TOTAL - NYCT	7,594	7,622	+28	+0.4%	8,014	8,200	+186	+2.3%
MTABC Local Bus	369	369	-0	-0.1%	368	381	+12	+3.4%
MTABC Express Bus	34	32	-2	-6.1%	14	13	-1	-5.7%
Total - MTA Bus	403	401	-2	-0.6%	382	394	+12	+3.0%
<i>Total - Regional Bus</i>	<i>2,578</i>	<i>2,532</i>	<i>-47</i>	<i>-1.8%</i>	<i>2,689</i>	<i>2,713</i>	<i>23</i>	<i>+0.9%</i>

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

- February 2014 average weekday non-student subway ridership was one percent higher than February 2013, but was offset by a large decrease in student ridership due in part to the shortened mid-winter recess in 2013.
- February 2014 average weekend subway and total ridership were the highest of any February in over forty-five years.

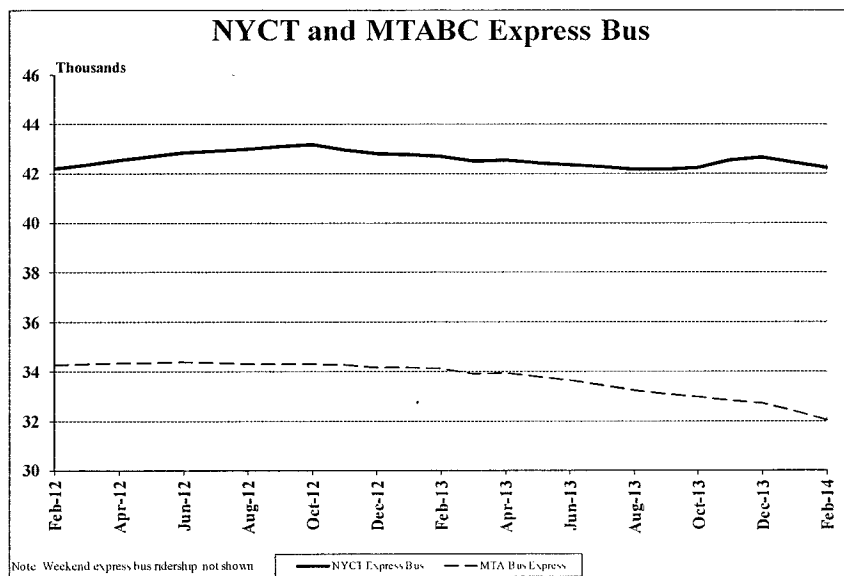
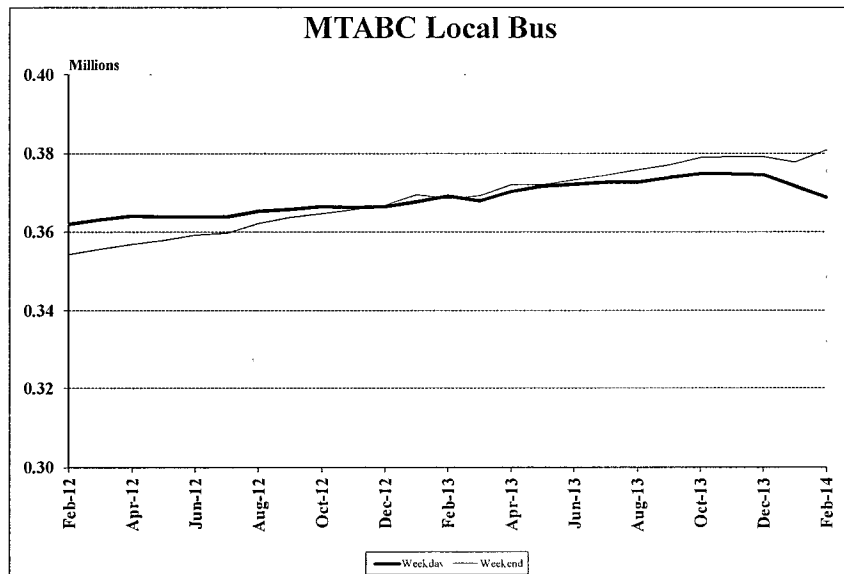
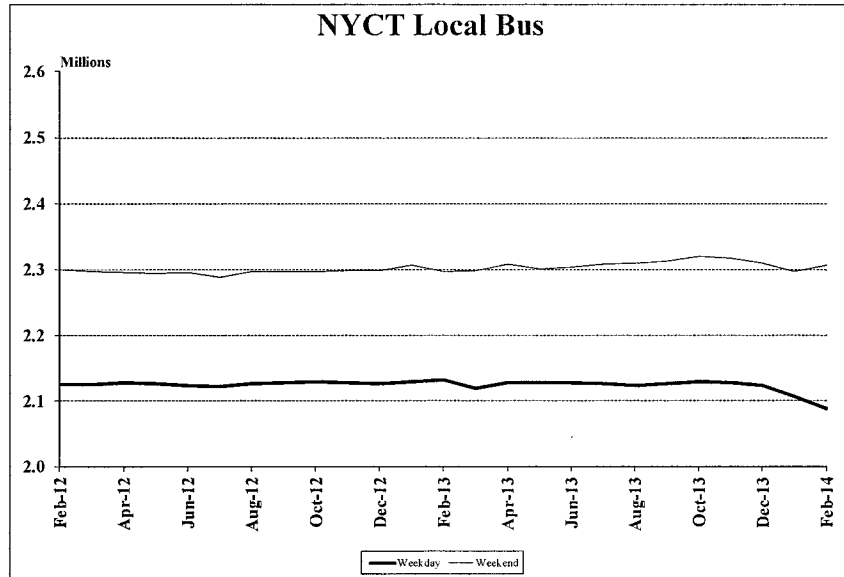
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From February 2013 to February 2014, weekday ridership decreased on all area services except the Long Island Rail Road. The largest decreases were on NYCT Paratransit (down 14.0%) and MTA Express Bus (down 12.1%). Average weekend ridership increased on all services except Metro-North. The weekend increases were due in part to a blizzard that significantly reduced ridership on Saturday, February 9, 2013.

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

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Feb-13	Preliminary Feb-14	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,466	5,440	-0.5%	+1.4%
NYCT Local Bus	2,210	1,963	-11.2%	-2.1%
NYCT Express Bus	44	41	-6.4%	-1.1%
NYCT Paratransit	29	25	-14.0%	-4.3%
Staten Island Railway	15	15	-1.3%	-4.7%
MTA Local Bus	389	350	-10.0%	-0.1%
MTA Express Bus	35	31	-12.1%	-6.1%
Long Island Rail Road	280	283	+0.9%	+1.9%
Metro-North Railroad	265	264	-0.6%	+0.8%
Staten Island Ferry	n/a	56	n/a	n/a
PATH	234	233	-0.3%	+3.4%
<u>Average Weekend</u>				
NYCT Subway	5,221	5,743	+10.0%	+3.1%
NYCT Local Bus	2,079	2,203	+5.9%	+0.4%
NYCT Express Bus	10	12	+17.0%	+12.9%
NYCT Paratransit	28	31	+11.3%	+1.6%
Staten Island Railway	6	7	+12.4%	-12.1%
MTA Local Bus	330	370	+11.9%	+3.4%
MTA Express Bus	12	12	+2.5%	-5.7%
Long Island Rail Road	150	160	+6.5%	+0.6%
Metro-North Railroad	189	188	-0.5%	-1.0%
Staten Island Ferry	n/a	53	n/a	n/a
PATH	153	188	+23.0%	+4.8%

MTA Bridges and Tunnels (thousands)				
Average Weekday	764	693	-9.3%	-0.4%
Average Weekend	1,158	1,221	+5.4%	+0.7%

Note: Percentages are based on unrounded data.

Economy

From February 2013 to February 2014, New York City employment increased 2.2 percent (85,400 jobs). Private sector employment increased 2.6 percent (88,700 jobs) and government employment decreased 0.6 percent (3,300 jobs). All of the private employment sub-sectors increased from February 2013. The sub-sector with the largest absolute increase was educational and health services (up 26,200 jobs or 3.2 percent). The sub-sector with the largest percentage increase was information, (up 4.2 percent or 7,200 jobs).

Employment numbers were recently re-benchmarked by the New York State Department of Labor, resulting in a slightly larger 2013 New York City employment increase than originally reported. Total employment increased by 2.1 percent or 83,100 jobs; private sector employment increased by 2.6 percent or 85,400 jobs, partially offset by a government employment decrease of 0.4 percent (2,300 jobs).

As shown in the chart below, subway ridership growth outpaced employment increases between 2003 and 2008. The rate of decline during the 2009 recession was similar for both measures, but employment growth has outpaced ridership over the past two years.

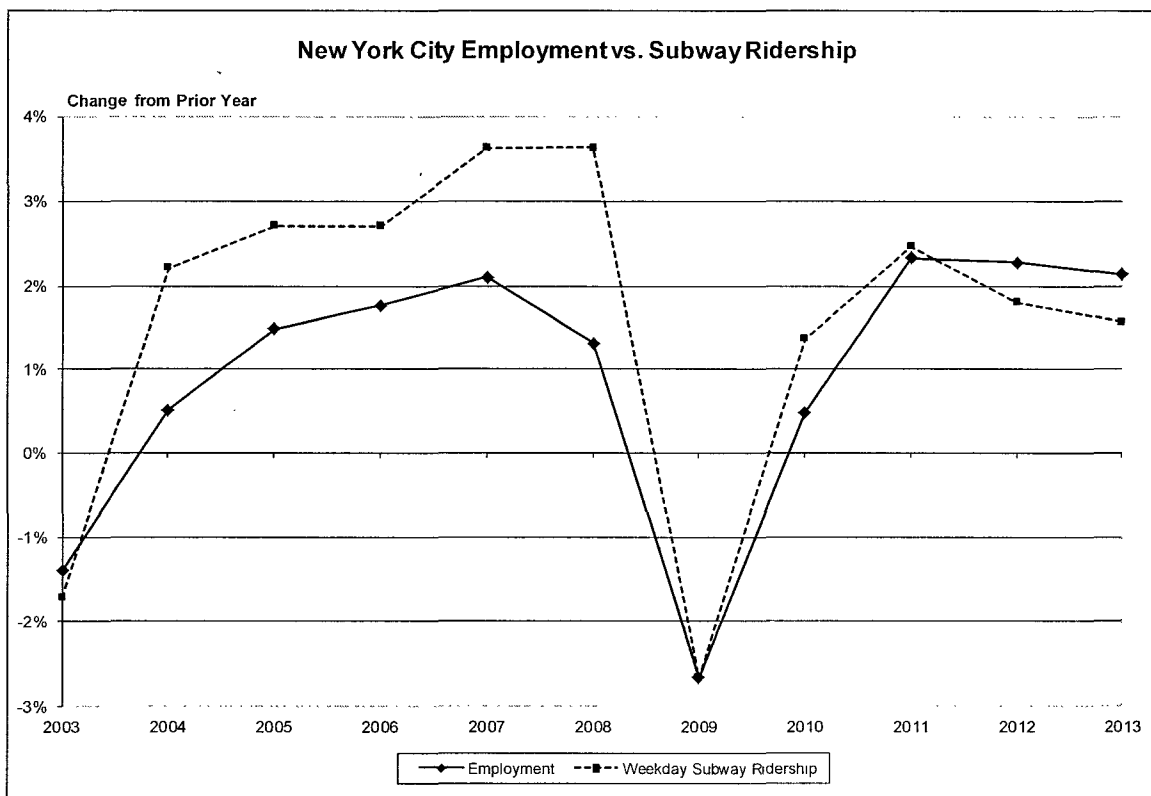


Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue												
Subway	\$234,824	\$231,761	(\$3,063)	(1.3)	\$0,000	\$0,000	\$0,000	-	\$234,824	\$231,761	(\$3,063)	(1.3)
Bus	71,880	68,009	(3,871)	(5.4)	0,000	0,000	0,000	-	71,880	68,009	(3,871)	(5.4)
Paratransit	1,385	1,107	(0,278)	(20.1)	0,000	0,000	0,000	-	1,385	1,107	(0,278)	(20.1)
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	311,524	304,312	(7,212)	(2.3)	0,000	0,000	0,000	-	311,524	304,312	(7,212)	(2.3)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue												
Fare Reimbursement	7,156	7,156	0,000	0.0	0,000	0,000	0,000	-	7,156	7,156	0,000	0.0
Paratransit Reimbursement	14,748	12,846	(1,902)	(12.9)	0,000	0,000	0,000	-	14,748	12,846	(1,902)	(12.9)
Other	12,290	11,475	(0,815)	(6.6)	0,000	0,000	0,000	-	12,290	11,475	(0,815)	(6.6)
Total Other Operating Revenue	34,194	31,477	(2,717)	(7.9)	0,000	0,000	0,000	-	34,194	31,477	(2,717)	(7.9)
Capital and Other Reimbursements	0,000	0,000	0,000	-	71,797	66,809	(4,988)	(6.9)	71,797	66,809	(4,988)	(6.9)
Total Revenue	\$345,718	\$335,789	(\$9,929)	(2.9)	\$71,797	\$66,809	(\$4,988)	(6.9)	\$417,515	\$402,598	(\$14,917)	(3.6)
Expenses												
Labor												
Payroll	228,318	220,180	8,138	3.6	30,190	24,542	5,648	18.7	258,508	244,722	13,786	5.3
Overtime	25,837	38,575	(12,738)	(49.3)	5,673	6,775	(1,102)	(19.4)	31,510	45,350	(13,840)	(43.9)
Total Salaries & Wages	254,155	258,755	(4,600)	(1.8)	35,863	31,317	4,546	12.7	290,018	290,072	(0,054)	(0.0)
Health and Welfare	57,206	57,596	(0,390)	(0.7)	2,234	2,072	0,162	7.3	59,440	59,668	(0,228)	(0.4)
OPEB Current Payment	28,895	23,948	4,947	17.1	0,000	0,000	0,000	-	28,895	23,948	4,947	17.1
Pensions	17,552	17,797	(0,245)	(1.4)	0,349	0,353	(0,004)	(1.1)	17,901	18,150	(0,249)	(1.4)
Other Fringe Benefits	23,241	25,020	(1,779)	(7.7)	10,179	8,733	1,446	14.2	33,420	33,753	(0,333)	(1.0)
Total Fringe Benefits	126,894	124,361	2,533	2.0	12,762	11,158	1,604	12.6	139,656	135,519	4,137	3.0
Reimbursable Overhead	(14,918)	(12,491)	(2,427)	(16.3)	14,918	12,491	2,427	16.3	0,000	0,000	0,000	-
Total Labor Expenses	\$366,131	\$370,625	(\$4,494)	(1.2)	\$63,543	\$54,966	\$8,577	13.5	\$429,674	\$425,591	\$4,083	1.0
Non-Labor												
Electric Power	27,555	26,068	1,487	5.4	0,021	0,025	(0,004)	(19.0)	27,576	26,093	1,483	5.4
Fuel	14,779	15,394	(0,615)	(4.2)	0,002	0,001	0,001	50.0	14,781	15,395	(0,614)	(4.2)
Insurance	6,352	5,673	0,679	10.7	0,000	0,000	0,000	-	6,352	5,673	0,679	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	31,013	28,482	2,531	8.2	0,000	0,000	0,000	-	31,013	28,482	2,531	8.2
Mtce. and Other Operating Contracts	13,806	12,675	1,131	8.2	2,250	2,718	(0,468)	(20.8)	16,056	15,393	0,663	4.1
Professional Service Contracts	9,925	10,358	(0,433)	(4.4)	1,117	3,656	(2,539)	(227.3)	11,042	14,014	(2,972)	(26.9)
Materials & Supplies	23,129	18,871	4,258	18.4	4,543	4,950	(0,407)	(9.0)	27,672	23,821	3,851	13.9
Other Business Expenses	5,422	5,962	(0,540)	(10.0)	0,321	0,493	(0,172)	(53.6)	5,743	6,455	(0,712)	(12.4)
Total Non-Labor Expenses	\$139,621	\$131,123	\$8,498	6.1	\$8,254	\$11,843	(\$3,589)	(43.5)	\$147,875	\$142,966	\$4,909	3.3
Other Expense Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$505,752	\$501,748	\$4,004	0.8	\$71,797	\$66,809	\$4,988	6.9	\$577,549	\$568,557	\$8,992	1.6
Depreciation	119,000	120,684	(1,684)	(1.4)	0,000	0,000	0,000	-	119,000	120,684	(1,684)	(1.4)
OPEB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$624,752	\$622,432	\$2,320	0.4	\$71,797	\$66,809	\$4,988	6.9	\$696,549	\$689,241	\$7,308	1.0
Net Surplus/(Deficit)	(\$279,034)	(\$286,643)	(\$7,609)	(2.7)	\$0,000	\$0,000	\$0,000	-	(\$279,034)	(\$286,643)	(\$7,609)	(2.7)

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
February 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
Revenue												
Farebox Revenue												
Subway	\$486,086	\$476,236	(\$9,850)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$486,086	\$476,236	(\$9,850)	(2.0)
Bus	148,406	138,809	(9,597)	(6.5)	0.000	0.000	0.000	-	148,406	138,809	(9,597)	(6.5)
Paratransit	2,889	2,317	(0,572)	(19.8)	0.000	0.000	0.000	-	2,889	2,317	(0,572)	(19.8)
Fare Media Liability	6,870	6,870	0.000	0.0	0.000	0.000	0.000	-	6,870	6,870	0.000	0.0
Total Farebox Revenue	644,251	624,232	(20,019)	(3.1)	0.000	0.000	0.000	-	644,251	624,232	(20,019)	(3.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue												
Fare Reimbursement	15,584	15,584	0.000	0.0	0.000	0.000	0.000	-	15,584	15,584	0.000	0.0
Paratransit Reimbursement	29,496	30,539	1,043	3.5	0.000	0.000	0.000	-	29,496	30,539	1,043	3.5
Other	24,580	22,626	(1,954)	(7.9)	0.000	0.000	0.000	-	24,580	22,626	(1,954)	(7.9)
Total Other Operating Revenue	69,660	68,749	(0,911)	(1.3)	0.000	0.000	0.000	-	69,660	68,749	(0,911)	(1.3)
Capital and Other Reimbursements	0.000	0.000	0.000	-	148.008	128.555	(19.453)	(13.1)	148.008	128.555	(19.453)	(13.1)
Total Revenue	\$713.911	\$692.981	(\$20.930)	(2.9)	\$148.008	\$128.555	(\$19.453)	(13.1)	\$861.919	\$821.536	(\$40.383)	(4.7)
Expenses												
Labor												
Payroll	480,650	476,631	4,019	0.8	62,951	49,713	13,238	21.0	543,601	526,344	17,257	3.2
Overtime	55,582	81,810	(26,228)	(47.2)	11,575	12,515	(0,940)	(8.1)	67,157	94,325	(27,168)	(40.5)
Total Salaries & Wages	536,232	558,441	(22,209)	(4.1)	74,526	62,228	12,298	16.5	610,758	620,669	(9,911)	(1.6)
Health and Welfare	114,841	110,009	4,832	4.2	4,521	3,756	0,765	16.9	119,362	113,765	5,597	4.7
OPEB Current Payment	58,006	52,720	5,286	9.1	0.000	0.000	0.000	-	58,006	52,720	5,286	9.1
Pensions	35,103	35,584	(0,481)	(1.4)	0.698	0.707	(0,009)	(1.3)	35,801	36,291	(0,490)	(1.4)
Other Fringe Benefits	48,013	53,406	(5,393)	(11.2)	21,154	17,083	4,071	19.2	69,167	70,489	(1,322)	(1.9)
Total Fringe Benefits	255,963	251,719	4,244	1.7	26,373	21,546	4,827	18.3	282,336	273,265	9,071	3.2
Reimbursable Overhead	(31,157)	(23,693)	(7,464)	(24.0)	31,157	23,693	7,464	24.0	0.000	0.000	0.000	-
Total Labor Expenses	\$761.038	\$786.467	(\$25.429)	(3.3)	\$132.056	\$107.467	\$24.589	18.6	\$893.094	\$893.934	(\$0.840)	(0.1)
Non-Labor												
Electric Power	55,072	50,954	4,118	7.5	0.000	0.054	(0,011)	(25.6)	55,115	51,008	4,107	7.5
Fuel	29,995	30,524	(0,529)	(1.8)	0.000	0.003	0.001	25.0	29,999	30,527	(0,528)	(1.8)
Insurance	12,704	11,345	1,359	10.7	0.000	0.000	0.000	-	12,704	11,345	1,359	10.7
Claims	15,281	15,280	0.001	0.0	0.000	0.000	0.000	-	15,281	15,280	0.001	0.0
Paratransit Service Contracts	63,745	56,449	7,296	11.4	0.000	0.000	0.000	-	63,745	56,449	7,296	11.4
Misc. and Other Operating Contracts	25,458	27,596	(2,138)	(8.4)	4,367	5,447	(1,080)	(24.7)	29,825	33,043	(3,218)	(10.8)
Professional Service Contracts	15,342	28,474	(13,132)	(85.6)	2,084	4,779	(2,698)	(129.6)	17,423	33,253	(15,830)	(90.9)
Materials & Supplies	46,723	47,780	(1,057)	(2.3)	8,848	9,742	(0,924)	(10.5)	55,541	57,522	(1,981)	(3.6)
Other Business Expenses	10,000	10,734	0.166	1.5	0.639	1,063	(0,424)	(66.4)	11,539	11,797	(0,258)	(2.2)
Total Non-Labor Expenses	\$275.220	\$279.136	(\$3.916)	(1.4)	\$15.952	\$21.088	(\$5.136)	(32.2)	\$291.172	\$300.224	(\$9.052)	(3.1)
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$1,036.258	\$1,065.603	(\$29.345)	(2.8)	\$148.008	\$128.555	\$19.453	13.1	\$1,184.266	\$1,194.158	(\$9.892)	(0.8)
Depreciation	237,000	241,402	(4,402)	(1.9)	0.000	0.000	0.000	-	237,000	241,402	(4,402)	(1.9)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,273.258	\$1,307.005	(\$33.747)	(2.7)	\$148.008	\$128.555	\$19.453	13.1	\$1,421.266	\$1,435.560	(\$14.294)	(1.0)
Net Surplus/(Deficit)	(\$559.347)	(\$614.024)	(\$54.677)	(9.8)	\$0.000	\$0.000	\$0.000	-	(\$559.347)	(\$614.024)	(\$54.677)	(9.8)

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
February 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
		\$	%		\$	%	
Farebox Revenue	NR	(7.2)	(2.3)	Due to the impact of multiple snowstorms	(20.0)	(3.1)	Due to the impact of multiple snowstorms
Other Operating Revenue	NR	(2.7)	(7.9)	Mostly due to unfavorable results in paratransit Urban Tax revenue, MetroCard surcharges, and accrual adjustments. The adverse result in MetroCard surcharges was due mostly to reduced ridership caused by adverse weather.	(0.9)	(1.3)	Primarily lower MetroCard surcharges, due mostly to lower ridership resulting from adverse weather, and real estate revenue underruns, partly offset by favorable Paratransit Urban Tax results.
Payroll	NR	8.1	3.6	Due mainly to favorable accrual adjustments and vacancies, partly offset by reimbursable underruns	4.0	0.8	Due largely to vacancies and favorable accrual adjustments, partly offset by reimbursable underruns and higher earned employee separation payments
Overtime	NR	(12.7)	(49.3)	Mainly due to the impact of multiple snowstorms, vacancy/absentee coverage and unscheduled service requirements	(26.2)	(47.2)	Mainly due to the impact of multiple snowstorms, vacancy/absentee coverage and unscheduled service requirements
Health & Welfare (including OPEB current payment)	NR	4.6	5.3	Mostly due to credits pertaining to a prior year claim settlement and a lower cost drug program	10.1	5.8	Mostly due to credits pertaining to a prior year claim settlement and a lower cost drug program
Other Fringe Benefits	NR	(1.8)	(7.7)	Primarily lower direct overhead credits from reimbursable payroll underruns, caused mainly by adverse weather	(5.4)	(11.2)	Primarily lower direct overhead credits from reimbursable payroll underruns, caused mainly by adverse weather
Reimbursable Overhead	NR	(2.4)	(16.3)	Primarily lower overhead credits from reimbursable payroll underruns, caused mainly by adverse weather	(7.5)	(24.0)	Primarily lower overhead credits from reimbursable payroll underruns, caused mainly by adverse weather
Electric Power	NR	1.5	5.4	Largely due to lower prices	4.1	7.5	Largely due to the favorable timing of expenses and lower prices
Insurance	NR	0.7	10.7	The favorable timing of interagency payments	1.4	10.7	The favorable timing of interagency payments
Paratransit Service Contracts	NR	2.5	8.2	Mostly due to lower completed trips, caused in part by adverse weather	7.3	11.4	Mostly due to lower completed trips, caused in part by adverse weather
Maintenance and Other Operating Contracts	NR	1.1	8.2	Largely the favorable timing of building-related expenses and auto purchases	(2.1)	(8.4)	Largely the unfavorable timing of maintenance services expenses, partly offset by the favorable timing of uniform and building-related expenses, and auto purchases

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 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
		\$	%		\$	%	
Professional Service Contracts	NR	(0.4)	(4.4)	Mostly the unfavorable timing of office-related expenses, partially offset by favorable Information-Technology expense results.	(13.1)	(85.6)	Mostly the unfavorable timing of Information Technology-related and professional/bond service expenses
Materials and Supplies	NR	4.3	18.4	Largely the favorable timing of maintenance material requirements and increased scrap sales	(1.1)	(2.3)	Largely unfavorable inventory adjustments, partly offset by increased scrap sales and the favorable timing of maintenance material requirements
Other Business Expenses	NR	(0.5)	(10.0)	Primarily overruns in various miscellaneous accounts, partly offset by stationery & supplies savings			
Depreciation	NR	(1.7)	(1.4)	The unfavorable timing of assets reaching beneficial use	(4.4)	(1.9)	The unfavorable timing of assets reaching beneficial use
Capital and Other Reimbursements	R	(5.0)	(6.9)	Reimbursement reduction consistent with lower expenses	(19.5)	(13.1)	Reimbursement reduction consistent with lower expenses
Payroll	R	5.6	18.7	Mostly due to capital construction and engineering underruns, caused in part by adverse weather	13.2	21.0	Mostly due to capital construction and engineering underruns, caused in part by adverse weather
Health & Welfare	R	0.2	7.3	Mainly the favorable timing of expenses	0.8	16.9	Mainly the favorable timing of expenses
Other Fringe Benefits	R	1.4	14.2	Mostly lower direct overhead expenses due to reimbursable payroll underruns, caused in part by adverse weather	4.1	19.2	Mostly lower direct overhead expenses due to reimbursable payroll underruns, caused in part by adverse weather
Maintenance and Other Operating Contracts	R	(0.5)	(20.8)	Largely the unfavorable timing of building maintenance-related expenses	(1.1)	(24.7)	Largely the unfavorable timing of building maintenance-related expenses
Professional Service Contracts	R	(2.5)	over (100.0)	Mostly the unfavorable timing of Information Hardware Technology expenses	(2.7)	over (100.0)	Mostly the unfavorable timing of Information Hardware Technology expenses
Materials & Supplies	R	(0.4)	(9.0)	Principally the unfavorable timing of maintenance material requirements	(0.9)	(10.5)	Principally the unfavorable timing of maintenance material requirements
Other Business Expenses	R	(0.2)	(53.6)	Net overruns in miscellaneous expenses/credits	(0.4)	(66.4)	Net overruns in miscellaneous expenses/credits

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$312.219	\$320.857	\$8.638	2.8	\$648.987	\$654.357	\$5.370	0.8
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Reimbursement	42.938	4.946	(37.992)	(88.5)	45.876	11.650	(34.226)	(74.6)
Other	3.758	3.024	(0.734)	(19.5)	7.516	6.020	(1.496)	(19.9)
Total Other Operating Revenue	46.696	7.970	(38.726)	(82.9)	53.392	17.670	(35.722)	(66.9)
Capital and Other Reimbursements	71.797	79.709	7.912	11.0	148.008	161.801	13.793	9.3
Total Receipts	\$430.712	\$408.536	(\$22.176)	(5.1)	\$850.387	\$833.828	(\$16.559)	(1.9)
Expenditures								
Labor:								
Payroll	255.270	253.823	1.447	0.6	610.101	601.273	8.828	1.4
Overtime	31.510	39.809	(8.299)	(26.3)	76.810	97.113	(20.303)	(26.4)
Total Salaries & Wages	286.780	293.632	(6.852)	(2.4)	686.911	698.386	(11.475)	(1.7)
Health and Welfare	59.440	33.984	25.456	42.8	119.361	86.556	32.805	27.5
OPEB Current Payment	28.895	23.948	4.947	17.1	58.006	52.720	5.286	9.1
Pensions	76.985	77.225	(0.240)	(0.3)	153.970	154.374	(0.404)	(0.3)
Other Fringe Benefits	29.984	29.235	0.749	2.5	68.531	69.545	(1.014)	(1.5)
Total Fringe Benefits	195.304	164.392	30.912	15.8	399.868	363.195	36.673	9.2
GASB Account	5.791	5.876	(0.085)	(1.5)	11.582	12.208	(0.626)	(5.4)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$487.875	\$463.900	\$23.975	4.9	\$1,098.361	\$1,073.789	\$24.572	2.2
Non-Labor:								
Electric Power	27.577	26.197	1.380	5.0	55.115	53.028	2.087	3.8
Fuel	14.781	16.605	(1.824)	(12.3)	29.999	33.173	(3.174)	(10.6)
Insurance	0.000	0.000	0.000	-	9.105	7.219	1.886	20.7
Claims	6.930	7.898	(0.968)	(14.0)	13.859	12.122	1.737	12.5
Paratransit Service Contracts	30.846	25.531	5.315	17.2	63.411	58.858	4.553	7.2
Mtce. and Other Operating Contracts	16.056	14.142	1.914	11.9	29.825	30.706	(0.881)	(3.0)
Professional Service Contracts	11.042	11.820	(0.778)	(7.0)	17.423	25.237	(7.814)	(44.8)
Materials & Supplies	29.636	30.454	(0.818)	(2.8)	59.468	59.908	(0.440)	(0.7)
Other Business Expenditures	5.742	6.074	(0.332)	(5.8)	11.541	11.202	0.339	2.9
Total Non-Labor Expenditures	\$142.610	\$138.721	\$3.889	2.7	\$289.746	\$291.453	(\$1.707)	(0.6)
Other Expenditure Adjustments								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$630.485	\$602.621	\$27.864	4.4	\$1,388.107	\$1,365.242	\$22.865	1.6
Net Surplus/(Deficit)	(\$199.773)	(\$194.085)	\$5.688	2.8	(\$537.720)	(\$531.414)	\$6.306	1.2

NOTE: Totals may not add due to rounding.

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	8.6	2.8	Mostly due to the favorable timing of the counting and depositing of cash	5.4	0.8	Mostly due to the favorable timing of the counting and depositing of cash
Other Operating Receipts	(38.7)	(82.9)	Primarily due to the unfavorable timing of receipt of NYC reimbursement of partial paratransit expenses	(35.7)	(66.9)	Primarily due to the unfavorable timing of receipt of NYC reimbursement of partial paratransit expenses
Capital and Other Reimbursements	7.9	11.0	Due mainly to higher reimbursements	13.8	9.3	Due mainly to higher reimbursements
Health & Welfare (including OPEB current payment)	30.4	34.4	Largely the favorable timing of payments	38.1	21.5	Largely the favorable timing of payments
Electric Power	1.4	5.0	Mainly due to lower prices	2.1	3.8	Primarily due to the favorable timing of expenses and lower prices, partly offset by the unfavorable timing of payments
Insurance				1.9	20.7	Mostly the favorable timing of interagency payments
Claims	(1.0)	(14.0)	The unfavorable timing of Claims payouts	1.7	12.5	The favorable timing of Claims payouts
Paratransit Service Contracts	5.3	17.2	Mostly due to lower completed trips, caused in part by adverse weather, and the favorable timing of payments	4.6	7.2	Mostly due to lower completed trips, caused in part by adverse weather, partly offset by the unfavorable timing of payments
Maintenance Contracts	1.9	11.9	Largely the favorable timing of building-related expenses, auto purchases and payments			
Professional Service Contracts				(7.8)	(44.8)	Mostly the unfavorable timing of Information Technology-related and professional/bond service expenses, partly offset by the favorable timing of payments

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

Table 6

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$0.695	\$16.545	\$15.850	-	\$4.736	\$30.125	\$25.389	536.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.156)	(7.156)	0.000	0.0	(15.584)	(15.584)	0.000	0.0
Paratransit Reimbursement	28.190	(7.900)	(36.090)	(128.0)	16.380	(18.889)	(35.269)	(215.3)
Other	(8.532)	(8.451)	0.081	0.9	(17.064)	(16.606)	0.458	2.7
Total Other Operating Revenue	12.502	(23.507)	(36.009)	(288.0)	(16.268)	(51.079)	(34.811)	(214.0)
Capital and Other Reimbursements	0.000	12.900	12.900	-	0.000	33.246	33.246	-
Total Receipts	\$13.197	\$5.938	(\$7.259)	(55.0)	(\$11.532)	\$12.292	\$23.824	206.6
Expenditures								
Labor:								
Labor:								
Payroll	3.238	(9.101)	(12.339)	(381.1)	(66.500)	(74.929)	(8.429)	(12.7)
Overtime	0.000	5.541	5.541	-	(9.653)	(2.788)	6.865	71.1
Total Salaries & Wages	3.238	(3.560)	(6.798)	(209.9)	(76.153)	(77.717)	(1.564)	(2.1)
Health and Welfare	0.000	25.684	25.684	-	0.001	27.209	27.208	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.075)	0.009	0.0	(118.169)	(118.083)	0.086	0.1
Other Fringe Benefits	3.436	4.518	1.082	31.5	0.636	0.944	0.308	48.4
Total Fringe Benefits	(55.648)	(28.873)	26.775	48.1	(117.532)	(89.930)	27.602	23.5
GASB Account	(5.791)	(5.876)	(0.085)	(1.5)	(11.582)	(12.208)	(0.626)	(5.4)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$58.201)	(\$38.309)	\$19.892	34.2	(\$205.267)	(\$179.855)	\$25.412	12.4
Non-Labor:								
Electric Power	(0.001)	(0.104)	(0.103)	-	0.000	(2.020)	(2.020)	-
Fuel	0.000	(1.210)	(1.210)	-	0.000	(2.646)	(2.646)	-
Insurance	6.352	5.673	(0.679)	(10.7)	3.599	4.126	0.527	14.6
Claims	0.710	(0.258)	(0.968)	(136.3)	1.422	3.158	1.736	122.1
Paratransit Service Contracts	0.167	2.951	2.784	-	0.334	(2.409)	(2.743)	(821.3)
Mtce. and Other Operating Contracts	0.000	1.251	1.251	-	0.000	2.337	2.337	-
Professional Service Contracts	0.000	2.194	2.194	-	0.000	8.016	8.016	-
Materials & Supplies	(1.964)	(6.633)	(4.669)	(237.7)	(3.927)	(2.386)	1.541	39.2
Other Business Expenses	0.001	0.381	0.380	-	(0.002)	0.595	0.597	-
Total Non-Labor Expenditures	\$5.265	\$4.245	(\$1.020)	(19.4)	\$1.426	\$8.771	\$7.345	515.1
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$52.936)	(\$34.064)	\$18.872	35.7	(\$203.841)	(\$171.084)	\$32.757	16.1
Depreciation	119.000	120.684	1.684	1.4	237.000	241.402	4.402	1.9
OPEB Account	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	-
Total Expenditures	\$66.064	\$86.620	\$20.556	31.1	\$33.159	\$70.318	\$37.159	112.1
Total Cash Conversion Adjustments	\$79.261	\$92.558	\$13.297	16.8	\$21.627	\$82.610	\$60.983	282.0

NOTE: Totals may not add due to rounding.

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
February 2014

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	57	58	(1)	
Law	267	260	7	
Office of the EVP	41	39	2	
Human Resources	219	254	(35)	
Office of Management and Budget	39	37	2	
Capital Planning & Budget	31	28	3	
Corporate Communications	253	241	12	
Technology & Information Services	446	423	23	
Non-Departmental	(51)	-	(51)	Negative budget represents vacancy provision
Labor Relations	96	86	10	
Materiel	253	240	13	
Controller	137	137	0	
Total Administration	1,788	1,803	(15)	
Operations				
Subways Rapid Transit Operations	7,594	7,555	39	Oper. Supervisor/Tower Operator vacancies
Subways Operations Support	369	366	3	
Subways Stations	2,626	2,592	34	
Sub-total Subways	10,589	10,513	76	
Buses	10,557	10,407	150	Bus Operator vacancies
Paratransit	208	192	16	
Operations Planning	418	403	15	
Revenue Control	464	426	38	
Total Operations	22,236	21,941	295	
Maintenance				
Subways Operations Support	201	194	7	
Subways Engineering	312	318	(6)	
Subways Car Equipment	4,311	4,228	83	PTE, Oper. Supervisors & hourly vacancies
Subways Infrastructure	1,428	1,405	23	
Subways Elevators & Escalators	384	369	15	
Subways Stations	3,552	3,451	101	Oper. Supervisor and hourly vacancies
Subways Track	2,725	2,693	32	
Subways Power	608	593	15	
Subways Signals	1,388	1,384	4	
Subways Electronic Maintenance	1,445	1,386	59	PTE and hourly vacancies
Sub-total Subways	16,354	16,021	333	
Buses	3,745	3,743	2	
Revenue Control	137	137	0	
Supply Logistics	560	554	6	
System Safety	91	84	7	
Total Maintenance	20,887	20,539	348	
Engineering/Capital				
Capital Program Management	1,274	1,276	(2)	
Total Engineering/Capital	1,274	1,276	(2)	
Public Safety				
Security	626	572	54	
Total Public Safety	626	572	54	
Total Positions	46,811	46,131	680	
Non-Reimbursable	42,033	42,280	(247)	
Reimbursable	4,778	3,851	927	
Total Full-Time	46,645	45,892	753	
Total Full-Time Equivalents	166	239	(73)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance	Explanation
			Fav./ (Unfav)	
Administration:				
Managers/Supervisors	646	565	81	
Professional, Technical, Clerical	1,127	1,215	(88)	
Operational Hourlies	15	23	(8)	
Total Administration	1,788	1,803	(15)	
Operations				
Managers/Supervisors	2,578	2,482	96	
Professional, Technical, Clerical	490	471	19	
Operational Hourlies	19,168	18,988	180	
Total Operations	22,236	21,941	295	
Maintenance				
Managers/Supervisors	3,817	3,669	148	
Professional, Technical, Clerical	1,028	972	56	
Operational Hourlies	16,042	15,898	144	
Total Maintenance	20,887	20,539	348	
Engineering/Capital				
Managers/Supervisors	329	309	20	
Professional, Technical, Clerical	943	965	(22)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,274	1,276	(2)	
Public Safety				
Managers/Supervisors	253	220	33	
Professional, Technical, Clerical	39	31	8	
Operational Hourlies	334	321	13	
Total Public Safety	626	572	54	
Total Positions				
Managers/Supervisors	7,623	7,245	378	
Professional, Technical, Clerical	3,627	3,654	(27)	
Operational Hourlies	35,561	35,232	329	
Total Positions	46,811	46,131	680	

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

4.19

	February						February Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	298,986	\$9.1	297,324	\$8.8	1,662	\$0.2 2.7%	630,557	\$19.1	641,079	\$19.0	(10,522)	\$0.2 .9%
<u>Unscheduled Service</u>	200,518	\$6.1	453,297	\$7.1	(252,779)	(\$1.1) (17.3%)	407,006	\$12.4	681,879	\$14.9	(274,872)	(\$2.5) (20.4%)
<u>Programmatic/Routine Maintenance</u>	260,201	\$7.5	158,378	\$7.5	101,823	(\$0.0) (0.3%)	609,096	\$17.6	482,561	\$19.5	126,536	(\$1.9) (10.6%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 .0%	0	\$0.0	0	\$0.0	0	\$0.0 *
<u>Vacancy/Absentee Coverage</u>	20,085	\$0.6	156,221	\$4.8	(136,136)	(\$4.2) *	40,169	\$1.2	217,381	\$6.7	(177,212)	(\$5.5) *
<u>Weather Emergencies</u>	45,380	\$1.8	340,798	\$10.8	(295,417)	(\$9.0) *	91,478	\$3.6	614,726	\$19.4	(523,249)	(\$15.8) *
<u>Safety/Security/Law Enforcement</u>	9,857	\$0.3	1,077	\$0.0	8,781	\$0.3 88.8%	19,716	\$0.6	2,426	\$0.1	17,290	\$0.5 87.4%
<u>Other</u>	15,685	\$0.5	(19,538)	(\$0.6)	35,222	\$1.1 *	32,084	\$1.0	72,355	\$2.3	(40,271)	(\$1.3) *
Subtotal	850,712	\$25.8	1,387,556	\$38.5	(536,844)	(\$12.7) (49.1%)	1,830,105	\$55.6	2,712,407	\$81.8	(882,302)	(\$26.2) (47.2%)
REIMBURSABLE OVERTIME	178,504	\$5.7	180,374	\$6.7	(1,870)	(\$1.1) (18.8%)	364,005	\$11.6	360,748	\$12.5	3,257	(\$0.9) (7.7%)
TOTAL OVERTIME	1,029,216	\$31.5	1,567,930	\$45.2	(538,714)	(\$13.8) (43.7%)	2,194,110	\$67.2	3,073,155	\$94.3	(879,045)	(\$27.1) (40.4%)

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)

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	1,662	\$0.2 (1.9%)		(10,522)	\$0.2 (0.6%)	
<u>Unscheduled Service</u>	(252,779)	(\$1.1) 8.3%	Mainly due to traffic, breakdowns, related ramp delays in Department of Buses and train operators in induction training.	(274,872)	(\$2.5) 9.6%	Unfavorable mainly due to traffic, breakdowns, related ramp delays in Department of Buses and train operators in induction training.
<u>Programmatic/Routine Maintenance</u>	101,823	(\$0.0) .2%		126,536	(\$1.9) 7.1%	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>	(136,136)	(\$4.2) 33.0%	Mainly due to vacancy / absentee coverage for station agents, bus operators and dispatchers.	(177,212)	(\$5.5) 20.8%	Mainly due to vacancy / absentee coverage for station agents, bus operators and dispatchers.
<u>Weather Emergencies</u>	(295,417)	(\$9.0) 70.9%	Primarily due to adverse weather in February.	(523,249)	(\$15.8) 60.2%	Primarily due to adverse weather.
<u>Safety/Security/Law Enforcement</u>	8,781	\$0.3 (2.1%)		17,290	\$0.5 (2.0%)	
<u>Other</u>	35,222	\$1.1 (8.3%)		(40,271)	(\$1.3) 4.9%	Unfavorable variance primarily due to 2013 timing of Cash-in of "banked" overtime in January and will be corrected in March.
Subtotal	(536,844)	(\$12.7) 92.3%		(882,302)	(\$26.2) 96.7%	
REIMBURSABLE OVERTIME	(1,870)	(\$1.1) 7.7%	Mainly due to Sandy related Montague and Greenpoint tunnel work.	3,257	(\$0.9) 3.3%	
TOTAL OVERTIME	(538,714)	(\$13.8)		(879,045)	(\$27.1)	

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

February 2014

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.6 million in February, was less than \$0.1 million (1.1 percent) below the Adopted Budget (budget). Year-to-date, other operating revenue was \$1.3 million, \$0.1 million (4.5 percent) under budget. These unfavorable variances were both due to lower farebox revenue caused by severe winter weather and the unfavorable timing of student fare reimbursements.

