



**New York City Transit
Bus Company**

Transit & Bus Committee Meeting

May 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

May 19, 2014 - 10:30 AM

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

AGENDA ITEMS

PUBLIC COMMENT PERIOD

1. APPROVAL OF MINUTES – APRIL 28, 2014 1.1
2. COMMITTEE WORK PLAN 2.1
3. OPERATIONS PERFORMANCE SUMMARY
➤ March Operations Report 3.1
4. FINANCIAL REPORTS
➤ March Financial & Ridership Report 4.1
➤ March SIR Financial & Ridership Report 4.23
➤ March MTA Bus Financial & Ridership Report 4.34
➤ Capital Program Status Report 4.47
5. PROCUREMENTS 5.1
➤ NYCT Non-Competitive 5.5
➤ NYCT Competitive 5.6
➤ NYCT Ratifications 5.8
➤ MTACC Ratifications 5.9
6. SERVICE CHANGES
➤ NYCT & MTA Bus Joint Service Change: Extend the B13, B83 and Q8 to a new bus terminal at Gateway Center Mall II 6.1
➤ NYCT  and  Schedule Changes Effective Fall 2014 6.8
7. SPECIAL REPORTS & PRESENTATIONS
➤ MetroCard Report 7.1
8. STANDARD FOLLOW-UP REPORTS
➤ Transit Adjudication Bureau Report 8.1
➤ Escalator & Elevator Service Report 8.3
➤ NYCT & MTA Bus EEO & Diversity Report 8.29
9. MTACC REPORT 9.1

Date of next meeting: June 23, 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**

April 28, 2014

Meeting Held at:

Metropolitan Transportation Authority

347 Madison Avenue

New York, New York 10017

10:30 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair

Hon. Allen P. Cappelli

Hon. Andrew Albert

Hon. Jonathan A. Ballan

Hon. Robert C. Bickford

Hon. Mark Lebow

Hon. Susan G. Metzger

Hon. Charles G. Moerdler

Hon. John J. Molloy

Hon. Mark Page

The following Members were absent:

Hon. John H. Banks III, Vice-Chair

Hon. Jeffrey Kay

Hon. David A. Paterson

Also present were:

Carmen Bianco, President, New York City Transit

Robert Bergen, Executive Vice President

Joe Leader, Senior Vice President, Subways

Joseph Fox, Chief, NYPD Transit Bureau

Cheryl Kennedy, Vice President, Office of System Safety

Stephen Plochochi, Vice President, Materiel

Peter Cafiero, Chief, Operations Planning

Mark Holmes, Director, Operations Planning, MTA Bus

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

There were no public speakers.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the March 24, 2014 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

SVP Leader reported to the Committee on the Department of Subways' operating performance, noting the impact extreme cold weather had on operations during the month of February.

In response to a question from Member Albert, SVP Leader informed the Committee that the decrease in the MDBF on "A" Division subway cars and on the R160 cars could be attributable to the cold weather and snowy conditions, noting however that the MDBF is a complex measure that is affected by a number of factors. SVP Leader also remarked that the R160 rail cars are due for their first Scheduled Maintenance System (SMS) cycle this year.

Member Lebow congratulated President Bianco on the agency's performance under challenging weather conditions.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, noting the department's response to cold weather conditions during February and March.

In response to Member Moerdler's question regarding the status of contract negotiations with TWU Local 106, President Irick informed the Committee that discussions were still ongoing. Member Moerdler expressed his intention to seek the involvement of PERB, the Public Employment Relations Board, if negotiations have not concluded by next month's Committee meeting, citing the apparent inequity of supervisors receiving less compensation than those they supervise. Member Cappelli requested that a report on the status of the Local 106 contract be presented in an Executive Session of either the Finance Committee Meeting or the Board Meeting.

Vice President Kennedy presented the monthly Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a question from Member Moerdler, Chief Fox advised the Committee that the use of credit cards with computer chips is being explored as a deterrent to card "skimming." President Bianco added that this technology is being considered in connection with the new fare payment system. Member Albert suggested further publicizing images of skimming devices to make them more readily recognizable.

B. Financial Reports

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

Member Albert requested that the effect of reduced bus service attributable to adverse weather conditions be reflected in the ridership statistics.

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

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 6 procurement action items totaling approximately \$27.5 Million in proposed expenditures.

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

NYCT's non-competitive procurement requiring a majority vote (Schedule H in the Agenda) were approved and forwarded to the full Board for consideration, as were its competitive procurements requiring a majority vote (Schedules G and H in the Agenda). NYCT's proposed ratification of completed procurement actions requiring a two-thirds vote (Schedule D in the Agenda) was also approved and forwarded to the full Board for consideration.

MTACC's competitive procurements requiring a majority vote (Schedule I in the Agenda) were approved and forwarded to the full Board for consideration, as was its proposed ratification of completed procurement actions requiring a majority vote (Schedule K in 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 a question from Member Moerdler, VP Plochochi clarified that the proposed extension of the existing Dental Pay Plus contract was necessary to ensure continued dental coverage for members of TWU Local 100 and other unions until new plan coverage provisions could be agreed to through labor negotiations. In response to a question from Member Ballan, he explained that if the option of further extending the Dental Pay Plus

contract were ultimately exercised, its cost would depend on the number of union employees that choose to retain coverage under that plan.

In response to a question from Member Albert, VP Plochochi agreed to provide the Committee with information regarding whether the scope of the proposed Kratos Electronic Security System contract includes an intrusion alert system for the Montague Tube.

In response to a question from Member Moerdler, VP Plochochi explained that the proposed extension of the Allied Barton Security Services contract would cover the Consolidated Revenue Facility and other NYCT locations but would not duplicate coverage provided by the NYPD Transit Bureau.

V. Service Changes

Mark Holmes, Director, Operations Planning, MTA Bus Company, presented to the Committee for its approval a proposed revision to service on the Q103 bus route which would extend service to the weekends and to weekday evenings on an experimental basis beginning June 2014.

Upon motion duly made and seconded, this service change on the Q103 route was approved and forwarded to the full Board for consideration.

Mr. Holmes also presented the planned extension of the Q19 bus route and revision to the Q102 travel path in Astoria, Queens, to the Committee for its information.

Peter Cafiero, Chief, Operations Planning, presented routine bus schedule service adjustments proposed for implementation in June 2014, revising the frequency of service on 15 routes in conformance with Board approved loading guidelines. Mr. Cafiero also presented the proposed replacement of late night express **Q** service in Manhattan with local service, and reminded the Committee of the public hearing scheduled for May 14th at MTA Headquarters, noting that the public hearing would cover the institution of the X21 bus route on Staten Island and the M12 route in Manhattan, restored weekend service on the M8 and Q31 routes, and new Sunday service on the Q77 bus route.

In response to a question from Member Albert, Mr. Cafiero explained that making the **Q** line local would add stops at the Prince Street, 8th Street, 23rd Street and 28th Street stations, and at the 49th Street Station on weekends only since 49th Street is already an express stop on weekdays. Mr. Cafiero agreed to provide further information regarding the exact hours of "late night" service.

In response to a question from Member Cappelli, Mr. Holmes and President Irick explained that there is sufficient time to implement the revision to the Q103 route in June of this year if the item is approved and forwarded to the full Board today.

VI. Special Reports and Presentations

The MetroCard Report and the Final Review of NYCT, SIR and MTA Bus 2013 Operating Results were presented to the Committee for its information.

In response to a question from Member Moerdler, EVP Bergen agreed to provide information on the extent that NYCT pensions are presently funded.

VII. MTA CC Project Report

In connection with the 7 Extension project, President Horodniceanu made a presentation on inclined elevators.

In response to a question from Member Moerdler, President Horodniceanu stated that some of the escalators at the Fulton Street Transit Center are still being tested, while others are already operational.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORK PLAN



2014 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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

September 2014

Public comment/Committee review of budget	
2014 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2014 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2014 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2015 Preliminary NYC Transit Budget	Management & Budget
2015 Preliminary SIR Budget	Management & Budget
2015 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

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

April 2015

Final Review of NYC Transit 2014 Operating Results
Final Review of SIR 2014 Operating Results
Final Review of MTA Bus 2014 Operating Results

Management & Budget
Management & Budget
Management & Budget



2014 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

2015 NYC Transit Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 MTA Bus Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

OCTOBER 2014

2015 NYC Transit Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

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

2015 MTA Bus Preliminary Budget

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

NOVEMBER 2014

2015 Preliminary NYC Transit Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

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

2015 MTA Bus Preliminary Budget

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

Charter for Transit Committee

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

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.

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

APRIL 2015

Final Review of NYC Transit 2014 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 2014 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 2014 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.

3. OPERATIONS PERFORMANCE SUMMARY

MONTHLY OPERATIONS REPORT

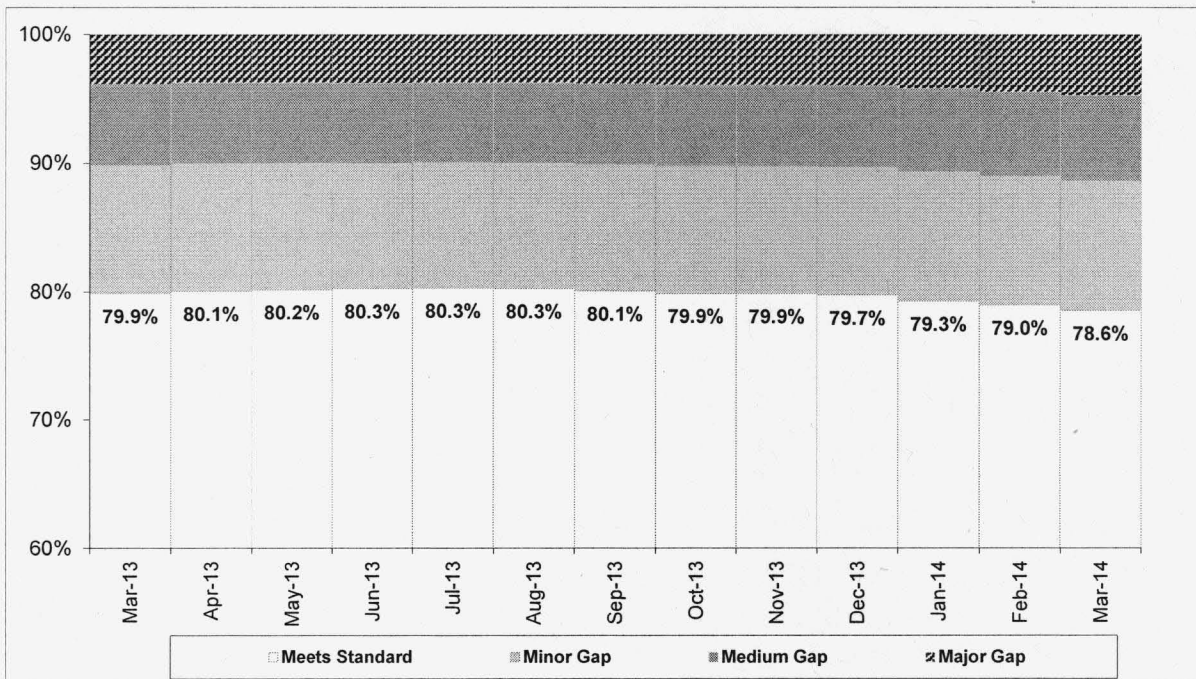
- Subways Operations
- Bus Operations
- Safety Report
- Crime Report

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2014			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				78.6%	79.9%	-1.3%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.3%	76.6%	-4.3%	74.3%	76.6%	-2.3%
A Division Weekday Wait Assessment - (All Lines)				74.9%	77.0%	-2.1%
B Division Weekday Wait Assessment	77.0%	82.7%	-5.7%	80.3%	81.2%	-0.9%
System Weekend Wait Assessment (Charts 3)				83.8%	85.2%	-1.4%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	78.9%	82.0%	-3.1%	84.2%	85.8%	-1.6%
A Division Weekend Wait Assessment - (All Lines)				83.3%	85.0%	-1.7%
B Division Weekend Wait Assessment	79.1%	86.0%	-6.9%	84.1%	85.3%	-1.2%
System Weekday Terminal On-Time Performance (Charts 4-5)	74.6%	85.0%	-10.4%	79.1%	83.0%	-3.9%
A Division Weekday Terminal On-Time Performance	67.2%	78.8%	-11.6%	73.2%	75.6%	-2.4%
B Division Weekday Terminal On-Time Performance	80.4%	90.2%	-9.8%	83.9%	88.2%	-4.3%
System Number of Terminal Delays (Charts 6)	42,392	24,331	+74.2%	34,807	24,181	+43.9%
System Weekend Terminal On-Time Performance (Charts 7-8)	77.4%	86.8%	-9.4%	84.6%	88.2%	-3.6%
A Division Weekend Terminal On-Time Performance	76.4%	82.9%	-6.5%	81.4%	81.9%	-0.5%
B Division Weekend Terminal On-Time Performance	78.1%	89.8%	-11.7%	86.9%	92.1%	-5.2%
System Number of Weekend Terminal Delays (Charts 9)	12,363	7,264	+70.2%	7,795	5,289	+47.4%
Mean Distance Between Failures (Charts 10-11)	146,164	188,232	-22.3%	141,011	163,739	-13.9%
A Division Mean Distance Between Failures	103,093	194,091	-46.9%	125,688	156,342	-19.6%
B Division Mean Distance Between Failures	209,156	184,176	+13.6%	155,165	169,650	-8.5%
System Weekday Service-KPI (Charts 12-13)	78.0%	83.5%	-5.5%	79.4%	82.9%	-3.5%
A Division Weekday Service-KPI	72.9%	80.2%	-7.3%	74.4%	78.2%	-3.8%
B Division Weekday Service-KPI	81.6%	85.8%	-4.2%	82.7%	85.2%	-2.5%
System Weekday PES-KPI (Charts 14-16)				91.8%	91.1%	+0.7%
Staten Island Railway						
24 Hour On-Time Performance	92.8%	97.0%	-4.2%	94.0%	93.4%	+0.6%
AM Rush On-Time Performance	97.4%	99.7%	-2.3%	95.8%	97.7%	-1.9%
PM Rush On-Time Performance	97.1%	100.0%	-2.9%	96.8%	96.4%	+0.4%
Percentage of Completed Trips	99.8%	99.9%	-0.1%	99.7%	99.4%	+0.3%
Mean Distance Between Failures	54,057	104,001	-48.0%	65,977	76,969	-14.3%
Staten Island Railway PES-KPI (Charts 17)				91.2%	92.2%	-1.0%

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>	
Apr '13 - Mar '14	78.6%	10.1%	6.6%	4.8%	2014 GOAL: 80.7%
Apr '12 - Mar '13	79.9%	9.9%	6.3%	3.9%	2013 ACTUAL: 80.3%

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

Apr '13 - Mar '14					Apr '12 - Mar '13				
Line	Meets		GAP		Headways*				Standard Difference
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
①	80.8%	8.1%	5.6%	5.5%	83.3%	8.3%	4.8%	3.6%	-2.5%
②	71.7%	10.5%	9.4%	8.4%	73.9%	10.5%	8.6%	7.0%	-2.2%
③	76.8%	10.1%	7.2%	5.9%	77.4%	10.3%	6.9%	5.4%	-0.6%
④	72.6%	9.7%	8.4%	9.3%	74.4%	10.0%	7.8%	7.9%	-1.8%
⑤	69.4%	10.2%	9.3%	11.2%	72.0%	10.1%	8.3%	9.5%	-2.6%
⑥	74.7%	8.1%	7.3%	9.9%	78.5%	8.5%	6.2%	6.8%	-3.8%
⑦	78.2%	10.2%	7.6%	4.0%	79.4%	11.5%	6.4%	2.7%	-1.2%
⑤ 42nd	91.6%	4.2%	1.8%	2.5%	N/A	N/A	N/A	N/A	N/A
Subdivision A**	74.9%	9.6%	7.8%	7.7%	77.0%	9.9%	7.0%	6.1%	-2.1%
①	70.4%	11.4%	9.4%	8.9%	73.5%	10.1%	9.8%	6.6%	-3.1%
②	78.6%	11.1%	6.8%	3.4%	79.6%	11.9%	6.2%	2.4%	-1.0%
③	80.4%	10.7%	5.9%	3.1%	82.6%	10.3%	4.9%	2.1%	-2.2%
④	79.4%	11.9%	6.4%	2.3%	78.7%	12.7%	6.2%	2.4%	+0.7%
⑤	74.9%	12.2%	8.4%	4.5%	76.5%	11.3%	8.0%	4.2%	-1.6%
⑥	74.1%	11.0%	8.9%	5.9%	74.4%	10.4%	9.6%	5.5%	-0.3%
⑤ Fkln	96.5%	2.2%	0.9%	0.4%	96.1%	2.8%	0.9%	0.1%	+0.4%
⑦	79.7%	11.4%	6.6%	2.3%	83.5%	10.3%	4.1%	2.1%	-3.8%
⑤ Rock	91.7%	5.8%	1.5%	1.0%	95.6%	3.2%	1.0%	0.2%	-3.9%
① ②	79.4%	11.1%	5.7%	3.9%	82.5%	9.8%	5.5%	2.1%	-3.1%
③	80.1%	11.7%	4.9%	3.4%	81.5%	11.1%	5.8%	1.6%	-1.4%
④	79.3%	11.3%	6.4%	3.0%	77.7%	12.4%	7.3%	2.6%	+1.6%
⑤	80.1%	10.0%	6.7%	3.3%	78.5%	11.8%	6.0%	3.6%	+1.6%
⑥	78.2%	12.0%	7.2%	2.7%	80.6%	11.9%	5.2%	2.3%	-2.4%
⑦	81.1%	11.3%	5.1%	2.5%	77.1%	9.7%	9.2%	4.1%	+4.0%
Subdivision B	80.3%	10.3%	6.0%	3.4%	81.2%	10.0%	6.0%	2.8%	-0.9%
Systemwide**	78.6%	10.1%	6.6%	4.8%	79.9%	9.9%	6.3%	3.9%	-1.3%