Total **ridership** in February 2014 was 315,565 riders, 0.8 percent (2,576 riders) below budget, and, year-to-date, total ridership was 672,744 riders, 4.3 percent (29,967 riders) below budget. Both variances were due to the severe winter weather. February 2014 average weekday ridership was 14,880, 1.3 percent (194 riders) lower than February 2013. Average weekday ridership for the twelve months ending February 2014 was 15,019, 4.7 percent (740 riders) lower than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were higher than budget in February by \$0.3 million (9.1 percent). Labor was slightly favorable by \$0.1 million (2.4 percent), as the favorable timing of payroll expenses and vacancies were mostly offset by the unfavorable timing of health & welfare/OPEB current expenses and higher overtime expenses, due to adverse weather, vacancy coverage, and Sandy residual requirements. Non-labor expenses exceeded budget by \$0.4 million (35.7 percent), due primarily to the unfavorable timing of the purchases of non-revenue vehicles. Year-to-date, expenses were favorable by \$0.3 million (3.3 percent). Labor expenses were below budget by \$0.6 million (10.8 percent), due mostly to payroll underruns caused by timing and vacancies, partly offset by higher overtime expenses, again due to adverse weather, vacancy coverage and Sandy residual requirements. Non-labor expenses were unfavorable to budget by \$0.4 million (17.1 percent), due essentially to the unfavorable timing of the purchases of non-revenue vehicles.

Depreciation expenses of \$1.5 million year-to-date exceeded budget by \$0.3 million (24.5 percent).

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

The **operating cash deficit** (excluding subsidies) was \$3.9 million for February year-to-date, \$2.5 million (39.5 percent) favorable to budget, due mainly to the favorable timing of labor-related payments.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	0.424	0.420	(0.004)	(0.9)	-	-	-	-	0.424	0.420	0.004	(0.9)
Other Operating Revenue	0.186	0.183	(0.003)	(1.6)	-	-	-	-	0.186	0.183	0.003	(1.6)
Capital and Other Reimbursements	-	-	-	-	0.250	0.090	(0.160)	(64.0)	0.250	0.090	0.160	(64.0)
Total Revenue	\$ 0.610	\$ 0.603	\$ (0.007)	(1.1)	\$ 0.250	\$ 0.090	\$ (0.160)	(64.0)	\$ 0.860	\$ 0.693	\$ (0.167)	(19.4)
Expenses												
Labor:												
Payroll	1.316	0.882	0.434	33.0	0.100	0.047	0.053	53.0	1.416	0.929	0.487	34.4
Overtime	0.168	0.297	(0.129)	(76.8)	0.025	0.003	0.022	88.0	0.193	0.300	(0.107)	(55.4)
Total Salaries & Wages	\$ 1.484	\$ 1.179	\$ 0.305	20.6	\$ 0.125	\$ 0.050	\$ 0.075	60.0	\$ 1.609	\$ 1.229	\$ 0.380	23.6
Health and Welfare	0.351	0.420	(0.069)	(19.7)	0.025	-	0.025	100.0	0.376	0.420	(0.044)	(11.7)
OPEB Current Portion	0.071	0.214	(0.143)	(201.4)	-	0.002	(0.002)	-	0.071	0.216	(0.145)	(204.2)
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	0.114	0.073	0.041	36.0	0.005	-	0.005	100.0	0.119	0.073	0.046	38.7
Total Fringe Benefits	\$ 0.998	\$ 1.182	\$ (0.184)	(18.4)	\$ 0.035	\$ 0.002	\$ 0.033	94.3	\$ 1.033	\$ 1.184	\$ (0.151)	(14.6)
Reimbursable Overhead	(0.090)	(0.027)	(0.063)	(70.0)	0.090	0.027	0.063	70.0	-	-	-	-
Total Labor Expenses	\$ 2.392	\$ 2.334	\$ 0.058	2.4	\$ 0.250	\$ 0.079	\$ 0.171	68.4	\$ 2.642	\$ 2.413	\$ 0.229	8.7
Non-Labor:												
Electric Power	0.470	0.391	0.079	16.8	-	0.001	(0.001)	-	0.470	0.392	0.078	16.6
Fuel	0.030	0.090	(0.060)	(200.0)	-	-	-	-	0.030	0.090	(0.060)	(200.0)
Insurance	0.140	0.085	0.055	39.3	-	-	-	-	0.140	0.085	0.055	39.3
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	0.678	(0.448)	(194.8)	-	-	-	-	0.230	0.678	(0.448)	(194.8)
Professional Service Contracts	0.035	0.021	0.014	40.0	-	-	-	-	0.035	0.021	0.014	40.0
Materials & Supplies	0.127	0.118	0.009	7.1	-	0.010	(0.010)	-	0.127	0.128	(0.001)	(0.8)
Other Business Expenses	-	0.025	(0.025)	-	-	-	-	-	-	0.025	(0.025)	-
Total Non-Labor Expenses	\$ 1.039	\$ 1.410	\$ (0.371)	(35.7)	\$ -	\$ 0.011	\$ (0.011)	-	\$ 1.039	\$ 1.421	\$ (0.382)	(36.8)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.431	\$ 3.744	\$ (0.313)	(9.1)	\$ 0.250	\$ 0.090	\$ 0.160	64.0	\$ 3.681	\$ 3.834	\$ (0.153)	(4.2)
Depreciation	0.625	0.762	(0.137)	(21.9)	-	-	-	-	0.625	0.762	(0.137)	(21.9)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 4.056	\$ 4.506	\$ (0.450)	(11.1)	\$ 0.250	\$ 0.090	\$ 0.160	64.0	\$ 4.306	\$ 4.596	\$ (0.290)	(6.7)
Net Surplus/(Deficit)	\$ (3.446)	\$ (3.903)	\$ (0.457)	(13.3)	\$ -	\$ -	\$ -	-	\$ (3.446)	\$ (3.903)	\$ (0.457)	(13.3)

Table 2

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 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
Revenue												
Farebox Revenue	0.890	0.856	(0.034)	(3.8)	-	-	-	-	0.890	0.856	0.034	(3.8)
Other Operating Revenue	0.467	0.440	(0.027)	(5.8)	-	-	-	-	0.467	0.440	0.027	(5.8)
Capital and Other Reimbursements	-	-	-	-	0.405	0.178	(0.227)	(56.0)	0.405	0.178	0.227	(56.0)
Total Revenue	\$ 1.357	\$ 1.296	\$ (0.061)	(4.5)	\$ 0.405	\$ 0.178	\$ (0.227)	(56.0)	\$ 1.762	\$ 1.474	\$ (0.288)	(16.3)
Expenses												
Labor:												
Payroll	3.289	2.283	1.006	30.6	0.150	0.089	0.061	40.7	3.439	2.372	1.067	31.0
Overtime	0.420	0.836	(0.416)	(99.0)	0.050	0.015	0.035	70.0	0.470	0.851	(0.381)	(81.1)
Total Salaries & Wages	\$ 3.709	\$ 3.119	\$ 0.590	15.9	\$ 0.200	\$ 0.104	\$ 0.096	48.0	\$ 3.909	\$ 3.223	\$ 0.686	17.5
Health and Welfare	0.702	0.464	0.238	33.9	0.050	-	0.050	100.0	0.752	0.464	0.288	38.3
OPEB Current Portion	0.142	0.225	(0.083)	(58.5)	-	0.002	(0.002)	-	0.142	0.227	(0.085)	(59.9)
Pensions	0.924	0.950	(0.026)	(2.8)	0.010	-	0.010	100.0	0.934	0.950	(0.016)	(1.7)
Other Fringe Benefits	0.285	0.319	(0.034)	(11.9)	0.010	0.002	0.008	80.0	0.295	0.321	(0.026)	(8.8)
Total Fringe Benefits	\$ 2.053	\$ 1.958	\$ 0.095	4.6	\$ 0.070	\$ 0.004	\$ 0.066	94.3	\$ 2.123	\$ 1.962	\$ 0.161	7.6
Reimbursable Overhead	(0.135)	(0.059)	(0.076)	(56.3)	0.135	0.059	0.076	56.3	-	-	-	-
Total Labor Expenses	\$ 5.627	\$ 5.018	\$ 0.609	10.8	\$ 0.405	\$ 0.167	\$ 0.238	58.8	\$ 6.032	\$ 5.185	\$ 0.847	14.0
Non-Labor:												
Electric Power	0.940	0.751	0.189	20.1	-	0.001	(0.001)	-	0.940	0.752	0.188	20.0
Fuel	0.060	0.137	(0.077)	(128.3)	-	-	-	-	0.060	0.137	(0.077)	(128.3)
Insurance	0.280	0.351	(0.071)	(25.4)	-	-	-	-	0.280	0.351	(0.071)	(25.4)
Claims	0.014	0.004	0.010	71.4	-	-	-	-	0.014	0.004	0.010	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.460	0.765	(0.305)	(66.3)	-	-	-	-	0.460	0.765	(0.305)	(66.3)
Professional Service Contracts	0.070	0.022	0.048	68.6	-	-	-	-	0.070	0.022	0.048	68.6
Materials & Supplies	0.254	0.371	(0.117)	(46.1)	-	0.010	(0.010)	-	0.254	0.381	(0.127)	(50.0)
Other Business Expenses	0.001	0.033	(0.032)	(3,200.0)	-	-	-	-	0.001	0.033	(0.032)	(3,200.0)
Total Non-Labor Expenses	\$ 2.079	\$ 2.434	\$ (0.355)	(17.1)	\$ -	\$ 0.011	\$ (0.011)	-	\$ 2.079	\$ 2.445	\$ (0.366)	(17.6)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 7.706	\$ 7.452	\$ 0.254	3.3	\$ 0.405	\$ 0.178	\$ 0.227	56.0	\$ 8.111	\$ 7.630	\$ 0.481	5.9
Depreciation	1.225	1.525	(0.300)	(24.5)	-	-	-	-	1.225	1.525	(0.300)	(24.5)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 8.931	\$ 8.977	\$ (0.046)	(0.5)	\$ 0.405	\$ 0.178	\$ 0.227	56.0	\$ 9.336	\$ 9.155	\$ 0.181	1.9
Net Surplus/(Deficit)	\$ (7.574)	\$ (7.681)	\$ (0.107)	(1.4)	\$ -	\$ -	\$ -	-	\$ (7.574)	\$ (7.681)	\$ (0.107)	(1.4)

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 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.	(0.004)	(0.9)	Due to severe winter weather	(0.034)	(3.8)	Due to severe winter weather
Other Operating Revenue	Non Reimb.	(0.003)	(1.6)	Mainly the unfavorable timing of student fare reimbursements	(0.027)	(5.8)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.434	33.0	Mostly timing and vacancies	1.006	30.6	Mostly timing and vacancies
Overtime	Non Reimb.	(0.129)	(76.8)	Largely the impact of adverse weather, vacancy coverage, and Sandy residual requirements	(0.416)	(99.0)	Largely the impact of adverse weather, vacancy coverage, and Sandy residual requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.212)	(50.2)	Unfavorable timing of expenses	0.155	18.4	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.041	36.0	Favorable timing of expenses	(0.034)	(11.9)	Unfavorable timing of expenses
Reimbursable Overhead	Non Reimb.	(0.063)	(70.0)	Due largely to lower reimbursable work than planned, due in part to adverse weather	(0.076)	(56.3)	Due largely to lower reimbursable work than planned, due in part to adverse weather
Electric Power	Non Reimb.	0.079	16.8	Favorable timing of expenses/lower prices	0.189	20.1	Favorable timing of expenses/lower prices
Fuel	Non Reimb.	(0.060)	over (100.0)	Unfavorable timing of non-revenue vehicle fuel expenses	(0.077)	over (100.0)	Unfavorable timing of non-revenue vehicle fuel expenses
Insurance	Non Reimb.	0.055	39.3	The unfavorable timing of interagency payments	(0.071)	(25.4)	The unfavorable timing of interagency payments
Claims	Non Reimb.	0.005	71.4	Timing of third party claims paid	0.010	71.4	Timing of third party claims paid
Maintenance & Other Operating Contracts	Non Reimb.	(0.448)	over (100.0)	Unfavorable timing of the purchase of non-revenue vehicles	(0.305)	(66.3)	Unfavorable timing of the purchase of non-revenue vehicles
Professional Service Contracts	Non Reimb.	0.014	40.0	Favorable timing of expenses	0.048	68.6	Favorable timing of expenses
Materials and Supplies	Non Reimb.				(0.117)	(46.1)	The unfavorable timing of maintenance material expenses
Capital and Other Reimbursements	Reimb.	(0.160)	(64.0)	Timing of Contractor requirements	(0.227)	(56.0)	Timing of Contractor requirements
Payroll	Reimb.	0.053	53.0	Timing of Contractor requirements	0.061	40.7	Timing of Contractor requirements
Overtime	Reimb.	0.022	88.0	Timing of Contractor requirements	0.035	70.0	Timing of Contractor requirements
Health and Welfare	Reimb.	0.025	100.0	Timing of Contractor requirements	0.050	100.0	Timing of Contractor requirements
Pension	Reimb.	0.005	100.0	Timing of Contractor requirements	0.010	100.0	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.424	0.435	0.011	2.6	0.890	0.889	(0.001)	(0.1)
Other Operating Revenue	0.186	0.004	(0.182)	(97.8)	0.467	0.683	0.216	46.3
Capital and Other Reimbursements	0.155	0.248	0.093	60.0	0.310	0.622	0.312	100.6
Total Receipts	\$ 0.765	\$ 0.687	\$ (0.078)	(10.2)	\$ 1.667	\$ 2.194	\$ 0.527	31.6
<u>Expenditures</u>								
Labor:								
Payroll	1.366	0.751	0.615	45.0	3.389	2.385	1.004	29.6
Overtime	0.193	0.348	(0.155)	(80.3)	0.470	0.657	(0.187)	(39.8)
Health and Welfare	0.376	-	0.376	100.0	0.752	0.003	0.749	99.6
OPEB Current Portion	0.071	0.006	0.065	91.5	0.142	0.017	0.125	88.0
Pensions	0.467	-	0.467	100.0	0.934	-	0.934	100.0
Other Fringe Benefits	0.119	0.049	0.070	58.8	0.295	0.122	0.173	58.6
GASB Account	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.592	\$ 1.154	\$ 1.438	55.5	\$ 5.982	\$ 3.184	\$ 2.798	46.8
Non-Labor:								
Electric Power	0.470	0.765	(0.295)	(62.8)	0.940	1.055	(0.115)	(12.2)
Fuel	0.030	0.009	0.021	70.0	0.060	0.017	0.043	71.7
Insurance	0.140	0.220	(0.080)	(57.1)	0.280	0.334	(0.054)	(19.3)
Claims	0.007	-	0.007	100.0	0.014	-	0.014	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.804	(0.574)	(249.6)	0.460	0.878	(0.418)	(90.9)
Professional Service Contracts	0.035	0.069	(0.034)	(97.1)	0.070	0.085	(0.015)	(21.4)
Materials & Supplies	0.127	0.060	0.067	52.8	0.254	0.509	(0.255)	(100.4)
Other Business Expenditures	-	0.001	(0.001)	-	0.001	0.002	(0.001)	(100.0)
Total Non-Labor Expenditures	\$ 1.039	\$ 1.928	\$ (0.889)	(85.6)	\$ 2.079	\$ 2.880	\$ (0.801)	(38.5)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.631	\$ 3.082	\$ 0.549	15.1	\$ 8.061	\$ 6.064	\$ 1.997	24.8
Operating Cash Deficit	\$ (2.866)	\$ (2.395)	\$ 0.471	16.4	\$ (6.394)	\$ (3.870)	\$ 2.524	39.5

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
February 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	(0.182)	(97.8%)	Mostly unfavorable timing of receipts	0.216	46.3%	Mostly favorable timing of receipts from 2013
Capital and Other Reimbursements	0.093	60.0%	Favorable timing of reimbursements	0.312	over 100.0%	Favorable timing of reimbursements
Payroll	0.615	45.0%	Timing of expenses	1.004	29.6%	Timing of expenses
Overtime	(0.155)	(80.3%)	Largely the impact of adverse weather, vacancy coverage, and Sandy residual requirements	(0.187)	(39.8%)	Largely the impact of adverse weather, vacancy coverage, and Sandy residual requirements
Health and Welfare (including OPEB current payment)	0.441	98.7%	Favorable timing of payments	0.874	97.8%	Favorable timing of payments
Pensions	0.467	100.0%	Favorable timing of payments	0.934	100.0%	Favorable timing of payments
Other Fringe Benefits	0.070	58.8%	Favorable timing of payments	0.173	58.6%	Favorable timing of payments
Electric Power	(0.295)	(62.8%)	Unfavorable timing of payments	(0.115)	(12.2%)	Unfavorable timing of payments, partly offset by the favorable timing of expenses and lower prices
Insurance	(0.080)	(57.1%)	The unfavorable timing of interagency payments			
Maintenance Contracts	(0.574)	over (100.0%)	The unfavorable timing of the purchase of non-revenue vehicles	(0.418)	(90.9%)	The unfavorable timing of the purchase of non-revenue vehicles
Materials and Supplies	0.067	52.8%	The favorable timing of payments	(0.255)	over (100.0%)	The unfavorable timing of payments and maintenance material expenses

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.000	0.015	0.015	-	0.000	0.033	0.033	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.179)	(0.179)	-	0.000	0.243	0.243	-
Capital and Other Reimbursements	(0.095)	0.158	0.253	266.3	(0.095)	0.444	0.539	567.4
Total Receipts	(\$0.095)	(\$0.006)	\$0.089	93.7	(\$0.095)	\$0.720	\$0.815	857.9
Expenditures								
Labor:								
Payroll	0.050	0.178	0.128	256.0	0.050	(0.013)	(0.063)	(126.0)
Overtime	0.000	(0.048)	(0.048)	-	0.000	0.194	0.194	-
Health and Welfare	0.000	0.420	0.420	-	0.000	0.461	0.461	-
OPEB Current Portion	0.000	0.210	0.210	-	0.000	0.210	0.210	-
Pensions	0.000	0.475	0.475	-	0.000	0.950	0.950	-
Other Fringe Benefits	0.000	0.024	0.024	-	0.000	0.199	0.199	-
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	-
Total Labor Expenditures	\$0.050	\$1.259	\$1.209	2,418.0	\$0.050	\$2.001	\$1.951	3,902.0
Non-Labor:								
Electric Power	0.000	(0.373)	(0.373)	-	0.000	(0.303)	(0.303)	-
Fuel	0.000	0.081	0.081	-	0.000	0.120	0.120	-
Insurance	0.000	(0.135)	(0.135)	-	0.000	0.017	0.017	-
Claims	0.000	0.002	0.002	-	0.000	0.004	0.004	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.126)	(0.126)	-	0.000	(0.113)	(0.113)	-
Professional Service Contracts	0.000	(0.048)	(0.048)	-	0.000	(0.063)	(0.063)	-
Materials & Supplies	0.000	0.068	0.068	-	0.000	(0.128)	(0.128)	-
Other Business Expenditures	0.000	0.024	0.024	-	0.000	0.031	0.031	-
Total Non-Labor Expenditures	\$0.000	(\$0.507)	(\$0.507)	-	\$0.000	(\$0.435)	(\$0.435)	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	\$0.050	\$0.752	\$0.702	1,404.0	\$0.050	\$1.566	\$1.516	3,032.0
Depreciation Adjustment	0.625	0.762	0.137	21.9	1.225	1.525	0.300	24.5
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$0.675	\$1.514	\$0.839	124.3	\$1.275	\$3.091	\$1.816	142.4
Total Cash Conversion Adjustments	\$0.580	\$1.508	\$0.928	160.0	\$1.180	\$3.811	\$2.631	223.0

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	14	(1)
General Office	6	6	0
Purchasing/Stores	6	5	1
Total Administration	25	25	0
Operations			
Transportation	91	88	3
Total Operations	91	88	3
Maintenance			
Mechanical	43	40	3
Electronics/Electrical	15	13	2
Power/Signals	26	25	1
Maintenance of Way	46	46	0
Infrastructure	25	27	(2)
Total Maintenance	155	151	4
Engineering/Capital			
Sandy Recovery	15	5	10
Total Engineering Capital	15	5	10
Total Positions	286	269	17
Non-Reimbursable	268	261	7
Reimbursable	18	8	10
Total Full-Time	286	269	17
Total Full-Time-Equivalents	0	0	0

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	14	14	0	
Professional, Technical, Clerical	11	11	0	
Operational Hourlies	0	0	0	
Total Administration	25	25	0	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	84	(1)	
Total Operations	91	88	3	
Maintenance				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	137	7	
Total Maintenance	155	151	4	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	3	1	2	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	10	2	8	
Total Engineering/Capital	15	5	10	
Total Positions				
Managers/Supervisors	30	29	1	
Professional, Technical, Clerical	19	17	2	
Operational Hourlies	237	223	14	
Total Positions	286	269	17	

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

<u>Month of February</u>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.318	0.316	(0.003)	(0.8%)	
<u>Year to Date</u>				
0.703	0.673	(0.030)	(4.3%)	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)**

	Month of February				Explanation
	2013	2014	Variance		
			Amount	Percent	
Average Weekday	0.015	0.015	(0.000)	(1.3%)	
Average Weekend	0.006	0.007	0.001	12.4%	Heavy snowfall on one weekend in 2013
12-Month Rolling Average					
Average Weekday	0.016	0.015	(0.001)	(4.7%)	Residual ridership losses from Sandy
Average Weekend	0.008	0.007	(0.001)	(12.1%)	Residual ridership losses from Sandy

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

FINANCIAL AND RIDERSHIP REPORT

February 2014

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$15.9 million in February, \$1.3 million (7.6 percent) below budget. Farebox revenue was \$0.4 million (2.9 percent) less than budget, due to lower ridership caused by inclement weather. Other operating revenue was \$0.9 million (39.5 percent) under budget, due to the unfavorable timing of Sandy recovery receipts. Year-to-date, operating revenue was \$3.0 million (8.4 percent) below budget, due to the same factors impacting the month.

Total MTA Bus ridership in February 2014 was 9.0 million, 4.8 percent (0.5 million riders) below budget. Year-to-date, ridership was 18.4 million, 6.3 percent (1.2 million riders) below budget. February 2014 average weekday ridership was 380,972, a decrease of 10.2 percent (43,325 riders) from February 2013. Average weekday ridership for the twelve months ending February 2014 was 400,864 riders, a decrease of 0.6 percent (2,402 riders) from the twelve months ending February 2013.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.3 million in February, \$0.1 million (0.2 percent) favorable to budget. Labor expenses exceeded budget by \$1.0 million (2.9 percent), due primarily to higher overtime expenses of \$1.1 million (31.4 percent), caused by the impact of adverse weather, and vacancy coverage/fleet maintenance requirements. Non-labor expenses were below budget by \$1.1 million (9.6 percent), attributable to the favorable timing of expenses affecting fuel by \$0.3 million (11.3 percent), claims by \$0.5 million (28.2 percent) and maintenance contracts by \$0.3 million (16.4 percent). Year-to-date, expenses were under budget by \$1.1 million (1.1 percent). Labor expenses were unfavorable by \$1.4 million (1.9 percent), including overtime overruns of \$2.1 million (28.7 percent), again due to adverse weather and vacancy coverage/fleet maintenance requirements, and higher payroll costs of \$1.1 million (3.0 percent), partly offset by the favorable timing of health & welfare/OPEB current expenses of \$1.0 million (8.5 percent) and other fringe benefits of \$0.9 million (12.2 percent). Non-labor expenses underran by \$2.5 million (10.6 percent), due to the favorable timing of expenses impacting maintenance contracts by \$1.1 million (32.5 percent), claims by \$1.0 million (27.0 percent), and fuel by \$1.0 million (14.7 percent).

Depreciation expenses of \$8.1 million were \$1.0 million (14.7 percent) above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$9.2 million of accrued expenses year-to-date, \$0.3 million (3.0 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$56.4 million, \$1.5 million (2.8 percent) above budget.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 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
Revenue												
Farebox Revenue	\$ 15,017	\$ 14,576	\$ (0,441)	(2.9)	\$ -	\$ -	\$ -	-	\$ 15,017	\$ 14,576	\$ (0,441)	(2.9)
Other Operating Income	2,188	1,324	(0,864)	(39.5)	-	-	-	-	2,188	1,324	(0,864)	(39.5)
Capital and Other Reimbursements	-	-	-	-	0,655	0,576	(0,079)	(12.1)	0,655	0,576	(0,079)	(12.1)
Total Revenue	\$ 17,205	\$ 15,900	\$ (1,305)	(7.6)	\$ 0,655	\$ 0,576	\$ (0,079)	(12.1)	\$ 17,860	\$ 16,476	\$ (1,384)	(7.7)
Labor												
Payroll	\$ 17,516	\$ 17,897	\$ (0,381)	(2.2)	\$ 0,427	\$ 0,263	\$ 0,164	38.4	\$ 17,943	\$ 18,160	\$ (0,217)	(1.2)
Overtime	3,629	4,769	(1,140)	(31.4)	-	-	-	-	3,629	4,769	(1,140)	(31.4)
Health and Welfare	4,422	4,078	0,344	7.8	0,078	0,072	0,006	7.7	4,500	4,150	0,350	7.8
OPEB Current Payment	1,681	1,501	0,180	10.7	-	-	-	-	1,681	1,501	0,180	10.7
Pensions	3,501	3,794	(0,293)	(8.4)	0,036	0,056	(0,020)	(55.6)	3,537	3,850	(0,313)	(8.8)
Other Fringe Benefits	3,525	3,224	0,301	8.5	0,035	0,056	(0,021)	(60.0)	3,560	3,280	0,280	7.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0,069	(0,069)	-	-	0,069	(0,069)	-
Total Labor Expenses	\$ 34,274	\$ 35,263	\$ (0,989)	(2.9)	\$ 0,576	\$ 0,516	\$ 0,060	10.4	\$ 34,850	\$ 35,779	\$ (0,929)	(2.7)
Non-Labor												
Electric Power	\$ 0,096	\$ 0,141	\$ (0,045)	(46.9)	\$ -	\$ -	\$ -	-	\$ 0,096	\$ 0,141	\$ (0,045)	(46.9)
Fuel	3,090	2,741	0,349	11.3	-	-	-	-	3,090	2,741	0,349	11.3
Insurance	0,284	0,277	0,007	2.5	-	-	-	-	0,284	0,277	0,007	2.5
Claims	1,855	1,331	0,524	28.2	-	-	-	-	1,855	1,331	0,524	28.2
Maintenance and Other Operating Contracts	1,525	1,275	0,250	16.4	0,017	-	0,017	100.0	1,542	1,275	0,267	17.3
Professional Service Contracts	1,517	1,453	0,064	4.2	-	-	-	-	1,517	1,453	0,064	4.2
Materials & Supplies	2,548	2,528	0,020	0.8	0,062	0,060	0,002	3.2	2,610	2,588	0,022	0.8
Other Business Expense	0,150	0,258	(0,108)	(72.0)	-	-	-	-	0,150	0,258	(0,108)	(72.0)
Total Non-Labor Expenses	\$ 11,065	\$ 10,004	\$ 1,061	9.6	\$ 0,079	\$ 0,060	\$ 0,019	24.1	\$ 11,144	\$ 10,064	\$ 1,080	9.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 45,339	\$ 45,267	\$ 0,072	0.2	\$ 0,655	\$ 0,576	\$ 0,079	12.1	\$ 45,994	\$ 45,843	\$ 0,151	0.3
Depreciation	3,520	4,139	(0,619)	(17.6)	-	-	-	-	3,520	4,139	(0,619)	(17.6)
OPEB Obligation	\$4,743	4,600	0,143	3.0	-	-	-	-	4,743	4,600	0,143	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 53,602	\$ 54,006	\$ (0,404)	(0.8)	\$ 0,655	\$ 0,576	\$ 0,079	12.1	\$ 54,257	\$ 54,582	\$ (0,325)	(0.6)
Net Surplus/(Deficit)	\$ (36,397)	\$ (38,106)	\$ (1,709)	(4.7)	\$ -	\$ -	\$ (0,000)	-	\$ (36,397)	\$ (38,106)	\$ (1,709)	(4.7)

NOTE Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2014 Year-To-Date
(\$ 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
Revenue												
Farebox Revenue	\$ 31 076	\$ 29 596	\$ (1,480)	(4.8)	\$ -	\$ -	\$ -	-	\$ 31 076	\$ 29,596	\$ (1 480)	(4.8)
Other Operating Income	4,376	2 889	(1 487)	(34.0)	-	-	-	-	4,376	2 889	(1 487)	(34.0)
Capital and Other Reimbursements	-	-	-	-	1,409	0.813	(0.596)	(42.3)	1,409	0.813	(0.596)	(42.3)
Total Revenue	\$ 35,452	\$ 32,485	\$ (2,967)	(8.4)	\$ 1,409	\$ 0.813	\$ (0.596)	(42.3)	\$ 36,861	\$ 33,298	\$ (3,563)	(9.7)
Expenses												
Labor												
Payroll	\$ 37 658	\$ 38 797	\$ (1,139)	(3.0)	0,918	0,334	\$ 0,584	63.6	\$ 38 576	\$ 39,131	\$ (0,555)	(1.4)
Overtime	7,470	9 615	(2,145)	(28.7)	-	-	-	-	7,470	9,615	(2,145)	(28.7)
Health and Welfare	8 844	8,169	0,675	7.6	0 168	0,093	0,075	44.6	9,012	8 262	0 750	8.3
OPEB Current Payment	3 361	3,002	0,359	10.7	-	-	-	-	3,361	3 002	0 359	10.7
Pensions	7 528	7 588	(0 060)	(0.8)	0,077	0,078	(0,001)	(1.3)	7,605	7,666	(0 061)	(0.8)
Other Fringe Benefits	7 579	6,654	0,925	12.2	0,075	0,066	0 009	12.0	7,654	6 720	0,934	12.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0,069	(0 069)	-	-	0,069	(0,069)	-
Total Labor Expenses	\$ 72,440	\$ 73,825	\$ (1,385)	(1.9)	\$ 1,238	\$ 0,640	\$ 0,598	48.3	\$ 73,678	\$ 74,465	\$ (0,787)	(1.1)
Non-Labor												
Electric Power	\$ 0 206	\$ 0 285	\$ (0,079)	(38.3)	\$ -	\$ -	\$ -	-	\$ 0,206	\$ 0,285	\$ (0,079)	(38.3)
Fuel	6,644	5,670	0,974	14.7	-	-	-	-	6,644	5,670	0,974	14.7
Insurance	0,568	0,554	0,014	2.5	-	-	-	-	0,568	0,554	0,014	2.5
Claims	3,710	2,707	1,003	27.0	-	-	-	-	3,710	2,707	1,003	27.0
Maintenance and Other Operating Contracts	3 279	2,212	1,067	32.5	0,037	-	0,037	100.0	3,316	2,212	1,104	33.3
Professional Service Contracts	3 262	3,466	(0,204)	(6.3)	-	-	-	-	3,262	3,466	(0 204)	(6.3)
Materials & Supplies	5,478	5,678	(0,200)	(3.7)	0,134	0,173	(0,039)	(29.1)	5,612	5,851	(0,239)	(4.3)
Other Business Expense	0,323	0,416	(0,093)	(28.8)	-	-	-	-	0,323	0,416	(0,093)	(28.8)
Total Non-Labor Expenses	\$ 23,470	\$ 20,988	\$ 2,482	10.6	\$ 0,171	\$ 0,173	\$ (0,002)	(1.2)	\$ 23,641	\$ 21,161	\$ 2,480	10.5
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 95,910	\$ 94,813	\$ 1,097	1.1	\$ 1,409	\$ 0,813	\$ 0,596	42.3	\$ 97,319	\$ 95,626	\$ 1,693	1.7
Depreciation	7,040	8,073	(1,033)	(14.7)	-	-	-	-	7,040	8 073	(1 033)	(14.7)
OPEB Obligation	9 486	9,200	0 286	3.0	-	-	-	-	9,486	9 200	0 286	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 112,436	\$ 112,086	\$ 0,350	0.3	\$ 1,409	\$ 0,813	\$ 0,596	42.3	\$ 113,845	\$ 112,899	\$ 0,946	0.8
Net Surplus/(Deficit)	\$ (76,984)	\$ (79,601)	\$ (2,617)	(3.4)	\$ -	\$ -	\$ -	-	\$ (76,984)	\$ (79,601)	\$ (2,617)	(3.4)

*
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	February 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (0.441)	(2.9)	Lower ridership due to inclement weather		\$ (1.480)	(4.8)	Lower ridership due to inclement weather	
Other Operating Revenue	NR	\$ (0.864)	(39.5)	Unfavorable timing of Sandy Recovery Receipts		\$ (1.487)	(34.0)	Unfavorable timing of Sandy Recovery Receipts	
Capital and Other Reimbursements	R	\$ (0.079)	(12.1)	Timing of reimbursement receipts, delayed funding and vacancies		\$ (0.596)	(42.3)	Timing of reimbursement receipts, delayed funding and vacancies	
Total Revenue Variance		\$ (1.384)	(7.7)			\$ (3.563)	(9.7)		
Payroll	NR	\$ (0.381)	(2.2)	Greater than budgeted miscellaneous base pay, reimbursable employees charged to non-reimbursable due to delayed Capital funding allocation, offset by vacancies		\$ (1.139)	(3.0)	Greater than budgeted miscellaneous base pay, reimbursable employees charged to non-reimbursable due to delayed Capital funding allocation, offset by vacancies	
Overtime	NR	\$ (1.140)	(31.4)	Mainly due to coverage for vacancies, the impact of adverse weather and the aging bus fleet's impact on bus maintenance		\$ (2.145)	(28.7)	Mainly due to coverage for vacancies, the impact of adverse weather and the aging bus fleet's impact on bus maintenance	
Health and Welfare (including OPEB)	NR	\$ 0.524	8.6	Favorable timing of expenses		\$ 1.034	8.5	Favorable timing of expenses	
Pension	NR	\$ (0.293)	(8.4)	Greater than budgeted expenses		\$ (0.060)	(0.8)	(a)	
Other Fringe Benefits	NR	\$ 0.301	8.5	Favorable timing of workers' compensation payments and associated vacancies		\$ 0.925	12.2	Favorable timing of workers' compensation payments and associated vacancies	
Electric Power	NR	\$ (0.045)	(46.9)	Greater than budgeted expenses		\$ (0.079)	(46.9)	Greater than budgeted expenses	
Fuel	NR	\$ 0.349	11.3	Timing of expenses		\$ 0.974	14.7	Primarily 2013 CNG rebate and lower CNG rates	
Insurance	NR	\$ 0.007	2.5	(a)		\$ 0.014	2.5	(a)	
Claims	NR	\$ 0.524	28.2	Timing of expenses		\$ 1.003	27.0	Timing of expenses	
Maintenance and Other Operating Contracts	NR	\$ 0.250	16.4	Timing of expenses		\$ 1.067	32.5	Timing of expenses	
Professional Service Contracts	NR	\$ 0.064	4.2	(a)		\$ (0.204)	(6.3)	Greater than budgeted expenses due to prior period under accruals	
Materials & Supplies	NR	\$ 0.020	0.8	(a)		\$ (0.200)	(3.7)	Greater than budgeted expenses due to inclement weather expenses and prior period under accruals	
Other Business Expense	NR	\$ (0.108)	(72.0)	Greater than budgeted expenses		\$ (0.093)	(28.8)	Greater than budgeted expenses	
Depreciation	NR	\$ (0.619)	(17.6)	non cash expense		\$ (1.033)	(14.7)	non cash expense	
Other Post Employment Benefits	NR	\$ 0.143	3.0	(a)		\$ 0.286	3.0	(a)	
Environmental Remediation		\$ -	-			\$ -	-		
Payroll	R	\$ 0.164	38.4	Timing of charges, delayed funding and vacancy		\$ 0.584	63.6	Timing of charges, delayed funding and vacancy	
Health and Welfare	R	\$ 0.006	7.7	Timing of charges		\$ 0.075	44.6	Timing of charges	
Pension	R	\$ (0.020)	(55.6)			\$ (0.301)	(1.3)		
Other Fringe Benefits	R	\$ (0.021)	(60.0)			\$ 0.009	12.0		
Maintenance and Other Operating Contracts	R	\$ 0.017	*			\$ 0.037	*		
Materials & Supplies	R	\$ 0.002	*	Timing of charges		\$ (0.039)	*	Timing of charges	
Total Expense Variance		\$ (0.325)	(0.6)			\$ 0.946	0.8		
Net Variance		\$ (1.709)	(4.7)			\$ (2.617)	(3.4)		

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	February 2014					Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Percent	Adopted Budget	Actual	Favorable (Unfavorable)		Percent
			Variance					Variance		
Receipts										
Farebox Revenue	\$ 15.017	\$ 14.320	\$ (0.697)	(4.6)		\$ 31.076	\$ 30.125	\$ (0.951)	(3.1)	
Other Operating Revenue	2.188	2.465	0.277	12.7		4.376	2.884	(1.492)	(34.1)	
Capital and Other Reimbursements	1.106	0.375	(0.731)	(66.1)		2.212	1.306	(0.906)	(41.0)	
Total Receipts	\$ 18.311	\$ 17.160	\$ (1.151)	(6.3)		\$ 37.664	\$ 34.315	\$ (3.349)	(8.9)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 17.859	\$ 17.963	\$ (0.104)	(0.6)		\$ 35.717	\$ 36.219	\$ (0.502)	(1.4)	
Overtime	3.629	4.769	(1.140)	(31.4)		7.470	9.615	(2.145)	(28.7)	
Health and Welfare	4.473	3.191	1.282	28.7		8.946	6.468	2.478	27.7	
OPEB Current Payment	1.681	1.501	0.180	10.7		3.362	3.182	0.180	5.4	
Pensions	3.832	3.794	0.038	1.0		7.664	7.025	0.639	8.3	
Other Fringe Benefits	3.024	3.150	(0.126)	(4.2)		6.048	5.753	0.295	4.9	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 34.498	\$ 34.368	\$ 0.130	0.4		\$ 69.207	\$ 68.262	\$ 0.945	1.4	
<i>Non-Labor:</i>										
Electric Power	\$ 0.104	\$ -	\$ 0.104	100.0		\$ 0.208	\$ 0.144	\$ 0.064	30.8	
Fuel	3.360	2.943	0.417	12.4		6.721	6.716	0.005	0.1	
Insurance	0.284	-	0.284	100.0		0.568	2.398	(1.830)	*	
Claims	1.605	0.642	0.963	60.0		3.210	2.557	0.653	20.3	
Maintenance and Other Operating Contracts	1.677	0.863	0.814	48.5		3.354	2.124	1.230	36.7	
Professional Service Contracts	1.650	0.543	1.107	67.1		3.300	2.300	1.000	30.3	
Materials & Supplies	2.838	2.283	0.555	19.6		5.676	5.887	(0.211)	(3.7)	
Other Business Expenses	0.163	0.142	0.021	12.9		0.326	0.370	(0.044)	(13.5)	
Total Non-Labor Expenditures	\$ 11.681	\$ 7.416	\$ 4.265	36.5		\$ 23.363	\$ 22.496	\$ 0.867	3.7	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 46.179	\$ 41.784	\$ 4.395	9.5		\$ 92.570	\$ 90.758	\$ 1.812	2.0	
Operating Cash Surplus/(Deficit)	\$ (27.868)	\$ (24.624)	\$ 3.244	11.6		\$ (54.906)	\$ (56.443)	\$ (1.537)	(2.8)	