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

*** Headway
Definitions**

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

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

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

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

Subway Weekend Wait Assessment (6 am - midnight)

Apr '13 - Mar '14					Apr '12 - Mar '13				
Line	Headways*				Headways*				Standard Difference
	Meets Standard	Minor	GAP		Meets Standard	Minor	GAP		
			Medium	Major			Medium	Major	
①	88.3%	6.3%	3.1%	2.3%	86.5%	7.7%	3.8%	2.0%	+1.8%
②	81.9%	10.1%	5.5%	2.6%	84.3%	9.2%	4.4%	2.1%	-2.4%
③	88.4%	6.9%	2.8%	2.0%	88.1%	7.1%	2.6%	2.2%	+0.3%
④	79.4%	9.7%	6.4%	4.5%	81.2%	9.0%	5.6%	4.2%	-1.8%
⑤	83.1%	8.0%	4.8%	4.1%	89.8%	5.6%	2.7%	1.8%	-6.7%
⑥	84.3%	7.9%	4.5%	3.3%	85.3%	8.1%	3.9%	2.8%	-1.0%
⑦	77.8%	11.9%	6.5%	3.8%	79.9%	13.0%	6.2%	0.9%	-2.1%
Ⓢ 42nd	97.9%	1.0%	0.4%	0.8%	N/A	N/A	N/A	N/A	N/A
Sub Division A**	83.3%	8.7%	4.8%	3.2%	85.0%	8.5%	4.2%	2.3%	-1.7%
Ⓐ	79.3%	10.6%	7.3%	2.7%	77.8%	12.3%	7.2%	2.7%	+1.5%
Ⓒ	77.7%	9.3%	8.1%	4.9%	85.9%	9.4%	4.4%	0.3%	-8.2%
Ⓓ	81.8%	12.2%	5.1%	0.8%	80.5%	12.0%	6.0%	1.5%	+1.3%
Ⓔ	84.7%	10.9%	4.1%	0.3%	87.0%	8.9%	2.9%	1.3%	-2.3%
Ⓕ	79.4%	11.8%	6.9%	1.9%	80.2%	11.1%	6.3%	2.4%	-0.8%
Ⓢ Fkln	97.1%	2.9%	0.0%	0.0%	94.7%	4.4%	0.7%	0.2%	+2.4%
Ⓖ	84.7%	9.4%	3.5%	2.4%	89.4%	7.2%	3.2%	0.2%	-4.7%
Ⓙ	90.1%	6.6%	3.0%	0.3%	90.6%	7.8%	0.7%	0.9%	-0.5%
Ⓛ	83.7%	9.1%	4.8%	2.4%	86.4%	9.5%	2.8%	1.2%	-2.7%
Ⓝ	82.4%	10.4%	4.8%	2.3%	85.4%	8.6%	4.5%	1.4%	-3.0%
Ⓞ	85.5%	8.6%	4.5%	1.4%	83.2%	11.8%	3.9%	1.1%	+2.3%
Ⓡ	83.1%	12.4%	3.7%	0.8%	82.8%	12.2%	3.6%	1.3%	+0.3%
Sub Division B	84.1%	9.5%	4.7%	1.7%	85.3%	9.6%	3.8%	1.2%	-1.2%
Systemwide**	83.8%	9.2%	4.7%	2.3%	85.2%	9.2%	4.0%	1.6%	-1.4%

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

* **Headway Definitions**

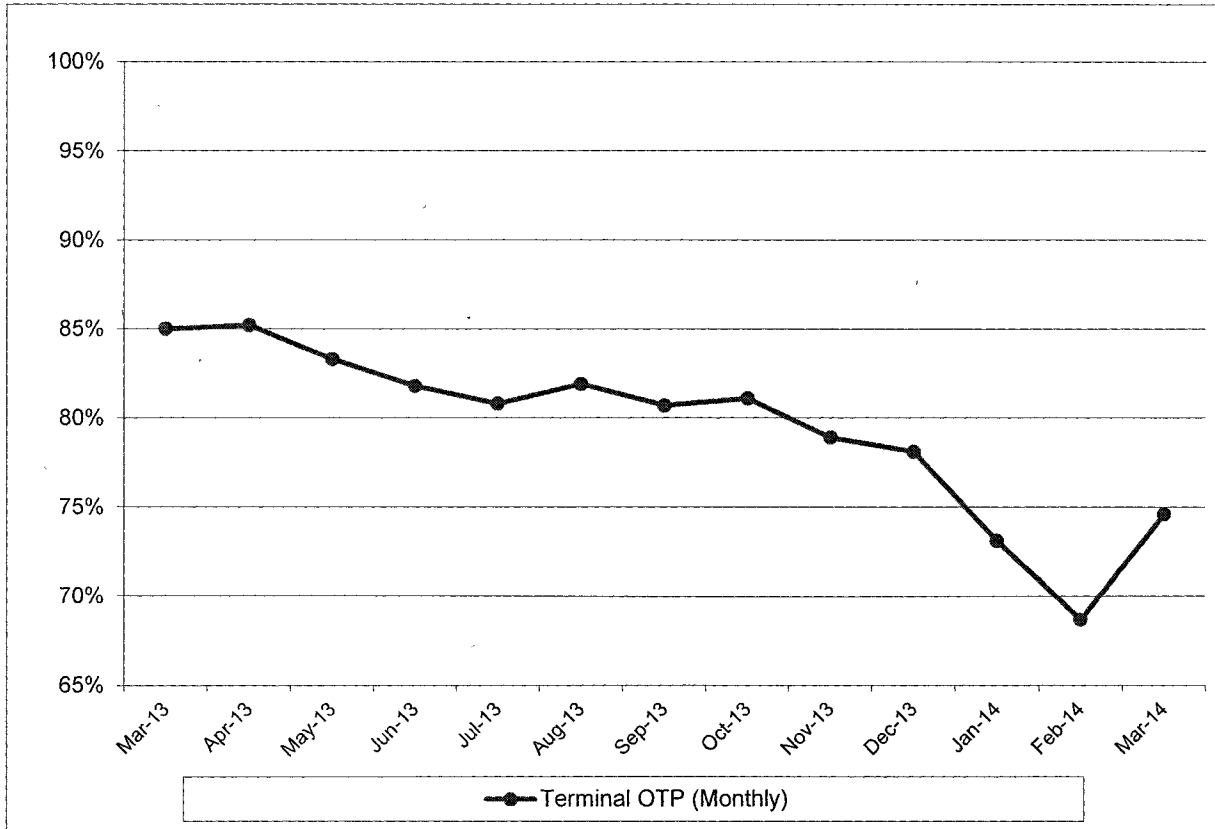
Minor Gap: from 25% to 50% over scheduled headway

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

Mar 2014: 74.6%
Mar 2013: 85.0%
12-Mon Avg: 79.1%
(Apr '13-Mar '14)

Subdivision A Monthly Results

Mar 2014: 67.2%
Mar 2013: 78.8%
12-Mon Avg: 73.2%
(Apr '13-Mar '14)

Subdivision B Monthly Results

Mar 2014: 80.4%
Mar 2013: 90.2%
12-Mon Avg: 83.9%
(Apr '13-Mar '14)

Discussion of Results

In March 2014, Over Crowding (9,391 delays), Right Of Way (7,978 delays), and Track Gangs (7,863 delays), were the highest categories of delays, representing 59.5% of the total 42,392 delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Apr '13 - Mar '14</u>	<u>Apr '12 - Mar '13</u>	<u>% Difference</u>
①	81.5%	87.6%	-6.1%
②	51.2%	58.6%	-7.4%
③	68.2%	71.4%	-3.2%
④	49.2%	62.8%	-13.6%
⑤	51.1%	64.3%	-13.2%
⑥	66.9%	78.0%	-11.1%
⑦	88.2%	89.9%	-1.7%
⑤ 42 St	97.9%	N/A*	
Subdivision A	73.2%	75.6%	-2.4%
① A	79.1%	84.8%	-5.7%
① B	79.5%	87.3%	-7.8%
① C	88.9%	91.1%	-2.2%
① D	80.4%	88.2%	-7.8%
① E	77.9%	85.2%	-7.3%
① F	66.1%	79.1%	-13.0%
⑤ Fkln	98.9%	99.3%	-0.4%
① G	85.4%	88.3%	-2.9%
⑤ Rock	95.9%	97.9%	-2.0%
① J Z	92.1%	95.4%	-3.3%
① L	93.7%	94.6%	-0.9%
① M	82.5%	88.4%	-5.9%
① N	79.2%	82.0%	-2.8%
① Q	83.9%	86.2%	-2.3%
① R	88.7%**	88.0%	+0.7%
Subdivision B	83.9%	88.2%	-4.3%
Systemwide	79.1%	83.0%	-3.9%

* Performance data unavailable pending ATS system software upgrade.

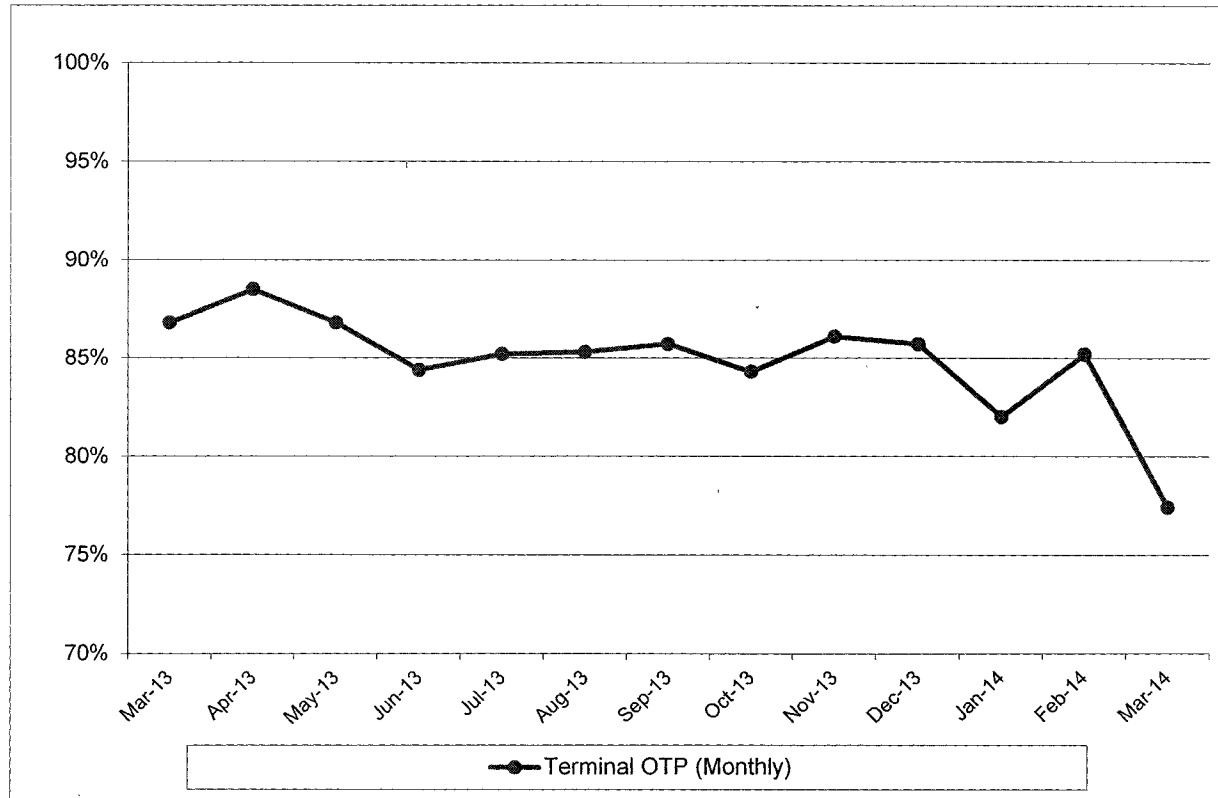
** OTP for March 2014 was 95.0% for the Brooklyn segment and 82.6% for the Manhattan segment.

March 2014 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	9,391
Row Delays	7,978
Track Gangs	7,863
Sick Customer	4,103
Car Equipment	3,406
Work Equipment/G. O.	2,176
Police	2,033
Unruly Customer	1,776
Operational Diversions	1,223
Employee	1,082
Fire	645
Infrastructure	294
Inclement Weather	209
External	145
Collision/Derailment	69
Total Delays	<u>42,392</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

Mar 2014: 77.4%
Mar 2013: 86.8%
12-Mon Avg: 84.6%
(Apr '13-Mar '14)

Subdivision A Monthly Results

Mar 2014: 76.4%
Mar 2013: 82.9%
12-Mon Avg: 81.4%
(Apr '13-Mar '14)

Subdivision B Monthly Results

Mar 2014: 78.1%
Mar 2013: 89.8%
12-Mon Avg: 86.9%
(Apr '13-Mar '14)

Discussion of Results

In March 2014, Track Gangs (3,384 delays), Work Equipment/G.O. (3,075 delays), and Right Of Way (1,537 delays) were the highest categories of delays, representing 64.7% of the total 12,363 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Apr '13 - Mar '14</u>	<u>Apr '12 - Mar '13</u>	<u>% Difference</u>
①	88.2%	82.6%	+5.6%
②	59.3%	65.1%	-5.8%
③	81.5%	83.1%	-1.6%
④	69.0%	72.8%	-3.8%
⑤	75.7%	89.6%	-13.9%
⑥	72.5%	78.8%	-6.3%
⑦	91.7%	95.1%	-3.4%
⑤ 42 St	99.0%	N/A*	
Subdivision A	81.4%	81.9%	-0.5%
① A	80.2%	86.1%	-5.9%
① C	77.0%	89.4%	-12.4%
① D	86.4%	91.1%	-4.7%
① E	81.5%	91.1%	-9.6%
① F	63.8%	84.5%	-20.7%
⑤ Fkln	99.0%	99.5%	-0.5%
① G	93.6%	96.5%	-2.9%
⑤ Rock	97.7%	98.3%	-0.6%
① J Z	96.4%	97.6%	-1.2%
① L	95.5%	96.7%	-1.2%
① M	97.5%	98.5%	-1.0%
① N	80.4%	85.2%	-4.8%
① Q	92.0%	92.7%	-0.7%
① R	82.1%	91.8%	-9.7%
Subdivision B	86.9%	92.1%	-5.2%
Systemwide	84.6%	88.2%	-3.6%

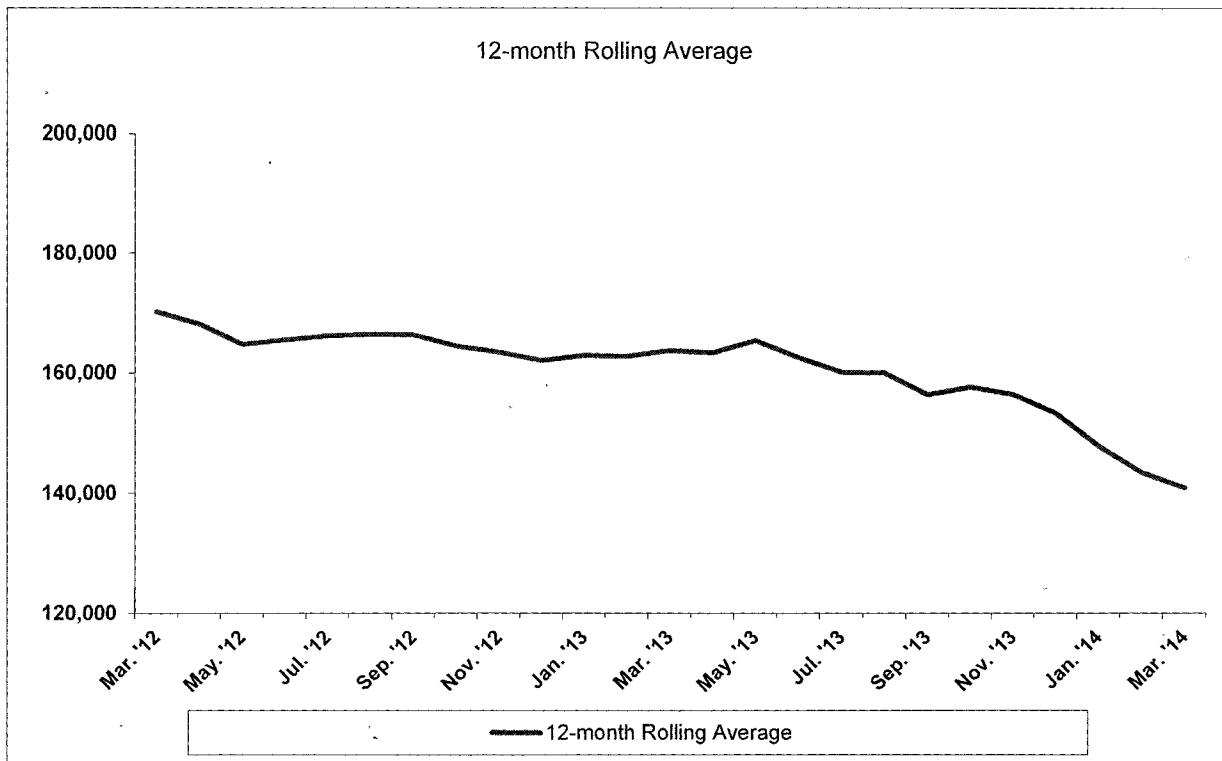
* Performance data unavailable pending ATS system software upgrade.