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	February 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.697)	(4.6)	(a)	\$ (0.951)	(3.1)	(a)
Other Operating Revenue	0.277	12.7	Timing of Sandy recovery and students/elderly reimbursements	(1.492)	(34.1)	Timing of Sandy recovery and students/elderly reimbursements
Capital and Other Reimbursements	(0.731)	(66.1)	Timing of reimbursement receipts and delayed funding	(0.906)	(41.0)	Timing of reimbursement receipts and delayed funding
Total Receipts	\$ (1.151)	(6.3)		\$ (3.349)	(8.9)	
Payroll	\$ (0.104)	(0.6)	(a)	\$ (0.502)	(1.4)	(a)
Overtime	(1.140)	(31.4)	Mainly due to coverage for vacancies, bus maintenance requirements and the impact of inclement weather	(2.145)	(28.7)	Mainly due to coverage for vacancies, bus maintenance requirements and the impact of inclement weather
Health and Welfare (including OPEB)	1.462	23.8	Timing of payments	2.658	21.6	Timing of payments
Pension	0.038	1.0	(a)	0.639	8.3	Timing of payments
Other Fringe Benefits	(0.126)	(4.2)	(a)	0.295	4.9	(a)
GASB	-	-		-	-	
Electric Power	0.104	100.0	Timing of payments	0.064	30.8	Timing of payments
Fuel	0.417	12.4	Timing of payments	0.005	0.1	(a)
Insurance	0.284	100.0	Timing of payments	(1.830)	*	Annual payment of insurance liability was made in January.
Claims	0.963	60.0	Timing of payments	0.653	20.3	Timing of payments
Maintenance and Other Operating Contracts	0.814	48.5	Timing of payments	1.230	36.7	Timing of payments
Professional Service Contracts	1.107	67.1	Timing of payments	1.000	30.3	Timing of payments
Materials & Supplies	0.555	19.6	Timing of payments	(0.211)	(3.7)	Mainly due to impact of inclement weather
Other Business Expenditure	0.021	12.9	(a)	(0.044)	(13.5)	(a)
Total Expenditures	\$ 4.395	9.5		\$ 1.812	2.0	
Net Cash Variance	\$ 3.244	11.6		\$ (1.537)	(2.8)	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	February 2014				Year-To-Date			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (0.256)	\$ (0.256)	-	\$ -	\$ 0.529	\$ 0.529	-
Other Operating Revenue	-	1.141	1.141	-	-	(0.005)	(0.005)	-
Capital and Other Reimbursements	0.451	(0.201)	(0.652)	*	0.803	0.493	(0.310)	(38.6)
Total Receipts	\$ 0.451	\$ 0.684	\$ 0.233	51.7	\$ 0.803	\$ 1.017	\$ 0.214	26.7
Expenditures								
<i>Labor:</i>								
Payroll	\$ 0.084	\$ 0.197	\$ 0.113	*	\$ 2.859	\$ 2.912	\$ 0.053	1.9
Overtime	-	-	-	-	-	-	-	-
Health and Welfare	0.027	0.959	0.932	*	0.066	1.794	1.728	*
OPEB Current Payment	-	-	-	-	(0.001)	(0.180)	(0.179)	*
Pensions	(0.295)	0.056	0.351	*	(0.059)	0.641	0.700	*
Other Fringe Benefits	0.536	0.130	(0.406)	(75.7)	1.606	0.967	(0.639)	(39.8)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	0.069	0.069	-	-	0.069	0.069	-
Total Labor Expenditures	\$ 0.352	\$ 1.411	\$ 1.059	*	\$ 4.471	\$ 6.203	\$ 1.732	38.7
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.008)	\$ 0.141	\$ 0.133	*	\$ (0.002)	\$ 0.141	\$ 0.139	*
Fuel for Buses and Trains	(0.270)	(0.202)	0.068	25.2	(0.077)	(1.046)	(0.969)	*
Insurance	-	0.277	0.277	-	-	(1.844)	(1.844)	-
Claims	0.250	0.689	0.439	*	0.500	0.150	(0.350)	(70.0)
Maintenance and Other Operating Contracts	(0.135)	0.412	0.547	*	(0.038)	0.088	0.126	*
Professional Service Contracts	(0.133)	0.910	1.043	*	(0.038)	1.166	1.204	*
Materials & Supplies	(0.228)	0.305	0.533	*	(0.064)	(0.036)	0.028	43.7
Other Business Expenditures	(0.013)	0.116	0.129	*	(0.003)	0.046	0.049	*
Total Non-Labor Expenditures	\$ (0.537)	\$ 2.648	\$ 3.169	*	\$ 0.278	\$ (1.335)	\$ (1.617)	*
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (0.185)	\$ 4.059	\$ 4.228	*	\$ 4.749	\$ 4.868	\$ 0.115	2.4
Depreciation Adjustment	3.520	4.139	0.619	17.6	7.040	8.073	1.033	14.7
Other Post Employment Benefits	4.743	4.600	(0.143)	(3.0)	9.486	9.200	(0.286)	(3.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 8.078	\$ 12.798	\$ 4.704	58.2	\$ 21.275	\$ 22.141	\$ 0.862	4.1
Total Cash Conversion Adjustments	\$ 8.529	\$ 13.482	\$ 4.937	57.9	\$ 22.078	\$ 23.158	\$ 1.076	4.9

NOTE: Totals may not add due to rounding

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

	<u>February 2014</u>			<u>Year-to-date as of February 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>
<u>Farebox Revenue</u>						
Fixed Route	\$ 15.017	\$ 14.576	\$ (0.441)	\$ 31.076	\$ 29.596	\$ (1.480)
Total Farebox Revenue	\$ 15.017	\$ 14.576	\$ (0.441)	\$ 31.076	\$ 29.596	\$ (1.480)
Other Revenue	\$ 2.188	\$ 1.324	\$ (0.864)	\$ 4.376	\$ 2.889	\$ (1.487)
Capital & Other	0.655	0.576	(0.079)	1.409	0.813	(0.596)
Total Revenue	\$ 17.860	\$ 16.476	\$ (1.384)	\$ 36.861	\$ 33.298	\$ (3.563)
<u>Ridership</u>						
Fixed Route	9.445	8.997	(0.448)	19.658	18.427	(1.231)
Total Ridership	9.445	8.997	(0.448)	19.658	18.427	(1.231)

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS
FEBRUARY 2014

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	6	9	(3)	
Office of Management and Budget	15	12	3	
Technology & Information Services	16	14	2	
Material	18	14	4	
Controller	15	19	(4)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	24	24	-	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	12	12	-	
Non-Departmental	17	-	17	
Total Administration	144	115	29	Vacancies to be filled
Operations				
Buses	2,211	2,112	99	Bus Operators vacancies to be filled
Office of the Executive VP	1	2	(1)	
Safety & Training	28	76	(48)	
Road Operations	116	114	2	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	19	2	
Total Operations	2,429	2,373	56	
Maintenance				
Buses	755	730	25	
Maintenance Support/CMF	156	168	(12)	
Facilities	73	43	30	
Supply Logistics	92	91	1	Vacancies Replaced by MOU
Total Maintenance	1,076	1,032	44	
Capital Program Management	37	31	6	
Total Engineering/Capital	37	31	6	
Security	18	14	4	
Total Public Safety	18	14	4	
Total Positions	3,704	3,565	139	
Non-Reimbursable	3,640	3,509	131	
Reimbursable	64	56	8	
Total Full-Time	3,689	3,548	141	
Total Full-Time Equivalents	15	17	(2)	

MTA BUS COMPANY
February Financial Plan - 2014 Adopted Budget
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
FEBRUARY 2014

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	56	43	13	
Professional, Technical, Clerical	71	72	(1)	
Operational Hourlies	17	-	17	
Total Administration	144	115	29	Vacancies to be filled
Operations				
Managers/Supervisors	298	292	6	
Professional, Technical, Clerical	51	56	(5)	
Operational Hourlies	2,080	2,025	55	
Total Operations	2,429	2,373	56	Bus Operators vacancies to be filled
Maintenance				
Managers/Supervisors	205	198	7	
Professional, Technical, Clerical	17	16	1	
Operational Hourlies	854	818	36	
Total Maintenance	1,076	1,032	44	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	31	6	
Public Safety				
Managers/Supervisors	14	9	5	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	14	4	
Total Baseline Positions				
Managers/Supervisors	594	558	36	
Professional, Technical, Clerical	159	162	(3)	
Operational Hourlies	2,951	2,845	106	
Total Baseline Positions	3,704	3,565	139	

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

	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	44,982	\$1.9	45,614	\$1.9	(632)	(\$0.0)	94,899	\$4.0	96,273	\$4.0	(1,374)	\$0.1
					-1.4%	-2.0%					-1.4%	1.5%
<u>Unscheduled Service</u>	6,571	\$0.3	9,809	\$0.4	(3,238)	(0.1)	13,570	\$0.6	18,193	\$0.7	(4,622)	(0.2)
					-49.3%	-57.3%					-34.1%	-28.5%
<u>Programmatic/Routine Maintenance</u>	16,363	\$0.7	26,571	\$1.1	(10,208)	(0.4)	34,006	\$1.4	54,580	\$2.3	(20,575)	(0.9)
					-62.4%	-58.0%					-60.5%	-60.9%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	13,930	\$0.6	20,889	\$0.9	(6,959)	(0.3)	25,496	\$1.1	42,872	\$1.8	(17,376)	(0.6)
					-50.0%	-42.2%					-68.2%	-54.3%
<u>Weather Emergencies</u>	2,750	\$0.1	8,629	\$0.4	(5,880)	(0.3)	5,795	\$0.2	17,142	\$0.7	(11,347)	(0.5)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	217	\$0.0	135	\$0.0	82	0.0	353	\$0.0	267	\$0.0	87	0.0
					37.9%	47.0%					24.5%	30.8%
<u>Other</u>	292	\$0.0	720	\$0.0	(428)	(0.0)	615	\$0.1	1,440	\$0.1	(825)	(0.0)
					*	*					*	*
Subtotal	85,104	\$3.6	112,367	\$4.8	(27,263)	(\$1.1)	174,734	\$7.5	230,767	\$9.6	(56,033)	(\$2.1)
					-32.0%	-31.4%					-32.1%	-28.7%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	85,104	\$3.6	112,367	\$4.8	(27,263)	(\$1.1)	174,734	\$7.5	230,767	\$9.6	(56,033)	(\$2.1)
					-32.0%	-31.4%					-32.1%	-28.7%

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)

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(632) -1.4%	(\$0.0) -2.0%	Operated less than Scheduled Service	(1,374) -1.4%	\$0.1 1.5%	Operated less than Scheduled Service
<u>Unscheduled Service</u>	(3,238) -49.3%	(\$0.1) -51.3%		(4,622) -34.1%	(\$0.2) -28.5%	
<u>Programmatic/Routine Maintenance</u>	(10,208) -62.4%	(\$0.4) -58.0%	Maintenance work for accelerated completion of defects found on scheduled inspections	(20,575) -60.5%	(\$0.9) -60.9%	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>	(6,959) -50.0%	(\$0.3) -42.2%	Vacancy and Absentee Coverage	(17,376) -68.2%	(\$0.6) -54.3%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	(5,880) *	(\$0.3) *	Impact of winter storms	(11,347) *	(\$0.5) *	Impact of winter storms
<u>Safety/Security/Law Enforcement</u>	82 37.9%	\$0.0 47.0%		87 24.5%	\$0.0 30.8%	
<u>Other</u>	(428) *	(\$0.0) *		(825) *	(\$0.0) *	
Subtotal	(27,263) -32.0%	(\$1.1) -31.4%		(56,033) -32.1%	(\$2.1) -28.7%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(27,263)	(\$1.1)		(56,033)	(\$2.1)	

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through February 28, New York City Transit's performance against its 2014 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$39.5	\$49.5	126
Design Completions	56.6	23.9	42
Awards	626.5	370.5	59
Substantial Completions	268.2	135.6	51
Closeouts	353.6	44.5	13

During February, NYCT awarded projects totaling \$44.9 million including:

- mainline track and switch replacement on the 4th Avenue and Eastern Parkway Lines in Brooklyn; and
- line structure repairs on the Dyre Avenue Line in the Bronx.

During the same period, NYCT substantially completed projects totaling \$53.7 million including:

- replacement of three escalators in southern Manhattan;
- modification of signal control lines at 160 locations; and
- station component work on the Crosstown Line at 21st Street and Greenpoint Avenue Stations.

Also during February, NYCT started five design projects for \$13.4 million, completed four designs for \$10.8 million, and closed out seven projects for \$41.8 million.

Capital Program Status
February 2014
(April 2014)

During February, NYCT awarded projects totaling \$44.9 million including mainline track and switch projects totaling \$16.1 million on the 4th Avenue and Eastern Parkway Lines in Brooklyn. 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 February, NYCT awarded a \$10 million project for structural repairs on the Dyre Avenue Line in the Bronx. Work will take place from north of the East 180th Street Station to the Dyre Avenue Station and will repair damaged structural elements of the thru-span bridges including abutments, piers and walls, as required.

During February, NYCT substantially completed projects totaling \$53.7 million, including the replacement of three escalators in southern Manhattan for \$14.2 million. Escalators that had reached the end of their useful life were replaced at the Whitehall Street Station on the Broadway Line, the East Broadway Station on the 6th Avenue Line and the Bowery Station on the Nassau Loop.

NYCT completed the \$13.6 million fourth phase of an ongoing initiative to modernize the entire signal system. Phase 4 of the initiative addressed 160 locations and included the extension of control and operation of wayside equipment, installation of grade timing and station timing, modification of signal control lines, or installation of new signal locations.

Also during February, NYCT substantially completed station component work on the Crosstown Line at 21st Street Station in Queens and Greenpoint Avenue Station in Brooklyn for \$9.8 million. Work included painting, repair of damaged stairs, track walls, light fixtures, various platform components, and other station elements as required.

Also during February, NYCT started five design projects for \$13.4 million, completed four designs for \$10.8 million, and closed out seven projects for \$41.8 million.

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

Projects Closed During February 2014
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Replacement 2012: South of 14 St Union Sq / Broadway	\$5.5	\$3.5	01/2013	13
Ulmer Park: Brick Facade Repair [SBMP]	1.0	1.1	11/2013	3
Station Components: Broad Channel Station / Rockaway Line	7.4	7.4	11/2013	3
Mainline Track Replacement 2013 at Brighton Line	2.6	1.3	01/2014	1
Mainline Track Replacement 2012 at Brighton Line	12.3	15.8	02/2014	0
Mainline Track Replacement 2013 at Queens Boulevard Line	8.2	9.6	12/2014	(10)
Stop Cable Replacement Phase 4: Various Locations	4.1	3.2	01/2015	(11)

The closeout of the Mainline Track Replacement 2012: South of 14th Street-Union Square project was delayed by 13 months because of difficulties in getting track access to complete punch list work.

CAPITAL PROJECT MILESTONE SUMMARY 2014

(THROUGH FEBRUARY 28, 2014)

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

February

Design Starts	\$8.3	2	\$13.4	5	161.4	250.0
Design Completions	35.9	21	10.8	4	30.2	19.0
Construction Awards	270.8	12	44.9	10	16.6	83.3
Substantial Completions	109.9	10	53.7	9	48.9	90.0
Closeouts	282.1	11	41.8	7	14.8	63.6

2014 Year-To-Date

Design Starts	\$39.5	14	\$49.5	18	125.6	128.6
Design Completions	56.6	31	23.9	13	42.2	41.9
Construction Awards	626.5	32	370.5	26	59.1	81.3
Substantial Completions	268.2	25	135.6	20	50.6	80.0
Closeouts	353.6	32	44.5	9	12.6	28.1

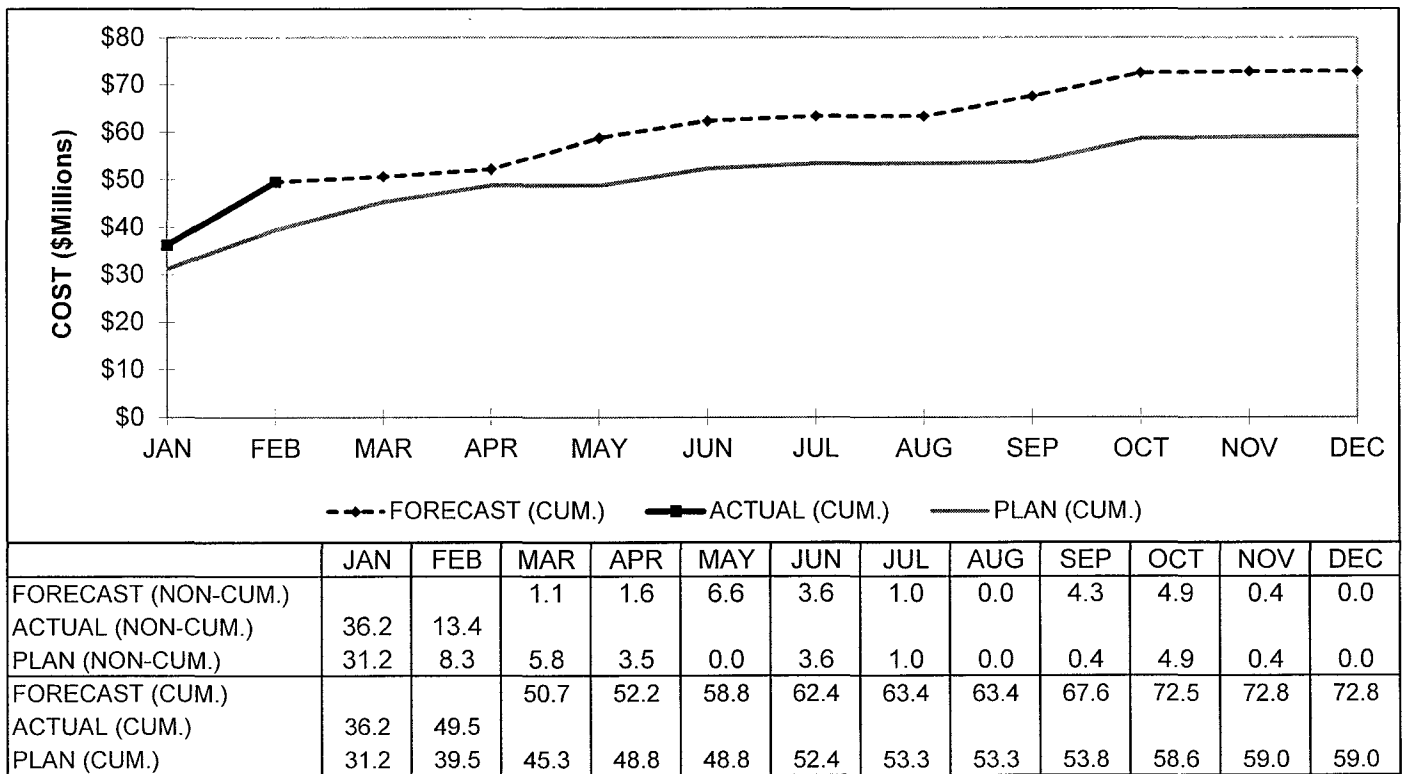
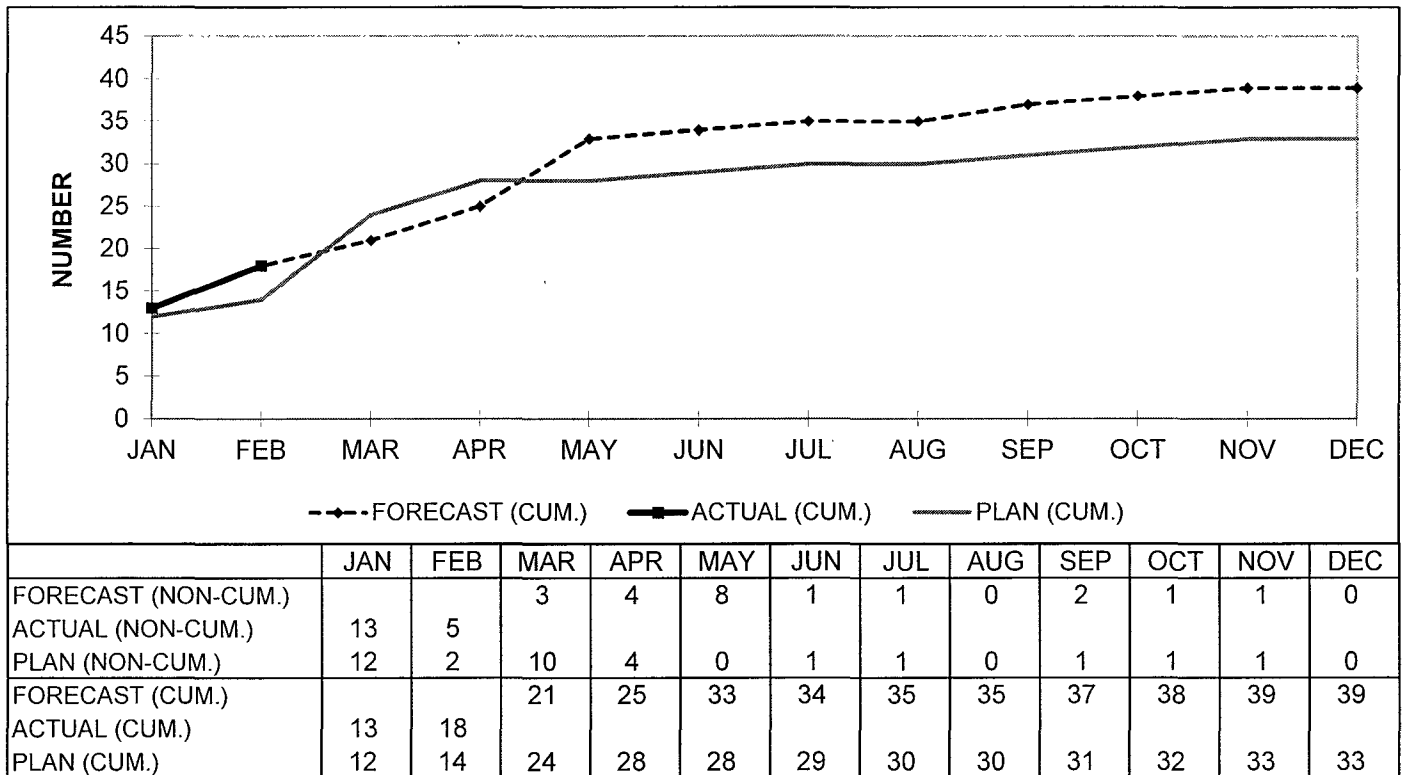
2014 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$72.8	39	123.4	118.2
Design Completions	177.1	129	198.5	134	112.0	103.9
Construction Awards	3,606.9	218	3,548.4	225	98.4	103.2
Substantial Completions	2,132.7	189	2,155.1	188	101.0	99.5
Closeouts	3,697.3	202	3,681.2	196	99.6	97.0

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

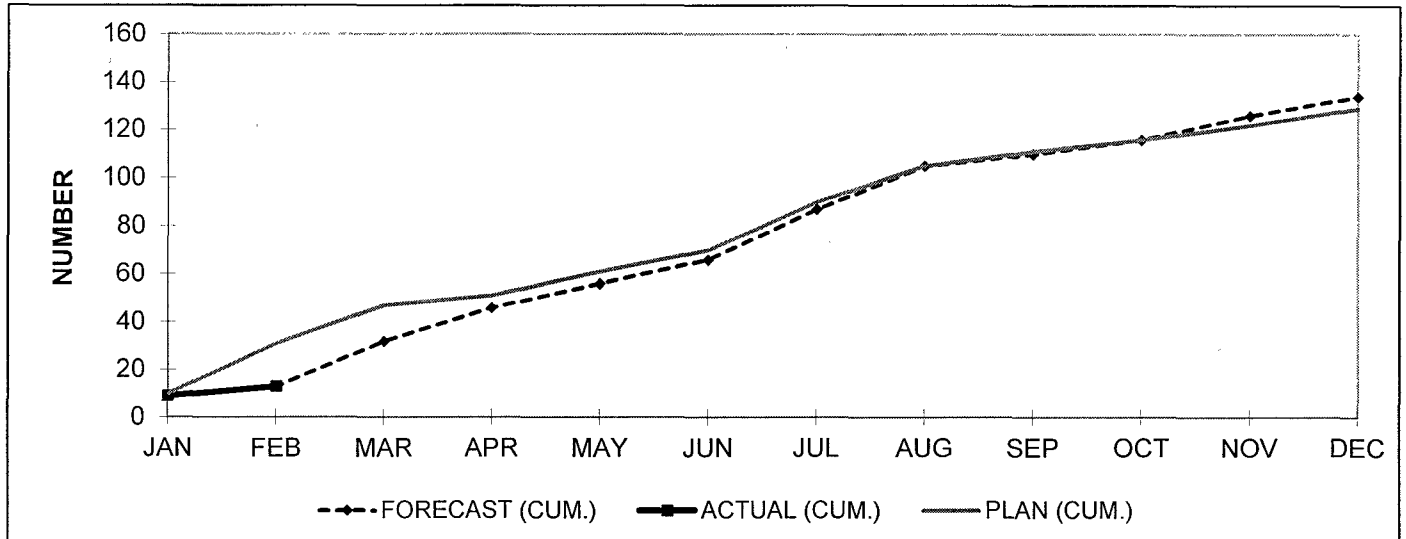
2014 Design Starts Charts

As of February 2014

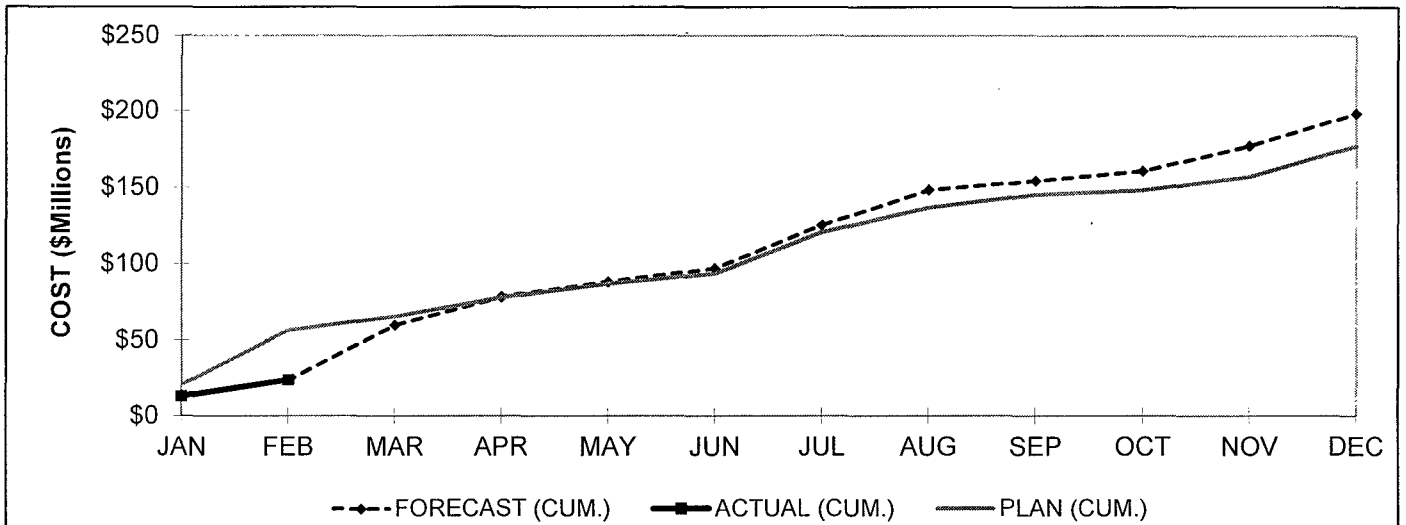


2014 Design Completions Charts

As of February 2014



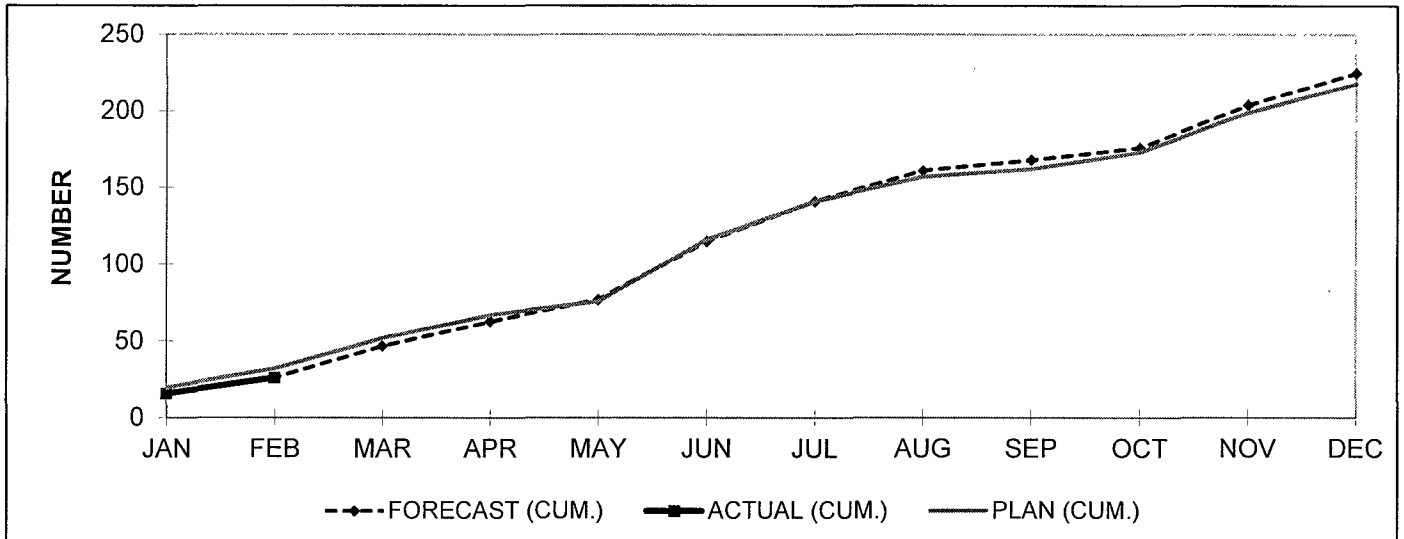
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			19	14	10	10	21	18	5	6	10	8
ACTUAL (NON-CUM.)	9	4										
PLAN (NON-CUM.)	10	21	16	4	10	9	20	15	6	5	6	7
FORECAST (CUM.)			32	46	56	66	87	105	110	116	126	134
ACTUAL (CUM.)	9	13										
PLAN (CUM.)	10	31	47	51	61	70	90	105	111	116	122	129



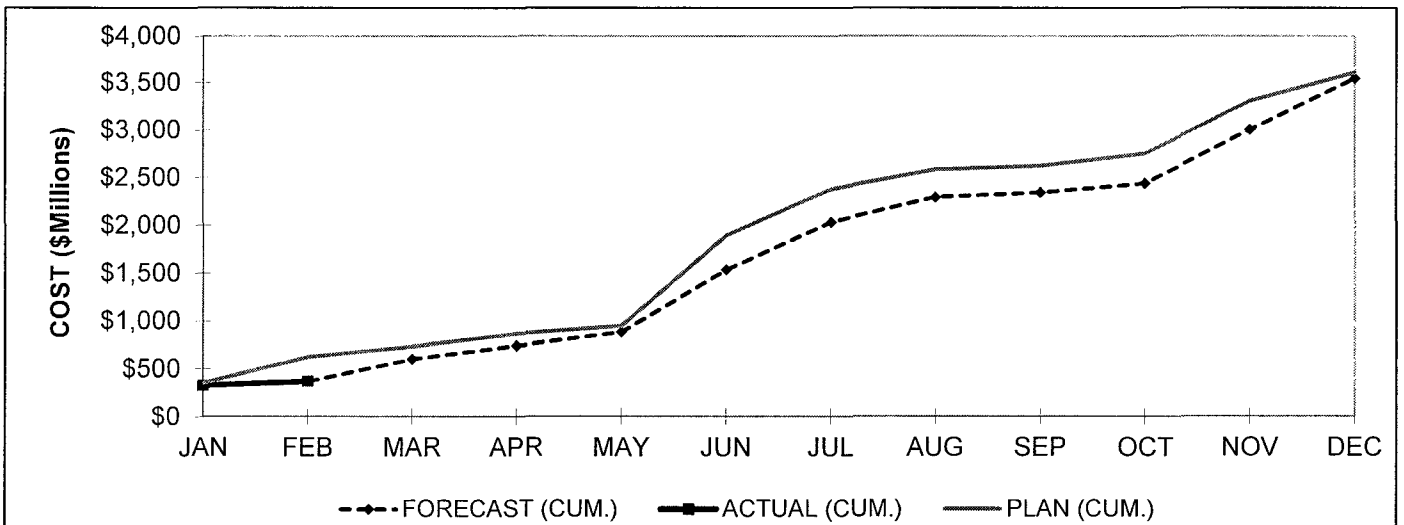
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			36.3	18.2	9.9	8.8	28.4	22.9	6.0	6.4	16.5	21.1
ACTUAL (NON-CUM.)	13.0	10.8										
PLAN (NON-CUM.)	20.7	35.9	9.1	12.2	8.9	6.8	27.1	16.3	8.2	2.8	9.1	19.9
FORECAST (CUM.)			60.2	78.4	88.3	97.2	125.5	148.5	154.5	160.9	177.4	198.5
ACTUAL (CUM.)	13.0	23.9										
PLAN (CUM.)	20.7	56.6	65.7	77.9	86.9	93.7	120.8	137.1	145.3	148.2	157.2	177.1

2014 Awards Charts

As of February 2014



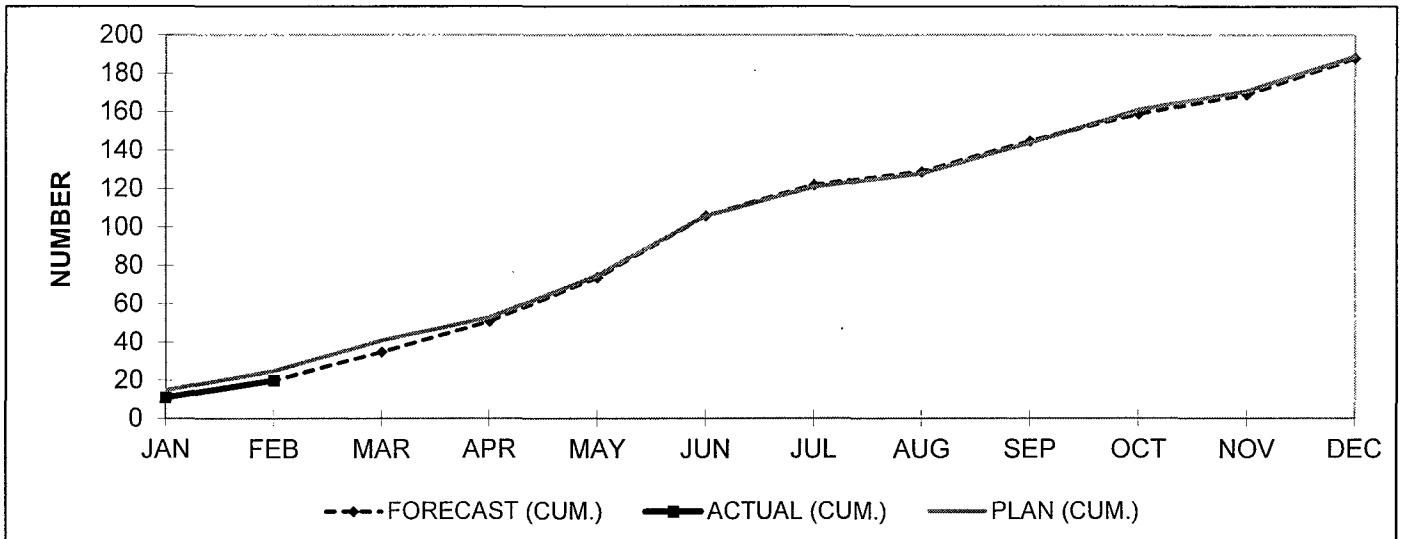
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			21	16	14	38	26	20	7	8	28	21
ACTUAL (NON-CUM.)	16	10										
PLAN (NON-CUM.)	20	12	20	15	9	40	25	16	5	11	26	19
FORECAST (CUM.)			47	63	77	115	141	161	168	176	204	225
ACTUAL (CUM.)	16	26										
PLAN (CUM.)	20	32	52	67	76	116	141	157	162	173	199	218



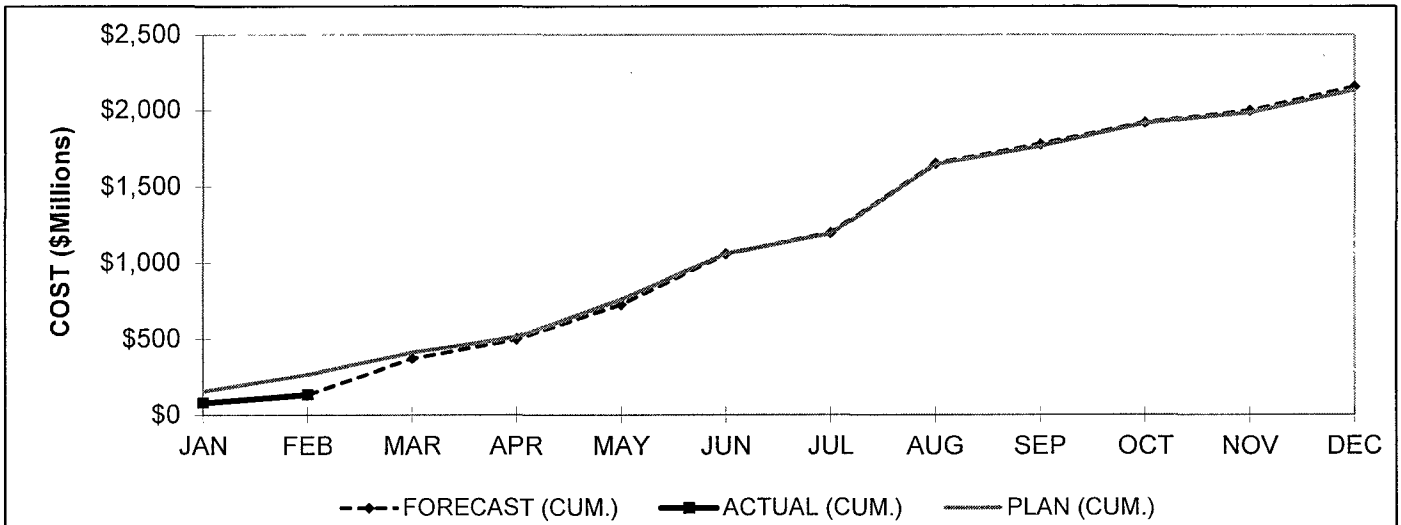
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			234.6	139.5	140.7	654.1	496.1	260.6	47.8	98.5	564.7	541.4
ACTUAL (NON-CUM.)	325.6	44.9										
PLAN (NON-CUM.)	355.7	270.8	108.5	132.8	80.3	948.0	483.2	204.3	40.9	130.6	552.4	299.5
FORECAST (CUM.)			605.0	744.5	885.1	1,539.2	2,035.3	2,295.9	2,343.7	2,442.3	3,007.0	3,548.4
ACTUAL (CUM.)	325.6	370.5										
PLAN (CUM.)	355.7	626.5	735.0	867.8	948.1	1,896.0	2,379.3	2,583.5	2,624.4	2,755.1	3,307.4	3,606.9

2014 Substantial Completions Charts

As of February 2014



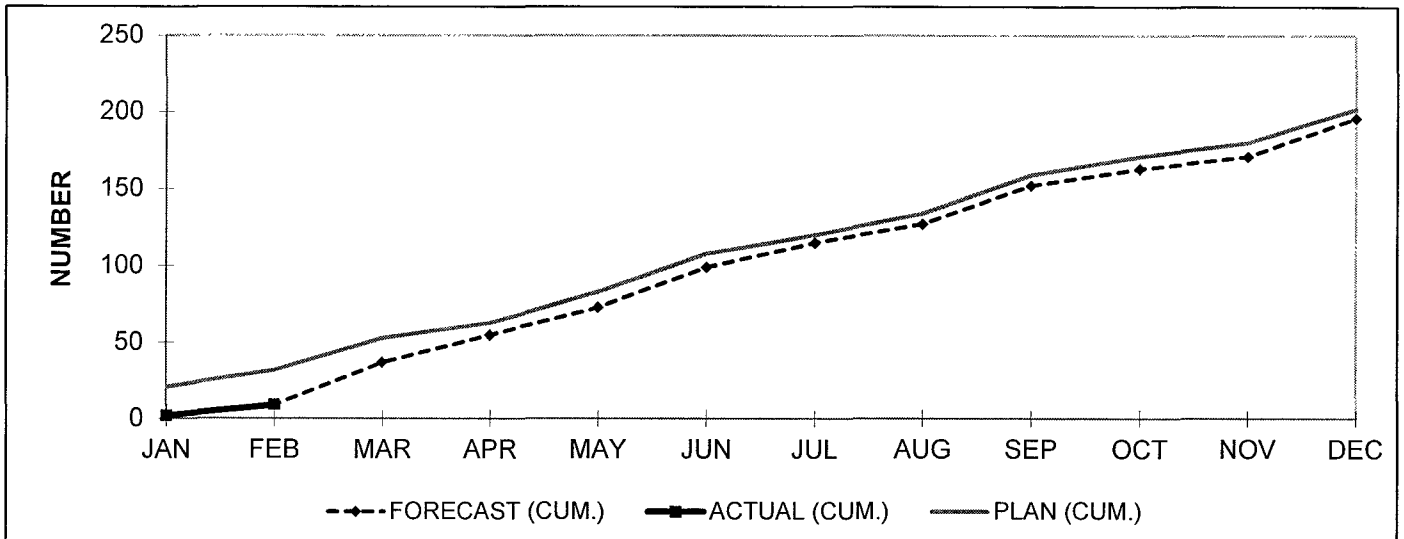
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			15	16	23	32	16	7	16	14	10	19
ACTUAL (NON-CUM.)	11	9										
PLAN (NON-CUM.)	15	10	16	12	22	31	15	7	16	17	10	18
FORECAST (CUM.)			35	51	74	106	122	129	145	159	169	188
ACTUAL (CUM.)	11	20										
PLAN (CUM.)	15	25	41	53	75	106	121	128	144	161	171	189



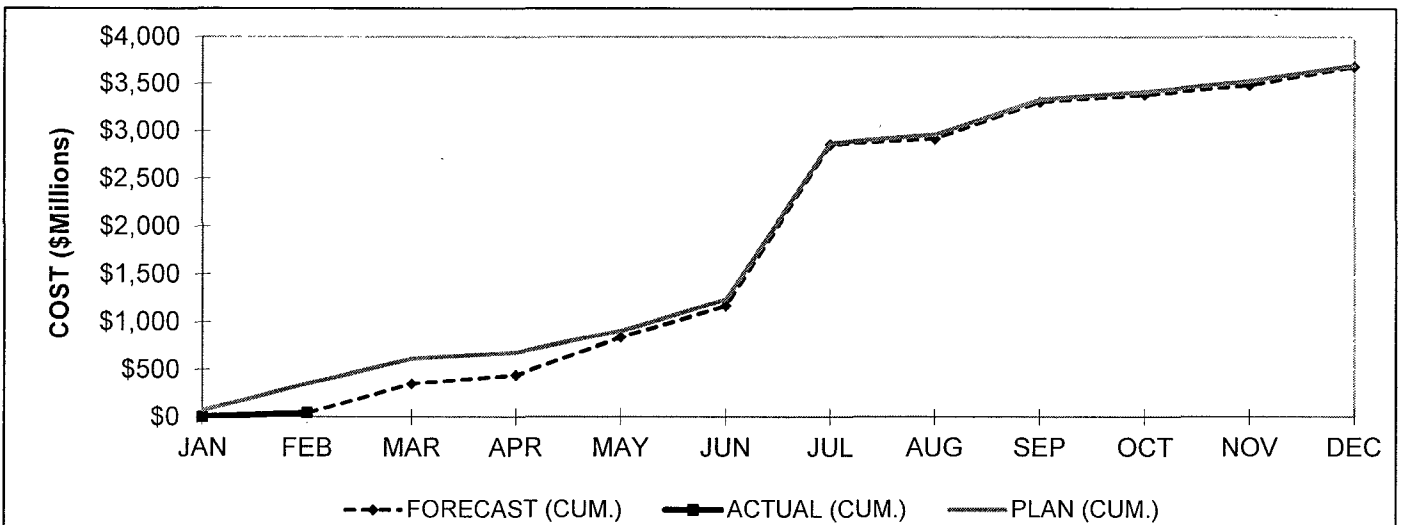
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			237.8	127.1	228.3	332.9	137.4	453.5	126.0	141.2	78.2	157.0
ACTUAL (NON-CUM.)	81.9	53.7										
PLAN (NON-CUM.)	158.3	109.9	145.2	99.5	249.3	300.3	131.3	453.1	118.2	151.0	68.6	148.2
FORECAST (CUM.)			373.4	500.6	728.9	1,061.8	1,199.2	1,652.7	1,778.7	1,919.9	1,998.1	2,155.1
ACTUAL (CUM.)	81.9	135.6										
PLAN (CUM.)	158.3	268.2	413.3	512.8	762.1	1,062.3	1,193.7	1,646.8	1,764.9	1,915.9	1,984.4	2,132.7

2014 Closeouts Charts

As of February 2014



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			28	18	18	26	16	12	25	11	8	25
ACTUAL (NON-CUM.)	2	7										
PLAN (NON-CUM.)	21	11	21	10	20	25	12	14	25	12	9	22
FORECAST (CUM.)			37	55	73	99	115	127	152	163	171	196
ACTUAL (CUM.)	2	9										
PLAN (CUM.)	21	32	53	63	83	108	120	134	159	171	180	202




	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			308.2	92.1	397.7	329.4	1687.7	60.2	390.0	74.1	102.0	195.3
ACTUAL (NON-CUM.)	2.7	41.8										
PLAN (NON-CUM.)	71.5	282.1	262.6	67.5	223.6	329.4	1637.8	90.7	370.6	82.1	112.8	166.6
FORECAST (CUM.)			352.8	444.9	842.6	1,171.9	2,859.7	2,919.8	3,309.8	3,383.9	3,485.9	3,681.2
ACTUAL (CUM.)	2.7	44.6										
PLAN (CUM.)	71.5	353.6	616.3	683.8	907.4	1,236.7	2,874.6	2,965.3	3,335.8	3,417.9	3,530.6	3,697.3





5. PROCUREMENTS

Report

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$27.5M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	4/28/14			
2	Board	4/30/14			

April 11, 2014			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote:

Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$	10.0 M
	• Dental Pay Plus d/b/a	\$ 10.0 M		
	Pro Benefits Administrators			

SUBTOTAL	1	\$	10.0 M
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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	1	\$	0.4 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$	7.5 M
SUBTOTAL		2	\$	7.9 M

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

Schedules Requiring Majority Vote:

Schedule I:	Modifications to Purchase and Public Work Contracts	1	\$	0.9 M
SUBTOTAL		1	\$	0.9 M

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D:	Ratification of Completed Procurement Actions	1	\$	7.8 M
SUBTOTAL		1	\$	7.8 M

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$	0.9
SUBTOTAL		1	\$	0.9
TOTAL		6	\$	27.5

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.

APRIL 2014

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- | | | |
|--|---------------------|-------------------------------|
| 1. Dental Pay Plus, Inc. d/b/a
Pro Benefits Administrators
Contract# 08E9879.7 | \$10,000,000 (Est.) | <u>Staff Summary Attached</u> |
|--|---------------------|-------------------------------|

Modification to the contract for third party Dental Administrative Services to extend the term one year with an option for up to an additional twelve months.

APRIL 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. **Summit Security Services** \$413,020 (Est.) *Staff Summary Attached*
Eight-month contract
RFQ# 75848

Fire safety director services for the new Fulton Center and the adjacent Corbin Building.

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

2. **AlliedBarton Security Services, LLC** \$7,545,000 (Est.) *Staff Summary Attached*
Contract# 06H9503.6

Modification to the contract to provide uniformed armed security guard services, in order to extend the contract term for nine months, plus an option to extend the contract term for up to an additional three months.



APRIL 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

**1. SSK Constructors, JV
Contract# C-26007.33**

\$930,000

Staff Summary Attached

Modification to the contract for the construction of the Second Avenue Subway, 72nd Street Station, in order to address impact costs associated with previously granted time extensions.

APRIL 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

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

- | | | |
|---|--------------------|-------------------------------|
| 1. Kratos Public Safety and Security | \$7,777,000 | <u>Staff Summary Attached</u> |
| Contract# C-52120 | | |
| Furnish, install, and integrate an Electronic Security System at the Court Street/Borough Hall Station Complex. | | |

APRIL 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|-----------|-------------------------------|
| 1. E.E. Cruz and Tully Construction
Company, JV, LLC
Contract # C-26010.51 | \$867,783 | <u>Staff Summary Attached</u> |
|--|-----------|-------------------------------|

Modification to the contract for station finishes for the Second Avenue Subway, 96th Street Station, in order to replace rigid galvanized conduit and power cable with metal clad cable utilized for tunnel lighting.

Item Number: 1

Vendor Name (& Location) Dental Pay Plus, Inc. d/b/a Pro Benefits Administrators (Amherst, NY)	
Description Third Party Dental Administrative Services	
Contract Term (including Options, if any) May 15, 2008 – May 14, 2014	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Human Resources, Dawn Pinnock	

Contract Number 08E9879	AWO/Modification # 7
Original Amount:	\$ 5,200,000
Prior Modifications:	\$ 26,000,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 31,200,000
This Request: (including option)	\$ 10,000,000 (Est.)
% of This Request to Current Amount:	32.1%
% of Modifications (including This Request) to Original Amount:	692.3%

Discussion:

This modification is to extend the contract term with Dental Pay Plus, Inc. (Dental Pay Plus) to continue to provide third-party dental administration services for one year from May 15, 2014 through May 14, 2015, with an option to extend the contract term for up to an additional twelve months. Exercise of the option will be subject to NYC Transit Procurement authorization.

Under the contract, Dental Pay Plus processes claims for NYC Transit's enrollees, monitors membership, and maintains the provider network. Dental Pay Plus receives an administrative fee for their services and the balance of funds allocated to the contract are used to reimburse dental providers based upon a fixed reimbursement schedule that has remained constant. The projected annual expenditure for administrative costs is \$330,000, or 7% of annual expenditures of \$5,000,000 for the entire contract. Approximately \$4,670,000 per year, or 93% of projected annual expenditures, is for dental provider reimbursements.

As part of their collective bargaining agreement, members of Transport Workers Union Local 100, the Subway Surface Supervisors Association, the Transit Supervisors Organization, and represented employees are entitled to receive dental benefits. To ensure these union members continue to have dental coverage, it is necessary to extend the contract with Dental Pay Plus until an RFP can be completed based on the plan coverage provisions agreed to in labor negotiations.

NYC Transit currently has approximately 22,000 members and 25,000 dependents enrolled in the Dental Pay Plus plan. For this extension and option, Dental Pay Plus agreed to maintain the administrative fee of \$1.25 per enrolled member per month established in 2009. Dental Pay Plus only charges an administrative fee for members, not for their dependents. In 2013, Dental Pay Plus processed 49,500 claims, which is approximately 4,100 claims per month. Based on the above, Dental Pay Plus' fees are deemed fair and reasonable.

Schedule G: Miscellaneous Service Contracts

Item Number: 1

Vendor Name (& Location) Summit Security Services (Uniondale, NY)
Description Fire Safety Director Services
Contract Term (including Options, if any) May 1, 2014 – February 2, 2015
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Piggyback NYS OGS contract

Contract Number RFQ 75848	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$413,020 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Joseph Leader	

Discussion:

This contract is for fire safety director services with Summit Security Services (Summit) at the new Fulton Center and the adjacent Corbin Building in the estimated amount of \$413,020. 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 New York State Office of General Services (NYS OGS) Contract PS65725 that was competitively solicited through a request for proposals process and whose pricing and other commercial terms specified in the contract have been deemed satisfactory.

A fire safety director is responsible for conducting fire and evacuation drills, selecting qualified personnel for a fire brigade and organizing, training, supervising and maintaining the availability and readiness of the fire brigade, and conducting monthly testing of the fire alarm communications system. The Fulton Center will maintain 24-hour-a-day, seven-days-per-week coverage, whereas the Corbin Building, an office facility, will have coverage from six a.m. to six p.m. seven-days-per-week.

NYS OGS competitively solicited and awarded a contract for fire safety director services through July 23, 2017, but NYC Transit has decided to utilize this NYS OGS contract for only nine months at this time in order to coincide with the expiration in February 2015 of the current NYC Transit fire safety director services contract at 130 Livingston Street, 370 Jay Street, and at the RCC. A new contract for NYC Transit's locations will be solicited and awarded prior to February 2015 to provide continuity of service.

Having evaluated all available facts, Procurement finds Summit to be responsible, and Summit's estimated total price of \$413,020 to be fair and reasonable.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: 2

Vendor Name (& Location)	
AlliedBarton Security Services, LLC (King of Prussia, PA)	
Description	
Armed Security Guard Services	
Contract Term (including Options, if any)	
April 1, 2008 – April 30, 2014	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Division of Revenue, Alan Putre Department of Security, Vincent DeMarino	

Contract Number	AWO/Modification #
06H9503	6
Original Amount: (Est.)	
	\$ 21,885,332
Option Amount	
	\$ 12,043,290
Total Amount:	
	\$ 33,928,622
Prior Modifications: (excluding options)	
	\$ 7,622,613
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 41,551,235
This Request: (including option)	
\$4,745,000: Revenue Control	\$ 7,545,000
\$2,800,000: Security	(Est.)
% of This Request to Current Amount:	
	18.2%
% of Modifications (including This Request) to Total Amount:	
	44.7%

Discussion:

This modification will extend the contract term with Allied Barton Security Services, LLC (Allied) to continue to provide armed security guard services for an additional nine months from May 1, 2014 to January 31, 2015, with an option to extend the contract term for up to an additional three months. Exercise of the option will be subject to NYC Transit Procurement authorization.

In December 2007, the Board approved the award of a three-year competitively negotiated miscellaneous service contract to Allied to provide armed security guard services for NYC Transit's Division of Revenue Control at the Consolidated Revenue Facility and other locations throughout NYC Transit. The contract included two one-year options, both of which were exercised. Subsequent modifications extended the contract term to April 30, 2014. Under the contract, Allied provides armed security guards who conduct patrols, control access to the facility, monitor all activities utilizing closed-circuit television, monitor alarms, and handle emergencies. Allied also provides armed guards who perform similar duties for the Department of Security at designated NYC Transit locations.

This modification is needed to allow NYC Transit sufficient time to complete negotiations, make various scope revisions and award a new multi-year contract for armed security guard services. As a result of an extensive outreach to firms, NYC Transit received six proposals for the armed guard services contract. The number of proposals has led to an extended time period to conduct evaluations and negotiations. The estimated expenditures for this extension and option have been derived using the Prevailing Wage Rate, and have been deemed fair and reasonable. The cost for the nine-month extension is estimated at \$5,636,250, and the option is estimated at \$1,908,750.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) SSK Constructors, JV (Secaucus, NJ)	
Description Second Avenue Subway – 72 nd Street Station Cavern Mining, G3/G4 tunnels, Heavy Civil/Structural	
Contract Term (including Options, if any) October 1, 2010 – January 14, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
C-26007	33
Original Amount:	
	\$ 447,180,260
Prior Modifications:	
	\$ 5,240,514
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 452,420,774
This Request:	
	\$ 930,000
% of This Request to Current Amount:	
	0.2%
% of Modifications (including This Request) to Original Amount:	
	1.4%

Discussion:

This modification addresses impact costs associated with excusable and impactable time extensions granted under Modification Nos. 31 and 42.

The original contract work includes the 72nd Street Station cavern mining, G3/G4 tunnels, and Heavy Civil/Structural work in Manhattan as part of the Second Avenue Subway project. The revised Substantial Completion date of January 14, 2014 has been achieved.

A Stop Work Order to cease blasting at the west turnout cavern (located between 65th and 66th Streets) was issued to the contractor effective June 27, 2011 in response to concerns raised by an adjacent building owner located on 66th Street between 2nd and 3rd Avenues. The matter with the building owner was resolved and the Stop Work Order was lifted on June 29, 2011, resulting in a compensable project delay of two work days. Modification No. 31 addressed the two-day time extension but not the associated impact costs.

Similarly, a Stop Work Order to cease blasting was issued by MTACC effective November 23, 2011 in response to community concerns regarding perceived excesses of dust and smoke at the 69th Street and 72nd Street muck house locations. MTACC's investigation determined that the contractor was in compliance with the requirements of the contract and lifted the Stop Work Order on December 5, 2011, resulting in a compensable project delay of five work days. Modification No. 42 addressed the five-day time extension and the costs associated with the additional dust/smoke emission control measures added by the contractor, but not the associated impact costs.

This Modification No. 33 addresses the impact costs associated with the delay of seven work days. Since these compensable delays directly impacted blasting activities at the south end of the station, shaft and service costs associated with the 69th Street shaft are also included as impact costs. The shaft and service costs are associated with staffing the top and bottom of the main access shaft which provides access for personnel, equipment and removal of blasting debris for three shifts per day.

The contractor submitted an impact cost proposal for \$1,400,650. MTACC's revised estimate was \$989,260. Following review by MTA Audit, negotiations resulted in the agreed upon lump sum price of \$930,000, which is considered fair and reasonable. Savings of \$470,650 were achieved.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Kratos Public Safety & Security Solutions, Inc. (Fair Lawn, NJ)		Contract Number C-52120	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Furnish, install and integrate an Electronic Security System at the Court Street/Borough Hall Station Complex		Total Amount: \$7,777,000	
Contract Term (including Options, if any) Eighteen months		Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

Discussion:

It is requested that the Board formally ratify the award of this contract to Kratos Public Safety & Security Solutions, Inc. (KPSS) to furnish, install, and integrate an Electronic Security System (ESS) at the Court Street/Borough Hall Station Complex. The MTA Security Program is developing an integrated Inter-Agency ESS infrastructure to allow for commonality across all MTA agencies as well as direct communication to the NYC Police Department (NYPD). The ESS is an infrastructure consisting of hardware and software that will integrate all NYC Transit legacy security subsystems as well as new applications onto a single platform.

Contract C-52120 will furnish, install and integrate an ESS at the Court Street/Borough Hall Station Complex. This contract has been awarded pursuant to an Emergency Declaration signed by all agency presidents in December 2002. The contract was solicited using a two-step selection process whereby interested bidders were evaluated and selected based on their technical experience and integrity. This pre-selection process afforded NYC Transit the ability to control the distribution of its security sensitive information and have competition for this procurement. Twenty-eight contractors were identified as being capable of performing this work. All of the contractors were required to sign non-disclosure agreements and have previously worked with NYC Transit.

Following advertisement, seven bids were received. KPSS submitted the lowest bid of \$7,777,000. The price was found to be fair and reasonable. KPSS' subsidiary, Henry Brothers Electronics, Inc., has three ongoing NYC Transit construction contracts as a prime contractor.

Background investigations and materials revealed "significant adverse information" (SAI) within the meaning of the All-Agency Responsibility Guidelines for KPSS, but MTA Management approval was subsequently received. Accordingly, KPSS was found fully responsible for award.

KPSS (as Henry Brothers Electronics, Inc.) has achieved its M/W/DBE goals on its previous MTA Contracts.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

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

Contract Number C-26010	AWO/Modification # 51
Original Amount:	\$ 324,600,000
Prior Modifications:	\$ 4,957,630
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 329,557,630
This Request:	\$ 867,783
% of This Request to Current Amount:	0.3%
% of Modifications (including This Request) to Original Amount:	1.8%

Discussion:

This retroactive modification addresses the replacement of rigid galvanized conduit and RHW-2 power cable for tunnel lighting with Metal Clad (MC) cable due to Underwriters Laboratory's (UL) suspension of its fire-rated certification for RHW-2 power cable.

The original contract requires the following in order to complete the 96th Street Station: rehabilitation and retrofit of the existing 99th – 105th Street tunnel; construction of invert slab and benches in the newly constructed 87th – 92nd Street tunnel and in the northern section of the 97th – 99th Street tunnel; installation of mechanical systems including HVAC, electrical medium voltage and 120V systems; plumbing; supply and installation of elevators and escalators; construction of the station platform, mezzanine levels, ancillaries and entrances; construction of interior walls and rooms; installation of architectural finishes; restoration of the surface of Second Avenue and adjacent streets; removal of the temporary road deck installed in previous contracts; and maintenance of the station until contract completion.

As new construction, all Second Avenue Subway (SAS) contract designs have been prepared in accordance with National Fire Protection Association (NFPA) fire-protection and life-safety requirements for underground, surface, and elevated transit and passenger rail systems. NFPA requires that fire-resistive cables in the station for emergency lighting, communication and emergency ventilation have a minimum of one-hour fire-resistive rating when submitted to testing methods specified by UL. RHW-2 power cable was previously certified by UL and utilized in SAS designs along with NYC Transit's standard cable encasement of Rigid Galvanized Steel (RGS) conduit which is used for its strength and resistance to wet conditions in the subway environment. On September 12, 2012, UL suspended its fire-rated cable certification for RHW-2 cable due to its failure to meet the one hour fire-resistive rating when encased in RGS conduit. In order to avoid significant delays to the SAS Project, MTACC, along with NYC Transit's CPM, Maintenance of Way and the Office of System Safety, have agreed that MC cable, which is UL certified, could be used for all tunnel lighting applications in Phase 1 of the SAS Project. MC cable is a metal jacketed cable and although it is installed without encasement (conduit) it does require additional supports and connecting and terminating devices, such as special junction boxes, splice boxes, and fittings. NYC Transit has recently accepted the use of MC cable in other current projects.

This modification includes the installation of approximately 24,000 linear feet of MC cable and a credit for the deletion of previously specified RHW-2 cable and RGS conduit. Similar modifications will be required under the 72nd and 86th Street Station Contracts. Due to the lead time associated with MC cable and in order to mitigate potential delays, it was necessary to direct the contractor to purchase the material. Retroactive approval by the MTACC President was obtained on November 5, 2013. Additional retroactive approval was obtained from the MTACC President on March 5, 2014 for the installation of approximately 2,300 linear feet of advanced shipped MC cable.

The contractor's cost proposal was \$1,688,363; MTACC's estimate was \$867,783. Several attempts at negotiations were made, and although MTACC and the contractor were close on the cost of the deleted work, agreement could not be reached on the required level of effort and the cost for the installation of the MC cable. Due to the critical nature of this changed work, approval is requested to direct the contractor to proceed with the work unilaterally at MTACC's cost estimate of \$867,783. All records of time and material will be kept during the performance of the work in the event of a Dispute.

6. SERVICE CHANGES

**ACTION ITEM:****SERVICE REVISION:****Q103 ADD WEEKEND SERVICE and
ADD WEEKDAY EVENING SERVICE****SERVICE ISSUE:**

The Q103 provides weekday only local bus service along the Vernon Boulevard corridor in western Queens between Astoria and Hunters Point, via the intermediate neighborhood of Long Island City. The western Queens waterfront has experienced increased growth over the past several years with the construction of new residential developments, especially at the northern and southern ends. There are also current plans for further development. Additionally, the Q103 has been experiencing regular ridership increases. As the area grows more populous, there have been requests for additional bus service, and in particular, increased Q103 service. The Q103, which is the only bus route on this corridor, currently operates weekdays only from the early morning through the evening peak periods (approximately 6:30 AM to 7:30 PM), and no service on the weekends.

RECOMMENDED SOLUTION:

On an experimental basis, expand the hours of service on the Q103: add weekend service (initially 8 AM-7 PM) and add weekday service later in the evening (initially about 1.5 hours later until approximately 9 PM). The travel path and bus stops will remain unchanged.

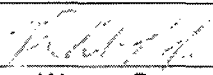
ESTIMATED IMPACT:

There would be an annualized cost of approximately \$315,000 for the proposed additional service. Provision for this increase has been included in the 2014 budget.

PLANNED IMPLEMENTATION:


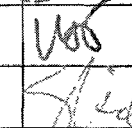

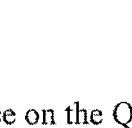
June 2014. Once the Q103's expanded hours of service has been in operation for some time, MTA Bus will schedule a public hearing to receive comments from the community on the implementation of the new weekend service and expanded weekday evening service. After the public hearing, a determination will be made on retaining the service revisions.

Staff Summary

Subject	Q103 Add Weekend Service and Add Weekday Evening Service
Department	Operations Planning
Department Head Name	Robert Lai/Mark Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	April 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	MTA Board		X		

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



Narrative

PURPOSE:

The purpose of this staff summary is to obtain Board approval to provide expanded service on the Q103, adding weekend service and adding later evening weekday service on an experimental basis. Once the Q103 revisions have been in operation and an evaluation period has passed, a public hearing will be held. Following this hearing, a determination will be made on making the changes permanent. This route was formerly operated by Queens Surface Coach Corporation and transitioned into MTA Bus service on February 27, 2005.

DISCUSSION:

The Q103 provides local bus service on weekdays only from approximately 6:30 AM to 7:30 PM between Hunters Point and Astoria, Queens, via the intermediate neighborhoods of Ravenswood and Long Island City along the Vernon Boulevard corridor on the western Queens waterfront. The Q103 travels a one-way distance of approximately 3.5 miles, transporting approximately 790 passengers per weekday.

The Vernon Boulevard waterfront corridor, once mainly industrial, is becoming increasingly residential with the construction of new residential apartment buildings, which has been encouraged by recent rezonings. This development is most pronounced at the northern and southern ends, and there are also current plans for further development, which has led to community requests for additional bus service. The Q103 provides the only transit service along the Vernon Boulevard corridor. The route connects to the subway at the 21 St - Queensbridge  station and the Vernon Blvd - Jackson Ave  station.

In part, because of the development activity and growth in the community, Q103 ridership has been increasing in recent years. Average daily ridership grew approximately 41.5% from 2011 to 2014, from approximately 558 average riders per weekday in 2011 to 790 in 2014. In early 2014, ridership average had increased by 21.0% over 2013. In this time, service frequency has been incrementally improved to respond to this ridership growth as per the scheduling guidelines.

Requests for added Q103 service, especially weekends, have increased recently as the area continues to grow and with the anticipation of further development planned for the area. This planned development includes a new residential complex with neighborhood retail in Hallets Point, which will add 2,600 new dwelling units, and new residential complex with retail and a school at Astoria Cove, which will add approximately 1,700 new dwelling units; both at the northern end of the Q103 service route. Additionally, high-density residential and mixed-use development is proposed for Hunters Point South near the south end of the route. Lastly, there are also several attractions along the Q103 that would gain better transit access.

Expansion of the hours of service of the Q103 would better serve this growing residential community and respond to community requests.

RECOMMENDATION:

Implement experimental expansion in the hours of service of the Q103 local bus route by adding weekend service and extending weekday operating hours. The Q103 would retain its current travel path, but Saturday and Sunday service would be added with the initial weekend hours of approximately 8 AM to 7 PM, and the weekday hours of service would be expanded by approximately 1.5 hours later to approximately 9 PM.

Afterward, schedule a public hearing to inform the public and receive comments from the community on the implementation of a new Q103 service on the weekends and revisions to the Q103 weekday schedule. After the public hearing, a determination will be made on retaining the service revisions.

ALTERNATIVES:

The only alternative is to leave Q103 bus service between western Astoria and Long Island City unchanged, however this would forego the opportunity to provide enhanced transit access for growing communities in western Queens and would not respond to community requests.

IMPACT ON FUNDING:

There would be an annualized cost of approximately \$315,000 for the proposed Q103 service expansion; however, provision for this has been included in the 2014 budget.

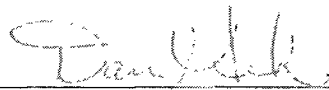
Staff Summary

Page 3 of 3

IMPLEMENTATION:

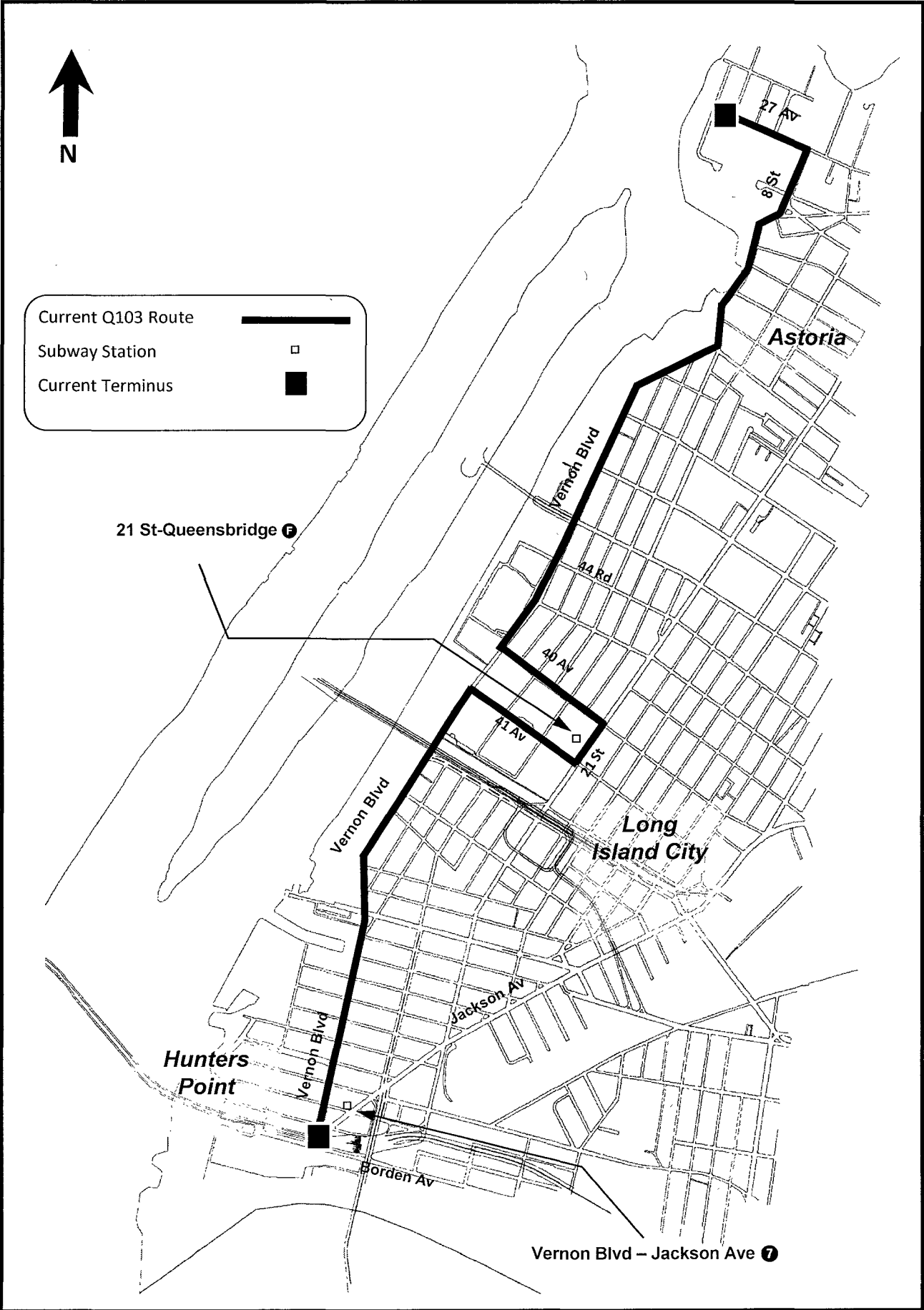
June 2014. Once the Q103's expanded hours of service has been in operation for some time, MTA Bus will schedule a public hearing to receive comments from the community on the implementation of the new weekend service and expanded weekday evening service. After the public hearing, a determination will be made on retaining the service revisions.

Approved for Submission to the Board:



Darryl C. Irick
President

Q103 Travel Path



BOARD RESOLUTION

WHEREAS, in a Staff Summary dated April 4, 2014, the Acting Vice Presidents of Operations Planning has recommended, on an experimental basis, to expand the hours of service on the Q103 by adding Saturday and Sunday with the initial weekend hours of approximately 8 AM to 7 PM, and expand weekday hours of service to approximately 9 PM; and

WHEREAS, upon review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that:

- the proposed changes would respond to growing ridership, increased residential development activity along the Vernon Boulevard corridor, additional planned residential development along the Vernon Boulevard corridor, and community requests;
- the funding for the proposed experimental service is included in the 2014 budget;

NOW, THEREFORE IT BE RESOLVED that the Board authorizes the President or his designee to implement, on an experimental basis, at such time deemed practicable, the service changes described in said Staff Summary and attachments.

Report



SERVICE CHANGES:

NYCT/MTA BUS COMMITTEE NOTIFICATION SERVICE REVISION Q19 EXTENSION & Q102 TRAVEL PATH REVISION in ASTORIA, QUEENS

SERVICE ISSUE:

The Q19 provides local bus service between Flushing and Astoria, Queens, via the intermediate neighborhoods of Jackson Heights and East Elmhurst. The western terminus of the Q19 is currently at 21st Street and Astoria Boulevard in Astoria. Western Queens and the far western portion of Astoria Boulevard has experienced increased growth over the past several years with the construction of new residential developments, and consequently there have been community requests for additional bus service. There are also current plans for further development including construction of two new large residential complexes. Extension of the Q19 west to 2nd Street in Astoria would provide a direct connection from this area and serve the full extent of the Astoria Boulevard corridor to Flushing where transfers can be made to eastern Queens, which is currently a circuitous trip.

The Q102 provides local bus service between Roosevelt Island, Manhattan and Astoria, Queens, via the intermediate neighborhoods of Ravenswood and Long Island City. The Q102 currently makes a short diversion from 30th Avenue north to Astoria Boulevard, and then returns south to 30th Avenue before traveling north on 8th Street to 27th Avenue. Streamlining the Q102 to remain on 30th Avenue would provide faster, more reliable service.

RECOMMENDED SOLUTION:

To provide additional travel opportunities and transit service for the growing areas of far western Queens and respond to requests for additional transit service, extend the Q19 from its current terminus at 21st Street and Astoria Boulevard to a new western terminus on 2nd Street and 27th Avenue; and to provide faster, more reliable service, streamline the travel path of the Q102 via 30th Avenue and reducing the number of turns. The Q19 would replace the Q102 on the segment of Astoria Boulevard west of 21st Street.

ESTIMATED IMPACT:

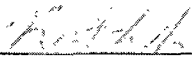
The net result of the recommended changes to the Q19 and Q102 would be an increase in operating cost of \$261,000 annually, due to the extension of the Q19 and an offsetting savings due to the decrease in travel distance and travel time on the Q102. Provision for this cost has been included in the 2014 budget. Over time, it is anticipated that the extended Q19 and the streamlined Q102 travel path would provide faster, more reliable service and encourage additional ridership and revenue.

PLANNED IMPLEMENTATION:

June 2014





Staff Summary

Page 1 of 4

Subject	Q19 Extension & Q102 Travel Path Revision in Astoria, Queens
Department	Operations Planning
Department Head Name	Robert Lai/Mark Holmes
Department Head Signature	
Project Manager Name	Julian Bautista

Date	April 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	Executive Vice President		
2	VP, Government and Community Relations		
1	Vice President, Operations Planning		

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 extend the travel path of the Q19 local bus route in Astoria, Queens; and to streamline the travel path of the Q102 local bus route in Astoria, Queens, as shown in Map 1. The Q19 route was formerly operated by Triboro Coach Corporation, the Q102 was formerly operated by Queens Surface Coach Corporation; these two routes transitioned into MTA Bus service on February 20, 2006 and February 27, 2005, respectively.

DISCUSSION:

Q19 Extension

The Q19 provides local bus service from approximately 5:40 AM to 8:00 PM on weekdays and Saturdays and from approximately 8:00 AM to 8:00 PM on Sundays between Flushing and Astoria, Queens, via the intermediate neighborhoods of Jackson Heights and East Elmhurst. The Q19 travels a one-way distance of approximately 5.5 miles, transporting approximately 2,980 passengers per weekday, 1,570 passengers per Saturday, and 1,090 passengers per Sunday.

Since the transition of service MTA Bus has improved service on the Q19 by extending the route east from 102nd Street in East Elmhurst to the commercial district of Downtown Flushing (Main Street at Roosevelt Avenue) in 2007 to provide direct service to Flushing from western Queens and the Astoria Boulevard corridor, and incrementally improving frequency and hours of service.

The Q19 now travels almost the entire length of Astoria Boulevard, the current western terminus is on Astoria Boulevard near 21st Street in Astoria. Western Queens and the far western portion of Astoria

Boulevard has recently experienced increased growth with the construction of new residential developments, and consequently there have been community requests for additional bus service. There are also current plans for further development including construction of two new large residential complexes: Hallets Point (approximately 2,600 dwelling units) and Astoria Cove (approximately 1,700 dwelling units); which would further increase demand for bus service in this area. This new development is in addition to the existing Astoria Houses located at the western end of Astoria Boulevard containing approximately 1,100 apartments and approximately 3,130 residents.

Extension of the Q19 west to 2nd Street in Astoria would provide a direct connection from this area and serve the full extent of the Astoria Boulevard corridor to Flushing where transfers can be made to eastern Queens. This is currently a rather circuitous trip requiring 1-2 transfers using buses and/or subways.

This extension would lengthen the Q19 by approximately 0.6 miles in each direction. From the area of its current terminus at 21st Street and Astoria Boulevard, the westbound Q19 would travel west on Astoria Boulevard, north on 8th Street, west on 27th Avenue to the last stop on 27th Avenue at 2nd Street, which would be shared with the Q18, Q102 and Q103 local bus routes. Conversely, the eastbound Q19 would make its first stop on 27th Avenue at 2nd Street, continue east on 27th Avenue, south on 8th Street, east on Main Avenue to Astoria Boulevard and then it would resume the route of the current eastbound Q19 from 21st Street to Flushing, Queens, as shown in Map 2. All current Q19 trips would be extended.

Q102 Travel Path Revision

The Q102 provides local bus service approximately from 5:00 AM to 1:30 AM on weekdays, Saturdays and Sundays between Roosevelt Island, Manhattan and Astoria, Queens, via the intermediate neighborhoods of Ravenswood and Long Island City. The Q102 travels a one-way distance of approximately 6 miles, transporting approximately 2,380 passengers per weekday, 1,620 passengers per Saturday, and 1,270 passengers per Sunday.

The current northbound and southbound Q102 travel path is indirect in the Astoria neighborhood; traveling between the intersections of 8th Street and Astoria Boulevard, and 30th Avenue and Crescent Street indirectly along Astoria Boulevard, Newtown Avenue and Crescent Street in both directions.

To provide faster and more reliable service, it is recommended to streamline the Q102 travel path to directly travel via 30th Avenue in both directions, using the same direct travel path west of Crescent Street as currently utilized by the Q18, see the attached Map 3. This more direct travel path would provide faster, more reliable service by reducing turning maneuvers, slightly reducing travel distance by approximately 0.18 miles, and reducing travel time by approximately two minutes in each direction.

This revision would affect four northbound bus stops and five southbound bus stops, most of which would be replaced by the extended Q19 bus stops. In total, these bus stops are used by approximately 325 passengers per weekday and a lesser number on weekends. However, a total only 70 of these passengers currently use the three Q102 bus stops that would not be served by the Q19, and would require a walk of between 560 and 960 feet to an alternate bus stop. The table below summarizes the bus stops to be discontinued, the new bus stops, the distance between the bus stops to be discontinued, and the closest new bus stop. Additionally, the Q102 bus stops would share current Q18 bus stops along 30th

Staff Summary

Avenue, in both directions. Both the Q19 and Q102 provide connections to the **N** and **Q** subways at 31st Street, and the Q19 would provide transfers to the same bus routes as the Q102 west of 31st Street (Q18, Q69, Q100 and Q103). Additionally, transfers would be available between the Q19 and Q102 on 8th Street at Astoria Boulevard.

**Average Weekday Ridership at the Affected Q102 Bus Stops
and Walking Distance to Nearest Bus Stops**

Bus Stops to be Discontinued	Current Average Weekday Ridership (passengers)	Closest New Bus Stop	Walking Distance from Bus Stop to be Discontinued to Nearest Stop (feet)
<i><u>Northbound to Astoria</u></i>			
1. Newtown Av at 23 St	45	Q19 - Astoria Blvd at 27 Av	960
2. Astoria Blvd at 27 Av	70	Q19 - same location	-
3. Astoria Blvd at 14 St	35	Q19 - same location	-
4. Astoria Blvd at 12 St	40	Q19 - same location	-
Total Northbound	190		
<i><u>Southbound to Roosevelt Island</u></i>			
1. Main Av at Astoria Blvd	5	Q19 - same location	-
2. Astoria Blvd at 14 St	15	Q19 - same location	-
3. Astoria Blvd at 21 St	90	Q19 - same location	-
4. Newtown Av at 23 St	15	Q19 - Astoria Blvd at 21 St	560
5. Crescent St at 28 Av	10	Q102 - 30 Av at 27 St	720
Total Southbound	135		
Total	325		

Summary

The proposed extension of the Q19 would facilitate the streamlining of the Q102. The majority of the bus stops being discontinued by the Q102 would instead be served by the Q19. These revisions then allow the Q102 to provide faster, more direct service by remaining on 30th Avenue, as illustrated in Map 1. Both routes provide connections to the **N** and **Q** subways at 31st Street, and the Q19 and Q102 would both provide transfers to the Q18, Q69, Q100 and Q103. Transfers would also be available between the Q19 and Q102.

RECOMMENDATION:

To provide additional travel opportunities and transit service, improved transit connectivity for the growing areas of far western Queens and respond to community requests for additional transit service,

Staff Summary

extend the Q19 from its current terminus at 21st Street and Astoria Boulevard to a new western terminus on 2nd Street and 27th Avenue; and to provide faster, more reliable Q102 service, streamline its travel path via 30th Avenue and reducing the number of turns. The Q19 would replace the Q102 on the segment of Astoria Boulevard west of 21st Street.

ALTERNATIVES:

One alternative would be to leave the current Q19 and Q102 services in Astoria unchanged. This would forgo the opportunity to provide additional travel opportunities and transit connections as well as faster, more direct path of the Q102 in Astoria.