March 2014 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Track Gangs	3,384
Work Equipment/G. O.	3,075
ROW Delays	1,537
Over Crowding	1,441
Police	724
Sick Customer	476
Inclement Weather	471
Unruly Customer	382
Employee	318
Car Equipment	250
Operational Diversions	158
Fire	93
External	29
Infrastructure	26
Total Delays	12,363

* 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

Mar 2014: 146,164

Mar 2013: 188,232

12-Month Average

Apr 13 - Mar 14: 141,011

Apr 12 - Mar 13: 163,739

Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

Discussion of Results

MDBF in March 2014 decreased 22.3% from March 2013. Over the past year, the MDBF 12-month average decreased 13.9%.

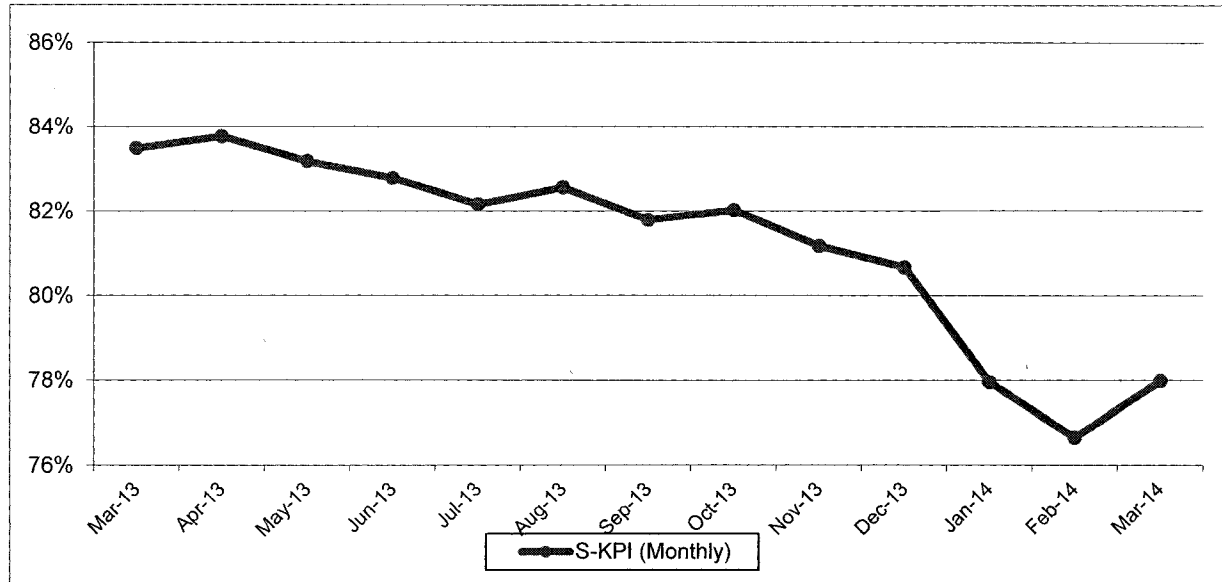
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	Mar '14	Mar '13	% Change
R32	222	49,363	58,106	-15.05%
R42	50	35,895	36,748	-2.32%
R46	752	93,967	88,120	6.64%
R62	315	208,353	172,860	20.53%
R62A	824	140,296	150,181	-6.58%
R68	425	160,852	140,413	14.56%
R68A	200	101,436	118,047	-14.07%
R142	1,030	126,101	187,721	-32.83%
R142A	555	93,279	119,541	-21.97%
R143	212	72,960	106,434	-31.45%
R160	1,662	417,961	567,422	-26.34%
R188	77	NA	NA	NA
FLEET	6,324	141,011	163,739	-13.88%

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

Mar. 2014: 78.0%
 Mar. 2013: 83.5%
 12 Mon Avg: 79.4%
 (Apr '13-Mar '14)

Subdivision A

Monthly Results

Mar. 2014: 72.9%
 Mar. 2013: 80.2%
 12 Mon Avg: 74.4%
 (Apr '13-Mar '14)

Subdivision B

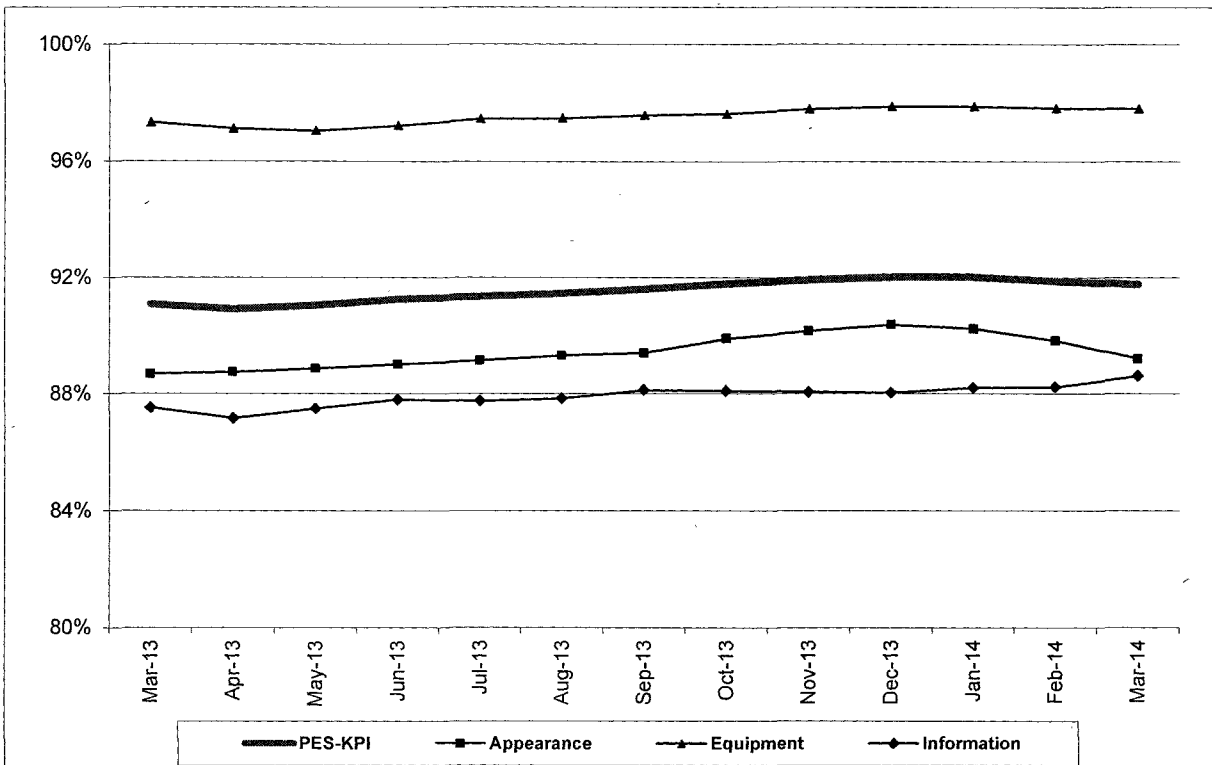
Monthly Results

Mar. 2014: 81.6%
 Mar. 2013: 85.8%
 12 Mon Avg: 82.7%
 (Apr '13-Mar '14)

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Apr '13 - Mar '14</u>	<u>Apr '12 - Mar '13</u>	<u>% Difference</u>
①	79.5%	84.3%	-4.8%
②	65.5%	71.6%	-6.1%
③	76.6%	77.9%	-1.3%
④	65.0%	73.2%	-8.2%
⑤	65.2%	72.5%	-7.3%
⑥	70.4%	77.8%	-7.4%
⑦	83.4%	84.6%	-1.2%
⑤ 42nd	85.4%	N/A	N/A
SubDivision A	74.4%	78.2%	-3.8%
①	72.1%	75.0%	-2.9%
②	78.9%	80.9%	-2.0%
③	78.2%	80.5%	-2.3%
④	81.8%	83.7%	-1.9%
⑤	78.3%	81.5%	-3.2%
⑥	74.3%	78.4%	-4.1%
⑤ Fkln	92.1%	89.7%	+2.4%
⑦	77.7%	81.8%	-4.1%
⑤ Rock	89.8%	91.2%	-1.4%
① ②	83.3%	88.2%	-4.9%
③	80.7%	84.0%	-3.3%
④	82.4%	83.1%	-0.7%
⑤	81.8%	81.7%	+0.1%
⑥	82.1%	84.2%	-2.1%
⑦	84.4%	77.5%	+6.9%
SubDivision B	82.7%	85.2%	-2.5%
Systemwide	79.4%	82.9%	-3.5%

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>
March 2014:	91.8%	89.2%	97.8%	88.6%
March 2013:	91.1%	88.7%	97.3%	87.5%
% Difference:	+0.7%	+0.5%	+0.5%	+1.1%

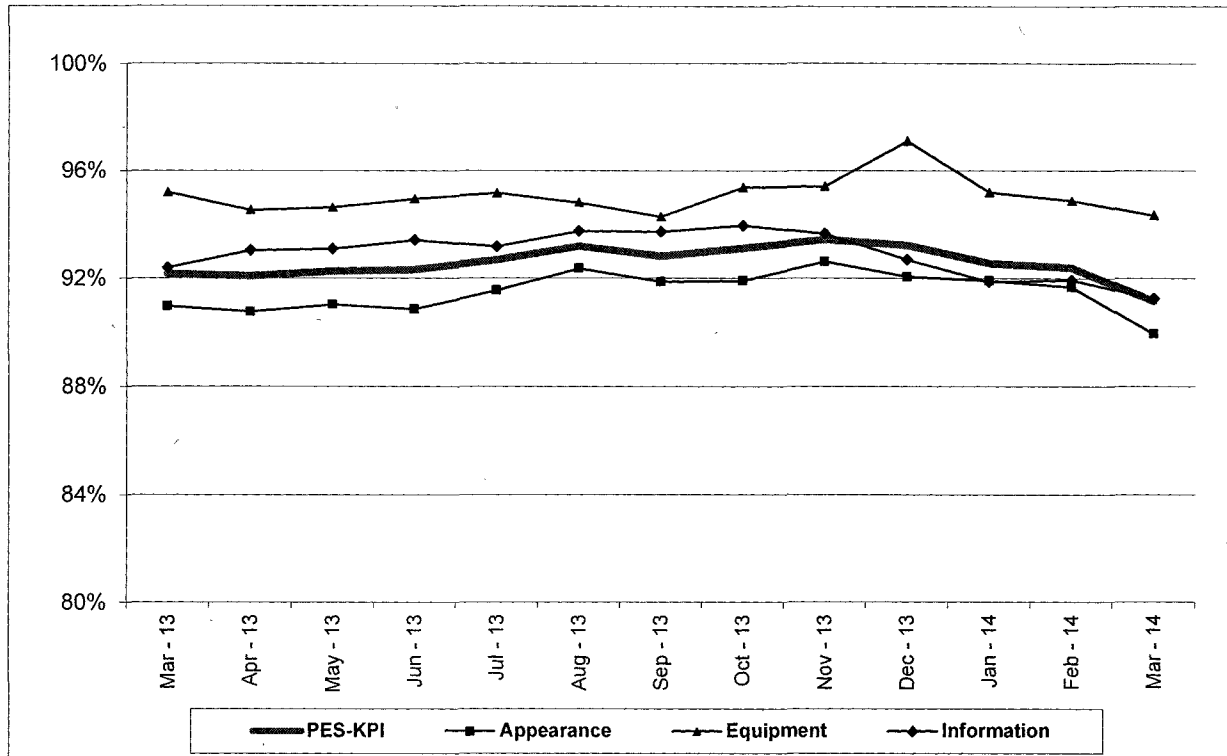
PES-KPI - Subway Car

Line	March 2014				March 2013				% 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	92.7%	93.9%	93.4%	90.6%	93.6%	96.4%	95.4%	88.8%	-0.9%
②	96.1%	93.7%	96.5%	98.3%	96.1%	95.7%	95.8%	96.7%	+0.0%
③	94.7%	94.6%	97.6%	92.1%	94.9%	94.3%	98.6%	91.9%	-0.2%
④	95.9%	93.1%	97.3%	97.5%	97.9%	96.5%	98.6%	98.7%	-2.0%
⑤	97.5%	96.4%	98.0%	98.4%	95.7%	94.9%	94.3%	97.9%	+1.8%
⑥	95.8%	90.9%	97.4%	99.4%	96.8%	94.2%	97.0%	99.2%	-1.0%
⑦	95.6%	96.2%	96.9%	93.7%	93.1%	94.6%	92.6%	92.0%	+2.5%
⑤ 42nd	96.4%	95.6%	98.7%	95.0%	93.7%	98.1%	95.4%	87.4%	+2.7%
SubDivision A	95.4%	94.1%	96.6%	95.6%	95.3%	95.4%	95.9%	94.7%	+0.1%
①	94.5%	95.1%	94.4%	93.9%	94.4%	95.9%	97.1%	90.2%	+0.1%
②	92.8%	91.2%	95.0%	92.1%	92.5%	91.4%	95.7%	90.5%	+0.3%
③	95.3%	96.2%	97.7%	91.9%	93.5%	93.0%	94.7%	92.8%	+1.8%
④	93.0%	90.2%	95.4%	93.5%	92.9%	93.3%	95.3%	90.2%	+0.1%
⑤	97.9%	95.1%	99.2%	99.4%	96.7%	94.8%	96.2%	99.1%	+1.2%
⑥	95.6%	92.8%	96.8%	97.1%	97.2%	94.9%	97.8%	98.8%	-1.6%
⑤ Fkln	94.4%	93.9%	95.6%	93.7%	91.7%	93.5%	94.2%	87.4%	+2.7%
⑦	94.9%	95.6%	96.2%	92.8%	95.6%	96.5%	98.7%	91.6%	-0.7%
①/②	94.9%	93.8%	93.0%	98.1%	96.8%	95.0%	96.9%	98.7%	-1.9%
③	97.2%	94.1%	98.3%	99.2%	95.8%	94.6%	95.3%	97.7%	+1.4%
④	96.8%	92.9%	98.2%	99.4%	95.3%	92.2%	96.4%	97.4%	+1.5%
⑤	95.6%	89.2%	99.1%	98.8%	96.4%	93.0%	97.4%	98.8%	-0.8%
⑥	96.7%	90.9%	99.9%	99.6%	96.8%	94.4%	97.6%	98.5%	-0.1%
⑦	95.5%	92.6%	98.1%	96.0%	94.4%	94.8%	98.9%	89.6%	+1.1%
SubDivision B	95.5%	93.1%	97.1%	96.4%	95.3%	94.1%	96.8%	95.0%	+0.2%
Systemwide	95.5%	93.5%	96.9%	96.1%	95.3%	94.6%	96.4%	94.9%	+0.2%

PES-KPI - Station

<u>Borough</u>	March 2014				March 2013				% 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	86.7%	81.9%	98.7%	80.6%	85.9%	81.8%	98.3%	78.5%	+0.8%
Manhattan	87.4%	82.3%	98.5%	82.5%	87.5%	81.7%	98.3%	83.6%	-0.1%
Brooklyn	88.5%	88.5%	99.2%	78.2%	86.1%	83.1%	98.1%	77.8%	+2.4%
Queens	89.5%	86.8%	98.9%	83.4%	88.1%	87.6%	98.5%	78.7%	+1.4%
Systemwide	88.1%	85.3%	98.8%	80.9%	86.9%	83.2%	98.3%	80.0%	+1.2%

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
March 2014:	91.2%	90.0%	94.3%	91.3%
March 2013:	92.2%	91.0%	95.2%	92.4%
% Difference:	-1.0%	-1.0%	-0.9%	-1.1%

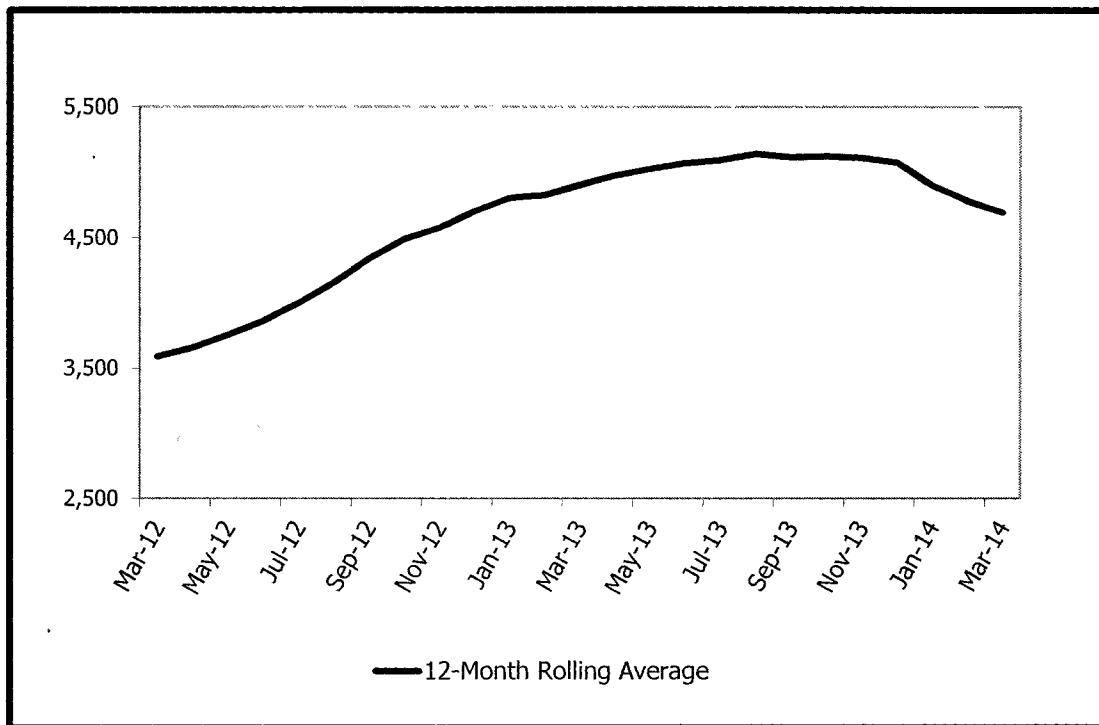
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,643	5,839	-20.5%	4,696	4,905	-4.3%
NYCT Bus	4,480	5,657	-20.8%	4,560	4,727	-3.5%
MTA Bus	5,261	6,530	-19.4%	5,189	5,582	-7.0%
System MDBSI (chart 2)	2,419	3,020	-19.9%	2,523	2,740	-7.9%
NYCT Bus	2,391	2,952	-19.0%	2,519	2,676	-5.9%
MTA Bus	2,514	3,269	-23.1%	2,538	2,968	-14.5%
System Trips Completed (chart 3)	98.75%	99.34%	-0.6%	99.03%	99.06%	-0.0%
NYCT Bus	99.06%	99.33%	-0.3%	99.13%	99.08%	+0.1%
MTA Bus	97.49%	99.38%	-1.9%	98.60%	98.98%	-0.4%
System AM Pull Out (chart 4)	98.92%	99.79%	-0.9%	99.42%	99.48%	-0.1%
NYCT Bus	99.30%	99.76%	-0.5%	99.59%	99.54%	+0.1%
MTA Bus	97.57%	99.88%	-2.3%	98.84%	99.29%	-0.4%
System PM Pull Out (chart 5)	99.48%	99.89%	-0.4%	99.72%	99.74%	-0.0%
NYCT Bus	99.80%	99.90%	-0.1%	99.83%	99.74%	+0.1%
MTA Bus	98.32%	99.88%	-1.6%	99.30%	99.71%	-0.4%
System Buses >= 12 years	26%	27%				
NYCT Bus	29%	31%				
MTA Bus	15%	14%				
System Fleet Age	8.13	7.53				
NYCT Bus	8.23	7.74				
MTA Bus	7.80	6.81				
Paratransit						
% of Trips Completed	94.27%	93.56%	+0.7%	93.89%	94.00%	-0.1%
Trips Requested	680,599	661,631	+2.9%	660,762	652,526	+1.3%
Trips Scheduled	600,171	597,391	+0.5%	584,675	588,853	-0.7%
Trips Completed	565,769	558,925	+1.2%	548,980	553,522	-0.8%
Early Cancellations as a Percentage of Trips Requested	11.08%	9.12%	+2.0%	10.72%	9.11%	+1.6%
Late Cancellations as a Percentage of Trips Scheduled	3.59%	3.63%	-0.0%	3.99%	3.81%	+0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.50%	2.29%	-0.8%	1.54%	1.78%	-0.2%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.64%	0.51%	+0.1%	0.57%	0.41%	+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	0.74%	0.59%	+0.1%	0.80%	0.65%	+0.1%
New Applications Received	3,483	3,012	+15.6%	3,015	2,693	+12.0%

Bus Mean Distance Between Failures - System*



Definition

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

Monthly Results

March 2014: 4,643
March 2013: 5,839

12-Month Average

Apr 13 - Mar 14 4,696
Apr 12 - Mar 13 4,905

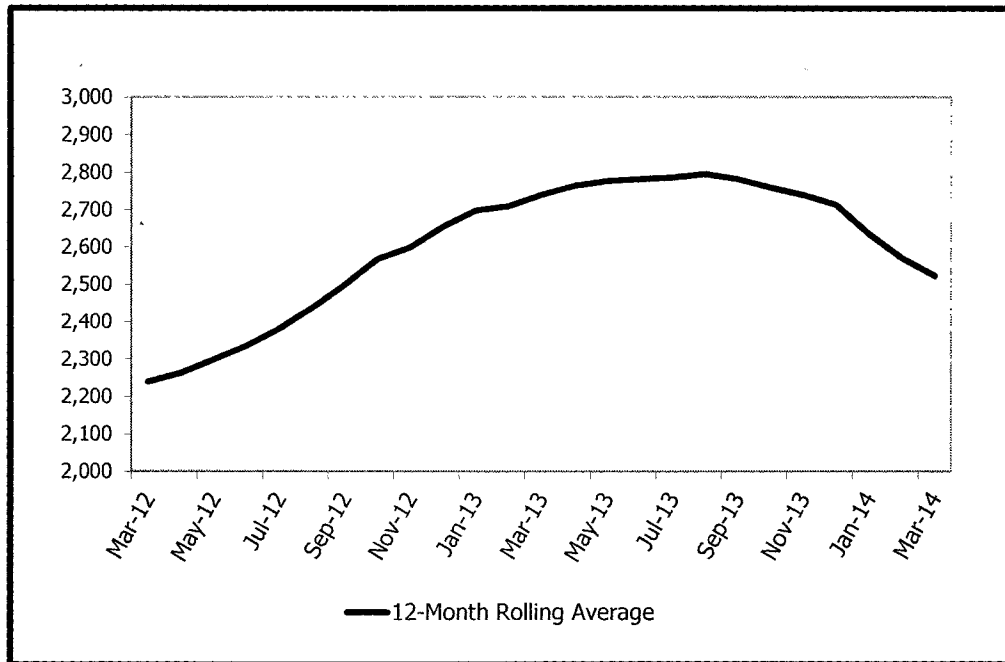
Annual Results

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

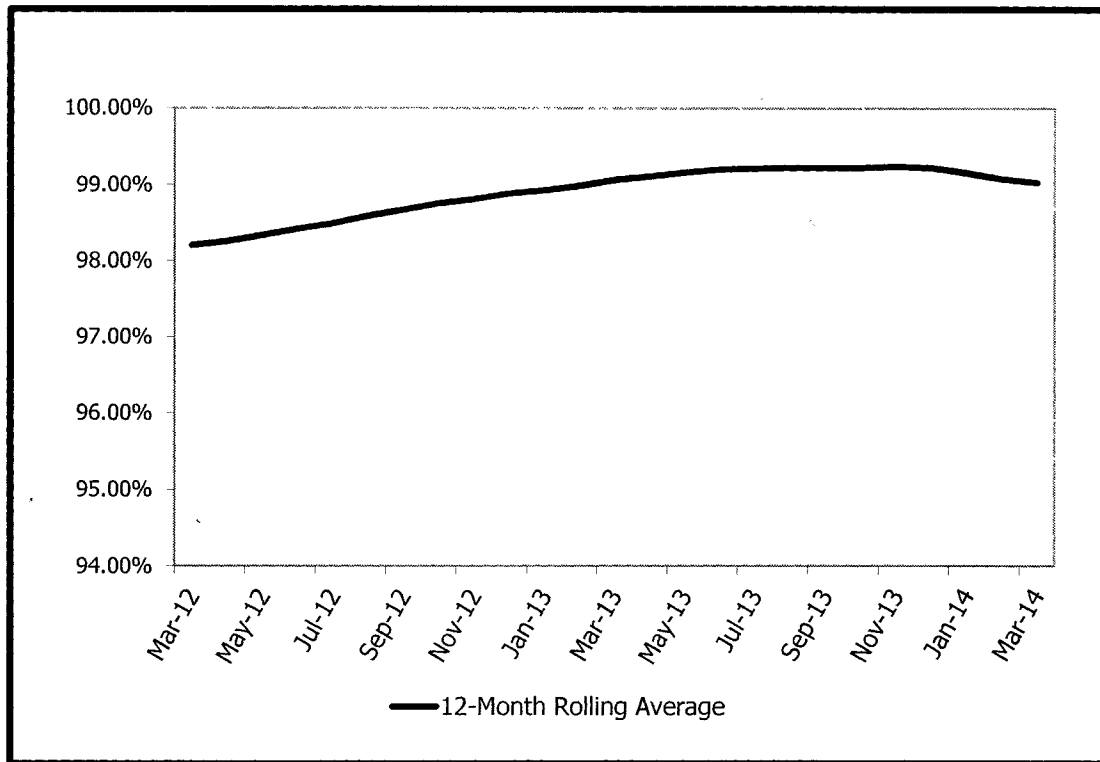
The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results		12-Month Average	Annual Results
March 2014:	2,419	Apr 13 - Mar 14 2,523	2014 YTD: 2,199
March 2013:	3,020	Apr 12 - Mar 13 2,740	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

March 2014: 98.75%
March 2013: 99.34%

12-Month Average

Apr 13 - Mar 14 99.03%
Apr 12 - Mar 13 99.06%

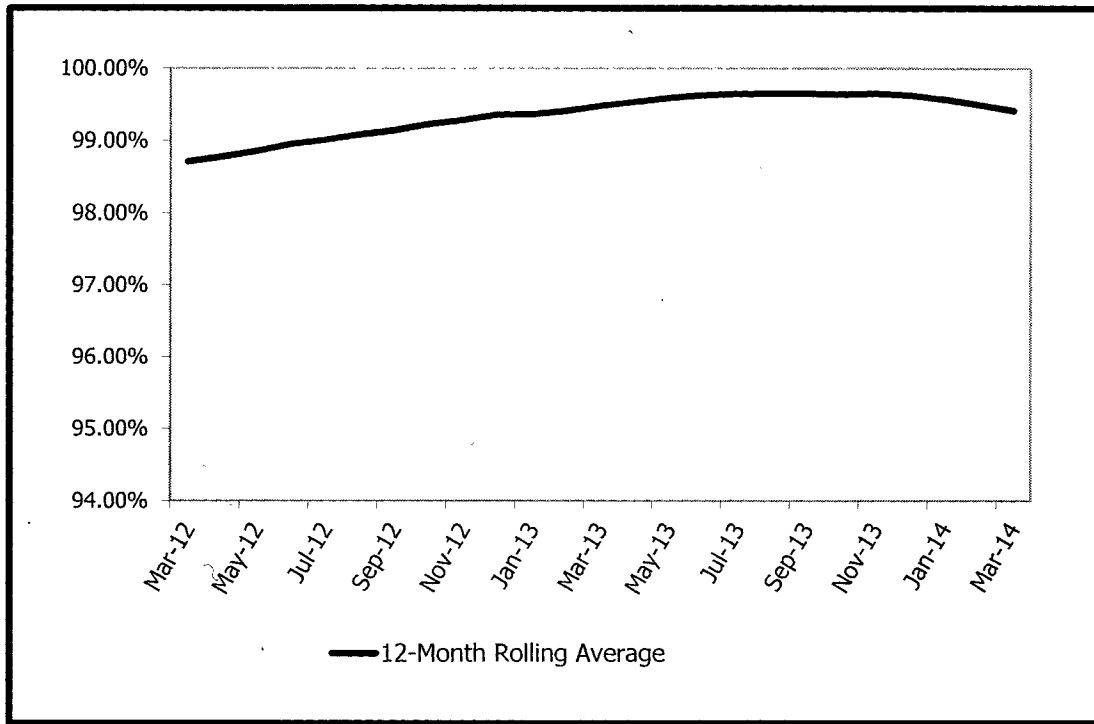
Annual Results

2014 YTD: 98.48%
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

March 2014: 98.92%
March 2013: 99.79%

12-Month Average

Apr 13 - Mar 14 99.42%
Apr 12 - Mar 13 99.48%

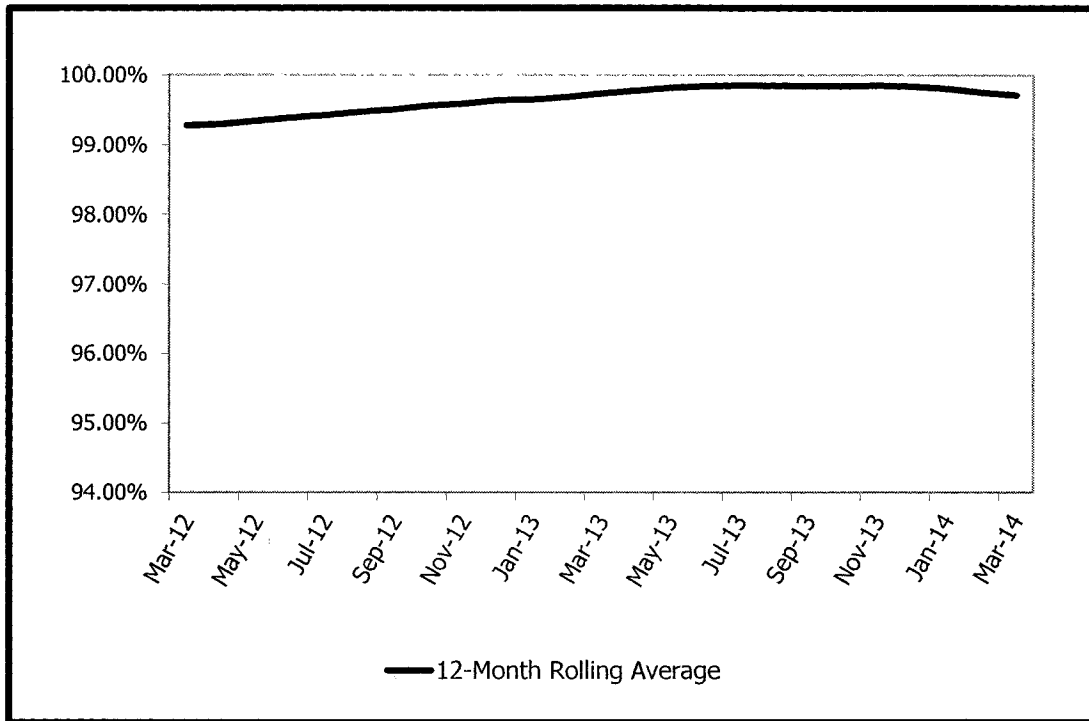
Annual Results

2014 YTD: 98.74%
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		12-Month Average		Annual Results	
March 2014:	99.48%	Apr 13 - Mar 14	99.72%	2014 YTD:	99.35%
March 2013:	99.89%	Apr 12 - Mar 13	99.74%	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 March 2014 are shown below.

Safety Report

Performance Indicator	Current Month: March 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.91	2.96	-1.4%	2.60	2.49	+4.4%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.91	2.95	-1.4%	2.60	2.48	+4.8%
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)	99	83	+19.3%	978	819	+19.4%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	2.93	3.37	-13.0%	2.86	2.49	+14.8%

Bus Collisions Per Million Miles (chart 7)						
Regional	45.00	46.38	-3.0%	50.23	47.42	+5.9%
NYCT Bus	46.83	49.18	-4.8%	51.39	48.61	+5.7%
MTA Bus	39.06	37.15	+5.1%	46.51	43.57	+6.7%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.61	3.85	+46.0%	7.19	5.97	+20.3%
NYCT Bus	6.35	3.64	+74.3%	7.88	5.98	+31.7%
MTA Bus	3.25	4.52	-28.0%	4.97	5.95	-16.4%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.90	0.83	+7.8%	1.03	1.08	-4.5%
NYCT Bus	0.89	0.80	+12.4%	1.07	1.06	+0.9%
MTA Bus	0.93	1.04	-11.3%	0.81	1.17	-30.7%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	0.93	0.94	-0.9%	1.10	1.13	-3.1%
NYCT Bus	0.89	0.92	-2.4%	1.14	1.12	+1.7%
MTA Bus	1.11	1.04	+6.5%	0.90	1.22	-26.7%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.17	5.28	-21.1%	5.35	5.42	-1.2%
MTA Bus	6.71	6.67	+0.6%	7.46	7.87	-5.2%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	3.01	3.67	-18.0%	3.39	3.19	+6.3%

Subways Crime Report

Performance Indicator	Current Month: April 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	162	179	-9.5%	721	771	-6.5%
Robberies ^{3,4}	36	50	-28.0%	155	205	-24.4%

SIR Crime Report

Performance Indicator	Current Month: April 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	6	-66.7%
Robberies ^{3,4}	0	1	-100.0%	1	4	-75.0%

¹ Current month data are for February 2014.