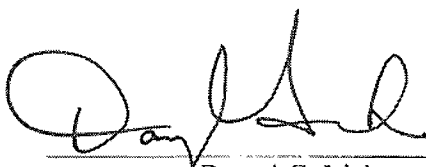
A second alternative would be to extend the Q19 but leave the Q102 unchanged. This would forgo the opportunity to streamline the Q102 and provide faster, more reliable service, continuing to operate on a circuitous travel path.

IMPACT ON FUNDING:

The net result of the recommended revisions to the Q19 and Q102 would be an increase in operating cost of approximately \$261,000 annually, due to the extension of the Q19 and an offsetting savings due to the decrease in travel distance and travel time on the Q102. Provision for this cost has been included in the 2014 budget. Over time, it is anticipated that the extended Q19 and the streamlined Q102 travel path would provide faster, more reliable service and encourage additional ridership and revenue.

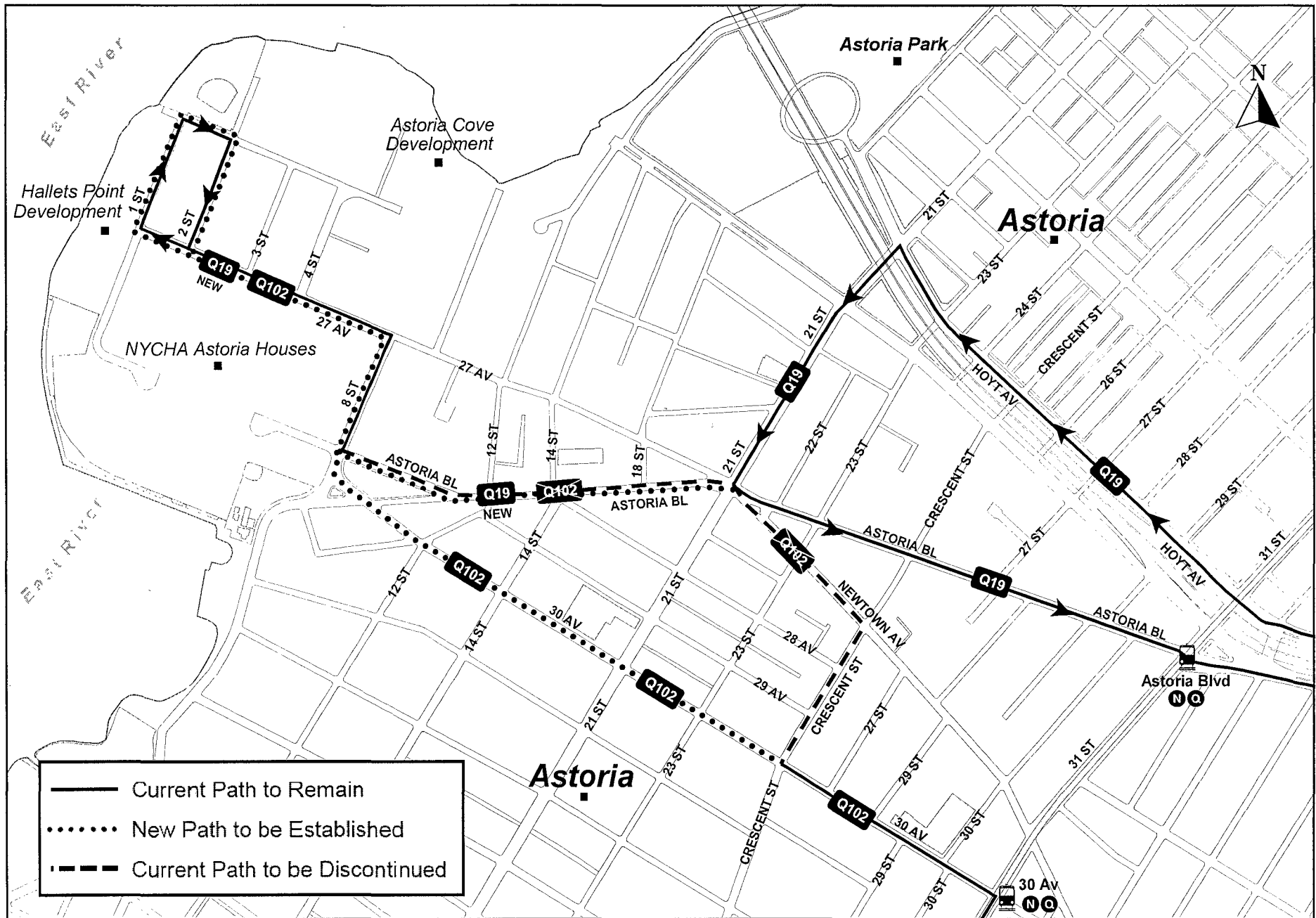
IMPLEMENTATION:

June 2014

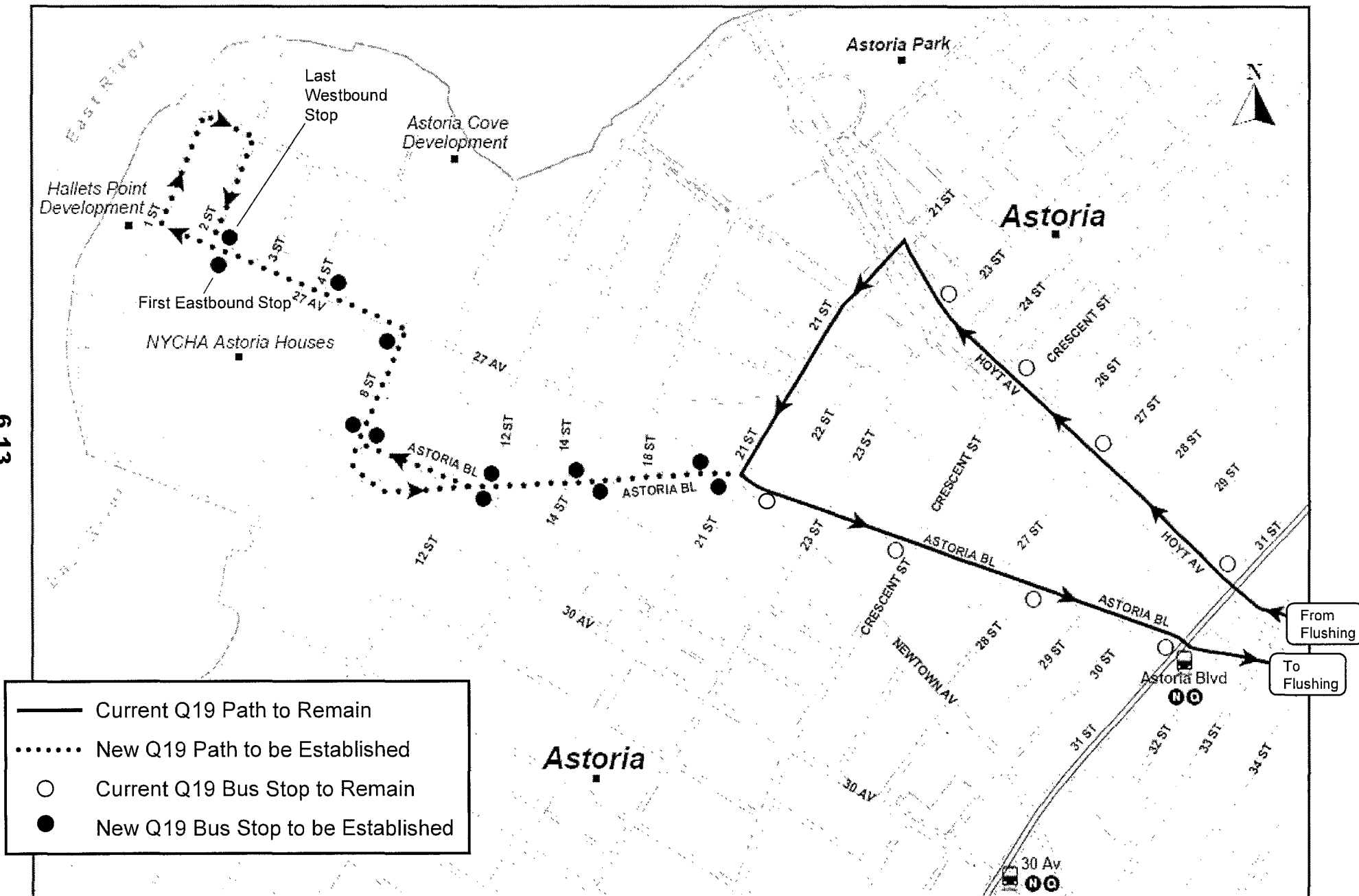
Approved: 
Darryl C. Irick
President

Map 1 - Q19 Extension & Q102 Path Revision

6.12

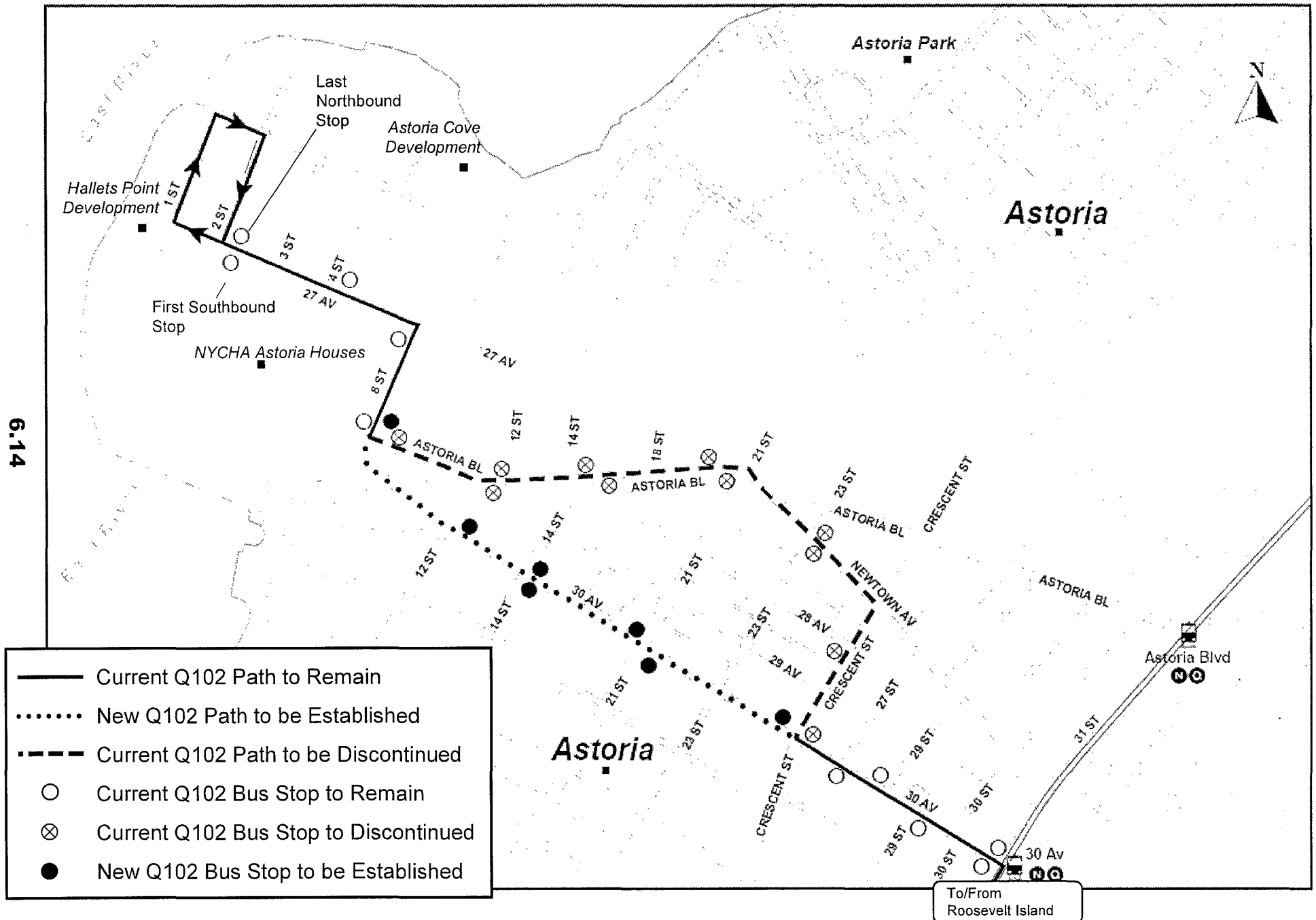


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Map 3 - Q102 Travel Path Revision in Astoria

6.14





SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE JUNE 2014

Service Issue

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

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

Recommendation

Sixteen bus schedule changes (on 15 routes) are proposed for implementation in June 2014.

Budget Impact

Implementation of the June 2014 schedule changes is estimated to cost \$0.2 million annually. This cost will be incorporated into the 2014 operating budget.

Proposed Implementation Date

June 2014.

Staff Summary



New York City Transit

Page 1 of 2

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

Date	April 1, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

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

Discussion

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

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

Recommendation

Sixteen bus schedule changes (on 15 routes) have been identified for implementation in June 2014 (see Attachment 1).

1. Eleven of the 16 bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. The remaining 5 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.

Alternative to the Proposed Service Changes

Do nothing. NYCT would not:

Make service level adjustments to better meet customer demand.

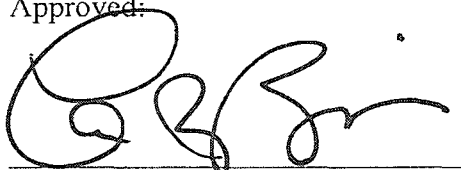
Budget Impact

Implementation of the June 2014 schedule changes is estimated to cost \$0.2 million annually. This cost will be incorporated into the 2014 operating budget.

Proposed Implementation Date

June 2014.

Approved:



Carmen Bianco
President

**Attachment 1
June 2014**

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

Weekday	AM Peak				Midday				PM Peak				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Bx4/4A	6	5.5	96%	88%	10	10	84%	84%	10	9	118%	95%	12	10	100%	83%	+5.3%
Bx13	5	4	99%	92%	9	10	84%	98%	5	5	93%	93%	7	7	90%	90%	-2.6%
Bx20	15	15	88%	88%	-	-	-	-	15	20	47%	78%	-	-	-	-	-4.5%
Bx34	10	9	99%	85%	15	15	66%	66%	15	15	88%	88%	20	20	58%	58%	+1.9%
M1/2/3/4 *	1.8	1.6	95%	84%	2.7	2.9	95%	99%	1.9	1.8	101%	98%	2.8	3	69%	72%	+1.4%
M5	5	6	77%	85%	10	12	57%	68%	10	10	89%	89%	10	12	77%	92%	-7.0%
M100	8	8	81%	81%	9	10	80%	93%	8	8	82%	82%	10	10	89%	89%	-1.8%
Q32	8	9	77%	88%	10	9	109%	94%	9	9	83%	83%	10	10	99%	99%	+1.0%
Q55	8	7	109%	97%	15	15	81%	81%	7	8	77%	87%	20	15	103%	79%	+2.9%

6.18

Saturday	Late Morning				Midday				Late Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Route	20	20	60%	60%	20	20	75%	75%	20	15	114%	86%	20	15	123%	93%	+10.7%

Sunday	Late Morning				Midday				Late Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Route	15	15	95%	95%	9	10	81%	95%	9	9	83%	83%	15	20	70%	94%	-2.1%
B1	20	20	85%	85%	15	12	108%	87%	15	12	108%	87%	15	15	90%	90%	+3.6%
B83	20	20	85%	85%	15	12	108%	87%	15	12	108%	87%	15	15	90%	90%	+3.6%
Bx13	30	20	113%	75%	15	12	104%	83%	9	8	116%	98%	10	8	121%	89%	+12.7%

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

* Fifth Avenue/Madison Avenue corridor




Report





New York City Transit

SERVICE CHANGES: LATE NIGHT LOCAL SERVICE IN MANHATTAN EFFECTIVE DECEMBER 2014


Service Issue

 train service currently operates with express service in Manhattan during the late night time period. If  trains made local stops in Manhattan, the travel time savings experienced by customers at local stations would be much greater than the additional in-vehicle travel time experienced by customers who currently benefit from the faster express service. A local  service would result in a total net travel time savings of about 6,000 minutes each night.

Recommendation

Implement  local service in Manhattan during the late night time period and discontinue  express service during this time.

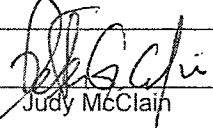
Budget Impact

Implementation of the proposed  service change will cost approximately \$73,000 annually.

Proposed Implementation Date

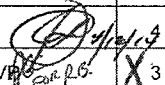


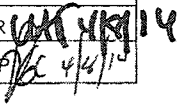
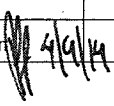
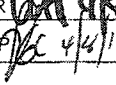
December 2014.

Staff Summary

Subject	Late Night ② Service Change Effective December 2014
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judy McClain

Date	April 2, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of a proposal to have ② trains make local stops in Manhattan late nights.

Discussion



② train service currently operates with express service in Manhattan during the late night time period, bypassing customers who are using Broadway line local stations (Prince St, 8 St-NYU, 23 St, 28 St, and 49 St). During this time period, these stations are currently served only by the ④ train.






In recent years, late night ② and ④ service in Manhattan was converted from express service to local service. These changes resulted in a total net travel time savings for passengers on the Lexington and 7th Avenue lines. Recently a similar proposal was made to run local ② service late nights on the Broadway line.


Operations Planning examined MetroCard data from October 2012 to assess the relative travel time impacts of this proposed service pattern. On a typical late night, slightly more passengers would lose time than would gain time. However, the passengers that have reduced travel times would on average save over six minutes, whereas the passengers that have increased travel times would on average only travel just over one minute more. Thus, in aggregate, running the ② local would save about 6,000 passenger minutes each night (see table below).

Potential Travel Time Changes with Overnight Broadway Local



Travel Time Changes	Minutes	Riders	Aggregate Change (Minutes)
Average Decrease (Shorter Wait Times)	(6.1)	1,300	(7,900)
Average Increase (Longer In-Vehicle Time)	+1.2	1,700	2,100
Total Average Travel Time Change	(1.9)	3,000	(5,800)

This analysis based on MetroCard data underestimates the benefits of a  local, since some Brighton customers currently walk to express stations to avoid making a transfer even if their origin is closer to local stations. In those cases, running local service might lengthen their in-vehicle time, but would shorten their walking time. Moreover, in recent years, the areas served by local stations have seen higher than average increases in late night activity. This has been reflected in MetroCard data; from 2008 to 2012 late night MetroCard entries at local stations grew by 28% while entries at express stations grew by 12%. If this trend continues the benefits of an overnight  local will only grow in the near future.


So, while operating the  local would lengthen the trips of some riders, this negative impact would be more than off-set by reduced wait times of passengers at local stations, especially intra-Manhattan riders going to or from local stations, who would experience twice the frequency, from an average 10-minute wait to a 5-minute wait, as they could ride either an  or a . In addition, Brighton riders going to or from local stations would no longer need to transfer between  and  trains.

Because of these potential benefits, Operations Planning recommends that the overnight  operate as a local service starting with the implementation of the Fall pick in December 2014.

Recommendation

Implement  local service in Manhattan during the late night time period and discontinue  express service during this time period.

Alternative to the Proposed Service Change

Do nothing. NYCT would not adjust  express service.

Staff Summary



New York City Transit

Page 3 of 3

Budget Impact

Implementation of the proposed ② service change will cost approximately \$73,000 annually.

Proposed Implementation Date

December 2014.

Approved:

A handwritten signature in black ink, appearing to read "C. Bianco", written over a horizontal line.

Carmela Bianco
President

7. SPECIAL REPORTS & PRESENTATIONS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>February 2013</u>	<u>February 2014*</u>	<u>Difference</u>
Cash	2.9%	2.5%	(0.4%)
Single-Ride Ticket	1.0%	0.8%	(0.2%)
Bonus Pay-Per-Ride	38.5%	43.8%	5.3%
Non-Bonus Pay-Per-Ride	9.6%	3.1%	(6.5%)
7-Day Farecard	16.8%	19.5%	2.7%
30-Day Farecard	<u>31.2%</u>	<u>30.3%</u>	(0.9%)
Total	100.0%	100.0%	

* Preliminary

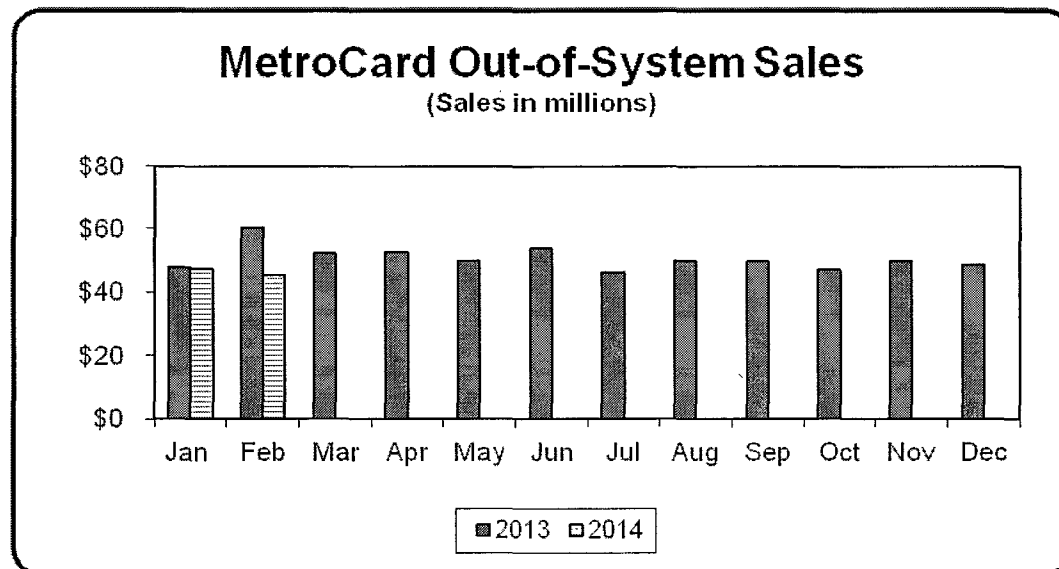
Note: Percentages may not add due to rounding.

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 February 2014 was 4,666 a 9.19 percent decrease from the same period last year. The average value of a credit issued was \$69.12.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$45.4 million in February 2014, a 25 percent decrease compared to February of 2013. The disparity in February's numbers was due to the advance purchase of MetroCards for the March 2013 fare increase. Year-to-date sales totaled \$92.8 million, a 14.2 percent decrease compared to the same period last year. Again, the significant decrease was caused by the advance purchase of MetroCards for the March 2013 fare increase.



Retail Sales

There were 4,342 active out-of-system sales and distribution locations for MetroCards, generating \$21.1 million in sales revenue during February 2014.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 177,520 MetroCards valued at approximately \$16.0 million were made in February 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$90.05. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 57,793 for February 2014, generating an additional \$6.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$45.1 million, an 8 percent decrease when compared to last year.

Mobile Sales Program

In February 2014, the Mobile Sales unit completed 175 site visits, of which 119 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$80,000 in revenue was generated. In February 2014, the Mobile Sales unit assisted and enabled 1,153 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the James Weldon Johnson Senior Center (Manhattan).

Reduced-Fare Program

During February 2014 enrollment in the Reduced-Fare Program increased by 4,694 new customers, while 529 customers left the program. The total number of customers in the program is 883,574. Seniors account for 718,953 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 164,621 customers. Of those, a total of 35,876 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 \$6.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In February 2014, the EasyPay Reduced Fare program enrollment totaled 135,703 accounts. During the month, active EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.7 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In February 2014, the EasyPay Xpress PPR program enrollment totaled 65,364 accounts. During this month, active Xpress PPR customers accounted for approximately 1.1 million subway, express bus and local bus rides with \$2.8 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$57.

EasyPay Xpress Unlimited Program

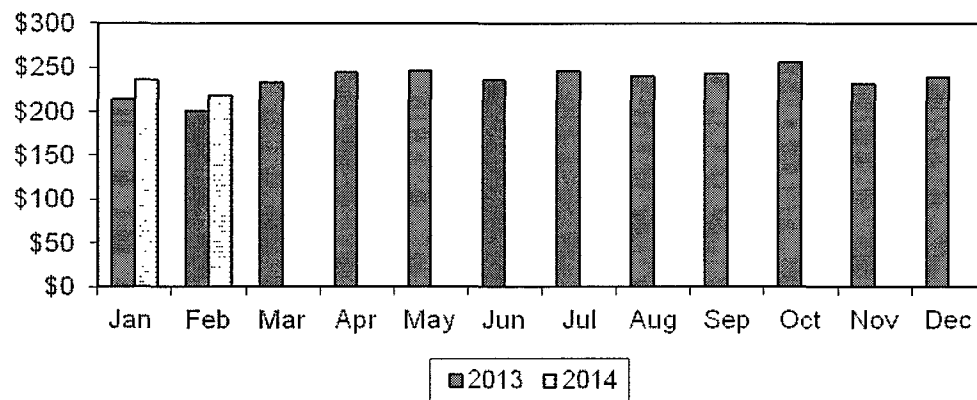
In February 2014, the EasyPay Xpress Unlimited program enrollment totaled 12,442 accounts. During this month, active Xpress Unlimited customers accounted for approximately 543,000 subway and local bus rides with \$1.0 million charged to their accounts. Each active account averaged 46 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during February 2014 totaled \$218.9 million, on a base of 13.0 million customer transactions. This represents a 9.7 percent increase in year-to-date vending machine sales compared to the same period last year. During February 2014, MEMs accounted for 1,728,231 transactions resulting in \$44,502,335 in sales. Debit/credit card purchases accounted for 76.0 percent of total vending machine revenue, while cash purchases accounted for 24.0 percent. Debit/credit card transactions account for 50.0 percent of total vending machine transactions, while cash transactions account for 50.0 percent. The average credit sale was \$29.40, more than three times the average cash sale of \$8.06. The average debit sale was \$20.55.

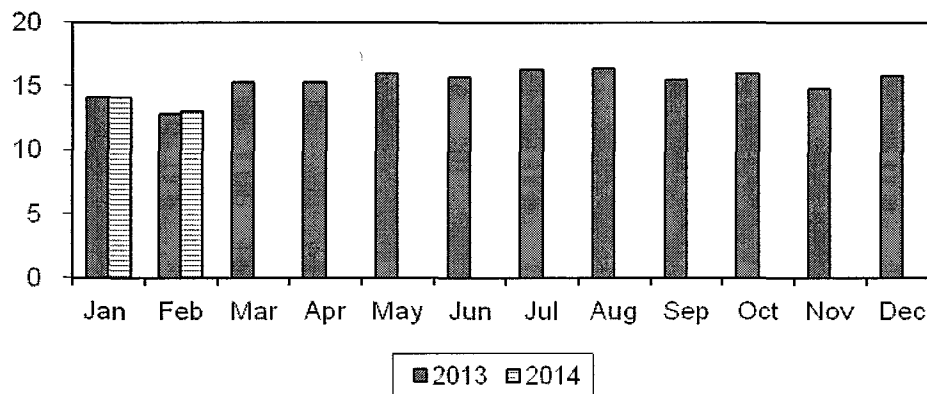
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





MTA NEW YORK CITY TRANSIT 2013 YEAR-END REPORT SUMMARY

2013 ACCRUAL RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS

Operating revenues exceeded the Estimate by \$17.3 million (0.4 percent). Farebox revenue was higher than the Estimate by \$24.4 million (0.6 percent), due mostly to higher average fares and an increase in fare media liability expired MetroCard residual values. Other operating revenue underran the Estimate by \$7.2 million (1.4 percent).

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) exceeded the Estimate by \$30.1 million (0.4 percent). Labor expenses were unfavorable by \$46.9 million (0.9 percent), including an increase in other fringe benefit expenses of \$77.6 million (25.4 percent), due mostly to additional Workers' Compensation reserve requirements, partly offset by payroll underruns of \$18.0 million (0.6 percent), due largely to vacancies, and lower health & welfare rates of \$11.0 million (1.8 percent). Non-labor expenses were less than the Estimate by a net \$16.7 million (1.0 percent), due mainly to underruns in energy costs, maintenance contract and materials & supplies expenses, mostly offset by additional public liability claims reserve requirements.

Depreciation expenses were below the Estimate by \$12.2 million (0.9 percent).

Other post-employment benefit expenses were \$1,554.1 million, \$107.5 million (7.4 percent) higher than the Estimate, based on current actuarial information. These accrued expenses were consistent with the requirements of GASB Statement #45, adopted in 2007.

Environmental remediation expenses of \$24.1 million were accrued in 2013, consistent with the requirements of GASB Statement #49, adopted in 2008.

2013 CASH RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2013 was \$2,250.8 million, \$2.4 million (0.1 percent) more than the Estimate. This net unfavorable variance consisted of \$90.6 million of favorable real variances and \$93.0 million of unfavorable timing variances, which will be offset in 2014. These variances are detailed in subsequent sections of this report.

**MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2013 FINAL ESTIMATE VS. ACTUALS

Non-Reimbursable

Operating Revenues

- **Farebox Revenue.** Farebox revenue of \$4,051.8 million was \$24.4 million (0.6 percent) above the Estimate, of which \$13.1 million was due largely to higher average fares. Subway revenue increased by \$9.3 million (0.3 percent), bus revenue was higher by \$3.6 million (0.4 percent), and paratransit revenue was higher by \$0.2 million (1.1 percent). Non-cash fare media liability increased in residual values of expired MetroCards by \$11.3 million (21.7 percent). Total 2013 ridership was 2,394.4 million, 0.2 million (0.0 percent) above the Estimate. The 2013 average non-student subway and bus fare was \$1.76, 11.7¢ higher than in 2012. However, in constant 1996 dollars, the 2013 average fare was \$1.15, a decrease of 23¢ from the average fare of \$1.38 in 1996, before MetroCard fare incentives began.
- **Other Operating Revenue.** Other operating revenue of \$513.7 million was unfavorable to the Estimate by \$7.2 million (1.4 percent), due mostly to the unfavorable timing of receipt of Tropical Storms Sandy and Irene cost reimbursements of \$17.5 million, partly offset by increases in paratransit Urban Tax revenue of \$6.9 million and advertising revenue of \$4.3 million.

Operating Expenses

- **Payroll.** Payroll expenses of \$2,890.6 million were below the Estimate by \$18.0 million (0.6 percent), representing real savings resulting mostly from vacancies.
- **Overtime.** Overtime expenses of \$378.0 million were higher than the Estimate by a real overrun of \$6.2 million (1.7 percent), resulting mostly from additional maintenance requirements, mainly for stations, signal systems, FasTrack and buses facilities and depot equipment.
- **Health & Welfare (including OPEB current payment).** Health & welfare expenses of \$943.6 million were below the Estimate by a real savings of \$7.8 million (0.8 percent), due largely to lower rates.

- **Other Fringe Benefits.** Other fringe benefit costs of \$383.3 million overran the Estimate by \$77.6 million (25.4 percent). This increase was due mainly to additional Workers' Compensation reserve requirements of \$87.4 million, based on current actuarial information. Partly offsetting this expense increase were increased direct overhead credits, resulting from higher reimbursable overtime requirements.
- **Reimbursable Overhead Credits.** Reimbursable overhead credits of \$209.3 million were favorable by \$19.1 million (10.0 percent), also due to higher reimbursable overtime requirements.
- **Electric Power.** Power expenses of \$298.6 million were favorable to the Estimate by \$17.8 million (5.6 percent), due to a favorable real variance of \$14.1 million, resulting mostly from lower prices and consumption, and a favorable payment timing variance of \$3.7 million.
- **Fuel Expenses.** Fuel expenses of \$160.6 million were below the Estimate by \$7.9 million (4.7 percent), due to real savings caused mostly by lower prices.
- **Claims.** Claims expenses of \$144.0 million exceeded the Estimate by \$43.1 million (42.7 percent), resulting primarily from additional public liability claims reserve requirements, based on current actuarial information.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenses of \$168.0 million were favorable to the Estimate by \$15.2 million (8.3 percent), including \$8.2 million of favorable real savings and \$7.0 million of the favorable timing of expenses, mostly attributable to delays in planned delivery of paratransit vehicles and funding for a flat car repair contract. The \$8.2 million real favorable variance was due to underruns in several building-related and maintenance service accounts.
- **Professional Service Contracts.** Professional service contract expenses of \$144.9 million were \$5.0 million (3.3 percent) below the Estimate, representing \$2.0 million of favorable real variances mainly from Information Technology expense underruns, and \$3.0 million of favorable timing variances, due primarily to delays in performing subway structural inspections, EAM consulting services, and implementation of Thin Client and TABIS projects.
- **Materials and Supplies.** Materials and supplies expenses of \$270.7 million were below the Estimate by \$11.1 million (4.0 percent), including \$1.4 million of unfavorable real variances, and \$12.5 million of favorable timing variances, represented primarily by the timing of \$11.1 million of SMS maintenance materials.

Reimbursable Expenses

- Total reimbursable expenses were higher than the Estimate by \$50.2 million (5.5 percent), including \$20.5 million (21.6 percent) of increased overtime expenses and \$19.1 million (10.0 percent) of higher reimbursable overhead expenses, generated by the overtime increase. The overtime increase was driven mostly by Sandy reconstruction work in the Montague Tube 24/7 since August and by the concentration on the weekends of Capital Track Program work to take advantage of track availability. Additional bus shuttle service support also contributed to the reimbursable overtime requirements. It is expected that all Sandy reconstruction vacancies will be filled by March, 2014.

**MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
SUMMARY**

**2013 ACCRUAL RESULTS – ADOPTED BUDGET (Budget) VERSUS
ACTUAL RESULTS**

Non-Reimbursable

Operating revenues exceeded the Budget by \$128.6 million (2.9 percent). Farebox revenue was higher than the Budget by \$49.6 million (1.2 percent), including a subway revenue increase of \$28.2 million (0.9 percent), a bus revenue increase of \$11.3 million (1.2 percent), a paratransit revenue decrease of \$1.2 million (6.7 percent) and a fare media liability increase of \$11.3 million (21.7 percent). Other operating revenue was higher than the Budget by \$79.0 million (18.2 percent), due largely to Tropical Storm Sandy additional reimbursements for losses not assumed in the budget and higher paratransit Urban Tax revenues.

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) were lower than Budget by \$36.5 million (0.5 percent). Labor expenses were favorable by a net \$1.2 million (0.0 percent), including health & welfare/OPEB current expense underruns of \$75.6 million (7.4 percent), due to lower rates, reduced pension expenses of \$62.8 million (6.4 percent), based on updated actuarial information, and favorable reimbursable overhead credits of \$25.7 million (14.0 percent), resulting from higher reimbursable overtime requirements. These favorable results were largely offset by increased other fringe benefits of \$90.5 million (30.9 percent), mainly due to increased Workers' Compensation reserve requirements, and increased overtime expenses of \$76.8 million (25.5 percent), mostly due to Sandy-related work, subway/bus additional maintenance/vacancy/employee availability coverage requirements, additional bus unscheduled service, and adverse weather requirements. Non-labor expenses were less than Budget by \$35.3 million (2.1 percent). Electric power expenses were below Budget by \$51.1 million (14.6 percent), primarily from lower prices and consumption. Paratransit service contract expenses underran by \$18.4 million (4.8 percent), resulting mostly from lower completed trips, reduced call center activity and related efficiencies. Maintenance contract expenses were favorable by \$18.3 million (9.8 percent), due mostly to underruns in station painting, uniforms and subway car disposal expenses, and the favorable timing of paratransit vehicle and flat car contract repair expenses. These favorable results were partly offset by increased public liability claims reserve requirements of \$54.7 million (61.3 percent).

Depreciation expenses were below Budget by \$99.0 million (6.5 percent), due to the write-off of Tropical Storm Sandy impaired assets as of year-end 2012 and the timing of assets reaching beneficial use.

Other post-employment benefit expenses were \$1,554.1 million, \$148.8 million (10.6 percent) above Budget, based on current actuarial information.

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

NON-REIMBURSABLE

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,002.543	3,021.461	3,030.746	28.203	0.9	9.285	0.3
Bus	929.806	937.425	941.063	11.257	1.2	3.638	0.4
Paratransit	17.642	16.285	16.465	(1.177)	(6.7)	0.180	1.1
Fare Media Liability	52.221	52.221	63.567	11.346	21.7	11.346	21.7
Total Farebox Revenue	4,002.212	4,027.392	4,051.841	49.629	1.2	24.449	0.6
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.017	0.001	0.0	0.001	0.0
Paratransit Reimbursement	156.505	162.693	169.615	13.110	8.4	6.922	4.3
Other	194.187	274.148	260.073	65.886	33.9	(14.075)	(5.1)
Total Other Operating Revenue	434.708	520.857	513.705	78.997	18.2	(7.152)	(1.4)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,436.920	4,548.249	4,565.546	128.626	2.9	17.297	0.4
Expenses							
Labor:							
Payroll	2,894.971	2,908.633	2,890.643	4.328	0.1	17.990	0.6
Overtime	301.277	371.881	378.048	(76.771)	(25.5)	(6.167)	(1.7)
Total Salaries & Wages	3,196.248	3,280.514	3,268.691	(72.443)	(2.3)	11.823	0.4
Health and Welfare	667.432	629.060	618.044	49.388	7.4	11.016	1.8
OPEB Current Payment	351.847	322.363	325.602	26.245	7.5	(3.239)	(1.0)
Pensions	981.684	910.969	918.909	62.775	6.4	(7.940)	(0.9)
Other Fringe Benefits	292.761	305.659	383.256	(90.495)	(30.9)	(77.597)	(25.4)
Total Fringe Benefits	2,293.724	2,168.051	2,245.811	47.913	2.1	(77.760)	(3.6)
Reimbursable Overhead	(183.560)	(190.215)	(209.291)	25.731	14.0	19.076	10.0
Total Labor Expenses	5,306.412	5,258.350	5,305.211	1.201	0.0	(46.861)	(0.9)
Non-Labor:							
Electric Power	349.737	316.401	298.593	51.144	14.6	17.808	5.6
Fuel	166.682	168.461	160.588	6.094	3.7	7.873	4.7
Insurance	60.902	61.725	62.492	(1.590)	(2.6)	(0.767)	(1.2)
Claims	89.291	100.934	144.022	(54.731)	(61.3)	(43.088)	(42.7)
Paratransit Service Contracts	385.183	368.324	366.751	18.432	4.8	1.573	0.4
Maintenance and Other Operating Contracts	186.282	183.165	168.003	18.279	9.8	15.162	8.3
Professional Service Contracts	127.140	149.927	144.929	(17.789)	(14.0)	4.998	3.3
Materials & Supplies	282.258	281.836	270.690	11.568	4.1	11.146	4.0
Other Business Expenses	66.826	64.987	62.965	3.861	5.8	2.022	3.1
Total Non-Labor Expenses	1,714.301	1,695.760	1,679.033	35.268	2.1	16.727	1.0
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	7,020.713	6,954.110	6,984.244	36.469	0.5	(30.134)	(0.4)
Depreciation	1,520.000	1,433.225	1,421.011	98.989	6.5	12.214	0.9
Other Post Employment Benefits	1,405.331	1,446.605	1,554.097	(148.766)	(10.6)	(107.492)	(7.4)
Environmental Remediation	0.000	0.000	24.121	(24.121)	-	(24.121)	-
Total Expenses	9,946.044	9,833.940	9,983.473	(37.429)	(0.4)	(149.533)	(1.5)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,509.124)	(5,285.691)	(5,417.927)	91.197	1.7	(132.236)	(2.5)

Totals may not add due to rounding

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

REIMBURSABLE

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	860.311	914.825	965.068	104.757	12.2	50.243	5.5
Total Revenue	860.311	914.825	965.068	104.757	12.2	50.243	5.5
Expenses							
Labor:							
Payroll	357.871	344.277	342.023	15.848	4.4	2.254	0.7
Overtime	63.438	94.995	115.468	(52.030)	(82.0)	(20.473)	(21.6)
Total Salaries & Wages	421.309	439.272	457.491	(36.182)	(8.6)	(18.219)	(4.1)
Health and Welfare	26.008	24.945	23.270	2.738	10.5	1.675	6.7
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	25.030	29.229	29.495	(4.465)	(17.8)	(0.266)	(0.9)
Other Fringe Benefits	109.896	112.041	119.064	(9.168)	(8.3)	(7.023)	(6.3)
Total Fringe Benefits	160.934	166.215	171.829	(10.895)	(6.8)	(5.614)	(3.4)
Reimbursable Overhead	183.560	190.215	209.291	(25.731)	(14.0)	(19.076)	(10.0)
Total Labor Expenses	765.803	795.702	838.611	(72.808)	(9.5)	(42.909)	(5.4)
Non-Labor:							
Electric Power	0.252	0.252	0.345	(0.093)	(36.9)	(0.093)	(36.9)
Fuel	0.023	0.022	0.019	0.004	17.4	0.003	13.6
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.964	(0.964)	-	(0.964)	-
Maintenance and Other Operating Contracts	21.175	30.666	38.736	(17.561)	(82.9)	(8.070)	(26.3)
Professional Service Contracts	18.138	27.459	22.910	(4.772)	(26.3)	4.549	16.6
Materials & Supplies	53.361	58.469	61.550	(8.189)	(15.3)	(3.081)	(5.3)
Other Business Expenses	1.559	2.255	1.933	(0.374)	(24.0)	0.322	14.3
Total Non-Labor Expenses	94.508	119.123	126.457	(31.949)	(33.8)	(7.334)	(6.2)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	860.311	914.825	965.068	(104.757)	(12.2)	(50.243)	(5.5)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

Totals may not add due to rounding.