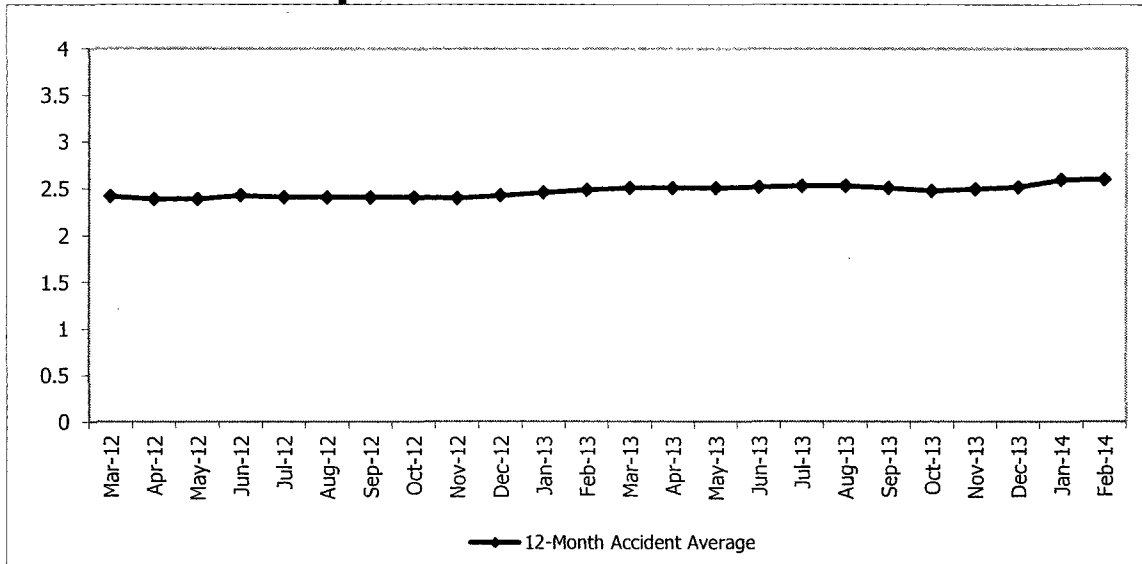
² 12-month figures shown are totals rather than averages.

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 April 2014.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Feb 2014: 2.91

Feb 2013: 2.96

12-Month Average

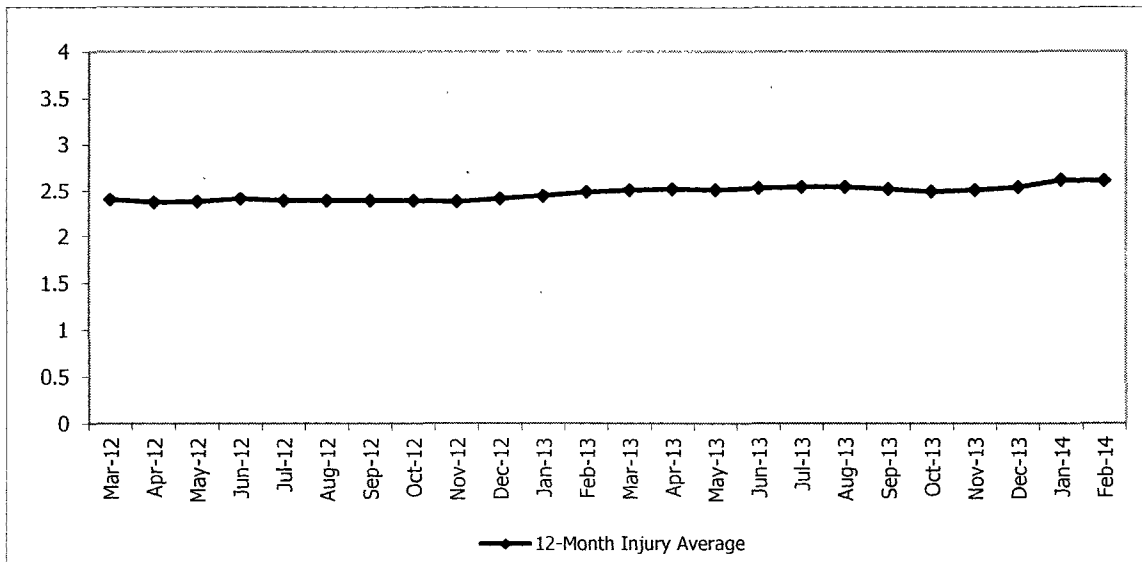
Mar 13 – Feb 14: 2.60

Mar 12 – Feb 13: 2.49

Annual Results

2014 YTD: 3.42

2013 Actual: 2.52



Monthly Results

Feb 2014: 2.91

Feb 2013: 2.95

12-Month Average

Mar 13 – Feb 14: 2.60

Mar 12 – Feb 13: 2.48

Annual Results

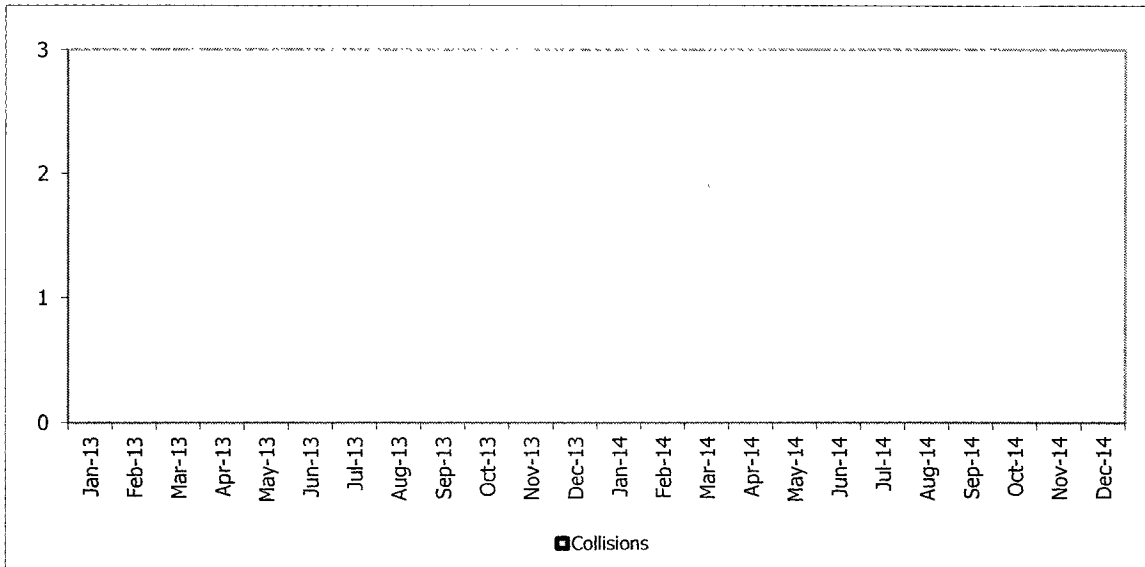
2014 YTD: 3.40

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

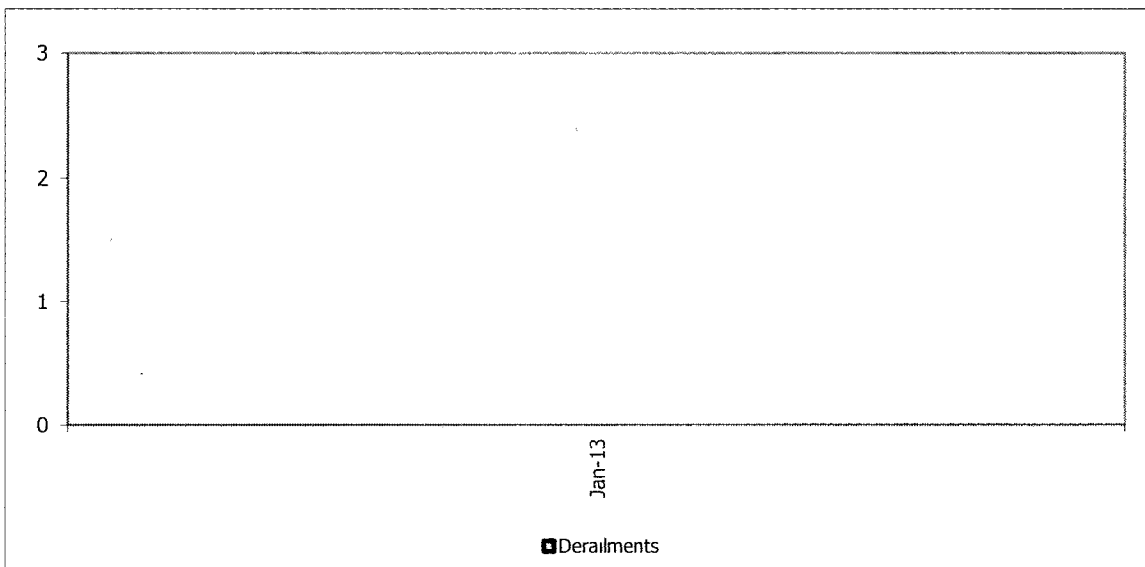
Apr 2014: 0
Apr 2013: 0

12-Month Average

May 13 – Apr 14: 0
May 12 – Apr 13: 0

Annual Results

2014 YTD: 0
2013 Actual: 0



Monthly Results

Apr 2014: 0
Apr 2013: 0

12-Month Average

May 13 – Apr 14: 1
May 12 – Apr 13: 2

Annual Results

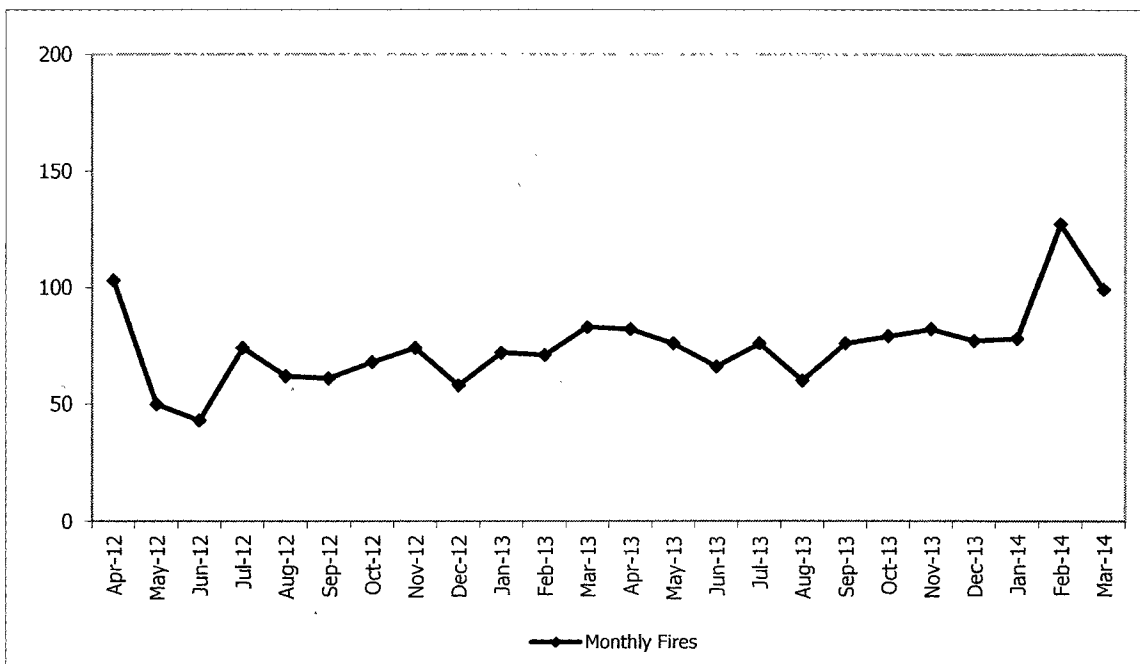
2014 YTD: 0
2013 Actual: 1

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

Mar 2014: 99

Mar 2013: 83

12-Month Average

Apr 13 – Mar 14: 978

Apr 12 – Mar 13: 819

Annual Results

2014 YTD: 304

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

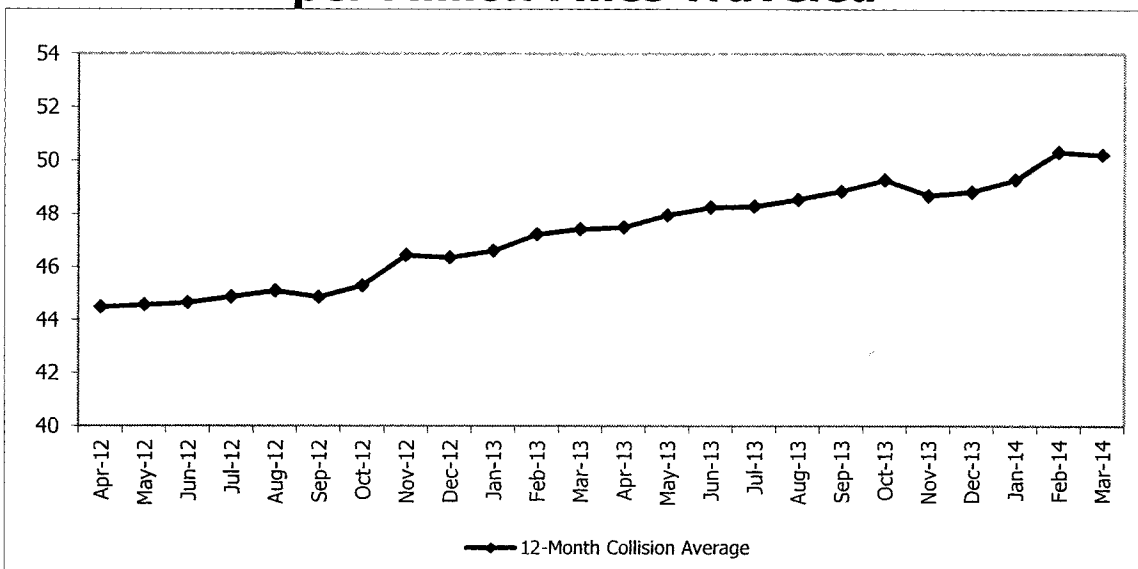
Severity & Location of fires during the current month were as follows:

Low:	92.9%	Train:	18
Average:	7.1%	Right-of-way:	57
Above Average:	0.0%	Station:	22
High:	0.0%	Other:	2
		Total:	99

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

Train:		Right-of-Way:		Station:	
Element:	9	Debris:	39	Debris:	14
Debris:	4	Insulator:	11	Electrical:	4
Hot Wheels:	3	Tie:	3	Light Fixture:	2

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

Mar 2014: 45.00

Mar 2013: 46.38

12-Month Average

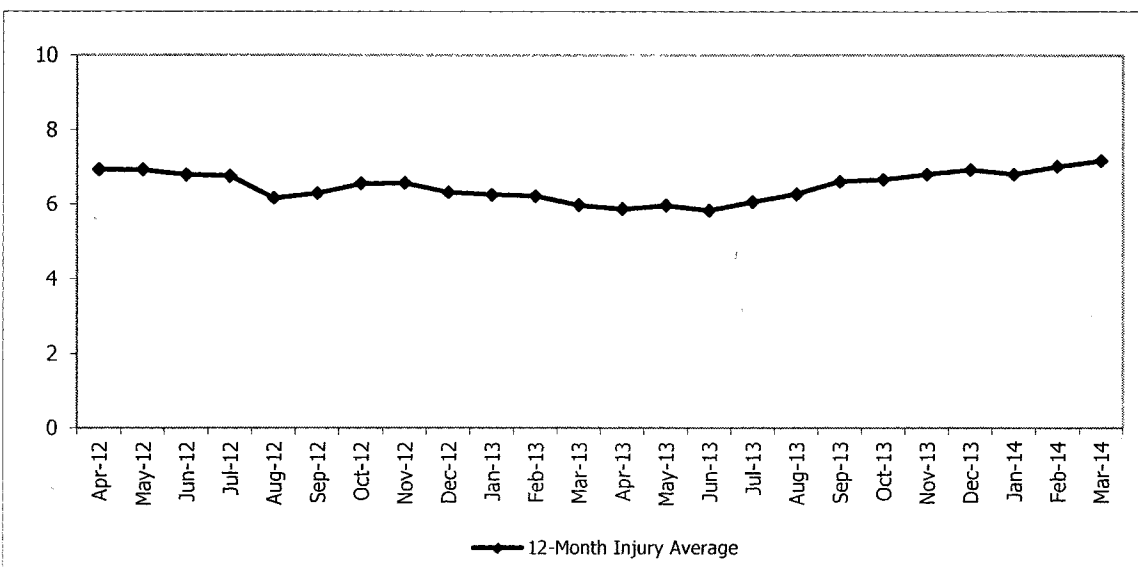
Apr 13 - Mar 14: 50.23

Apr 12 - Mar 13: 47.42

Annual Results

2014 YTD: 51.26

2013 Actual: 48.83



Monthly Results

Mar 2014: 5.61

Mar 2013: 3.85

12-Month Average

Apr 13 - Mar 14: 7.19

Apr 13 - Mar 13: 5.97

Annual Results

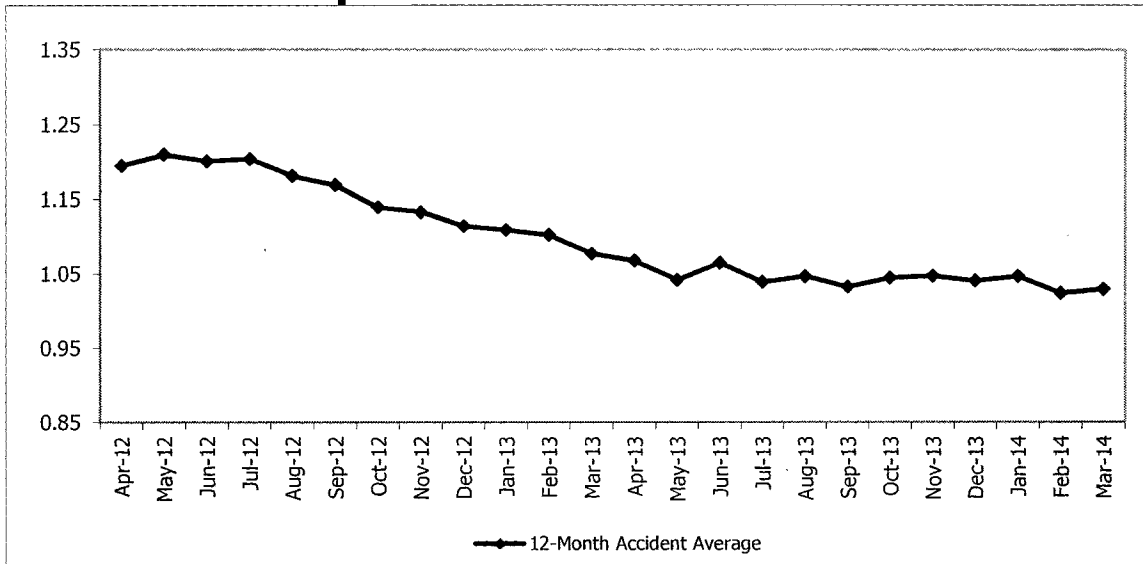
2014 YTD: 5.79

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

Mar 2014: 0.90

Mar 2013: 0.83

12-Month Average

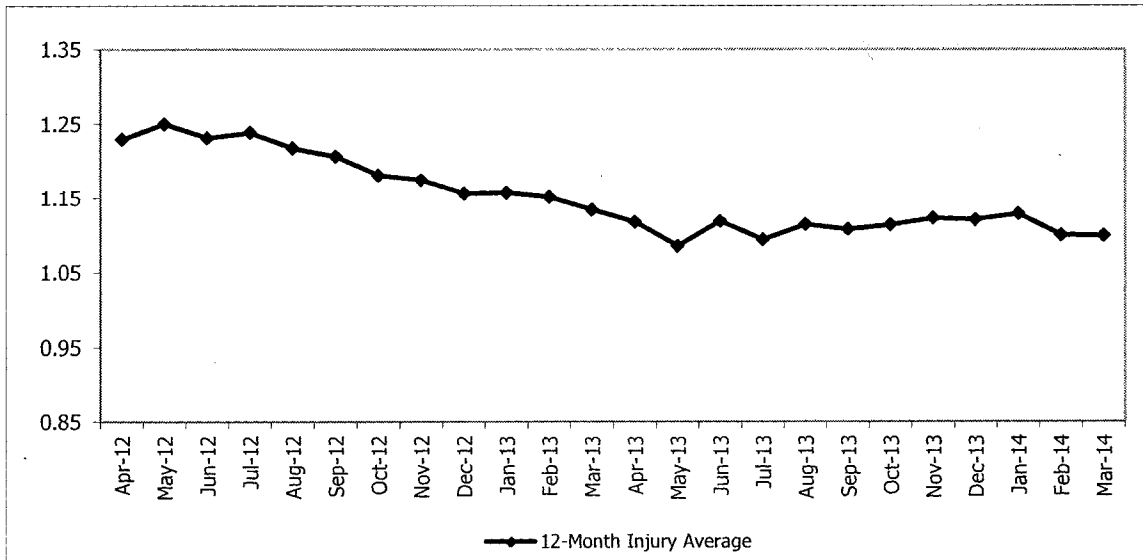
Apr 13 - Mar 14: 1.03

Apr 12 - Mar 13: 1.08

Annual Results

2014 YTD: 0.87

2013 Actual: 1.04



Monthly Results

Mar 2014: 0.93

Mar 2013: 0.94

12-Month Average

Apr 13 - Mar 14: 1.10

Apr 12 - Mar 13: 1.13

Annual Results

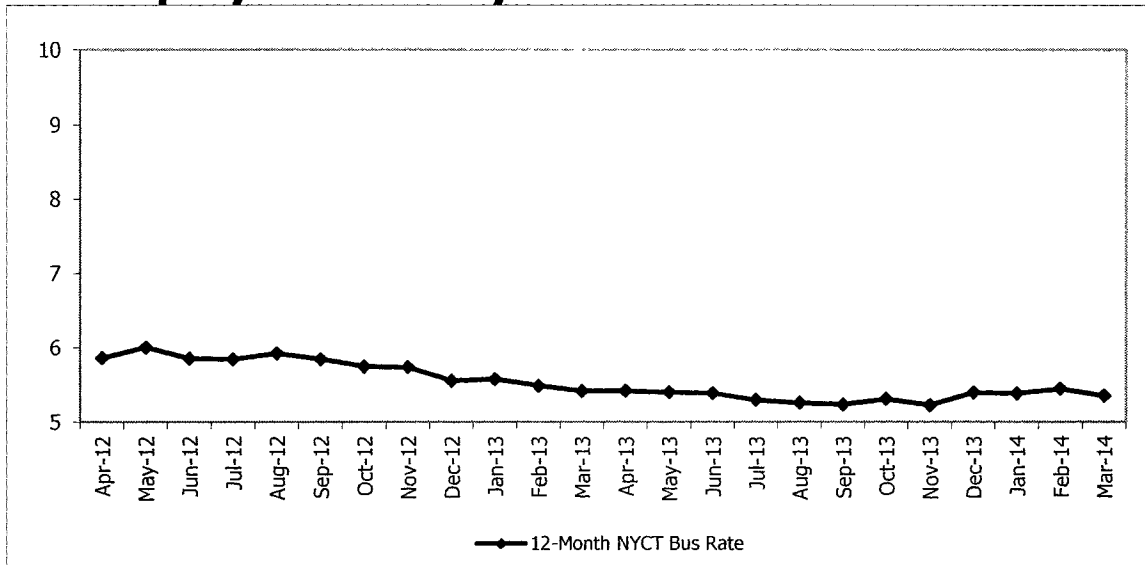
2014 YTD: 0.89

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

Mar 2014: 4.17

Mar 2013: 5.28

12-Month Average

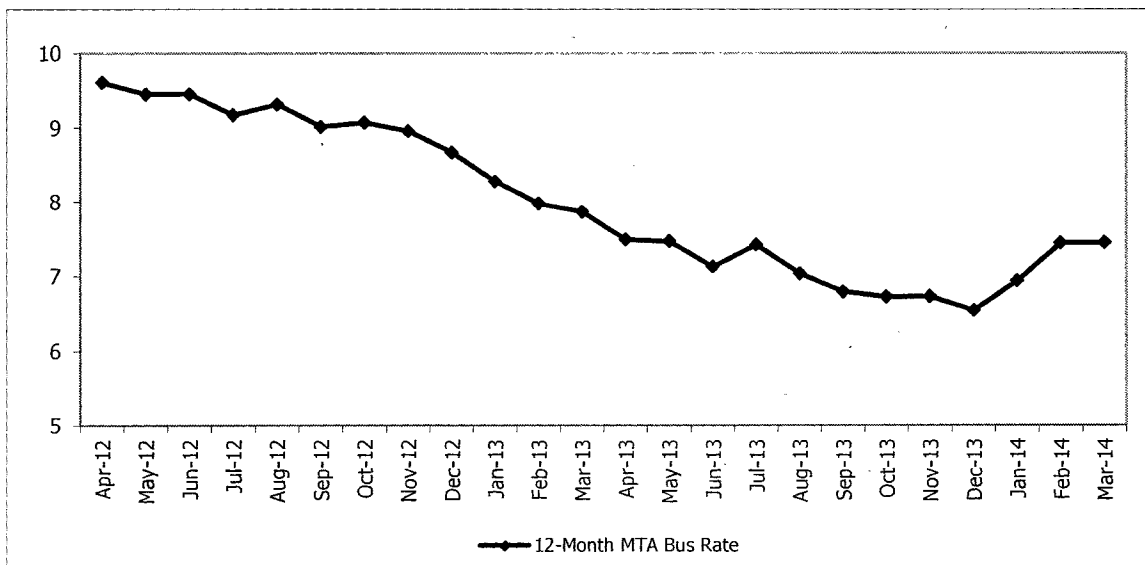
Apr 13 – Mar 14: 5.35

Apr 12 – Mar 13: 5.42

Annual Results

2014 Goal: 5.06

2013 Actual: 5.39



Monthly Results

Mar 2014: 6.71

Mar 2013: 6.67

12-Month Average

Apr 13 – Mar 14: 7.46

Apr 12 – Mar 13: 7.87

Annual Results

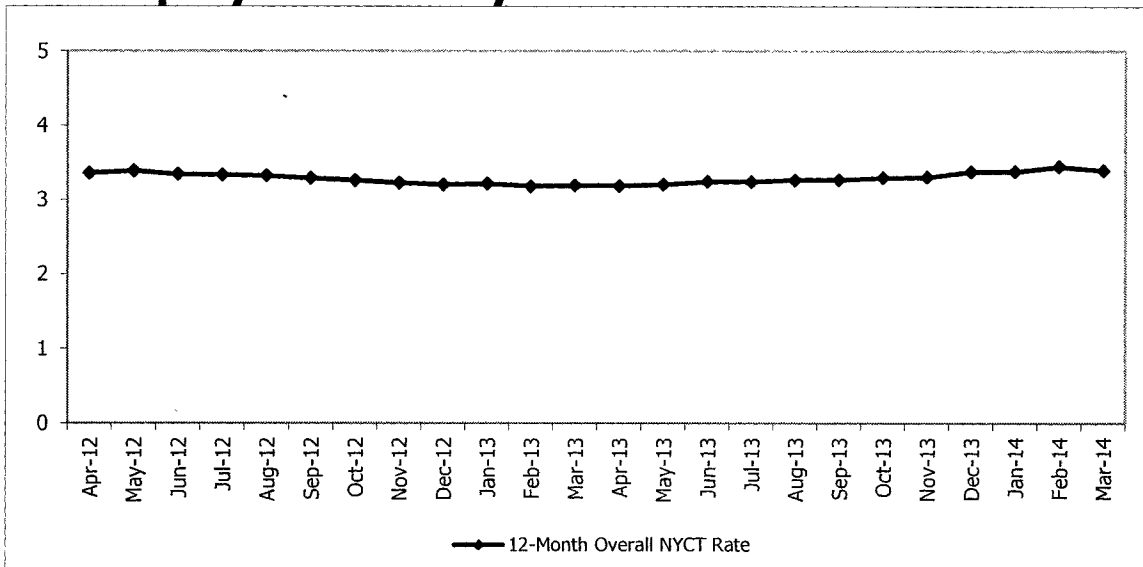
2014 Goal: 6.22

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

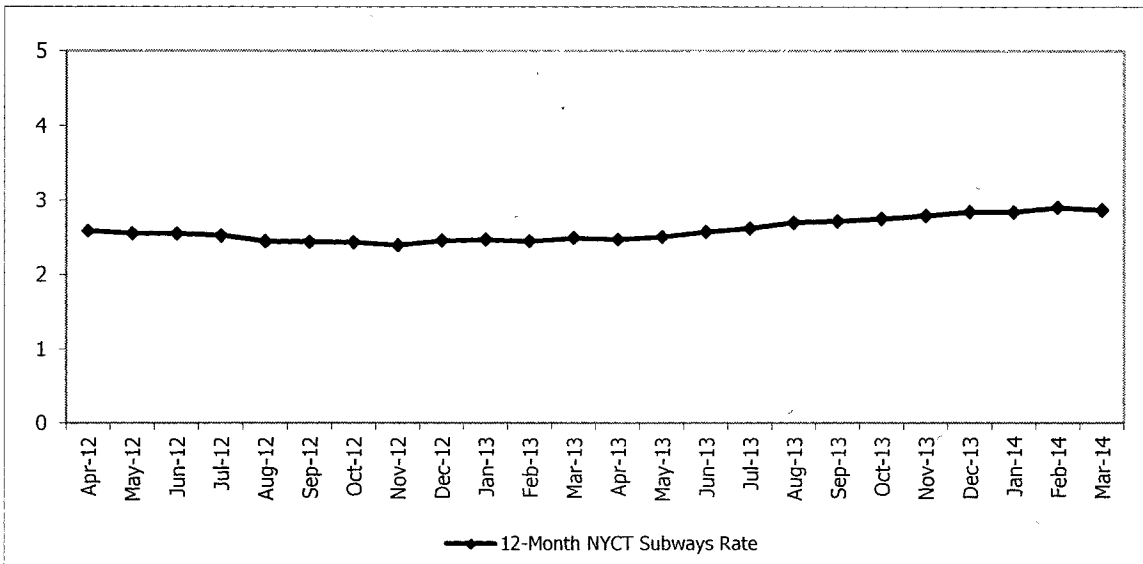
Mar 2014: 3.01
Mar 2013: 3.67

12-Month Average

Apr 13 – Mar 14: 3.39
Apr 12 – Mar 13: 3.19

Annual Results

2014 Goal: 3.20
2013 Actual: 3.38



Monthly Results

Mar 2014: 2.93
Mar 2013: 3.37

12-Month Average

Apr 13 – Mar 14: 2.86
Apr 12 – Mar 13: 2.49

Annual Results

2014 Goal: 2.71
2013 Actual: 2.84

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 APRIL

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. **%
ROBBERY	36	50	-14	-28.0%
FELASSAULT	13	17	-4	-23.5%
BURGLARY	1	0	1	***. **%
GRLARCENY	111	112	-1	-0.9%
<u>TOTAL MAJOR FELONIES</u>	<u>162</u>	<u>179</u>	<u>-17</u>	<u>-9.5%</u>

During April the daily Robbery average decreased from 1.7 to 1.2

During April the daily Major Felony average decreased from 6 to 5.4

CRIME STATISTICS JANUARY THRU APRIL

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	4	2	2	100.0%
ROBBERY	155	205	-50	-24.4%
FELASSAULT	61	63	-2	-3.2%
BURGLARY	7	5	2	40.0%
GRLARCENY	494	496	-2	-0.4%
<u>TOTAL MAJOR FELONIES</u>	<u>721</u>	<u>771</u>	<u>-50</u>	<u>-6.5%</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 6.4 to 6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

APRIL ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	4764	4706	58	1.2%
TosArrest	2460	2618	-158	-6.0%
Summ	7646	7833	-187	-2.4%

JANUARY - APRIL ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	18494	18151	343	1.9%
TosArrest	9873	10174	-301	-3.0%
Summ	30021	30054	-33	-0.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-APRIL																	
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Murder	1	0	3	1	0	0	0	1	3	1	1	1	1	0	0	0	0	0
Rape	1	4	0	1	1	0	2	0	2	3	0	2	0	0	1	4	2	4
Robbery	709	666	547	437	431	419	385	359	404	314	239	248	229	242	231	300	205	155
Assault	155	166	136	127	95	98	87	88	93	59	65	59	57	69	71	59	63	61
Burglary	15	8	1	4	6	3	3	3	0	1	0	3	0	2	0	4	5	7
GL	1017	816	721	740	695	644	527	591	607	392	386	417	369	362	438	533	496	494
TOTAL MAJOR FELONIES	1898	1660	1408	1310	1228	1164	1004	1042	1109	770	691	730	656	675	741	900	771	721
Major Fel Per Day	15.82	13.83	11.73	10.92	10.23	9.70	8.37	8.68	9.24	6.42	5.76	6.08	5.47	5.63	6.18	7.50	6.43	6.01



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

April 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	4	-3	-75%
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	6	-4	-67%

4. FINANCIAL REPORTS

FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	March Results		March Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	15.3	4.4	995.7	991.0	(4.7)	(0.5)
Nonreimb. Exp. before Dep./OPEB	15.4	2.9	1,560.3	1,574.3	(13.9)	(0.9)
Net Cash Deficit*	(43.8)	(22.1)	(736.4)	(773.9)	(37.5)	(5.1)

*Excludes Subsidies and Debt Service

March 2014 **farebox revenue** was \$366.8 million, \$15.3 million (4.4 percent) above budget. Subway revenue was \$11.8 million (4.5 percent) above budget, bus revenue was \$3.6 million (4.4 percent) above budget, and paratransit revenue was \$0.2 million (10.5 percent) below budget. Accrued fare media liability was equal to the budget. Year-to-date revenue was \$991.0 million, \$4.7 million (0.5 percent) below budget. Subway revenue was \$2.0 million (0.3 percent) above budget, bus revenue was \$6.0 million (2.6 percent) below budget, and paratransit revenue was \$0.7 million (16.6 percent) below budget. The March 2014 non-student **average fare** of \$1.807 increased 4.6¢ from March 2013 mainly due to the grace period following the March 3, 2013 fare increase that allowed customers to use up lower-priced passes purchased prior to the fare increase. The subway fare increased 4.5¢, the local bus fare increased 4.4¢, and the express bus fare increased 0.3¢.