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

NON-REIMBURSABLE & REIMBURSABLE

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget	%	Final Estimate	%
	Budget	Estimate		\$		\$	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,002.543	3,021.461	3,030.746	28.203	0.9	9.285	0.3
Bus	929.806	937.425	941.063	11.257	1.2	3.638	0.4
Paratransit	17.642	16.285	16.465	(1.177)	(6.7)	0.180	1.1
Fare Media Liability	52.221	52.221	63.567	11.346	21.7	11.346	21.7
Total Farebox Revenue	4,002.212	4,027.392	4,051.841	49.629	1.2	24.449	0.6
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.017	0.001	0.0	0.001	0.0
Paratransit Reimbursement	156.505	162.693	169.615	13.110	8.4	6.922	4.3
Other	194.187	274.148	260.073	65.886	33.9	(14.075)	(5.1)
Total Other Operating Revenue	434.708	520.857	513.705	78.997	18.2	(7.152)	(1.4)
Capital and Other Reimbursements	860.311	914.825	965.068	104.757	12.2	50.243	5.5
Total Revenue	5,297.231	5,463.074	5,530.614	233.383	4.4	67.540	1.2
Expenses							
Labor:							
Payroll	3,252.842	3,252.910	3,232.666	20.176	0.6	20.244	0.6
Overtime	364.715	466.876	493.516	(128.801)	(35.3)	(26.640)	(5.7)
Total Salaries & Wages	3,617.557	3,719.786	3,726.182	(108.625)	(3.0)	(6.396)	(0.2)
Health and Welfare	693.440	654.005	641.314	52.126	7.5	12.691	1.9
OPEB Current Payment	351.847	322.363	325.602	26.245	7.5	(3.239)	(1.0)
Pensions	1,006.714	940.198	948.404	58.310	5.8	(8.206)	(0.9)
Other Fringe Benefits	402.657	417.700	502.320	(99.663)	(24.8)	(84.620)	(20.3)
Total Fringe Benefits	2,454.658	2,334.266	2,417.640	37.018	1.5	(83.374)	(3.6)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	6,072.215	6,054.052	6,143.822	(71.607)	(1.2)	(89.770)	(1.5)
Non-Labor:							
Electric Power	349.989	316.653	298.938	51.051	14.6	17.715	5.6
Fuel	166.705	168.483	160.607	6.098	3.7	7.876	4.7
Insurance	60.902	61.725	62.492	(1.590)	(2.6)	(0.767)	(1.2)
Claims	89.291	100.934	144.022	(54.731)	(61.3)	(43.088)	(42.7)
Paratransit Service Contracts	385.183	368.324	367.715	17.468	4.5	0.609	0.2
Maintenance and Other Operating Contracts	207.457	213.831	206.739	0.718	0.3	7.092	3.3
Professional Service Contracts	145.278	177.386	167.839	(22.561)	(15.5)	9.547	5.4
Materials & Supplies	335.619	340.305	332.240	3.379	1.0	8.065	2.4
Other Business Expenses	68.385	67.242	64.898	3.487	5.1	2.344	3.5
Total Non-Labor Expenses	1,808.809	1,814.883	1,805.490	3.319	0.2	9.393	0.5
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjts.	7,881.024	7,868.935	7,949.312	(68.288)	(0.9)	(80.377)	(1.0)
Depreciation	1,520.000	1,433.225	1,421.011	98.989	6.5	12.214	0.9
Other Post Employment Benefits	1,405.331	1,446.605	1,554.097	(148.766)	(10.6)	(107.492)	(7.4)
Environmental Remediation	0.000	0.000	24.121	(24.121)	-	(24.121)	-
Total Expenses	10,806.355	10,748.765	10,948.541	(142.186)	(1.3)	(199.776)	(1.9)
Net Surplus/(Deficit)							
(Excluding Subsidies and Debt Service)	(5,509.124)	(5,285.691)	(5,417.927)	91.197	1.7	(132.236)	(2.5)

Totals may not add due to rounding.

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

	2013						2013			
	Adopted vs. Actuals			Final Estimate vs. Actuals			Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	3,987,766	\$116.441	3,873,826	\$113.114	2,857,141	\$112.207	1,130,625	\$4.234	1,016,685	\$0.907
							0.0%	3.6%	0.0%	0.8%
<u>Unscheduled Service</u>	2,676,280	\$78.867	3,264,892	\$97.681	2,446,150	\$91.197	230,130	(\$12.330)	818,742	\$6.483
							0.0%	-15.6%	0.0%	6.6%
<u>Programmatic/Routine Maintenance</u>	2,742,642	\$87.385	3,144,342	\$100.077	8,254,770	\$112.738	(5,512,128)	(\$25.353)	(5,110,428)	(\$12.661)
							0.0%	-29.0%	0.0%	-12.7%
<u>Unscheduled Maintenance</u>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	128,125	\$6.100	676,637	\$21.827	735,121	\$22.571	(606,997)	(\$16.471)	(58,484)	(\$0.744)
							0.0%	0.0%	0.0%	-3.4%
<u>Weather Emergencies</u>	120,567	\$3.665	968,067	\$29.429	1,013,508	\$31.783	(892,941)	(\$28.118)	(45,441)	(\$2.354)
							0.0%	-767.2%	0.0%	-8.0%
<u>Safety/Security/Law Enforcement</u>	123,550	\$3.298	117,220	\$3.129	101,397	\$3.113	22,153	\$0.185	15,823	\$0.016
							0.0%	5.6%	0.0%	0.5%
<u>Other</u>	129,228	\$5.520	155,052	\$6.623	375,873	\$4.438	(246,645)	\$1.081	(220,822)	\$2.184
							0.0%	19.6%	0.0%	33.0%
Sub-Total	9,908,158	\$301.277	12,200,036	\$371.881	15,783,961	\$378.048	(5,875,803)	(\$76.771)	(3,583,925)	(\$6.167)
							0.0%	-25.5%	0.0%	-1.7%
REIMBURSABLE OVERTIME	1,994,017	\$63.438	2,985,933	\$94.995	3,307,666	\$115.468	(1,313,649)	(\$52.030)	(321,733)	(\$20.473)
							0.0%	-82.0%	0.0%	-21.6%
TOTAL NR & R OVERTIME	11,902,175	\$364.715	15,185,969	\$466.876	19,091,627	\$493.516	(7,189,452)	(\$128.801)	(3,905,658)	(\$26.640)
									0.0%	-5.7%

* Above 100%

**MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
EXPLANATIONS OF OPERATING CASH RECEIPTS AND EXPENDITURE
VARIANCES**

2013 FINAL ESTIMATE VS. ACTUALS

Operating Receipts

- **Farebox Receipts.** Farebox revenue receipts of \$4,086.8 million were higher than the Estimate by a favorable real variance of \$43.5 million (1.1 percent).
- **Other Operating Receipts.** Receipts of \$436.8 million were lower than the Estimate by \$17.5 million (3.9 percent), representing an unfavorable timing variance composed of \$10.2 million of delayed reimbursement of Tropical Storm Irene costs and \$7.3 million of delayed reimbursement of Tropical Storm Sandy costs.

Operating Expenditures

- **Total Salaries & Wages.** Salary & wage expenditures of \$3,195.8 million were below the Estimate by \$7.8 million (0.2 percent), including \$9.5 million of real savings, mostly from vacancies, and \$1.7 million of unfavorable cash timing retroactive payment adjustments.
- **Health and Welfare.** Health and welfare expenditures (including OPEB current payment) of \$959.4 million were under the Estimate by \$9.6 million (1.0 percent), representing a favorable real variance.
- **Pension.** Pension expenditures of \$760.2 million exceeded the Estimate by \$6.3 million (0.8 percent), which represented an unfavorable MaBSTOA pension real variance.
- **Other Fringe Benefits.** Other fringe benefit expenditures of \$256.2 million underran the Estimate by \$8.2 million (3.1 percent). This variance was comprised of a favorable real variance of \$8.3 million and an unfavorable timing variance of \$0.1 million, relating to retroactive wage payment adjustments.
- **GASB Account.** GASB account payments of \$66.7 million exceeded the Estimate by an unfavorable real variance of \$2.2 million (3.4 percent).
- **Reimbursable Overhead Credits.** Reimbursable overhead credits of \$209.3 million exceeded the Estimate by a favorable real variance of \$19.1 million (10.0 percent). This increase resulted from higher reimbursable overtime expenses.

- **Electric Power.** Power operating expenditures of \$296.4 million were less than the Estimate by \$20.0 million (6.3 percent), including \$16.3 million of real favorable variances due largely to lower prices and consumption, and a favorable payment timing variance of \$3.7 million.
- **Fuel.** Fuel operating expenditures of \$164.3 million were below the Estimate by a favorable real variance of \$4.2 million (2.5 percent).
- **Insurance.** Insurance expenditures of \$58.3 million underran the Estimate by \$17.0 million (22.5 percent). This variance included a real favorable variance of \$12.6 million, due mostly to overbilling in the Estimate, and a favorable timing variance of \$4.4 million, due to delayed interagency payments to MTA.
- **Claims.** Claims expenditures of \$97.7 million were \$5.0 million (5.4 percent) higher than the Estimate. This overrun represents higher real payouts of claims than anticipated in the Estimate.
- **Paratransit Service Contracts.** Paratransit service contract expenditures of \$371.8 million were \$5.5 million (1.5 percent) higher than the Estimate. This real unfavorable variance represents a more negative payment lag than what was anticipated in the Estimate.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenditures of \$178.1 million were \$19.8 million (10.0 percent) below the Estimate, including a favorable real variance of \$12.8 million and a favorable timing variance of \$7.0 million, mostly attributable to delays in planned delivery of paratransit vehicles and funding for a flat car repair contract. The \$12.8 million favorable real variance was due mostly to underruns in several building-related and maintenance service accounts.
- **Professional Service Contracts.** Professional service contract expenditures of \$142.5 million were less than the Estimate by \$1.0 million (0.7 percent). This variance included an unfavorable real variance of \$1.9 million and a favorable timing variance of \$3.0 million, due primarily to delays in performing subway structural inspections, Enterprise Asset Management (EAM) consulting services, and implementation of Thin Client and TABIS projects.
- **Materials & Supplies.** Materials & supplies expenditures of \$296.2 million exceeded the Estimate by \$18.7 million (6.7 percent). This variance included an unfavorable real variance of \$21.2 million, representing a materials inventory build in support of Sandy and other capital projects, and a net favorable timing variance of \$2.5 million.

Capital and Other Reimbursements Net of Reimbursable Expenditures. Capital and other reimbursements, net of reimbursable expenditures in 2013, was \$94.1 million unfavorable to the Estimate, representing the unfavorable timing of reimbursements, which are estimated to be offset in 2014.

**MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
EXPLANATIONS OF OPERATING CASH RECEIPTS AND EXPENDITURE
VARIANCES**

2013 ADOPTED BUDGET (BUDGET) VS. ACTUALS

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2013 was \$2,250.8 million, \$346.1 million (13.3 percent) less than the Budget. Major components of this variance are as follows:

Operating Receipts. Operating receipts of \$4,523.6 million were \$161.7 million (3.7 percent) higher than Budget, due mostly to increased farebox receipts of \$68.6 million and other operating receipts of \$93.1 million, due mostly to higher Sandy reimbursements and paratransit Urban Tax receipts.

Operating Expenditures. Operating expenditures of \$6,702.7 million were below Budget by \$298.5 million (4.3 percent), including the following:

- Labor operating expenditures were below Budget by \$264.8 million (5.0 percent), due mostly to decreased budgeted pension expenditures of \$213.2 million, resulting largely from a NYCERS payment of \$150.0 million at the end of 2012 that was originally anticipated to be made in 2013.
- Non-labor operating expenditures were below Budget by \$33.8 million (2.0 percent), due mostly to electric power savings of \$53.3 million, resulting mainly from lower prices.

Capital and Other Reimbursements Net of Reimbursable Expenditures. Capital and other reimbursements, net of reimbursable expenditures in 2013, were \$114.1 million unfavorable to Budget, due largely to higher reimbursable expenditures in support of capital projects not reimbursed by the end of 2013.

MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
2013 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final	Actual	Favorable/(Unfavorable) Variance		
	Estimate		Total	Real	Timing
	\$	\$	\$	\$	\$
<u>Operating Receipts</u>					
Farebox Revenue	4,043.2	4,086.8	43.5	43.5	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	99.0	99.1	0.0	0.0	0.0
Paratransit Reimbursement	164.0	167.1	3.1	3.1	0.0
Other	191.3	170.7	(20.7)	(3.2)	(17.5)
Total Other Operating Revenue	454.3	436.8	(17.5)	0.0	(17.5)
Total Operating Receipts	4,497.5	4,523.6	26.1	43.6	(17.5)
<u>Operating Expenditures</u>					
Labor:					
Total Salaries & Wages	3,203.6	3,195.8	7.8	9.5	(1.7)
Health and Welfare (including OPEB)	969.0	959.4	9.6	9.6	0.0
Pensions	753.9	760.2	(6.3)	(6.3)	0.0
Other Fringe Benefits	264.4	256.2	8.2	8.3	(0.1)
Total Fringe Benefits	1,987.2	1,975.7	11.5	11.6	(0.1)
GASB Account	64.5	66.7	(2.2)	(2.2)	0.0
Reimbursable Overhead	(190.2)	(209.3)	19.1	19.1	0.0
Total Labor Expenditures	5,065.1	5,028.9	36.2	38.0	(1.8)
Non-Labor:					
Electric Power	316.4	296.4	20.0	16.2	3.7
Fuel	168.5	164.3	4.2	4.2	0.0
Insurance	75.4	58.3	17.0	12.6	4.4
Claims	92.7	97.7	(5.0)	(5.0)	0.0
Paratransit Service Contracts	366.3	371.8	(5.5)	(5.5)	0.0
Maintenance and Other Operating Contracts	197.9	178.1	19.8	12.8	7.0
Professional Service Contracts	143.5	142.5	1.0	(1.9)	3.0
Materials & Supplies	277.5	296.2	(18.7)	(21.2)	2.5
Other Business Expenses	65.0	68.5	(3.4)	(3.2)	(0.2)
Total Non-Labor Expenditures	1,703.2	1,673.8	29.4	9.0	20.4
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Operating Expenditures	6,768.3	6,702.7	65.6	47.0	18.6
Capital and Other Reimbursements	937.2	893.3	(43.8)	51.6	(95.4)
Capital and Other Reimbursable Expenditures	914.8	965.1	(50.2)	(51.6)	1.3
Net Capital and Other Reimbursements	22.3	(71.7)	(94.1)	0.0	(94.1)
Net Cash Deficit	(2,248.4)	(2,250.8)	(2.4)	90.6	(93.0)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
2013 OPERATING CASH RESULTS - ACTUAL vs. ADOPTED BUDGET
(\$ in millions)

	<u>Adopted Budget</u> \$	<u>Actual</u> \$	<u>Favorable (Unfavorable) Variance</u> \$
<u>Operating Receipts</u>			
Farebox Revenue	4,018.1	4,086.8	68.6
Vehicle Toll Revenue	0.0	0.0	0.0
Other Operating Revenue:			
Fare Reimbursement	84.0	99.1	15.0
Paratransit Reimbursement	156.3	167.1	10.8
Other	103.5	170.7	67.2
Total Other Operating Revenue	343.8	436.8	93.0
Total Operating Receipts	4,362.0	4,523.6	161.7
<u>Operating Expenditures</u>			
Labor:			
Total Salaries & Wages	3,185.1	3,195.8	(10.6)
Health and Welfare (including OPEB)	1,013.7	959.4	54.4
Pensions	973.4	760.2	213.2
Other Fringe Benefits	255.1	256.2	(1.1)
Total Fringe Benefits	2,242.3	1,975.7	266.5
GASB Account	49.8	66.7	(16.8)
Reimbursable Overhead	(183.6)	(209.3)	25.7
Total Labor Expenditures	5,293.7	5,028.9	264.8
Non-Labor:			
Electric Power	349.7	296.4	53.3
Fuel	166.7	164.3	2.4
Insurance	62.7	58.3	4.4
Claims	81.0	97.7	(16.6)
Paratransit Service Contracts	383.2	371.8	11.4
Maintenance and Other Operating Contracts	201.0	178.1	22.9
Professional Service Contracts	118.1	142.5	(24.3)
Materials & Supplies	278.3	296.2	(18.0)
Other Business Expenses	66.8	68.5	(1.6)
Total Non-Labor Expenditures	1,707.6	1,673.8	33.8
Other Expenditure Adjustments:			
Other	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0
Total Operating Expenditures	7,001.3	6,702.7	298.5
Capital and Other Reimbursements	902.7	893.3	(9.4)
Capital and Other Reimbursable Expenditures	860.3	965.1	(104.8)
Net Capital and Other Reimbursements	42.4	(71.7)	(114.1)
Net Cash Deficit	(2,596.9)	(2,250.8)	346.1

Totals may not add due to rounding.

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

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	4,018.143	4,043.223	4,086.772	68.629	1.7	43.549	1.1
Other Operating Revenue:							
Fare Reimbursement	84.016	99.016	99.052	15.036	17.9	0.036	0.0
Paratransit Reimbursement	156.280	163.978	167.124	10.844	6.9	3.146	1.9
Other	103.517	191.326	170.667	67.150	64.9	(20.659)	(10.8)
Total Other Operating Revenue	343.813	454.320	436.843	93.030	27.1	(17.477)	(3.8)
Capital and Other Reimbursements	902.703	937.173	893.332	(9.371)	(1.0)	(43.841)	(4.7)
Total Receipts	5,264.659	5,434.716	5,416.947	152.288	2.9	(17.769)	(0.3)
Expenditures							
Labor:							
Payroll	3,242.862	3,183.870	3,182.616	60.246	1.9	1.254	0.0
Overtime	363.596	459.018	470.666	(107.070)	(29.4)	(11.648)	(2.5)
Total Salaries & Wages	3,606.458	3,642.888	3,653.282	(46.824)	(1.3)	(10.394)	(0.3)
Health and Welfare	687.897	671.550	657.042	30.855	4.5	14.508	2.2
OPEB Current Payment	351.847	322.363	325.601	26.246	7.5	(3.238)	(1.0)
Pensions	998.441	783.083	789.666	208.775	20.9	(6.583)	(0.8)
Other Fringe Benefits	365.004	376.451	375.254	(10.250)	(2.8)	1.197	0.3
Total Fringe Benefits	2,403.189	2,153.447	2,147.563	255.626	10.6	5.884	0.3
GASB Account	49.848	64.473	66.688	(16.840)	(33.8)	(2.215)	(3.4)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	6,059.495	5,860.808	5,867.533	191.962	3.2	(6.725)	(0.1)
Non-Labor:							
Electric Power	349.989	316.653	296.780	53.209	15.2	19.873	6.3
Fuel	166.704	168.483	164.316	2.388	1.4	4.167	2.5
Insurance	62.706	75.367	58.338	4.368	7.0	17.029	22.6
Claims	81.044	92.687	97.658	(16.614)	(20.5)	(4.971)	(5.4)
Paratransit Service Contracts	383.183	366.324	372.787	10.396	2.7	(6.463)	(1.8)
Maintenance and Other Operating Contracts	222.157	228.531	216.824	5.333	2.4	11.707	5.1
Professional Service Contracts	136.278	170.969	165.371	(29.093)	(21.3)	5.598	3.3
Materials & Supplies	331.619	336.018	357.783	(26.164)	(7.9)	(21.765)	(6.5)
Other Business Expenses	68.387	67.287	70.395	(2.008)	(2.9)	(3.108)	(4.6)
Total Non-Labor Expenditures	1,802.067	1,822.319	1,800.252	1.815	0.1	22.067	1.2
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	7,861.562	7,683.127	7,667.785	193.777	2.5	15.342	0.2
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(2,596.903)	(2,248.411)	(2,250.838)	346.065	13.3	(2.427)	(0.1)

Totals may not add due to rounding

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

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	15.931	15.831	34.931	19.000	119.3	19.100	120.6
Other Operating Revenue							
Fare Reimbursement	0.000	15.000	15.035	15.035	-	0.035	-
Paratransit Reimbursement	(0.225)	1.285	(2.491)	(2.266)	1,007.1	(3.776)	(293.9)
Other	(90.670)	(82.822)	(89.406)	1.264	(1.4)	(6.584)	7.9
Total Other Operating Revenue	(90.895)	(66.537)	(76.862)	14.033	(15.4)	(10.325)	15.5
Capital and Other Reimbursements	42.392	22.348	(71.736)	(114.128)	(269.2)	(94.084)	421.0
Total Receipts	(32.572)	(28.358)	(113.667)	(81.095)	249.0	(85.309)	(300.8)
Expenditures							
Labor:							
Payroll	9.980	69.040	50.050	40.070	401.5	(18.990)	(27.5)
Overtime	1.119	7.858	22.850	21.731	1,942.0	14.992	190.8
Total Salaries & Wages	11.099	76.898	72.900	61.801	556.8	(3.998)	(5.2)
Health and Welfare	5.543	(17.545)	(15.728)	(21.271)	(383.7)	1.817	10.4
OPEB Current Payment	0.000	0.000	0.001	0.001	-	0.001	-
Pensions	8.273	157.115	158.738	150.465	1,818.7	1.623	1.0
Other Fringe Benefits	37.653	41.249	127.066	89.413	237.5	85.817	208.0
Total Fringe Benefits	51.469	180.819	270.077	218.608	424.7	89.258	49.4
GASB Account	(49.848)	(64.473)	(66.688)	(16.840)	(33.8)	(2.215)	(3.4)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	12.720	193.244	276.289	263.569	2,072.1	83.045	43.0
Non-Labor:							
Electric Power	0.000	0.000	2.158	2.158	-	2.158	#DIV/0!
Fuel	0.001	0.000	(3.709)	(3.710)	-	(3.709)	#DIV/0!
Insurance	(1.804)	(13.642)	4.154	5.958	330.3	17.796	(130.5)
Claims	8.247	8.247	46.364	38.117	462.2	38.117	462.2
Paratransit Service Contracts	2.000	2.000	(5.072)	(7.072)	353.6	(7.072)	(353.6)
Maintenance and Other Operating Contracts	(14.700)	(14.700)	(10.085)	4.615	31.4	4.615	31.4
Professional Service Contracts	9.000	6.417	2.468	(6.532)	(72.6)	(3.949)	(61.5)
Materials & Supplies	4.000	4.287	(25.543)	(29.543)	(738.6)	(29.830)	695.8
Other Business Expenses	(0.002)	(0.045)	(5.497)	(5.495)	-	(5.452)	-
Total Non-Labor Expenditures	6.742	(7.436)	5.238	(1.504)	(22.3)	12.674	(170.4)
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	19.462	185.808	281.527	262.065	1,346.5	95.719	51.5
Depreciation	1,520.000	1,433.225	1,421.011	(98.989)	(6.5)	(12.214)	(0.9)
Other Post Employment Benefits	1,405.331	1,446.605	1,554.097	148.766	10.6	107.492	7.4
Environmental Remediation	0.000	0.000	24.121	24.121	-	24.121	-
Total Expenditures	2,944.793	3,065.638	3,280.756	335.963	11.4	215.118	7.0
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	2,912.221	3,037.280	3,167.089	254.868	8.8	129.809	4.3

Totals may not add due to rounding.

MTA New York City Transit
2013 YEAR-END REPORT
2013 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$4,043.2	\$4,086.8	\$43.5	\$43.5	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	454.3	436.8	(17.5)	0.0	(17.5)
Capital and Other Reimbursements	937.2	893.3	(43.8)	51.6	(95.4)
Total Receipts	5,434.7	5,416.9	(17.8)	95.1	(112.9)
<u>Expenditures</u>					
Labor:					
Payroll	3,183.9	3,182.6	1.3	2.9	(1.7)
Overtime	459.0	470.7	(11.6)	(11.6)	0.0
Health and Welfare	671.6	657.0	14.5	14.5	0.0
OPEB Current Payment	322.4	325.6	(3.2)	(3.2)	0.0
Pensions	783.1	789.7	(6.6)	(6.6)	0.0
Other Fringe Benefits	376.5	375.3	1.2	1.3	(0.1)
GASB Account	64.5	66.7	(2.2)	(2.2)	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	5,860.8	5,867.5	(6.7)	(4.9)	(1.8)
Non-Labor:					
Electric Power	316.7	296.8	19.9	16.2	3.7
Traction Power	316.7	296.8	19.9	16.2	3.7
Non-Traction Power			0.0	0.0	0.0
Fuel	168.5	164.3	4.2	4.2	0.0
Revenue Vehicle Fuel	168.5	164.3	4.2	4.2	0.0
Non-Revenue Fuel	0.0	0.0	0.0	0.0	0.0
Insurance	75.4	58.3	17.0	12.6	4.4
Claims	92.7	97.7	(5.0)	(5.0)	0.0
Paratransit Service Contracts	366.3	372.8	(6.5)	(6.5)	0.0
Maintenance and Other Operating Contracts	228.5	216.8	11.7	3.8	7.9
Professional Service Contracts	171.0	165.4	5.6	2.6	3.0
Materials & Supplies	336.0	357.8	(21.8)	(24.5)	2.7
Other Business Expenses	67.3	70.4	(3.1)	(3.1)	0.0
Total Non-Labor Expenditures	1,822.3	1,800.3	22.1	0.4	21.7
Other Expenditure Adjustments:					
Other			0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	7,683.1	7,667.8	15.3	(4.6)	19.9
Baseline Net Cash Deficit	(\$2,248.4)	(\$2,250.8)	(\$2.4)	\$90.6	(\$93.0)

Totals may not agree due to rounding.

**MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Ridership

2013 total ridership (subway, bus, and paratransit combined) of 2.39 billion was slightly higher (0.2 million trips) than the Final Estimate. Subway ridership was less than 0.1 percent (0.4 million trips) above the Estimate, bus ridership was less than 0.1 percent (0.1 million trips) below the Estimate, and paratransit ridership was 0.8 percent (less than 0.1 million trips) below the Estimate.

2013 total ridership was 0.4 percent (9.3 million trips) above the 2013 Adopted Budget. Subway ridership was less than 0.1 percent (0.3 million trips) below Budget, bus ridership was 1.7 percent (11.0 million trips) above Budget, and paratransit ridership was 13.3 percent (1.4 million trips) below Budget.

2013 total ridership was 2.7 percent (62.6 million trips) above 2012 ridership.

Annual Ridership by Mode

2013 subway ridership was 1.708 billion, the highest since 1949. Subway ridership increased 3.2 percent (53.0 million trips) from 2012 to 2013. Since 1996, annual subway ridership has increased 53.8%.

2013 bus ridership was 677.6 million, an increase of 1.4 percent (9.7 million trips) from 2012. From 1996 to 2013, annual bus ridership increased 41.1 percent, with most of the increase occurring between 1997 and 2002 as a result of MetroCard fare incentives. Since 2002, bus ridership has declined 10.2 percent, due in part to six fare increases during the period.

2013 paratransit ridership was 9.3 million, a decrease of 0.8 percent (0.1 million trips) from 2012. 2013 annual paratransit ridership was more than 12 times higher than ridership in 1996.

Weekday and Weekend Ridership¹

Average weekday total ridership (subway, bus, and paratransit combined) increased 1.1 percent from 2012 to 2013. Average weekday subway ridership increased 1.6 percent, average weekday bus ridership decreased 0.1 percent, and average weekday paratransit ridership decreased 2.9 percent.

Average weekend total ridership (Saturday and Sunday combined) increased 2.0 percent. Average weekend subway ridership increased 2.5 percent, average weekend bus ridership increased 0.6 percent, and average weekend paratransit ridership increased 1.5 percent.

**NYC Transit Average Weekday and Weekend Ridership
(Thousands)**

	Weekday			Weekend (Saturday + Sunday)		
	2012	2013	Change	2012	2013	Change
Subway	5,380	5,465	+1.6%	5,663	5,807	+2.5%
Bus	2,169	2,166	-0.1%	2,309	2,322	+0.6%
Paratransit	30	29	-2.9%	33	34	+1.5%
Total	7,580	7,661	+1.1%	8,005	8,162	+2.0%

Note: Totals may not add due to rounding

¹ Averages exclude October 29-November 2, 2012 due to Sandy.

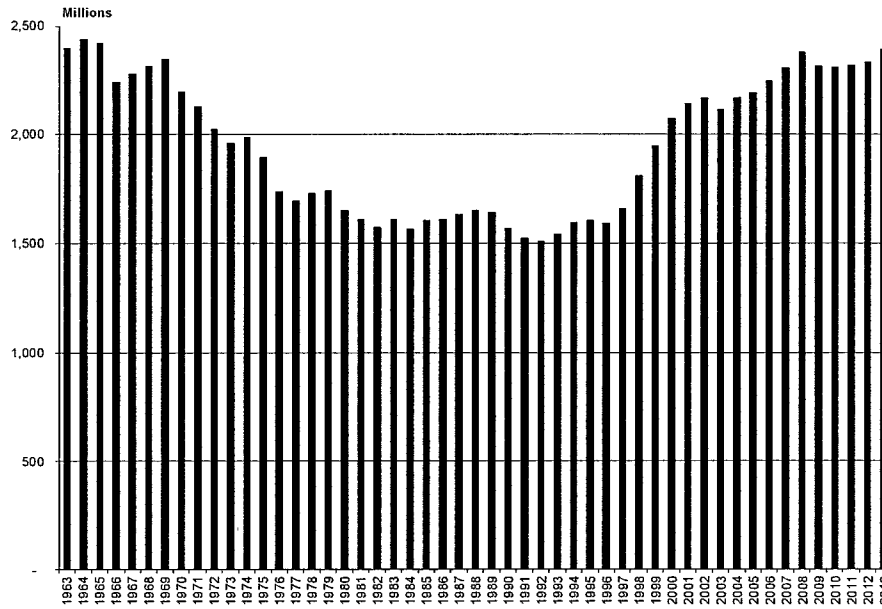
MTA NEW YORK CITY TRANSIT
2013 Year-End Report
Ridership/Traffic Volume (Utilization)
(ridership in millions)

	December 2013 Year-to-Date			Favorable/(Unfavorable)			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Subway	1,707.898	1,707.192	1,707.556	(0.342)	(0.0%)	0.364	0.0%
Bus	666.550	677.656	677.569	11.019	1.7%	(0.087)	(0.0%)
Paratransit	10.686	9.341	9.266	(1.420)	(13.3%)	(0.075)	(0.8%)
Total Utilization	2,385.134	2,394.189	2,394.391	9.257	0.4%	0.202	0.0%

Notes: Paratransit ridership includes guests and personal care attendants.

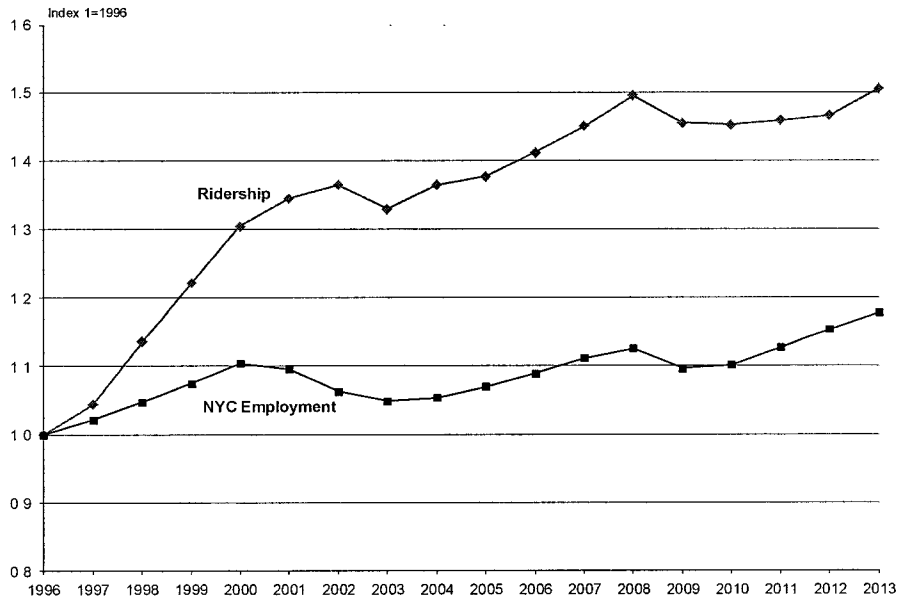
Totals may not add due to rounding

Chart 1: Annual NYC Transit Ridership



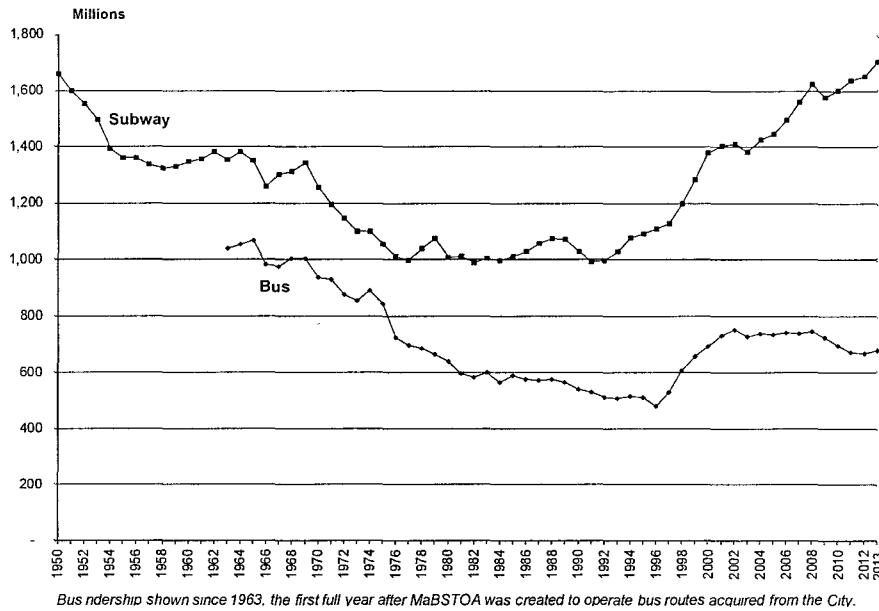
Excluding the recent peak year of 2008, 2013 ridership remained at a level not seen since the late 1960s. Compared to its low point in 1992, ridership increased 58.7 percent, including a period of rapid growth following the introduction of fare incentives in 1997 and 1998.

Chart 2: NYC Employment and Total Ridership Index



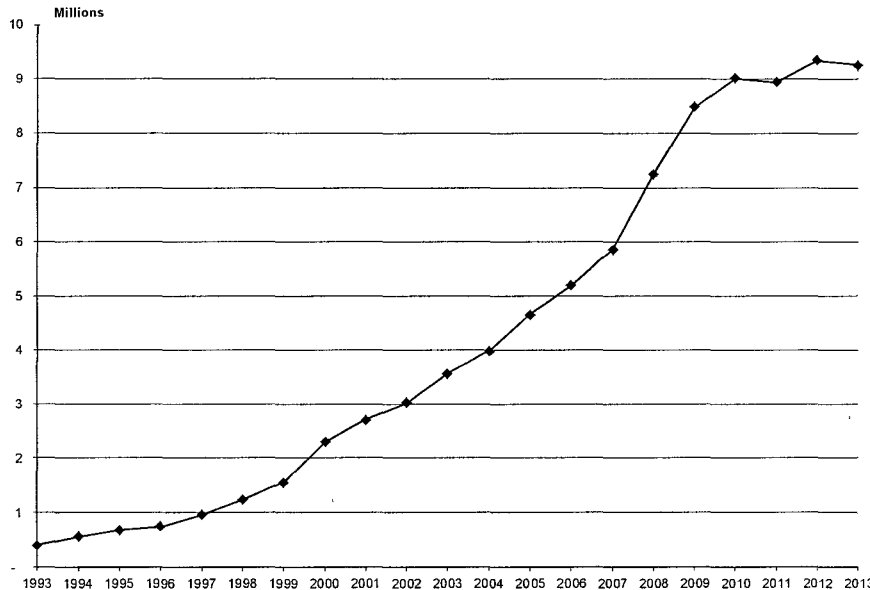
New York City employment is an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, Ridership growth outpaced employment growth by a wide margin between 1996 and 2002, and to a lesser extent between 2003 and 2008. Employment growth has outpaced ridership growth since the 2009 recession, due in part to three fare increases, as well as the impact from Sandy.

Chart 3: Annual Subway and Bus Ridership



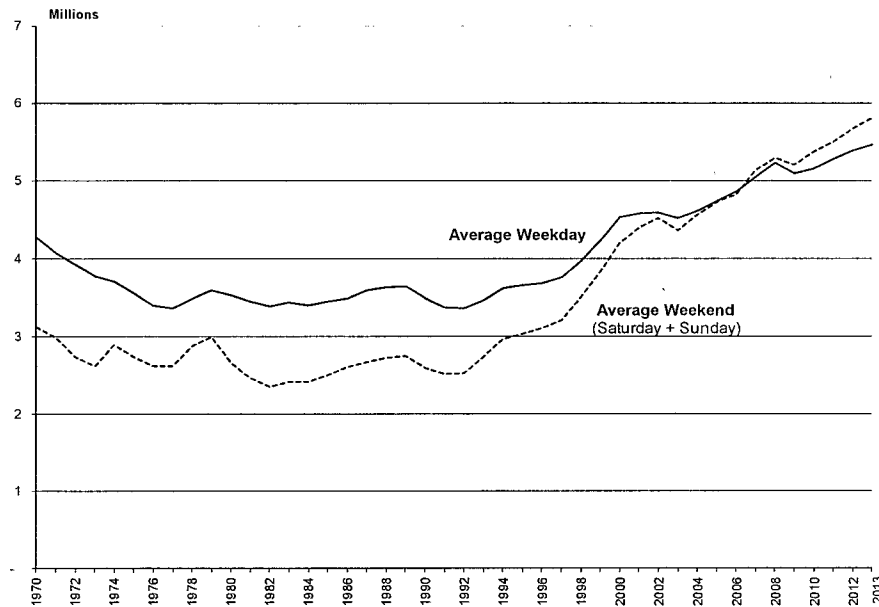
From 2012 to 2013, subway ridership increased 3.2 percent and bus ridership increased 1.4 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was stable during that period. Since 1992, subway ridership increased 71.3 percent and bus ridership grew 32.3 percent.

Chart 4: Annual Paratransit Ridership



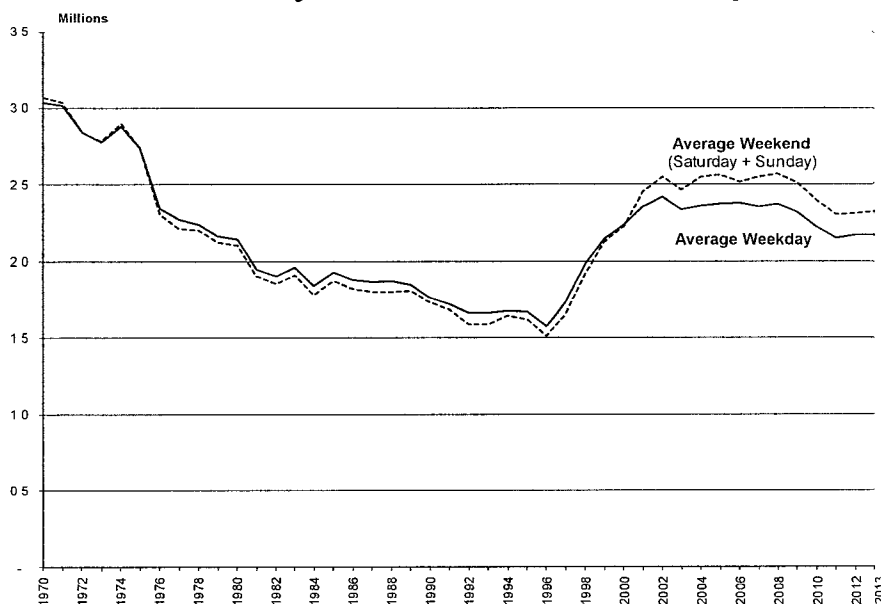
Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth has slowed since 2010.

Chart 5: Weekday and Weekend Subway Ridership



Historically, subway ridership was much higher on weekdays than weekends (Saturday plus Sunday combined). However, weekend ridership grew rapidly in recent years and, since 2007, has averaged higher than weekdays. Compared to 1992, weekday ridership grew by 62.6 percent, while weekend ridership more than doubled (up 129.4 percent).

Chart 6: Weekday and Weekend Bus Ridership



Weekday and weekend bus ridership were historically similar, but weekends had faster growth following the 1997-1998 fare incentives, and ridership has been higher than on weekdays since 2001. Both weekday and weekend ridership were stable from 2003 to 2008. Even with decreases since 2008, weekday ridership grew 37.6 percent and weekend ridership grew 53.9 percent compared to their low points in 1996.

**MTA NEW YORK CITY TRANSIT
2013 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME
EQUIVALENTS**

2013 Final Estimate vs. Actuals

2013 year-end headcount (including full-time equivalents) was 46,412, 42 positions or (0.1 percent) below the Estimate of 46,454. The 42 underrun was due to vacancies reported in several departments, partly offset by an excess of 248 Subways RTO incumbents, mostly in Conductor and Train Operator titles, and an excess of 50 Subways infrastructure incumbents, mostly hourlies.

2013 Adopted Budget vs. Actuals

2013 year-end headcount (including full-time equivalents) was 46,412, 349 (0.8 percent) above the Budget of 46,063. The excess of 349 was due mainly to an excess 247 Subways RTO incumbents, mostly in Conductor and Train Operator titles, and an excess of 89 Subways infrastructure incumbents, mostly hourlies.