Total **ridership** in March 2014 of 208.4 million was 1.1 percent (2.3 million trips) below budget. Average weekday ridership in March 2014 was 8.0 million, an increase of 4.8 percent from March 2013. Average weekday ridership for the twelve months ending March 2014 was 7.7 million, an increase of 1.1 percent from the twelve months ending March 2013.

Nonreimbursable expenses before depreciation and OPEB in March were below budget by \$15.4 million (2.9 percent). Labor expenses were favorable by \$11.5 million (3.1 percent), due mainly to health & welfare/OPEB current expense underruns, partly offset by higher overtime expenses, mostly from unscheduled service, maintenance and vacancy/absentee coverage. Non-labor expenses were below budget by \$3.9 million (2.7 percent), mostly attributable to favorable results in other business expenses, paratransit service contracts and electric power expenses. Year-to-date, nonreimbursable expenses exceeded budget by \$13.9 million (0.9 percent). Labor expenses were higher by \$14.0 million (1.2 percent), largely from higher overtime expenses due to adverse weather, vacancy/absentee coverage, unscheduled service and maintenance requirements. The adverse weather also reduced reimbursable work, resulting in unfavorable overhead credits. These negative results were partly offset by health & welfare/OPEB current expense underruns. Non-labor expenses in total were essentially on budget, as the unfavorable timing of professional service contract expenses were offset by underruns in paratransit service contracts and electric power.

Net Cash Deficit

The net cash deficit for March year-to-date was \$773.9 million, unfavorable to budget by \$37.5 million (5.1 percent), due mostly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses.

FINANCIAL RESULTS

Farebox Revenue

March 2014 Farebox Revenue - (\$ in millions)

	March				March Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	264.1	276.0	11.8	4.5%	750.2	752.2	2.0	0.3%
NYCT Bus	82.3	86.0	3.6	4.4%	230.7	224.8	(6.0)	(2.6%)
Paratransit	1.6	1.4	(0.2)	(10.5%)	4.4	3.7	(0.7)	(16.6%)
Subtotal	348.0	363.3	15.3	4.4%	985.4	980.7	(4.7)	(0.5%)
Fare Media Liability	3.4	3.4	0.0	0.0%	10.3	10.3	0.0	0.0%
Total - NYCT	351.4	366.8	15.3	4.4%	995.7	991.0	(4.7)	(0.5%)
MTA Bus Company	17.1	17.7	0.6	3.4%	48.2	47.2	(1.0)	(2.1%)
<i>Total - Regional Bus</i>	<i>99.5</i>	<i>103.7</i>	<i>4.2</i>	<i>4.2%</i>	<i>278.9</i>	<i>272.0</i>	<i>(7.0)</i>	<i>(2.5%)</i>

Note: Totals may not add due to rounding

- The favorable March revenue results include a \$12.7 million positive prior-month adjustment due to higher first quarter average pass fares resulting from multiple snowstorms reducing ridership in January and February.
- Paratransit revenue was below budget as various initiatives continue to reduce ridership growth rates below historic rates.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.845	1.889	0.045	2.4%	1.487	1.531	0.045	3.0%
Local Bus	1.474	1.519	0.044	3.0%	1.487	1.531	0.045	3.0%
Subway & Local Bus	1.745	1.791	0.046	2.6%	1.487	1.531	0.045	3.0%
Express Bus	4.959	4.963	0.003	0.1%	4.942	4.965	0.024	0.5%
Total	1.761	1.807	0.046	2.6%	1.774	1.807	0.033	1.9%

- The average fare increases were mostly due to the grace period following the March 3, 2013 fare increase that allowed customers to use up lower-priced passes purchased prior to the fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the March average fare of \$1.16 was 22¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of March, other operating revenue was higher than budget by \$6.9 million (19.1 percent), due mostly to favorable results in advertising revenue, Transit Adjudication Bureau (TAB) fees, and paratransit Urban Tax revenue. Year-to-date, other operating revenue exceeded budget by \$6.0 million (5.6 percent), due to higher advertising and paratransit Urban Tax revenues, partly offset by MetroCard surcharge underruns, due mostly to lower ridership resulting from adverse weather.

Nonreimbursable Expenses

In the month of March, nonreimbursable expenses before depreciation and OPEB were below budget by \$15.4 million (2.9 percent). Year-to-date, expenses exceeded budget by \$13.9 million (0.9 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were favorable by \$11.5 million (3.1 percent), due mostly to underruns in health & welfare/OPEB current expenses of \$20.6 million (23.9 percent), due mostly to favorable accrual adjustments and a prior year Medicare refund. Partly offsetting these positive results were higher overtime expenses of \$7.4 million (27.2 percent), resulting from unscheduled service, signals/track and bus maintenance requirements, and vacancy/absentee coverage. Other fringe benefits were higher than budget by \$1.5 million (6.3 percent), due largely to higher FICA payments and unfavorable direct overhead credit results. Year-to-date, labor expenses were above budget by \$14.0 million (1.2 percent), including an overtime overrun of \$33.6 million (40.6 percent), caused by the impact of multiple snowstorms, vacancy/absentee coverage, unscheduled service and signals/track and bus maintenance requirements. The adverse-weather impact reduced reimbursable work requirements resulting in unfavorable reimbursable overhead credits of \$6.6 million (13.9 percent) and other fringe benefit overruns of \$6.8 million (9.6 percent), including mostly unfavorable direct overhead credits. Health & welfare/OPEB current expenses underran by \$30.7 million (11.9 percent), primarily due to favorable accrual adjustments and credits pertaining to a prior year claim settlement, a lower cost drug program, and a prior year Medicare refund. Lower payroll expenses of \$3.2 million (0.4 percent) were due mostly to vacancies and accrual adjustments, partly offset by reimbursable underruns and higher earned employee separation payments.

Non-labor expenses in the month underran budget by \$3.9 million (2.7 percent). Other business expenses were less than budget by \$3.1 million (39.0 percent), due mainly to the favorable timing of reimbursable project job closing adjustments and lower MVM debit/credit card fees. Paratransit service contract expenses were under budget by \$1.9 million (5.8 percent), primarily from lower completed trips. Electric power expenses were favorable by \$1.9 million (7.0 percent), due largely to lower prices and the favorable timing of expenses. Materials & supplies expenses were higher by \$1.9 million (7.9 percent), due mainly to the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap sales. Fuel expenses overran by \$1.8 million (11.3 percent), mainly due to higher consumption and prices. Year-to-date, non-labor expenses in total were essentially on budget, including the following:

- Paratransit service contracts expenses were below budget by \$9.2 million (9.5 percent), due mainly to lower completed trips.
- Electric power expenses were less than budget by \$6.0 million (7.3 percent), mostly due to lower prices and the favorable timing of expenses.
- Other business expenses were less than budget by \$3.3 million (17.3 percent), due mainly to the favorable timing of reimbursable project job closing adjustments and lower MVM debit/credit card fees.
- Insurance expenses were favorable by \$1.4 million (7.8 percent), mainly caused by the favorable timing of interagency payments.
- Professional service contract expenses overran budget by \$12.2 million (43.1 percent), primarily from the unfavorable timing of Information Technology-related expenses, several professional service account expenses, and office-related expenses.

- Materials and supplies expenses were over by \$3.0 million (4.2 percent), largely from the unfavorable timing of maintenance material requirements and negative inventory adjustments, partly offset by increased scrap sales.
- Maintenance contract expenses were unfavorable by \$2.4 million (6.0 percent), primarily from the unfavorable timing of maintenance services expenses, partly offset by the favorable timing of auto purchases.
- Fuel expenses were higher by \$2.3 million (5.1 percent), due mainly to higher prices.

Depreciation expenses year-to-date were \$361.7 million, \$4.7 million (1.3 percent) above budget.

GASB#45 Other Post-Employment Benefits was adopted by the MTA in 2007. For March year-to-date, \$390.7 million of accrued expenses were recorded, an increase of \$14.6 million (3.9 percent) above budget, based on current actuarial information.

Net Cash Deficit

The net cash deficit for March year-to-date was \$773.9 million, unfavorable to budget by \$37.5 million (5.1 percent), due mostly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses.

Incumbents

There were 45,925 full-time paid incumbents at the end of March, an increase of 47 from February, and an increase of 61 from December 2013 (excluding 301 temporary December paid incumbents).

RIDERSHIP RESULTS

March 2014 Ridership vs. Budget - (millions)

	March				March Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	149.5	148.4	(1.1)	(0.7%)	423.1	415.3	(7.8)	(1.9%)
NYCT Bus	60.4	59.2	(1.2)	(1.9%)	168.7	158.5	(10.2)	(6.0%)
Subtotal	209.9	207.6	(2.3)	(1.1%)	591.8	573.8	(18.0)	(3.0%)
Paratransit	0.9	0.8	(0.1)	(9.5%)	2.5	2.1	(0.4)	(16.5%)
Total - NYCT	210.8	208.4	(2.3)	(1.1%)	594.3	575.8	(18.4)	(3.1%)
MTA Bus Company	10.9	10.8	(0.1)	(1.3%)	30.6	29.2	(1.4)	(4.5%)
Total - Regional Bus	71.4	70.0	(1.3)	(1.9%)	199.3	187.7	(11.6)	(5.8%)

Notes: Totals may not add due to rounding

- Paratransit ridership was affected by various initiatives that have reduced ridership growth below historic rates.

March Average Weekday and Weekend Ridership vs. Prior Year

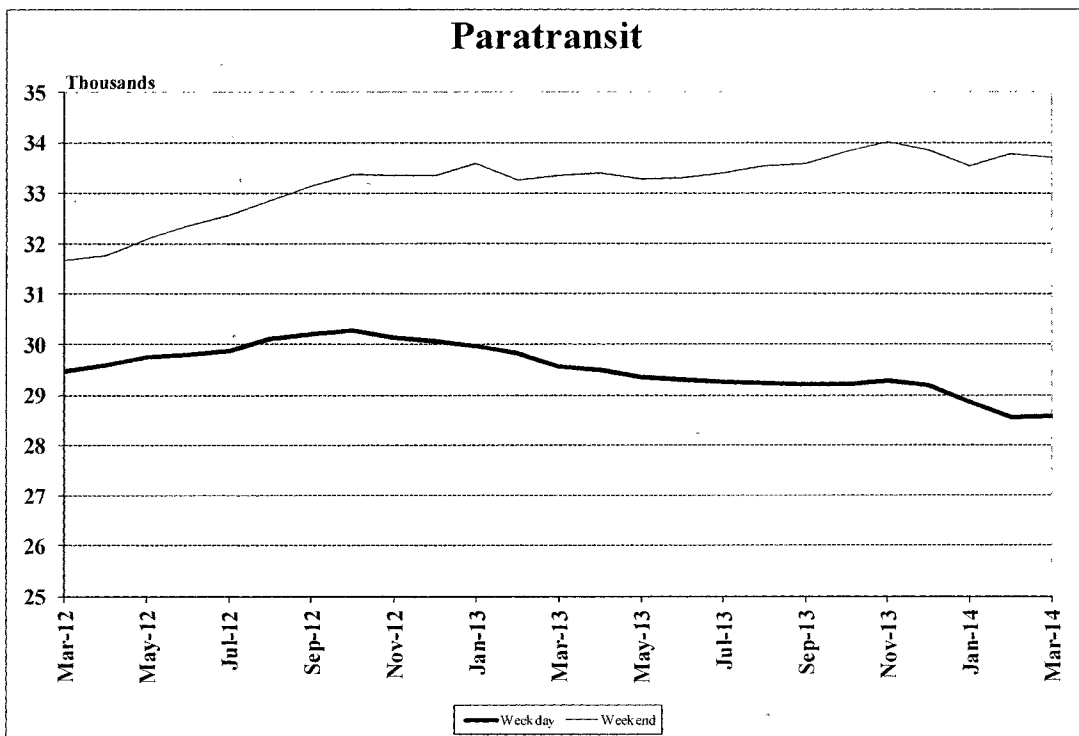
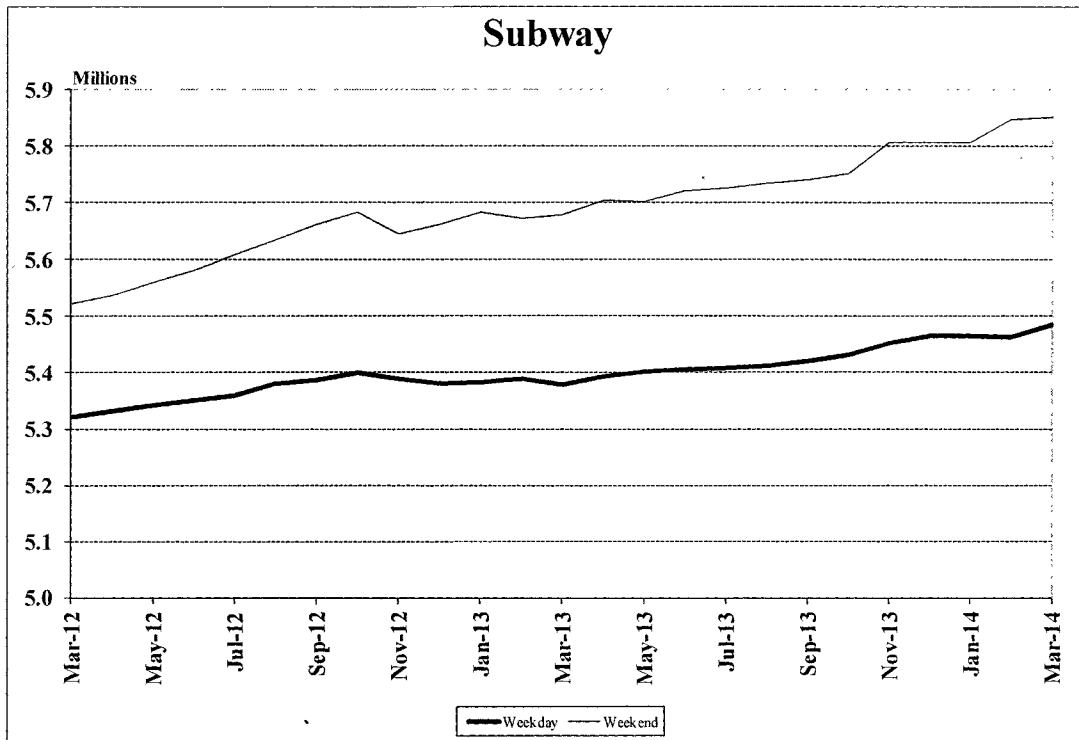
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary	Change		2013	Preliminary	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	5,416	5,690	+274	+5.1%	5,718	5,774	+56	+1.0%
NYCT Local Bus	2,123	2,215	+92	+4.4%	2,331	2,338	+8	+0.3%
NYCT Express Bus	43	45	+1	+3.2%	12	12	+0	+3.6%
Paratransit	29	29	+0	+1.5%	35	34	-1	-2.6%
TOTAL - NYCT	7,610	7,978	+368	+4.8%	8,096	8,159	+63	+0.8%
MTABC Local Bus	375	388	+13	+3.6%	373	377	+5	+1.3%
MTABC Express Bus	33	33	-0	-1.2%	14	13	-1	-10.1%
Total - MTA Bus	408	421	+13	+3.2%	387	390	+3	+0.9%
Total - Regional Bus	2,574	2,681	107	+4.1%	2,730	2,741	11	+0.4%
12-Month Rolling Average								
Subway	5,379	5,486	+107	+2.0%	5,680	5,853	+173	+3.0%
Local Bus	2,120	2,096	-24	-1.1%	2,299	2,308	+9	+0.4%
Express Bus	42	42	-0	-0.4%	11	12	+1	+11.7%
Paratransit	30	29	-1	-3.3%	33	34	+0	+1.1%
TOTAL - NYCT	7,571	7,653	+82	+1.1%	8,023	8,206	+184	+2.3%
MTABC Local Bus	368	370	+2	+0.5%	369	381	+12	+3.2%
MTABC Express Bus	34	32	-2	-5.6%	14	13	-1	-6.9%
Total - MTA Bus	402	402	+0	+0.0%	383	394	+11	+2.9%
Total - Regional Bus	2,565	2,540	-24	-0.9%	2,692	2,714	21	+0.8%