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

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

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

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

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

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



**MTA STATEN ISLAND RAILWAY
2013 YEAR-END REPORT
SUMMARY**

ACCRUAL RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2013 of \$9.755 million were slightly above the Estimate by \$0.073 million (0.8 percent).

Operating expenses of \$42.848 million, before depreciation and Other Post-Employment Benefits, were favorable to the Estimate by \$3.538 million (7.6 percent). Labor expenses were higher by \$1.331 million (4.1 percent), due primarily to an overrun in other fringe benefits of \$2.672 million (over 100.0 percent), caused mostly by additional Workers' Compensation reserve requirements, based on current actuarial information. Partly offsetting this overrun were favorable reimbursable overhead credits of \$0.897 million (over 100.0 percent) and lower payroll expenses of \$0.369 million (2.1 percent), both due largely to additional reimbursable project labor requirements. Non-labor expenses were below the Estimate by \$4.869 million (34.2 percent), including: maintenance contract underruns of \$2.798 million (76.4 percent), resulting primarily from the capitalization of non-revenue vehicle purchases; lower materials and supplies expenses of \$1.198 million (34.3 percent), occurring mostly from additional reimbursable project requirements; reduced electric power expenses of \$1.085 million (21.5 percent), mainly from timing and lower prices, and insurance expense underruns of \$0.592 million (50.2 percent), caused by the favorable timing of interagency payments. The above favorable results were partly offset by higher other business expenses of \$0.587 million (over 100.0 percent), due to adjustments relating to accumulated inactive account balances.

Depreciation expenses of \$8.114 million were \$0.486 million (5.7 percent) below the Estimate. Other post-employment benefit expenses of \$1.413 million were \$0.887 million (38.6 percent) below the Estimate, based on current actuarial information.

CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

MTA Staten Island Railway's net operating cash deficit (excluding subsidies and loans) at the end of 2013 was \$28.654 million, \$8.313 million (22.5 percent) favorable to the Estimate. This variance consisted of a \$5.054 million favorable real variance and a favorable timing variance of \$3.259 million. The favorable real variance of \$5.054 million resulted mostly from capital & other reimbursements of \$2.286 million, salaries and wages of \$1.113 million, electric

**MTA STATEN ISLAND RAILWAY
2013 YEAR-END REPORT
SUMMARY**

**CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS
(continued)**

power expenditures of \$0.547 million and maintenance contract expenditures of \$0.711 million.

The favorable timing variance of \$3.259 million resulted mostly from favorable payment timing in salaries & wages of \$1.764 million, pensions of \$1.740 million, materials & supplies of \$0.700 million, electric power of \$0.500 million and insurance of \$0.377 million, as well as the favorable timing of farebox receipt settlements with NYCT of \$0.483 million, partly offset by the unfavorable timing of other operating receipts of \$1.456 million and capital reimbursements of \$1.349 million.

ACCRUAL RESULTS – ADOPTED BUDGET (Budget) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2013 of \$9.755 million exceeded Budget by \$1.260 million (14.8 percent). Other operating revenues were higher by \$1.804 million (73.7 percent), due mostly to Tropical Storm Sandy recovery cost reimbursements. Farebox revenue underran Budget by \$0.544 million (9.0 percent), due to lower ridership.

Operating expenses of \$42.848 million, before depreciation and Other Post-Employment Benefits, were slightly unfavorable to Budget by a net \$0.375 million (0.9 percent). Labor expenses exceeded budget by \$3.637 million (12.2 percent), due mostly to higher other fringe benefit expenses of \$3.036 million (over 100.0 percent), caused largely by additional Workers' Compensation reserve requirements, based on current actuarial information. Overtime expenses were also above Budget by \$1.584 million (over 100.0 percent), due to additional Sandy residual requirements, the impact of adverse weather, and several operational support requirements. Reimbursable overhead credits were favorable by 0.954 million (over 100.0 percent), due to additional reimbursable labor requirements. Non-labor expenses were below Budget by \$3.262 million (25.8 percent), including maintenance contract underruns of \$3.094 million (78.1 percent), resulting primarily from the capitalization of non-revenue vehicle purchases and reduced electric power expenses of \$1.405 million (26.2 percent), mainly from timing and lower prices. The above favorable results were partly offset by higher other business expenses of \$0.587 million (over 100.0 percent), due to adjustments relating to accumulated inactive account balances.

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

NON-REIMBURSABLE	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget*	Estimate		\$	%	\$	%
Revenue							
Farebox Revenue	\$6.048	\$5.517	\$5.504	(\$0.544)	(9.0)	(\$0.013)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.447	4.165	4.251	1.804	73.7	0.086	2.1
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$8.495	\$9.682	\$9.755	\$1.260	14.8	\$0.073	0.8
Expenses							
Labor:							
Payroll	\$17.006	\$17.518	\$17.149	(\$0.143)	(0.8)	\$0.369	2.1
Overtime	0.785	2.507	2.369	(1.584)	*	0.138	5.5
Health and Welfare	4.201	4.035	3.005	1.196	28.5	1.030	25.5
OPEB Current Payment	0.753	0.864	1.745	(0.992)	*	(0.881)	*
Pensions	5.800	5.620	5.832	(0.032)	(0.6)	(0.212)	(3.8)
Other Fringe Benefits	1.286	1.650	4.322	(3.036)	*	(2.672)	*
Reimbursable Overhead	0.000	(0.057)	(0.954)	0.954	-	0.897	*
Total Labor Expenses	\$29.831	\$32.137	\$33.468	(\$3.637)	(12.2)	(\$1.331)	(4.1)
Non-Labor:							
Electric Power	\$5.362	\$5.042	\$3.957	\$1.405	26.2	\$1.085	21.5
Fuel	0.410	0.360	0.334	0.076	18.5	0.026	7.2
Insurance	0.300	1.180	0.588	(0.288)	(96.0)	0.592	50.2
Claims	0.279	0.079	0.014	0.265	95.0	0.065	82.3
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts*	3.963	3.667	0.869	3.094	78.1	2.798	76.3
Professional Service Contracts	0.424	0.423	0.731	(0.307)	(72.4)	(0.308)	(72.8)
Materials & Supplies*	1.899	3.493	2.295	(0.396)	(20.9)	1.198	34.3
Other Business Expenses	0.005	0.005	0.592	(0.587)	*	(0.587)	*
Total Non-Labor Expenses	\$12.642	\$14.249	\$9.380	\$3.262	25.8	\$4.869	34.2
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$42.473	\$46.386	\$42.848	(\$0.375)	(0.9)	\$3.538	7.6
Depreciation	9.000	8.600	8.114	0.886	9.8	0.486	5.7
Other Post Employment Benefits	2.300	2.300	1.413	0.887	38.6	0.887	38.6
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$53.773	\$57.286	\$52.375	\$1.398	2.6	\$4.911	9.4
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$45.278)	(\$47.604)	(\$42.620)	\$2.658	5.9	\$4.984	10.5

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

Totals may not add due to rounding

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

REIMBURSABLE	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1.674	1.787	4.073	2.399	*	2.286	*
Total Revenue	\$1.674	\$1.787	\$4.073	\$2.399	*	\$2.286	*
Expenses							
Labor:							
Payroll	\$0.287	\$0.343	\$1.328	(\$1.041)	*	(\$0.985)	*
Overtime	0.704	0.704	0.552	0.152	21.6	0.152	21.6
Health and Welfare	0.513	0.513	0.000	0.513	100.0	0.513	100.0
OPEB Current Payment	0.000	0.000	0.022	(0.022)	-	(0.022)	-
Pensions	0.094	0.094	0.000	0.094	100.0	0.094	100.0
Other Fringe Benefits	0.076	0.076	0.152	(0.076)	(100.0)	(0.076)	(100.0)
Reimbursable Overhead	0.000	0.057	0.954	(0.954)	-	(0.897)	*
Total Labor Expenses	\$1.674	\$1.787	\$3.008	(\$1.334)	(79.7)	(\$1.221)	(68.3)
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.017	(\$0.017)	-	(\$0.017)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	1.048	(1.048)	-	(1.048)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$1.065	(\$1.065)	-	(\$1.065)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1.674	\$1.787	\$4.073	(\$2.399)	*	(\$2.286)	*
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$1.674	\$1.787	\$4.073	(\$2.399)	*	(\$2.286)	*
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

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

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> NON-REIMBURSABLE/ REIMBURSABLE </div>	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget*</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.048	\$5.517	\$5.504	(\$0.544)	(9.0)	(\$0.013)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.447	4.165	4.251	1.804	73.7	0.086	2.1
Capital and Other Reimbursements	1.674	1.787	4.073	2.399	*	2.286	*
Total Revenue	\$10.169	\$11.469	\$13.828	\$3.659	36.0	\$2.359	20.6
Expenses							
Labor:							
Payroll	\$17.293	\$17.861	\$18.477	(\$1.184)	(6.8)	(\$0.616)	(3.4)
Overtime	1.489	3.211	2.921	(1.432)	(96.2)	0.290	9.0
Health and Welfare	4.714	4.548	3.005	1.709	36.3	1.543	33.9
OPEB Current Payment	0.753	0.864	1.767	(1.014)	*	(0.903)	*
Pensions	5.894	5.714	5.832	0.062	1.1	(0.118)	(2.1)
Other Fringe Benefits	1.362	1.726	4.474	(3.112)	*	(2.748)	*
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$31.505	\$33.924	\$36.476	(\$4.971)	(15.8)	(\$2.552)	(7.5)
Non-Labor:							
Electric Power	\$5.362	\$5.042	\$3.974	\$1.388	25.9	\$1.068	21.2
Fuel	0.410	0.360	0.334	0.076	18.5	0.026	7.2
Insurance	0.300	1.180	0.588	(0.288)	(96.0)	0.592	50.2
Claims	0.279	0.079	0.014	0.265	95.0	0.065	82.3
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts*	3.963	3.667	0.869	3.094	78.1	2.798	76.3
Professional Service Contracts	0.424	0.423	0.731	(0.307)	(72.4)	(0.308)	(72.8)
Materials & Supplies*	1.899	3.493	3.343	(1.444)	(76.0)	0.150	4.3
Other Business Expenses	0.005	0.005	0.592	(0.587)	*	(0.587)	*
Total Non-Labor Expenses	\$12.642	\$14.249	\$10.445	\$2.197	17.4	\$3.804	26.7
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$44.147	\$48.173	\$46.921	(\$2.774)	(6.3)	\$1.252	2.6
Depreciation	9.000	8.600	8.114	0.886	9.8	0.486	5.7
Other Post Employment Benefits	2.300	2.300	1.413	0.887	38.6	0.887	38.6
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$55.447	\$59.073	\$56.448	(\$1.001)	(1.8)	\$2.625	4.4
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$45.278)	(\$47.604)	(\$42.620)	\$2.658	5.9	\$4.984	10.5

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

Totals may not add due to rounding

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

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

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

Totals may not add due to rounding

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

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted</u> <u>Budget</u>	<u>Final</u> <u>Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$0.000	(\$0.420)	\$0.063	\$0.063	-	0.483	*
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.629	(0.754)	(0.754)	-	(1.383)	*
Capital and Other Reimbursements	0.000	0.643	(0.706)	(0.706)	-	(1.349)	*
Total Receipts	\$0.000	\$0.852	(\$1.397)	(\$1.397)	-	(\$2.249)	*
Expenditures							
Labor:							
Payroll	\$0.000	\$0.000	\$2.909	2.909	-	2.909	-
Overtime	0.000	0.000	0.294	0.294	-	0.294	-
Health and Welfare	0.000	0.000	(2.065)	(2.065)	-	(2.065)	-
OPEB Current Payment	0.000	0.000	0.631	0.631	-	0.631	-
Pensions	0.000	0.000	1.858	1.858	-	1.858	-
Other Fringe Benefits	0.000	0.000	3.573	3.573	-	3.573	-
GASB Account	(0.513)	(0.500)	0.000	0.513	100.0	0.500	100.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(\$0.513)	(\$0.500)	\$7.200	\$7.713	*	\$7.700	*
Non-Labor:							
Electric Power	\$0.000	\$0.000	(\$0.021)	(0.021)	-	(0.021)	-
Fuel	0.000	0.000	(0.020)	(0.020)	-	(0.020)	-
Insurance	0.000	0.000	(0.215)	(0.215)	-	(0.215)	-
Claims	0.000	0.000	(0.003)	(0.003)	-	(0.003)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(0.400)	(2.487)	(2.487)	-	(2.087)	*
Professional Service Contracts	0.000	(0.215)	0.077	0.077	-	0.292	*
Materials & Supplies	0.000	0.000	0.718	0.718	-	0.718	-
Other Business Expenses	0.000	0.000	0.587	0.587	-	0.587	-
Total Non-Labor Expenditures	\$0.000	(\$0.615)	(\$1.364)	(\$1.364)	-	(\$0.749)	*
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	(\$0.513)	(\$1.115)	\$5.836	\$6.349	*	\$6.951	*
Depreciation	9.000	8.600	8.114	(0.886)	(9.8)	(0.486)	(5.7)
Other Post Employment Benefits	2.300	2.300	1.413	(0.887)	(38.6)	(0.887)	(38.6)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	\$10.787	\$9.785	\$15.363	\$4.576	42.4	\$5.578	57.0
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$10.787	\$10.637	\$13.966	\$3.179	29.5	\$3.329	31.3

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2013 YEAR-END REPORT
2013 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

			Favorable/(Unfavorable) Variance		
	Final Estimate	Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$5.097	\$5.567	\$0.470	(\$0.013)	\$0.483
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.794	3.497	(1.297)	0.159	(1.456)
Capital and Other Reimbursements	2.430	3.367	0.937	2.286	(1.349)
Total Receipts	\$12.321	\$12.431	\$0.110	\$2.432	(\$2.322)
<u>Expenditures</u>					
Labor:					
Payroll	\$17.861	\$15.568	\$2.293	\$0.823	\$1.470
Overtime	3.211	2.627	0.584	0.290	0.294
Health and Welfare	4.548	5.070	(0.522)	(0.522)	0.000
OPEB Current Payment	0.864	1.136	(0.272)	(0.272)	0.000
Pensions	5.714	3.974	1.740	0.000	1.740
Other Fringe Benefits	1.726	0.901	0.825	0.825	0.000
GASB Account	0.500	0.000	0.500	0.000	0.500
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$34.424	\$29.276	\$5.148	\$1.144	\$4.004
Non-Labor:					
Electric Power	\$5.042	\$3.995	\$1.047	\$0.547	\$0.500
Fuel	0.360	0.354	0.006	0.006	0.000
Insurance	1.180	0.803	0.377	0.000	0.377
Claims	0.079	0.017	0.062	0.062	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.067	3.356	0.711	0.711	0.000
Professional Service Contracts	0.638	0.654	(0.016)	(0.016)	0.000
Materials & Supplies	3.493	2.625	0.868	0.168	0.700
Other Business Expenses	0.005	0.005	0.000	0.000	0.000
Total Non-Labor Expenditures	\$14.864	\$11.809	\$3.055	\$1.478	\$1.577
Other Expenditure Adjustments:					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$49.288	\$41.085	\$8.203	\$2.622	\$5.581
Baseline Net Cash Deficit	(\$36.967)	(\$28.654)	\$8.313	\$5.054	\$3.259

Totals may not agree due to rounding
Results are subject to audit

**MTA STATEN ISLAND RAILWAY
2013 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/(UTILIZATION)**

Annual Ridership

2013 total ridership of 4.221 million was 0.4% (18,000 trips) below the 2013 Estimate and 9.1% (424,000 trips) below the 2013 Adopted Budget. The variance from budget was due to residual ridership losses related to Sandy.

2013 total ridership was 5.1% (225,000 trips) below 2012. However, ridership was still 26.2 percent higher than in 2004, due to a positive ridership trend and newly counted ridership at Tompkinsville starting in 2010.

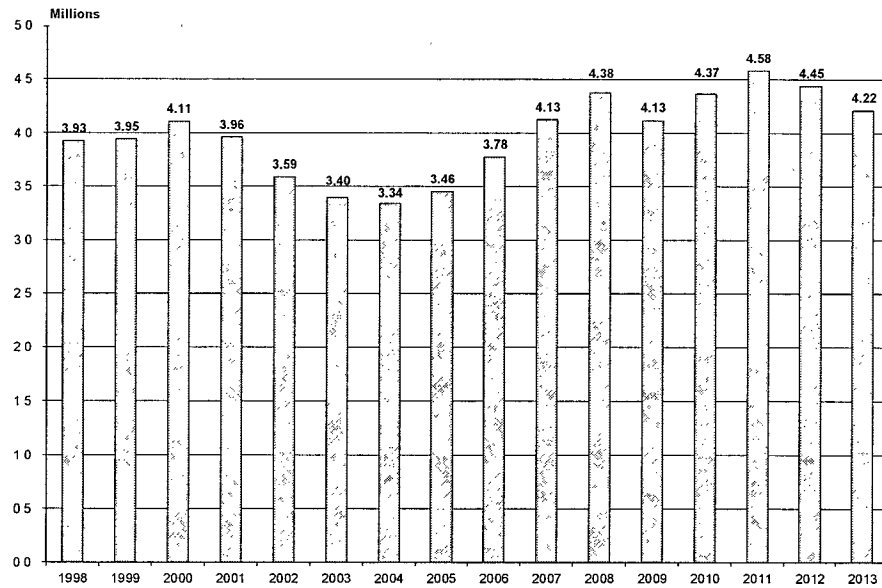
Weekday and Weekend ridership

2013 average weekday ridership decreased 5.9% from 2012 and average weekend ridership (Saturday and Sunday combined) decreased 13.5%, due to residual ridership losses related to Sandy. In addition to the Sandy-related disruptions, there were several weekend service suspensions for construction in 2013. Average weekday ridership increased 24.2% from 2004 to 2013 and average weekend ridership was up 53.3% over the same period.

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

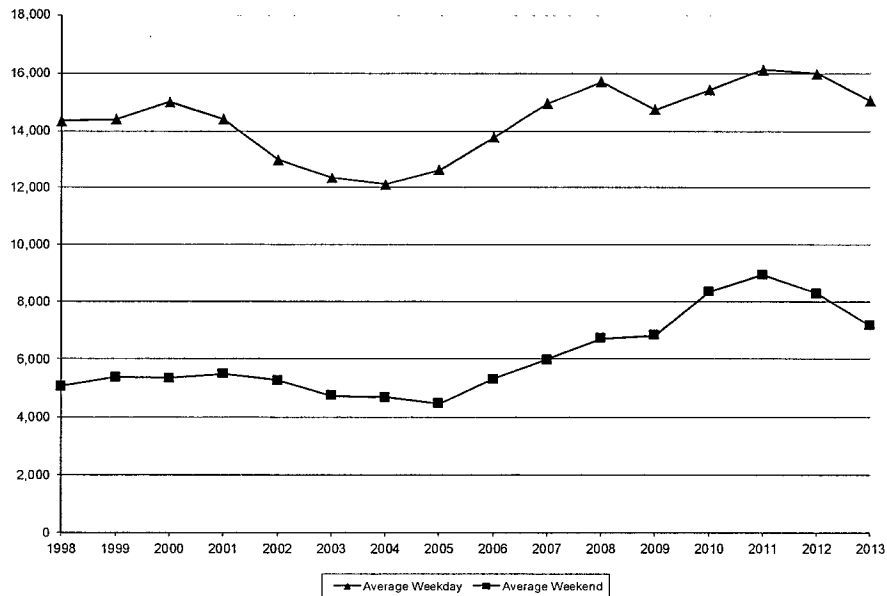
<u>RIDERSHIP</u>	<u>December 2013 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.645	4.238	4.221	(0.424)	(9.1%)	(0.018)	(0.4%)
Total Utilization	4.645	4.238	4.221	(0.424)	(9.1%)	(0.018)	(0.4%)
 <u>FAREBOX REVENUE</u>							
Total Farebox Revenue	6.048	5.517	5.504	(0.544)	(9.0%)	(0.013)	(0.2%)
Total Revenue	\$6.048	\$5.517	\$5.504	(\$0.544)	(9.0%)	(0.013)	(0.2%)

Chart 1: SIR Annual Ridership



2013 SIR ridership decreased 5.1 percent from 2012. SIR ridership has increased 7.4 percent since 1998 and 26.2 percent since 2004.

Chart 2: SIR Average Weekday and Weekend Ridership



From 2012 to 2013, SIR ridership decreased 5.9 percent on weekdays and 13.5 percent on weekends. Since 1998, SIR ridership increased 4.9 percent on weekdays and 41.6 percent on weekends.

**MTA STATEN ISLAND RAILWAY
2013 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

2013 FINAL ESTIMATE (Estimate) vs. ACTUAL

At the end of 2013, there were 267 actual incumbents, 9 less than the Estimate, due to non-reimbursable vacancies.

2013 ADOPTED BUDGET (Budget) vs. ACTUAL

At the end of 2013, there were 267 actual incumbents, 4 less than the Budget, including 9 non-reimbursable vacancies and 5 additional reimbursable positions hired in support of Tropical Storm Sandy reconstruction efforts.

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

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

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

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

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

**MTA BUS COMPANY
2013 YEAR-END REPORT
SUMMARY**

2013 Final Estimate vs. Actual

Accrual / Non Reimbursable and Reimbursable

MTA Bus Company ended its 2013 Fiscal Year with an unfavorable variance of \$59.6 million when compared to the Final Estimate.

Total revenues had an unfavorable variance of \$1.3 million. This was primarily due to lower Capital and Other Reimbursements, student fare reimbursements and other miscellaneous income partially offset by higher farebox revenue due to increased ridership.

Total expenses before depreciation and GASB adjustments were higher than the Final Estimate by \$6.1 million.

Total labor expenses were unfavorable by \$7.7 million. This was mainly due to the union contract settlement for ATU (1179) which was higher by \$6.4 million than the accrued amount. Also contributing to this variance were greater miscellaneous payroll expenses, higher overtime caused by vacancies/absentee coverage, the impact of severe weather conditions and increased maintenance work required for the aging bus fleet. This was partially offset primarily by lower Health & Welfare claims.

Total non-labor expenses were favorable by \$1.6 million. This was primarily due to favorable fuel rates along with other adjustments for fuel and delayed facilities maintenance projects. This was partially offset by increased Materials & Supplies due to higher levels of bus maintenance.

Depreciation was higher than the Final Estimate by \$6.7 million due to the timing of assets reaching beneficial use.

Other Post Employment Benefit obligation expenses were \$43.9 million above the estimate based on a revised actuarial valuation and GASB 45 requirements.

Environmental Remediation expenses of \$1.7 million were accrued in 2013, consistent with the requirements of GASB statement 49.

**MTA BUS COMPANY
2013 YEAR-END REPORT
SUMMARY**

2013 Final Estimate vs. Actual

Cash

Cash receipts of \$229.8 million were \$10.8 million lower than the 2013 Final Estimate, consisting of a “real” unfavorable variance of \$8.0 million and an unfavorable “timing” variance of \$2.8 million. The “real” favorable variance was due mainly to lower-than-anticipated reimbursements for capital asset replacements, while the unfavorable “timing” difference reflected lower reimbursements from capital projects as well as the shifting of \$0.8 million in operating loss recoveries for Tropical Storm Irene damages to 2014.

Total expenses of \$569.3 million were \$64.8 million lower than the 2013 Final Estimate. This is primarily due to \$34.6 million in favorable labor expenses and \$30.2 million in favorable non-labor expenses.

Total labor was \$34.6 million favorable of which \$48.5 million was due to the impact of unsettled contracts and related wage growth assumptions; including fringe benefits for other ATU and TSO represented employees. This was partially offset by a real unfavorable variance of \$13.9 million mainly due to higher overtime caused by vacancies/absentee coverage, the impact of severe weather conditions on operations, increased maintenance work required for the aging bus fleet, as well as higher than estimated rates and claims for Health & Welfare and Pension payments.

Total non-labor was \$30.2 million favorable, of which \$23.5 million was due to delayed facilities maintenance contracts and Professional Service Contracts, as well as payment lags for Claims, Fuel and Insurance. Also contributing to this variance was a real favorable variance of \$9.3 million due to lower fuel expenses and \$4.7 million caused by the misclassification of expenses budgeted in Maintenance and Other Operating Contracts, but charged to Material & Supplies. This was partially offset by a real unfavorable variance in Materials and Supplies of \$6.7 million due to higher levels of bus maintenance and a prior period payment for electric power of \$1.4 million.

The baseline cash deficit was \$53.9 million favorable to the Final Estimate. Of this variance, \$68.4 million was attributable to the favorable timing of payments due to unsettled labor contracts, partially offset by a real unfavorable variance of \$14.6 million mainly due to higher overtime and health costs.

Ridership

Overall 2013 ridership exceeded the Final Estimate by 0.6 million or 0.5%.

Positions

As of December 2013, total actual headcount was 3,576 - 81 employees (primarily Operating Hourly) lower than the Estimate.

**MTA BUS COMPANY
2013 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2013 Final Estimate vs. Actual

- **Non-Reimbursable:**

Operating Revenue was \$0.8 million favorable primarily due to the impact of higher ridership. This was partially offset by lower than anticipated Other Operating Revenues due to the delay in Tropical Storm Irene recoveries, as well as lower insurance recoveries, scrap sales and miscellaneous income.

Labor Costs were \$9.7 million unfavorable mainly due to higher Payroll and Overtime costs. Payroll expenses exceeded the estimate by \$11.4 million mainly due to the union contract settlement for ATU (1179). Also contributing to this variance was greater than budgeted miscellaneous base pay, inter-agency charges, and delayed capital funding. Overtime expenses exceeded the estimate by \$3.7 million, mainly due to the impact of significant adverse weather conditions on operations, increased maintenance work for the aging bus fleet and facilities maintenance, and higher vacancy/absentee coverage. These results were partially offset by lower Health & Welfare/OPEB Current Payment claims \$5.1 million. Also contributing is \$0.4 million in Pension and Other Fringe Benefits.

Non-Labor Costs were \$1.5 million favorable mainly due to Fuel expenses that were lower than the Final Estimate by \$6.1 million -- attributable to lower rates and CNG tax credits. Maintenance and Other Operating Contracts was \$2.8 million lower due to the misclassification of expenses that were charged to Materials & Supplies as well as delayed facilities contracts. Claims were \$0.9 million below the Final Estimate as a result of a revised actuarial valuation, and Professional Services Contracts yielded savings of \$0.5 million. These favorable results were partially offset by overruns in Materials & Supplies, which exceeded the Final Estimate by \$8.0 million. This was mainly due to the impact of adverse weather conditions and increased maintenance work performed on the aging bus fleet, as well as the misclassification of charges applied to Material & Supplies that should have been charged to Maintenance and Other Operating Contracts. Also, Other

Business expenses and Electric Power expenses exceeded the estimate by \$0.6 million and \$0.4 million, respectively.

Ridership exceeded the Final Estimate by 0.6 million, or 0.5%, reflecting higher than expected fourth quarter ridership.

**MTA BUS COMPANY
2013 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

Reimbursable:

- **Capital and Other Reimbursements** were \$2.1 million unfavorable primarily due to the impact of the timing of capital projects.
- **Labor** was \$2.0 million favorable due to the impact of timing of capital projects, consequently increasing non-reimbursable expenses.
- **Non-Labor** was \$0.1 million favorable due to the timing of expenses for non-vehicle maintenance work performed on behalf of Metro-North and MTA Police.

**MTA BUS COMPANY
2013 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2013 Adopted Budget vs. Actual

- **Non-Reimbursable:**
 - **Operating Revenue** was \$4.4 million favorable; primarily due to subway riders diverted to buses during the post-Sandy shutdown of the "A" line Rockaway service from January through May 2013 and increased ridership in the fourth quarter. This was partially offset by delayed Tropical Storm Irene recoveries, as well as lower insurance recoveries, scrap sales, and miscellaneous income.
 - **Labor Costs** were \$36.4 million unfavorable, mainly reflecting Worker's Compensation expenses that were correctly charged to Other Fringe Benefits, but erroneously budgeted to Insurance, as well as residual Tropical Storm Sandy-related expenses, the union contract settlement for ATU (1179), impact of lower than budgeted employee availability, and miscellaneous base pay expenses. Overtime variances were mainly due to traffic delays, the impact of adverse weather, and increased coverage required to perform maintenance on the aging bus fleet. These results were partially offset by lower Health & Welfare/OPEB Current Payment claims \$5.1 million. Also contributing is \$0.4million in Pension and Other Fringe Benefits.
 - **Non-Labor Costs** were \$19.1 million favorable, mainly due to Worker's Compensation expenses that were correctly charged to Other Fringe Benefits, but erroneously budgeted to Insurance, a reduction of public liability reserves based on third party actuarial estimates, unbudgeted CNG Tax credits; and delayed facilities contracts. These results were partially offset by the impact of adverse weather and maintenance work required on the bus fleet..
 - **Ridership** was favorable to the Adopted Budget by 6.4 million or 5.4% due to subway riders diverted to buses during the post-Sandy shutdown of the "A" line Rockaway service from January through May 2013 and increased ridership in the fourth quarter.

**MTA BUS COMPANY
2013 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2013 Adopted Budget vs. Actual

- **Reimbursable:**
 - **Capital and Other Reimbursements** were \$2.1 million unfavorable due to the impact of revised timing of capital projects.
 - **Labor** was \$2.0 million favorable primarily reflecting the impact of revised timing of capital projects.
 - **Non-Labor** was \$0.1 million favorable due to the timing of expenses for non-revenue vehicle maintenance performed on behalf of Metro-North and MTA Police.

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

NON-REIMBURSABLE

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual*	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 194 606	\$ 198 049	\$ 199 187	\$ 4 581	2.4	\$ 1 138	0.6
Other Operating Revenue	26 398	26 553	26 231	(0 167)	(0.6)	(0 322)	(1.2)
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 221.004	\$ 224.602	\$ 225.418	\$ 4.414	2.0	\$ 0.816	0.4
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 220 146	\$ 229 397	\$ 240 852	\$ (20 706)	(9.4)	\$ (11.455)	(5.0)
Overtime	42 727	45 364	49 106	(6 379)	(14.9)	(3.742)	(8.2)
Health and Welfare	49 667	48 511	43 429	6 238	12.6	5 082	10.5
OPEB Current Payment	15 315	18 576	18 539	(3 224)	(21.1)	0 037	0.2
Pensions	48 450	45 635	45 550	2 900	6.0	0 085	0.2
Other Fringe Benefits	30 706	46 240	45 923	(15 217)	(49.6)	0 317	0.7
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenses	\$ 407.011	\$ 433.723	\$ 443.399	\$ (36.388)	(8.9)	\$ (9.676)	(2.2)
<u>Non-Labor:</u>							
Electric Power	\$ 1 162	\$ 1 162	\$ 1 555	\$ (0 393)	(33.8)	\$ (0 393)	(33.8)
Fuel	38 008	41 116	35 004	3 004	7.9	6.112	14.9
Insurance	17 196	2 771	2 562	14 634	85.1	0.209	7.5
Claims	26 000	20 000	19 108	6 892	26.5	0 892	4.5
Maintenance and Other Operating Contracts	24.465	22 373	19 595	4 870	19.9	2 778	12.4
Professional Service Contracts	15 942	17 400	16 907	(0 965)	(6.1)	0 493	2.8
Materials & Supplies	29 379	29 768	37 757	(8 378)	(28.5)	(7 989)	(26.8)
Other Business Expenses	4 152	4 127	4 698	(0 546)	(13.2)	(0 571)	(13.8)
Total Non-Labor Expenses	\$ 156.304	\$ 138.717	\$ 137.186	\$ 19.118	12.2	\$ 1.531	1.1
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 563.315	\$ 572.440	\$ 580.585	\$ (17.270)	(3.1)	\$ (8.145)	(1.4)
Depreciation	\$ 42 234	\$ 42 234	\$ 48 887	\$ (6 653)	(15.8)	\$ (6 653)	(15.8)
OPEB Obligation	56 296	56 296	100 150	(43 854)	(77.9)	(43 854)	(77.9)
Environmental Remediation	-	-	1 742	(1 742)	-	(1 742)	-
Total Expenses	\$ 661.845	\$ 670.970	\$ 731.364	\$ (69.519)	(10.5)	\$ (60.394)	(9.0)
Baseline Surplus/(Deficit)	\$ (440.841)	\$ (446.368)	\$ (505.946)	\$ (65.105)	(14.8)	\$ (59.578)	(13.3)

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

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

REIMBURSABLE								
	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance				
	Adopted	Final	Actual*	Adopted Budget		Final Estimate		
	Budget	Estimate		\$	%	\$	%	
Revenue								
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	8 423	8 423	6 357	(2.066)	(24.5)	(2.066)	(24.5)	
Total Revenue	\$8.423	\$8.423	\$6.357	(\$2.066)	(24.5)	(\$2.066)	(24.5)	
Expenses								
<u>Labor:</u>								
Payroll	\$ 5 490	\$ 5 490	\$ 3 304	\$ 2 186	39.8	\$ 2 186	39.8	
Overtime	-	-	-	-	-	-	-	-
Health and Welfare	1.008	1.008	0.912	0 096	9.5	0 096	9.5	
OPEB Current Payment	-	-	-	-	-	-	-	-
Pensions	0.461	0.461	0.480	(0.019)	(4.1)	(0.019)	(4.1)	
Other Fringe Benefits	0.448	0.448	0.668	(0.220)	(49.1)	(0.220)	(49.1)	
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	0.030	(0.030)	-	(0.030)	-	-
Total Labor Expenses	\$ 7.407	\$ 7.407	\$ 5.394	\$ 2.013	27.2	\$ 2.013	27.2	
<u>Non-Labor:</u>								
Electric Power	-	-	-	\$ -	-	\$ -	-	-
Fuel	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0 219	0 219	0 071	0 148	67.6	0 148	67.6	
Professional Service Contracts	-	-	-	-	-	-	-	-
Materials & Supplies	0 797	0 797	0 892	(0 095)	(11.9)	(0 095)	(11.9)	
Other Business Expenses	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$ 1.016	\$ 1.016	\$ 0.963	\$ 0.053	5.2	\$ 0.053	5.2	
<u>Other Expense Adjustments:</u>								
Other	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Expenses Before Depreciation	\$ 8.423	\$ 8.423	\$ 6.357	\$ 2.066	24.5	\$ 2.066	24.5	
Depreciation	-	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses	\$ 8.423	\$ 8.423	\$ 6.357	\$ 2.066	24.5	\$ 2.066	24.5	
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	

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

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

NON-REIMBURSABLE/ REIMBURSABLE	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	194.606	198.049	\$ 199.187	\$ 4.581	2.4	\$ 1.138	0.6
Other Operating Revenue	26.398	26.553	26.231	(0.167)	(0.6)	(0.322)	(1.2)
Capital and Other Reimbursements	8.423	8.423	6.357	(2.066)	(24.5)	(2.066)	(24.5)
Total Revenue	\$ 229.427	\$ 233.025	\$ 231.775	\$ 2.348	1.0	\$ (1.250)	(0.5)
Expenses							
<u>Labor:</u>							
Payroll	\$ 225.636	\$ 234.887	\$ 244.156	\$ (18.520)	(8.2)	\$ (9.269)	(3.9)
Overtime	42.727	45.364	49.106	(6.379)	(14.9)	(3.742)	(8.2)
Health and Welfare	50.675	49.519	44.341	6.334	12.5	5.178	10.5
OPEB Current Payment	15.315	18.576	18.539	(3.224)	(21.1)	0.037	0.2
Pensions	48.911	46.096	46.030	2.881	5.9	0.066	0.1
Other Fringe Benefits	31.154	46.688	46.591	(15.437)	(49.6)	0.097	0.2
Reimbursable Overhead	0.000	0.000	0.030	(0.030)	-	(0.030)	-
Total Labor Expenses	\$ 414.418	\$ 441.130	\$ 448.793	\$ (34.375)	(8.3)	\$ (7.663)	(1.7)
<u>Non-Labor:</u>							
Electric Power	\$ 1.162	\$ 1.162	\$ 1.555	\$ (0.393)	(33.8)	\$ (0.393)	(33.8)
Fuel	38.008	41.116	35.004	3.004	7.9	6.112	14.9
Insurance	17.196	2.771	2.562	14.634	85.1	0.209	7.5
Claims	26.000	20.000	19.108	6.892	26.5	0.892	4.5
Maintenance and Other Operating Contracts	24.684	22.592	19.666	5.018	20.3	2.926	13.0
Professional Service Contracts	15.942	17.400	16.907	(0.965)	(6.1)	0.493	2.8
Materials & Supplies	30.176	30.565	38.649	(8.473)	(28.1)	(8.084)	(26.4)
Other Business Expenses	4.152	4.127	4.698	(0.546)	(13.2)	(0.571)	(13.8)
Total Non-Labor Expenses	\$ 157.320	\$ 139.733	\$ 138.149	\$ 19.171	12.2	\$ 1.584	1.1
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 571.738	\$ 580.863	\$ 586.942	\$ (15.204)	(2.7)	\$ (6.079)	(1.0)
Depreciation	\$ 42.234	\$ 42.234	\$ 48.887	\$ (6.653)	(15.8)	\$ (6.653)	(15.8)
OPEB Obligation	\$ 56.296	\$ 56.296	\$ 100.150	\$ (43.854)	(77.9)	\$ (43.854)	(77.9)
Environmental Remediation	\$ -	\$ -	\$ 1.742	\$ (1.742)	-	\$ (1.742)	-
Total Expenses	\$ 670.268	\$ 679.393	\$ 737.721	\$ (67.453)	(10.1)	\$ (58.328)	(8.6)
Baseline Surplus/(Deficit)	\$ (440.841)	\$ (446.368)	\$ (505.946)	\$ (65.105)	(14.8)	\$ (59.578)	(13.3)

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

MTA Bus Company
2013 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
December 2013 Year-to-Date
(\$ in millions)

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

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

* Above 100%

**MTA BUS COMPANY
2013 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2013 Final Estimate vs. Actual

Receipts: Total Receipts were unfavorable by \$10.8 million.

- **Farebox Receipts:** Unfavorable variance of \$0.8 million, primarily due to delayed MetroCard settlements.
- **Other Operating Receipts:** Unfavorable variance of \$0.5 million, due to delayed Tropical Storm Irene recoveries and lower insurance recoveries, scrap sales, and miscellaneous income.
- **Capital and Other Reimbursements:** Unfavorable variance of \$9.6 million mainly due to the timing of capital projects.

Expenditures / Labor: Total Labor Expenditures were favorable by \$34.6 million.

- **Payroll:** Favorable variance of \$35.1 million, primarily due to the timing of a retro-active wage adjustment for other ATU and TSO represented employees.
- **Overtime:** Unfavorable variance of \$4.2 million was due to the impact of extraordinary weather conditions and greater coverage necessitated by increased maintenance work performed on aging bus fleet and facilities, as well as higher vacancy/absentee coverage.
- **Health & Welfare/OPEB:** Unfavorable variance of \$4.5 million due to payments for prior period expenses.
- **Pensions:** Unfavorable variance of \$3.8 million due to an actuarial change in the valuation of mortality assumptions and a decrease in the discount rate.
- **Other Fringe Benefits:** Favorable variance of \$11.9 million mainly associated with the timing of a retro-active wage adjustment for other ATU and TSO represented employees.

Expenditures / Non Labor: Total Non-Labor Expenditures were \$30.2 million favorable.

- **Electric Power:** Unfavorable variance of \$1.3 million reflects payments made for prior period expenses.
- **Fuel:** Favorable variance of \$11.1 million is primarily due to favorable rates and other Fuel adjustments as well as a CNG tax credit.

- **Insurance:** Favorable variance of \$2.9 million is mostly due to the timing of payments.
- **Claims:** Favorable variance of \$4.4 million is mainly due to the timing of liability claims payments.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$12.9 million. Of this variance, \$4.7 million is real and \$8.2 million is due to timing, reflecting revised assumptions in facilities maintenance projects, including the modification of depot facility infrastructure to support the bus camera initiative, bridge, tunnel & highway tolls, tires & tubes, leases and real estate rentals, as well as the misclassification of expenses budgeted in Maintenance and Other Operating Contracts, but charged to Material & Supplies
- **Professional Service Contracts:** Favorable variance of \$4.9 million was, primarily due to the revised timing of payments for inter-agency charges, data center and other professional service contracts.
- **Materials and Supplies:** Unfavorable variance of \$6.7 million was mainly due to the misclassification of expenses budgeted in Maintenance and Other Operating Contracts, but charged to Material & Supplies. Also contributing to the overage was increased drawdown of inventory needed to address weather-related impacts and increased bus maintenance requirements.
- **Other Business Expenses:** Favorable variance of \$2.0 million was due to revised timing assumptions.

**MTA BUS COMPANY
2013 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2013 Adopted Budget vs. Actual

Receipts: Total Receipts were \$4.2 million unfavorable.

- **Farebox Receipts:** Favorable variance of \$2.7 million, mainly reflects the result of subway riders diverted to buses during the post-Sandy shutdown of the "A" line Rockaway service from January through May 2013, and the impact of increased ridership in the fourth quarter.
- **Other Operating Receipts:** Unfavorable variance of \$0.3 million due to the timing of insurance recoveries and miscellaneous income.
- **Capital and Other Reimbursements:** Unfavorable variance of \$6.6 million due to the revised timing of capital projects.

Expenditures / Labor: Total labor expenses resulted in an unfavorable variance of \$11.7 million.

- **Payroll:** Favorable variance of \$6.9 million due to the timing of a TSO and ATU retro-active wage adjustment as well as vacancies.
- **Overtime:** Unfavorable variance of \$6.8 million, mainly due to the impact of adverse weather, the aging bus fleet's impact on bus maintenance, as well as increased facilities maintenance and vacancy/absentee coverage.
- **Health & Welfare/OPEB:** Unfavorable variance of \$6.6 million due to higher estimated claims.
- **Pensions:** Unfavorable variance of \$1.0 million due to the changed actuarial valuation in mortality assumptions and a decrease in the discount rate.
- **Other Fringe Benefits:** Unfavorable variance of \$6.5 million due to erroneously budgeting Workers' Compensation to Insurance, while correctly charging expenses to Other Fringe Benefits, and the timing of inter-agency payments.
- **GASB Account:** Favorable variance of \$2.3 million reflects revised assumptions.

2013 Adopted Budget vs. Actual

Expenditures / Non Labor: Total Non-Labor expenses resulted in a favorable variance of \$22.6 million.

- **Electric Power:** Unfavorable variance of \$1.3 million due to payment of prior period expenses.
- **Fuel:** Favorable variance of \$3.5 million is primarily due to favorable rates and other Fuel adjustments as well as a CNG tax credit.
- **Insurance:** Favorable variance of \$16.8 million due to erroneously budgeting Workers' Compensation to Insurance, while correctly charging expenses to Other Fringe Benefits.
- **Claims:** Favorable variance of \$3.9 million due to a reduction in public liability reserves based on a third party valuation.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$6.8 million due to expenses budgeted in Maintenance and Other Operating Contracts but charged to Material & Supplies, as well as the impact of delayed facilities contracts.
- **Professional Service Contracts:** Favorable variance of \$1.3 million due to the revised timing of payments.
- **Materials and Supplies:** Unfavorable variance of \$10.2 million due to expenses budgeted in Maintenance and Other Operating Contracts but charged to Material & Supplies, as well as the impact of adverse weather on operations and the aging bus fleet's impact on bus maintenance requirements.
- **Other Business Expenses:** Favorable variance of \$2.0 million primarily reflects revised timing assumptions.

MTA BUS COMPANY
2013 Year-End Report
Cash Receipts and Expenditures
2013 Adopted Budget and Final Estimate vs. Actual

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget	Final Estimate		
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	\$ 194,606	\$ 198,049	\$ 197,285	\$ 2,679	1.4	\$ (0,764)	(0.4)
Other Operating Revenue	26,398	26,553	26,059	(0,339)	(1.3)	(0,494)	(1.9)
Capital and Other Reimbursements	13,013	16,013	6,437	(6,576)	(50.5)	(9,576)	(59.8)
Total Receipts	\$ 234,017	\$ 240,615	\$ 229,781	\$ (4,236)	(1.8)	\$ (10,834)	(4.5)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 231,654	\$ 259,921	\$ 224,801	\$ 6,853	3.0	\$ 35,120	13.5
Overtime	42,727	45,364	49,529	(6,802)	(15.9)	(4,165)	(9.2)
Health and Welfare	50,268	49,112	53,676	(3,408)	(6.8)	(4,564)	(9.3)
OPEB Current Payment	15,315	18,576	18,537	(3,222)	(21.0)	0,039	0.2
Pensions	48,736	45,921	49,718	(0,982)	(2.0)	(3,797)	(8.3)
Other Fringe Benefits	30,987	49,375	37,454	(6,467)	(20.9)	11,921	24.1
GASB Account	7,190	4,909	4,909	2,281	31.7	-	0.0
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 426,877	\$ 473,178	\$ 438,624	\$ (11,747)	(2.8)	\$ 34,554	7.3
<u>Non-Labor:</u>							
Electric Power	\$ 1,162	\$ 1,162	\$ 2,480	(1,318)	*	(1,318)	*
Fuel	38,008	45,616	34,550	3,458	9.1	11,066	24.3
Insurance	17,196	3,322	0,428	16,768	97.5	2,894	87.1
Claims	22,000	22,574	18,150	3,850	17.5	4,424	19.6
Maintenance and Other Operating Contracts	24,684	30,792	17,866	6,818	27.6	12,926	42.0
Professional Service Contracts	15,942	19,605	14,676	1,266	7.9	4,929	25.1
Materials & Supplies	30,176	33,636	40,352	(10,176)	(33.7)	(6,716)	(20.0)
Other Business Expenses	4,152	4,168	2,175	1,977	47.6	1,993	47.8
Total Non-Labor Expenditures	\$ 153,320	\$ 160,875	\$ 130,677	\$ 22,643	14.8	\$ 30,198	18.8
<u>Other Expenditure Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures Before Depreciation	\$ 580,197	\$ 634,053	\$ 569,301	\$ 10,896	1.9	\$ 64,752	10.2
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Environmental Remediation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures	\$ 580,197	\$ 634,053	\$ 569,301	\$ 10,896	1.9	\$ 64,752	10.2
Baseline Cash Deficit	\$ (346,180)	\$ (393,438)	\$ (339,520)	\$ 6,660	1.9	\$ 53,918	13.7

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

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

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$			\$	%	\$	%
Receipts							
Farebox Revenue		\$ -	\$ (1 902)	\$ (1 902)	-	\$ (1 902)	-
Other Operating Revenue	-	-	(0 172)	(0 172)	-	(0 172)	-
Capital and Other Reimbursements	4 590	7 590	0 080	(4 510)	(98 3)	(7 510)	(98 9)
Total Receipts	\$ 4.590	\$ 7.590	\$ (1.994)	\$ (6.584)	*	\$ (9.584)	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ (6 018)	\$ (25 034)	\$ 19 355	\$ (25 373)	-	\$ (44 389)	*
Overtime	-	-	(0 423)	0 423	-	0 423	-
Health and Welfare	0 407	0 407	(9 335)	9 742	*	9 742	*
OPEB Current Payment	-	-	0 002	(0 002)	-	(0.002)	-
Pensions	0 175	0 175	(3 688)	3 863	*	3 863	*
Other Fringe Benefits	0 167	(2 687)	9 137	(8 970)	*	(11.824)	*
GASB Account	(7.190)	(4 909)	(4 909)	(2 281)	(31 7)	-	0 0
Reimbursable Overhead	-	-	0 030	(0 030)	-	(0 030)	-
Total Labor Expenditures	\$ (12.459)	\$ (32.048)	\$ 10.169	\$ (22.628)	*	\$ (42.217)	*
<u>Non-Labor:</u>							
Electric Power	-	-	(0 925)	0 925	-	0 925	-
Fuel	-	(4.500)	0 454	(0 454)	-	(4.954)	*
Insurance	-	(0 551)	2 134	(2 134)	-	(2 685)	*
Claims	4 000	(2 574)	0 958	3 042	76 1	(3.532)	*
Maintenance and Other Operating Contracts	-	(8.200)	1 800	(1 800)	-	(10 000)	*
Professional Service Contracts	-	(2 205)	2 231	(2 231)	-	(4 436)	*
Materials & Supplies	-	(3 071)	(1 703)	1 703	-	(1.368)	(44 5)
Other Business Expenses	-	(0 041)	2 523	(2 523)	-	(2 564)	*
Total Non-Labor Expenditures	\$ 4.000	\$ (21.142)	\$ 7.472	\$ (3.472)	(86.8)	\$ (28.614)	*
<u>Other Expenditure Adjustments:</u>							
Other	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ (3.869)	\$ (45.600)	\$ 15.647	\$ (19.516)	*	\$ (61.247)	*
Depreciation	42 234	42 234	48 887	(6 653)	(15 8)	(6 653)	(15 8)
OPEB Obligation	\$ 56 296	\$ 56 296	\$ 100 150	\$ (43 854)	(77 9)	\$ (43 854)	(77 9)
Environmental Remediation	\$ -	\$ -	\$ 1 742	\$ (1 742)	-	\$ (1 742)	-
Baseline Total Cash Conversion Adjustments	\$ 94.661	\$ 52.930	\$ 166.426	\$ (71.765)	(75.8)	\$ (113.496)	*

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

MTA BUS COMPANY
2013 YEAR-END REPORT
2013 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$198.0	\$197.3	(\$0.8)	\$0.0	(\$0.8)
Vehicle Toll Revenue			0.0	0.0	0.0
Other Operating Revenue	26.6	26.1	(0.5)	0.3	(0.8)
Capital and Other Reimbursements	16.0	6.4	(9.6)	(7.5)	(2.1)
Total Receipts	240.6	229.8	(10.8)	(7.2)	(3.6)
<u>Expenditures</u>					
Labor:					
Payroll	259.9	224.8	35.1	(1.4)	36.6
Overtime	45.4	49.5	(4.2)	(4.2)	0.0
Health and Welfare	49.1	53.7	(4.6)	(4.6)	0.0
OPEB Current Payment	18.6	18.5	0.0	0.0	0.0
Pensions	45.9	49.7	(3.8)	(3.8)	0.0
Other Fringe Benefits	49.4	37.5	11.9	0.0	11.9
GASB Account	4.9	4.9	0.0	0.0	0.0
Reimbursable Overhead			0.0	0.0	0.0
Total Labor Expenditures	473.2	438.6	34.6	(13.9)	48.5
Non-Labor:					
Electric Power	1.1	2.5	(1.4)	(1.4)	0.0
Fuel	45.6	34.6	11.1	9.3	1.8
Insurance	3.3	0.4	2.9	0.0	2.9
Claims	22.6	18.2	4.4	0.0	4.4
Paratransit Service Contracts			0.0	0.0	0.0
Maintenance and Other Operating Contracts	30.8	17.9	12.9	4.7	8.2
Professional Service Contracts	19.6	14.7	4.9	0.7	4.3
Materials & Supplies	33.6	40.4	(6.7)	(6.7)	0.0
Other Business Expenses	4.2	2.2	2.0	0.0	2.0
Total Non-Labor Expenditures	160.8	130.7	30.2	6.6	23.5
Other Expenditure Adjustments:					
Other			0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	634.0	569.3	64.7	(7.3)	72.0
Baseline Net Cash Deficit	(\$393.4)	(\$339.5)	\$53.9	(\$14.6)	\$68.4

Totals may not agree due to rounding.

**MTA BUS COMPANY
2013 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Revenue was 0.6% greater than the Final Estimate and 9.5% higher than 2012 Actuals.

Passenger Revenue	2013 Actuals	2012 Actuals	Percent Change + More / - Less Than	
			2012 Actual	2013 Final Estimate
Fixed Route Revenue	199,186,670	181,904,420	9.5%	0.6%

2013 Final Estimate vs. Actual

MTA Bus Company Ridership was 0.6 million, or 0.5% higher than the Final Estimate and favorable by 4.1 million, or 3.4% compared to 2012.

Ridership Data - As of December 31, 2013

	2013 Actuals	2012 Actuals	Percent Change + More / - Less Than	
			2012 Actuals	2013 Final Estimate
Total Riders	124,951,185	120,877,799	3.4%	0.5%
Avg. Weekday	407,217	390,685	4.2%	n/a
Avg. Weekend	392,291	376,794	4.1%	n/a
Avg. Weekday Local	374,476	362,978	3.2%	n/a
Avg. Weekday Express	32,744	33,849	-3.3%	n/a

MTA BUS COMPANY
2013 Adopted Budget and Final Estimate vs. Actual
Ridership/(Utilization)
(\$ in millions)

	December 2013 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
				\$	%	\$	%
<u>Farebox Revenue</u>							
Fixed Route	\$ 194.606	\$ 198.049	\$ 199.187	\$ 4.581	2.4	\$ 1.138	0.6
Total Farebox Revenue	194.606	198.049	199.187	4.581	2.4	1.138	0.6
Other Revenue	26.398	26.553	26.231	(0.167)	(0.6)	(0.322)	(1.2)
Capital & Other	8.423	8.423	6.357	(2.066)	(24.5)	(2.066)	(24.5)
Total Revenue	\$ 229.427	\$ 233.025	\$ 231.775	\$ 2.348	1.0	\$ (1.250)	(0.5)
<u>Ridership</u>							
Fixed Route	118.568	124.373	124.951	6.383	5.4	0.578	0.5
Total Ridership	118.568	124.373	124.951	6.383	5.4	0.578	0.5

**MTA BUS COMPANY
2013 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Occupation**

2013 Final Estimate vs. Actual

There was a total of 3,576 employees, 81 fewer than the Final Estimate at the end of December 2013. By occupation, the vacancies were in the following positions:

- -35 Managers/Supervisors
- +4 Professional/Technical/Clerical
- -50 Operational Hourlies

MTA BUS COMPANY
2013 Year-End Report
Non-Reimbursable/Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	16	16	-	
Material	18	14	4	
Controller	15	19	(4)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	24	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	12	11	1	
Non-Departmental	8	-	8	Timing of Training Requirements
Total Administration	134	115	19	
Operations				
Buses	2,181	2,142	39	Bus Operator vacancies in the depots
Office of the Executive VP	1	1	-	
Safety & Training	18	46	(28)	Students in Training
Road Operations	116	112	4	
Transportation Support	20	21	(1)	
Operations Planning	32	28	4	
Revenue Control	21	20	1	
Total Operations	2,389	2,370	19	
Maintenance				
Buses	749	738	11	
Maintenance Support/CMF	166	173	(7)	
Facilities	72	43	29	
Supply Logistics	92	90	2	Vacancies Replaced by MOU
Total Maintenance	1,079	1,044	35	
Capital Program Management	37	31	6	
Total Engineering/Capital	37	31	6	
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,657	3,576	81	
Non-Reimbursable	3,593	3,520	73	
Reimbursable	64	56	8	
Total Full-Time	3,642	3,559	83	
Total Full-Time Equivalents	15	17	(2)	

MTA BUS COMPANY
2013 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group

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

**MTA BUS COMPANY
2013 YEAR-END REPORT
RESULTS OF OPERATIONS**

Weekday AM pullouts were 0.2% higher than 2012 Actuals and are the same as the 2013 Final Estimate.

Weekday PM pullouts were 0.1% higher than 2012 Actuals and 0.3% higher than 2013 Final Estimate.

Completed Trips were 0.2% higher than 2012 Actuals and 0.3% lower than 2013 Final Estimate.

The 2013 MDBF of 5,542 was 4.6% higher than the 2012 Actuals and 0.1% higher than 2013 Final Estimate.

The chart below summarizes the results of the major performance indicators.

Operations Summary

Performance	Final Estimate	2013 Actuals	2012 Actuals	Percent Change	
				+ More / -Less Than	
				2012 Actuals	2013 Final Estimate
BUS					
AM Weekday Pullout Performance	99.36%	99.36%	99.15%	0.2%	0.0%
PM Weekday Pullout Performance	99.36%	99.67%	99.56%	0.1%	0.3%
Percentage of Completed Trips	99.36%	99.05%	98.83%	0.2%	-0.3%
Mean Distance Between failures	5,535	5,542	5,300	4.6%	0.1%
Mean Distance Between Service Interruptions	2,995	2,745	2,868	-4.3%	-8.3%
SAFETY					
Customer Accidents/Million Customer*	0.89	0.87	1.23	-29.3%	-2.2%
Customer Accidents Injuries/Million Customer*	0.98	0.98	1.24	-21.0%	0.0%
Collisions/Million Miles	40.37	44.67	42.75	4.5%	10.7%
Collision Injuries/Million Miles	4.58	4.94	5.39	-8.3%	7.9%
Employee On-Duty Lost-Time Accidents per 100 employees	7.52	6.49	8.67	-25.1%	-13.7%

* 12-month average for last year represent 2013 calendar year results

8. MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - April 2014

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

	Budget	Expenditures
Construction	\$ 941.2	\$ 828.4
Design	105.3	104.3
Construction Management	132.6	103.5
Real Estate	220.9	206.6
Total	\$ 1,400.0	\$ 1,242.7

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

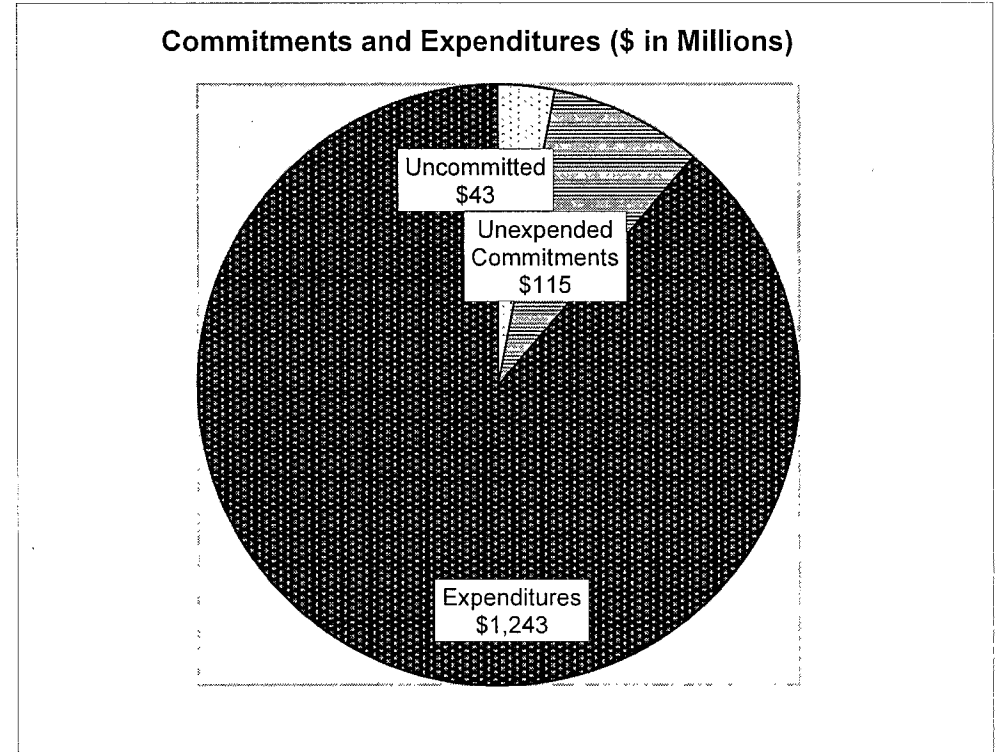
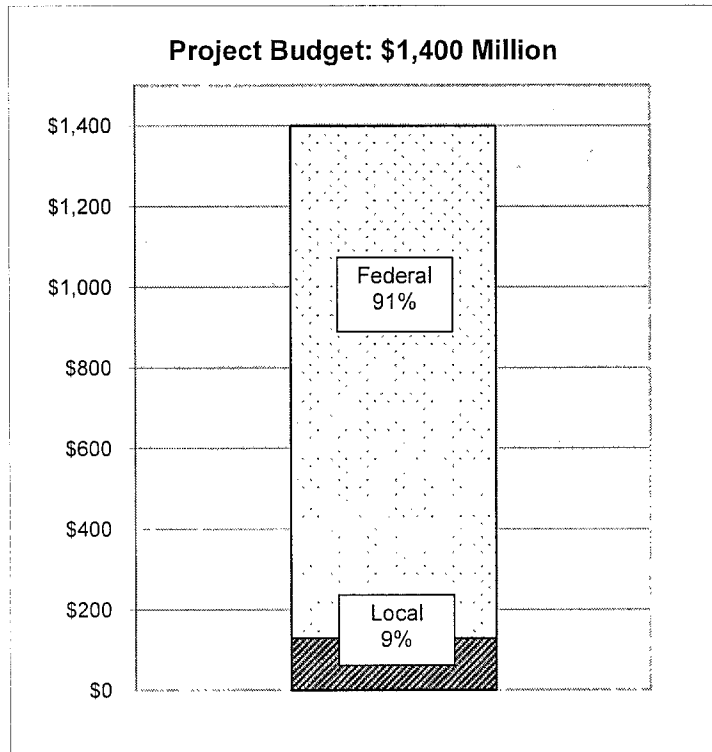
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Completion
4F: Transit Center Building Plaza - Schiavone, JV	\$210.3	\$198.5	\$11.8	\$169.3	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Jun-2014
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD	TBD

* Customer Benefit Milestone represents the latest projected dates.

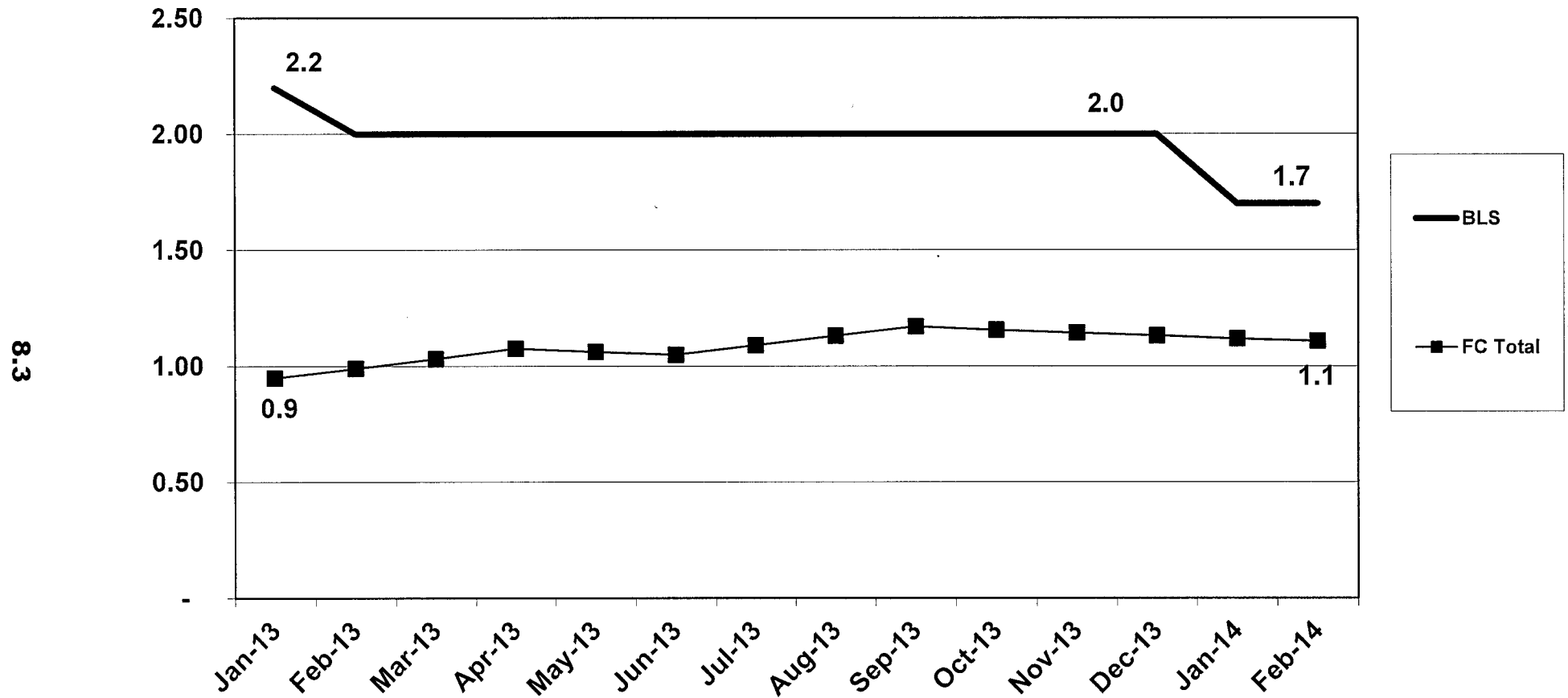
**Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Fulton Center Status
Report to the Transit Committee - April 2014
 (data thru March 2014)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 934	\$ 43	\$ 829
FTA Reserve (2000-2004)	-	-	-	-	-	-	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	413
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,357	\$ 43	\$ 1,243



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 - April 2014

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

	Budget	Expenditures
Final Design	\$ 117.4	113.3
Construction	1,892.3	1,708.8
Construction Management	44.0	32.0
Subway Project Reserve	46.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.6	\$ 1,854.1
HYDC-Funded Non-Subway Work [†]	266.2	218.6
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,072.7
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,125.7

	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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$542.4	\$528.1	\$14.3	\$429.0	Aug-2011	Jun-2014	Fall 2014
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	\$92.3	\$84.2	\$8.1	\$23.4	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.

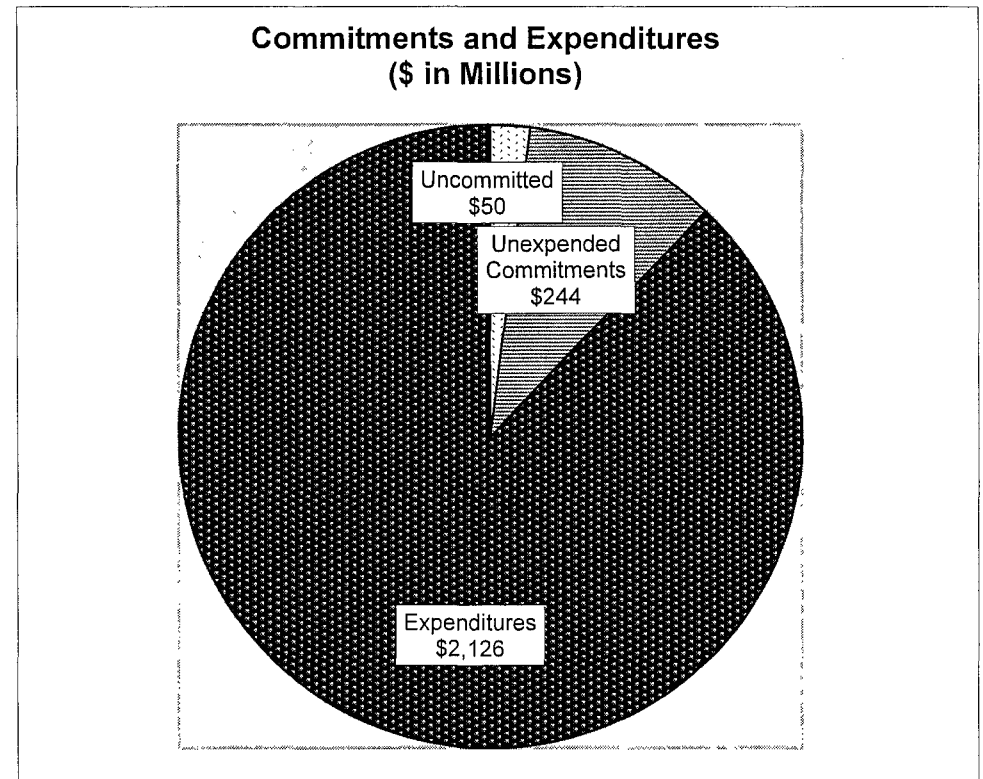
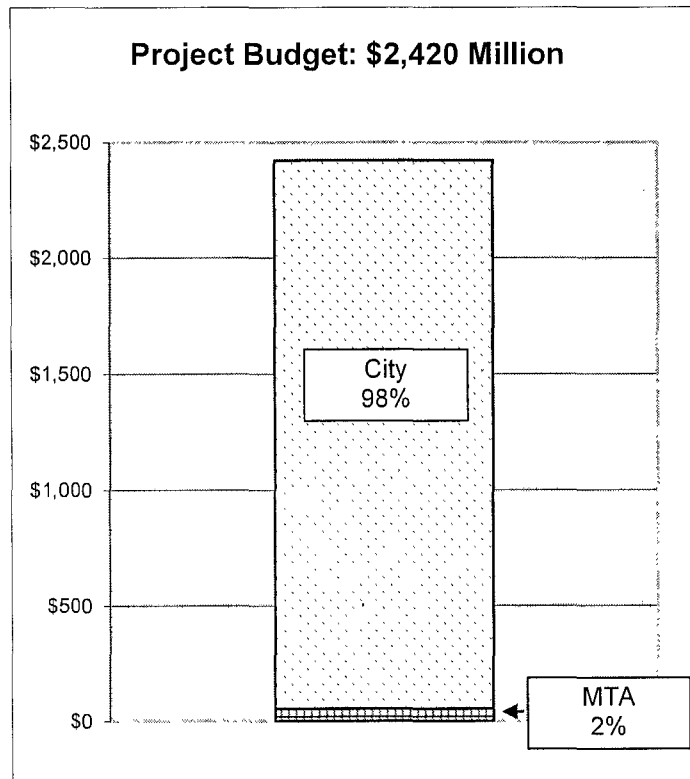
7 Line Extension Status

Report to the Transit Committee - April 2014

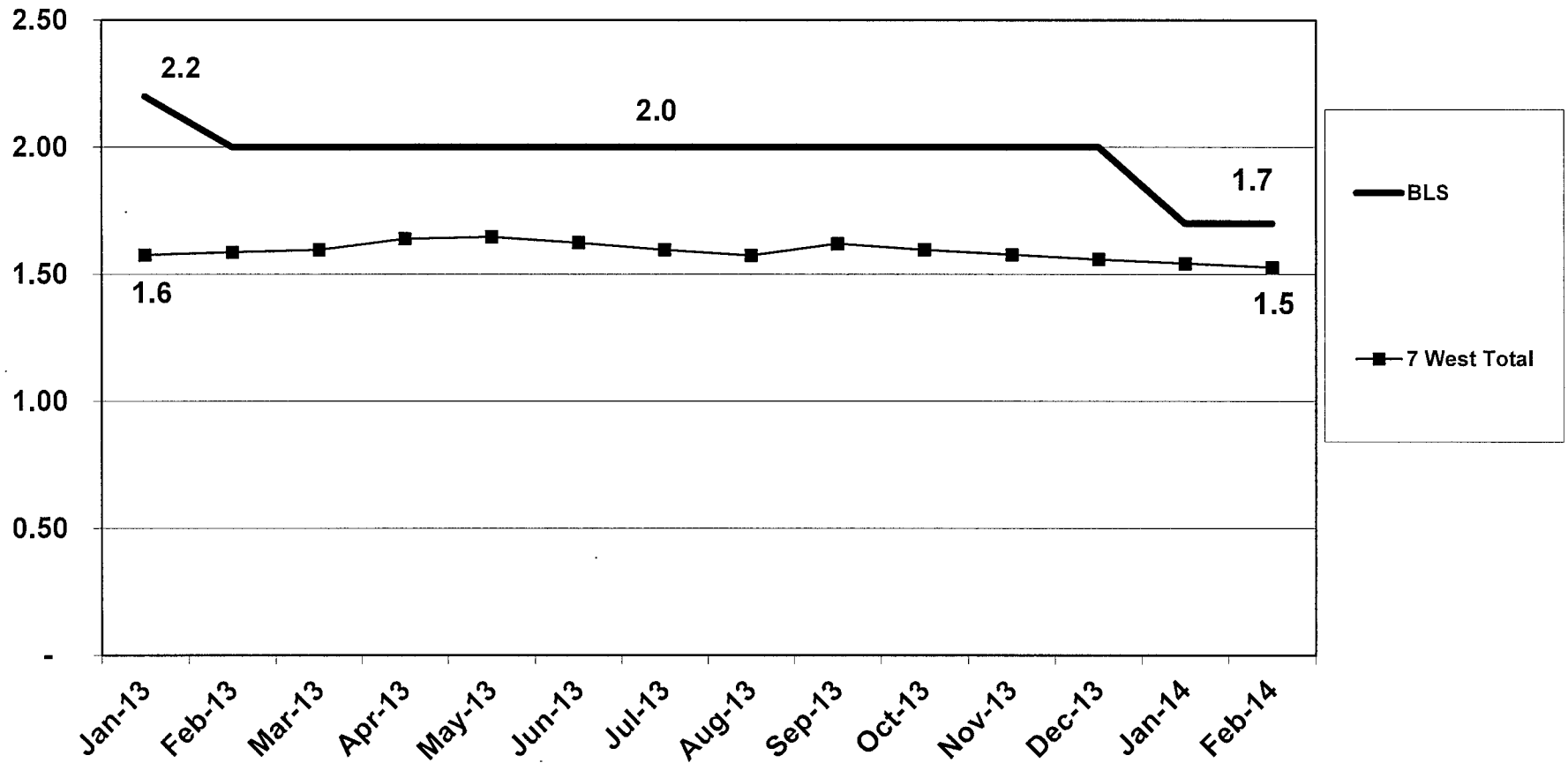
(data thru March 2014)

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	2,317	2,317	50	2,073
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,317	\$ 2,369	\$ 50	\$ 2,126

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



**Lost Time Injury Rate
7 Line Extension 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)

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

Report to the Transit Committee - April 2014

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

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 1,966.7
Design	497.7	463.6
Construction Management	221.3	119.5
Real Estate	281.5	220.6
Total	\$ 4,451.0	\$ 2,770.4

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$185.3	\$185.2	\$0.1	\$125.2	Jul-2010	Jan-2011	May-2014	Jun-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$317.6	\$14.4	\$248.6	Jan-2011	Aug-2011	Sep-2014	Dec-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$265.3	\$17.6	\$61.0	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$347.3	\$332.2	\$15.2	\$103.3	Mar-2011	Jun-2012	Dec-2015	Jun-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$258.9	\$17.5	\$15.6	Nov-2012	Feb-2013	Nov-2015	Feb-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$208.4	\$14.6	\$5.9	Oct-2013	Jun-2013	May-2016	May-2016

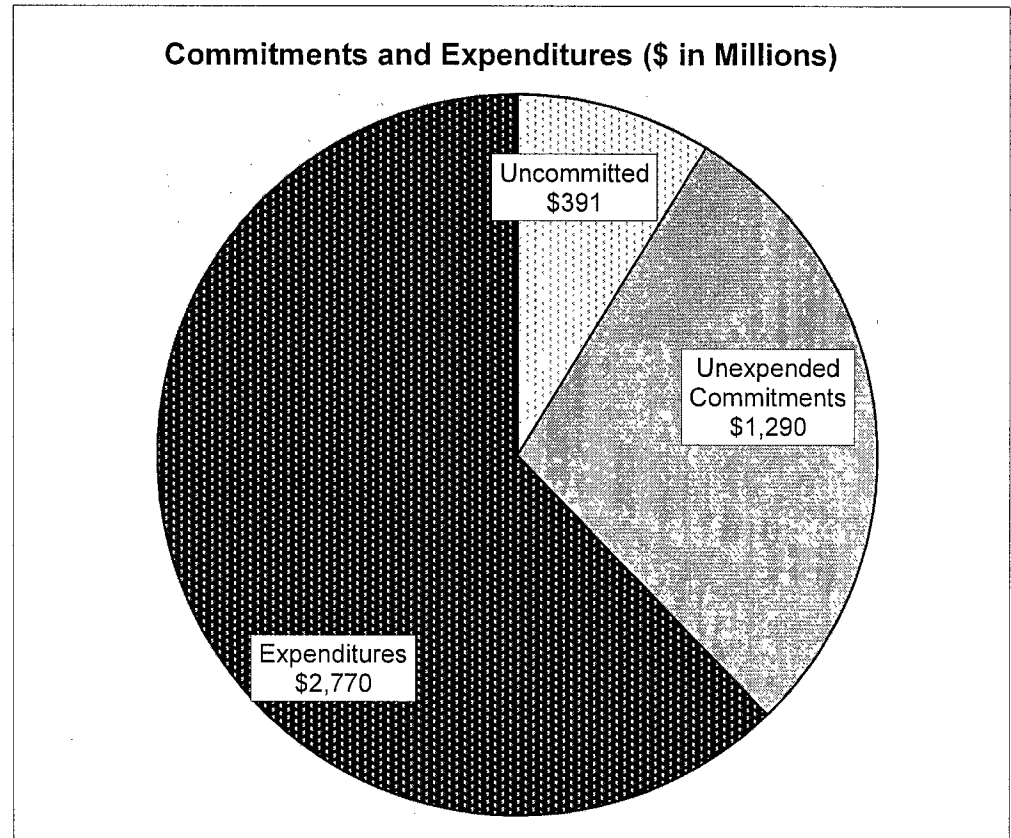
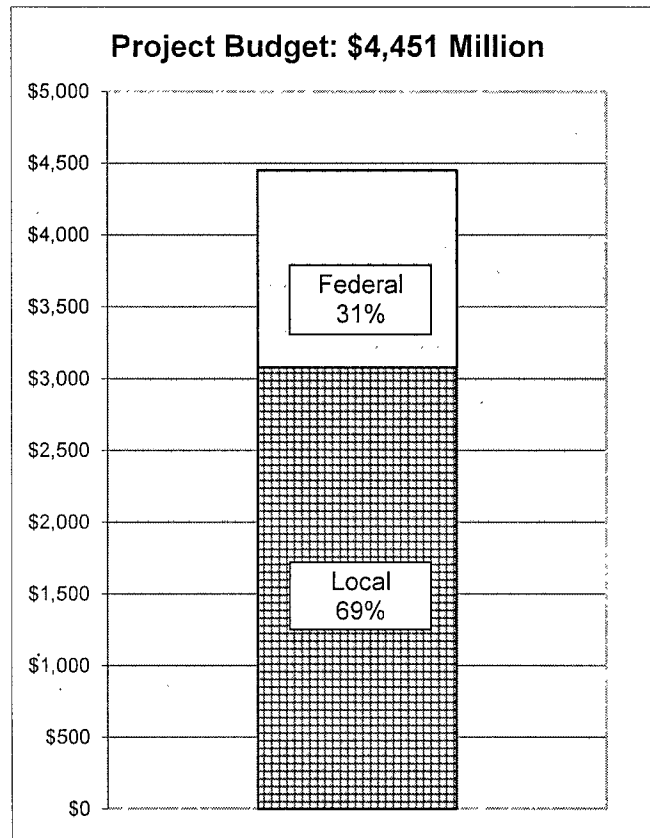
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

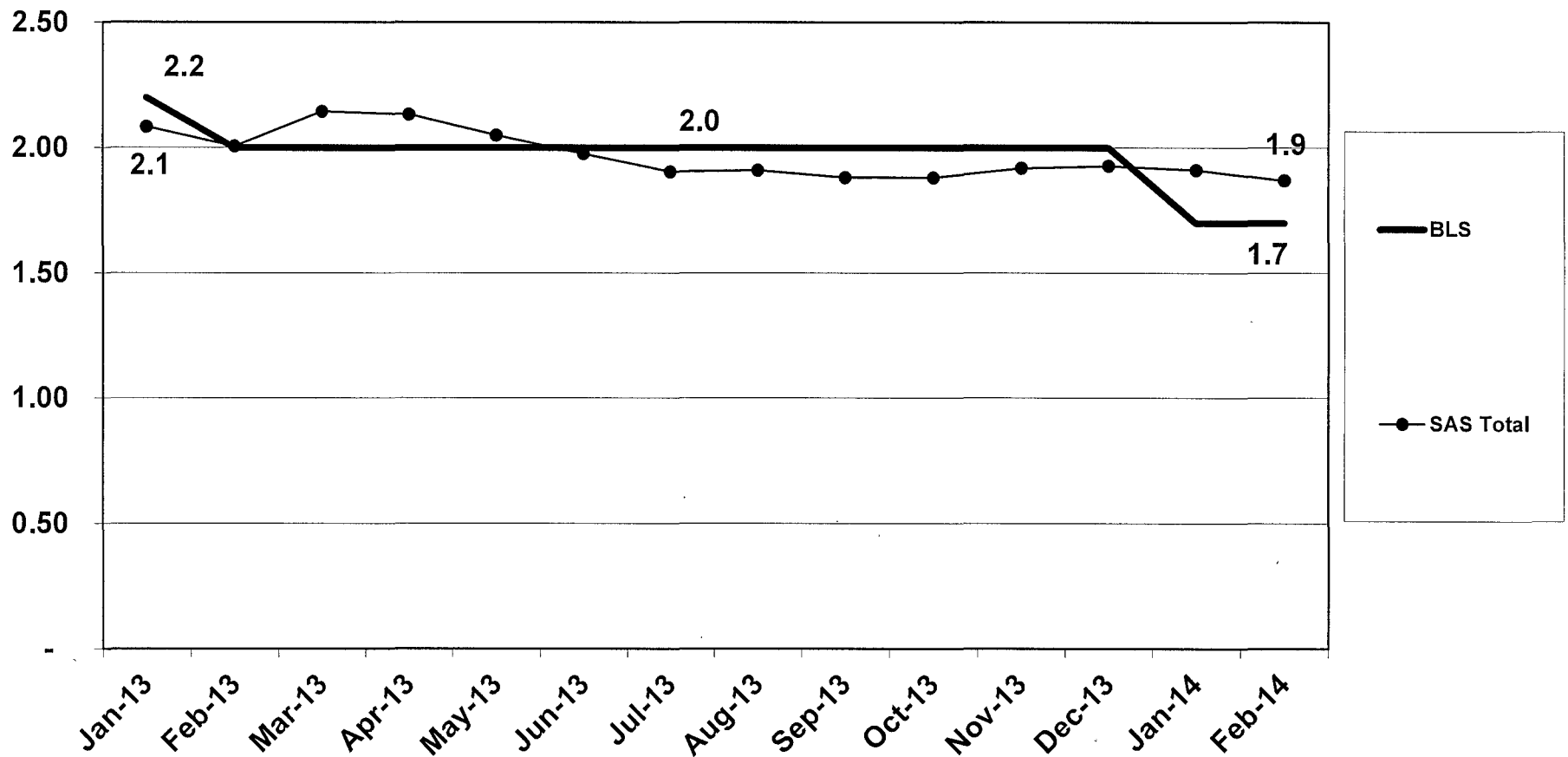
Report to the Transit Committee - April 2014

(data thru March 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	\$ 1,030
2005-2009	1,914	846	1,068	758	1,836	78	1,425
2010-2014	1,487	1,487	-	-	1,176	311	315
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,060	\$ 391	\$ 2,770



**Lost Time Injury Rate
Second Avenue Subway 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)