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

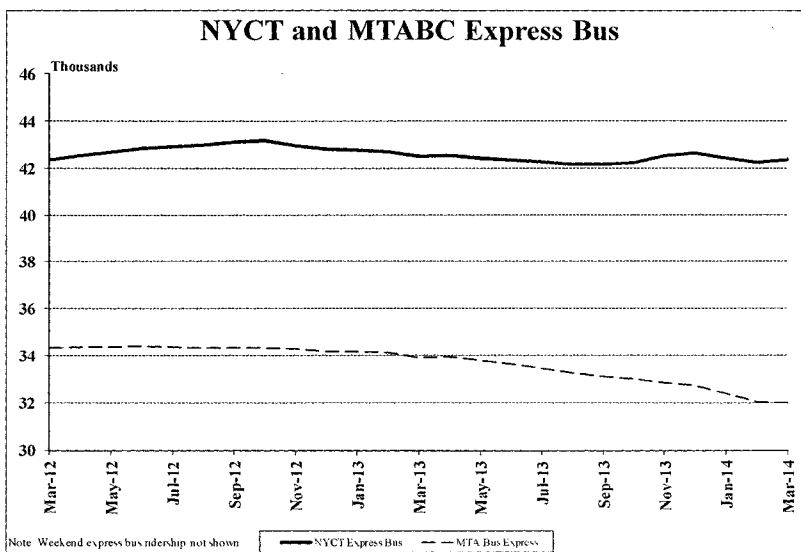
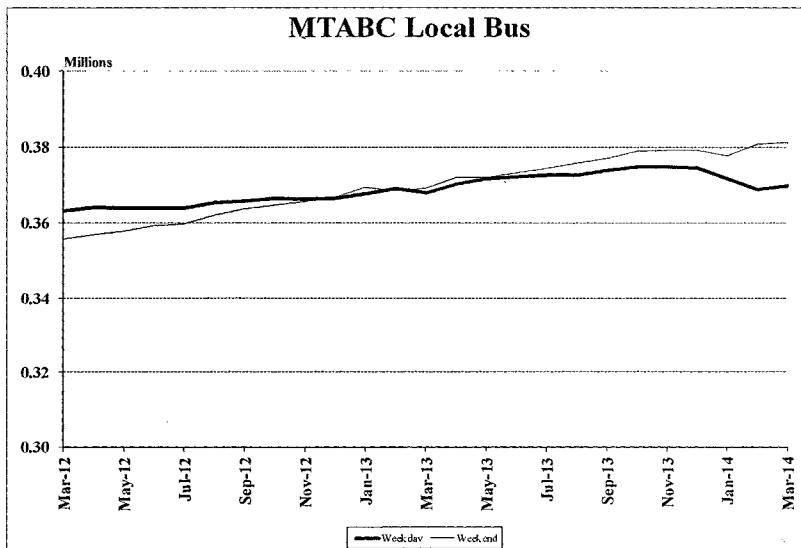
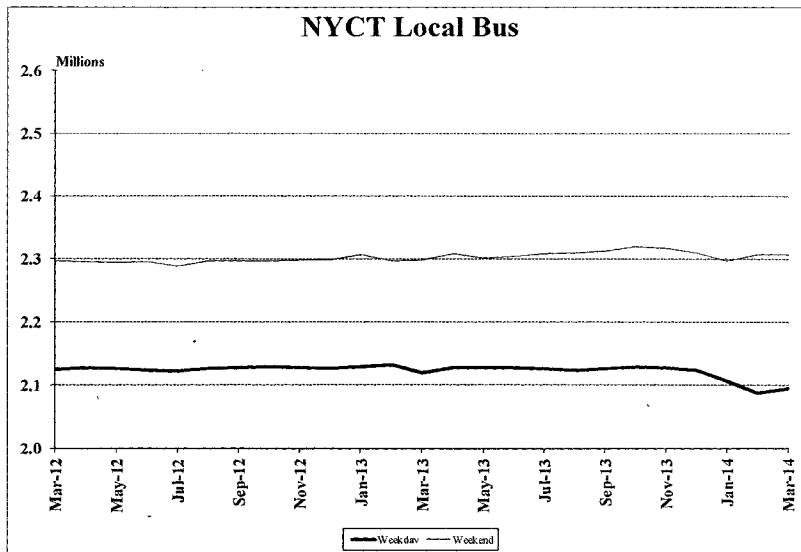
- The March 2014 average weekday ridership increases were partly due to the first five days of the public school spring recess (including Passover and Good Friday) falling in March 2013, while the entire 2014 spring recess is in April.
- March 2014 average weekday subway ridership was the highest of any March in over forty-five years.
- March 2014 average weekend subway and total ridership were both the highest of any March 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 March 2013 to March 2014, weekday ridership increased on all area services except MTA Express Bus and Metro-North Railroad. The largest increase was on the Staten Island Railway (up 10.5%). Average weekend ridership increased on New York City Transit subway and buses, and MTA local buses, but declined on all other services. Bridges and Tunnels traffic increased on weekdays and decreased on weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Mar-13	Preliminary Mar-14	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,416	5,690	+5.1%	+2.0%
NYCT Local Bus	2,123	2,215	+4.4%	-1.1%
NYCT Express Bus	43	45	+3.2%	-0.4%
NYCT Paratransit	29	29	+1.5%	-3.3%
Staten Island Railway	15	16	+10.5%	-2.6%
MTA Local Bus	375	388	+3.6%	+0.5%
MTA Express Bus	33	33	-1.2%	-5.6%
Long Island Rail Road	288	292	+1.5%	+2.0%
Metro-North Railroad	277	273	-1.7%	+0.6%
Staten Island Ferry	n/a	64	n/a	n/a
PATH	236	248	+5.3%	+5.1%
<u>Average Weekend</u>				
NYCT Subway	5,718	5,774	+1.0%	+3.0%
NYCT Local Bus	2,331	2,338	+0.3%	+0.4%
NYCT Express Bus	12	12	+3.6%	+11.7%
NYCT Paratransit	35	34	-2.6%	+1.1%
Staten Island Railway	8	7	-2.6%	-10.6%
MTA Local Bus	373	377	+1.3%	+3.2%
MTA Express Bus	14	13	-10.1%	-6.9%
Long Island Rail Road	186	184	-0.8%	+0.2%
Metro-North Railroad	200	192	-4.3%	-1.4%
Staten Island Ferry	n/a	74	n/a	n/a
PATH	198	185	-6.8%	+5.3%

MTA Bridges and Tunnels (thousands)				
Average Weekday	775	781	+0.7%	-0.1%
Average Weekend	1,419	1,408	-0.8%	+0.7%

Note: Percentages are based on unrounded data.

Economy

From March 2013 to March 2014, New York City employment increased 1.9 percent (73,600 jobs). Private sector employment increased 2.3 percent (76,400 jobs) and government employment decreased 0.5 percent (2,800 jobs). All of the private employment sub-sectors increased from March 2013 except construction, which was down slightly. The sub-sector with the largest percentage and absolute increase was educational and health services (up 3.4 percent or 28,000 jobs).

As shown in the chart below, New York City private sector employment has grown more than two percent every month over the past year, while government employment declined slightly in every month except July 2013.

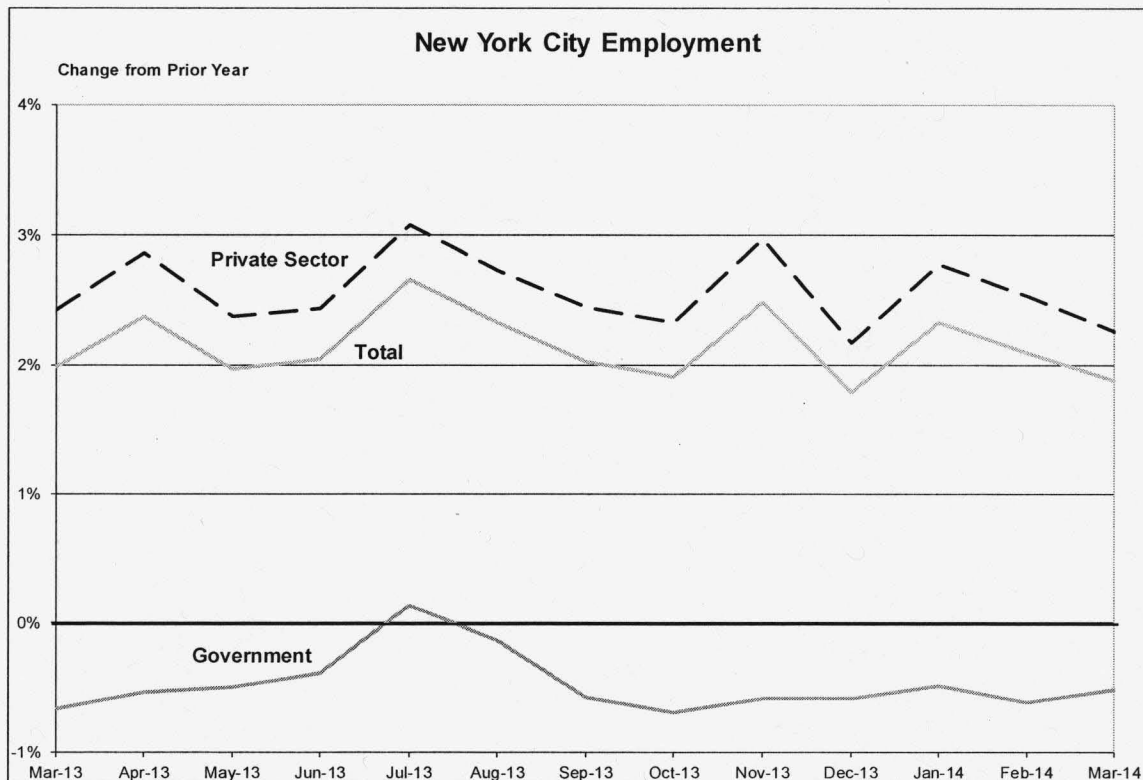


Table 1

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 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												
Subway	\$264 134	\$275 965	\$11 831	4.5	\$0 000	\$0 000	\$0 000	-	\$264 134	\$275 965	\$11 831	4.5
Bus	82 321	85 963	3 642	4.4	0 000	0 000	0 000	-	82 321	85 963	3 642	4.4
Paratransit	1 555	1 391	(0 164)	(10.5)	0 000	0 000	0 000	-	1 555	1 391	(0 164)	(10.5)
Fare Media Liability	3 435	3 435	0 000	0.0	0 000	0 000	0 000	-	3 435	3 435	0 000	0.0
Total Farebox Revenue	351 445	366 754	15 309	4.4	0 000	0 000	0 000	-	351 445	366 754	15 309	4.4
Vehicle Toll Revenue	0 000	0 000	0 000	-	0 000	0 000	0 000	-	0 000	0 000	0 000	-
Other Operating Revenue												
Fare Reimbursement	8 927	8 927	0 000	0.0	0 000	0 000	0 000	-	8 927	8 927	0 000	0.0
Paratransit Reimbursement	14 748	15 378	0 630	4.3	0 000	0 000	0 000	-	14 748	15 378	0 630	4.3
Other	12 290	18 533	6 243	50.8	0 000	0 000	0 000	-	12 290	18 533	6 243	50.8
Total Other Operating Revenue	35 965	42 838	6 873	19.1	0 000	0 000	0 000	-	35 965	42 838	6 873	19.1
Capital and Other Reimbursements	0 000	0 000	0 000	-	76 794	79 632	2 838	3.7	76 794	79 632	2 838	3.7
Total Revenue	\$387.410	\$409.592	\$22.182	5.7	\$76.794	\$79.632	\$2.838	3.7	\$464.204	\$489.224	\$25.020	5.4
Expenses												
Labor												
Payroll	238 438	239 289	(0 851)	(0.4)	34 112	29 228	4 884	14.3	272 550	268 517	4 033	1.5
Overtime	27 123	34 510	(7 387)	(27.2)	5 680	10 454	(4 774)	(84.0)	32 803	44 964	(12 161)	(37.1)
Total Salaries & Wages	265 561	273 799	(8 238)	(3.1)	39 792	39 682	0 110	0.3	305 353	313 481	(8 128)	(2.7)
Health and Welfare	57 256	39 077	18 179	31.8	2 234	2 201	0 033	1.5	59 490	41 278	18 212	30.6
OPEB Current Payment	28 920	26 532	2 388	8.3	0 000	0 000	0 000	-	28 920	26 532	2 388	8.3
Pensions	17 552	17 786	(0 234)	(1.3)	0 349	0 354	(0 005)	(1.4)	17 901	18 140	(0 239)	(1.3)
Other Fringe Benefits	23 240	24 693	(1 453)	(6.3)	11 355	10 968	0 387	3.4	34 595	35 661	(1 066)	(3.1)
Total Fringe Benefits	126 968	108 088	18 880	14.9	13 938	13 523	0 415	3.0	140 906	121 811	19 295	13.7
Reimbursable Overhead	(16 565)	(17 393)	0 828	5.0	16 565	17 393	(0 828)	(5.0)	0 000	0 000	0 000	-
Total Labor Expenses	\$375.964	\$364.494	\$11.470	3.1	\$70.295	\$70.598	(\$0.303)	(0.4)	\$446.259	\$435.092	\$11.167	2.5
Non-Labor												
Electric Power	26 653	24 795	1 858	7.0	0 021	0 025	(0 004)	(19.0)	26 674	24 820	1 854	7.0
Fuel	15 877	17 675	(1 798)	(11.3)	0 002	0 002	0 000	0.0	15 879	17 677	(1 798)	(11.3)
Insurance	5 760	5 672	0 088	1.5	0 000	0 000	0 000	-	5 760	5 672	0 088	1.5
Claims	7 640	7 641	(0 001)	(0.0)	0 000	0 000	0 000	-	7 640	7 641	(0 001)	(0.0)
Paratransit Service Contracts	33 120	31 211	1 909	5.8	0 000	0 000	0 000	-	33 120	31 211	1 909	5.8
Mtcs and Other Operating Contracts	14 106	14 342	(0 236)	(1.7)	2 141	3 107	(0 966)	(45.1)	16 247	17 449	(1 202)	(7.4)
Professional Service Contracts	12 922	11 973	0 949	7.3	1 235	1 240	(0 005)	(0.4)	14 157	13 213	0 944	6.7
Materials & Supplies	24 106	26 013	(1 907)	(7.9)	4 765	4 371	0 394	8.3	28 871	30 384	(1 513)	(5.2)
Other Business Expenses	7 917	4 831	3 086	39.0	(1 665)	0 289	(1 954)	(117.4)	6 252	5 120	1 132	18.1
Total Non-Labor Expenses	\$148.101	\$144.153	\$3.948	2.7	\$6.499	\$9.034	(\$2.535)	(39.0)	\$154.600	\$153.187	\$1.413	0.9
Other Expense Adjustments:												
Other	0 000	0 000	0 000	-	0 000	0 000	0 000	-	0 000	0 000	0 000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$524.065	\$508.647	\$15.418	2.9	\$76.794	\$79.632	(\$2.838)	(3.7)	\$600.859	\$588.279	\$12.580	2.1
Depreciation	120 000	120 273	(0 273)	(0.2)	0 000	0 000	0 000	-	120 000	120 273	(0 273)	(0.2)
OPEB Account	376 117	390 673	(14 556)	(3.9)	0 000	0 000	0 000	-	376 117	390 673	(14 556)	(3.9)
Environmental Remediation	0 000	0 000	0 000	-	0 000	0 000	0 000	-	0 000	0 000	0 000	-
Total Expenses	\$1,020.182	\$1,019.593	\$0.589	0.1	\$76.794	\$79.632	(\$2.838)	(3.7)	\$1,096.976	\$1,099.225	(\$2.249)	(0.2)
Net Surplus/(Deficit)	(\$632.772)	(\$610.001)	\$22.771	3.6	\$0.000	\$0.000	\$0.000	-	(\$632.772)	(\$610.001)	\$22.771	3.6

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
March 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	\$750,220	\$752,201	\$1,981	0.3	\$0,000	\$0,000	\$0,000	-	\$750,220	\$752,201	\$1,981	0.3
Bus	230,727	224,772	(5,955)	(2.6)	0,000	0,000	0,000	-	230,727	224,772	(5,955)	(2.6)
Paratransit	4,444	3,708	(0,736)	(16.6)	0,000	0,000	0,000	-	4,444	3,708	(0,736)	(16.6)
Fare Media Liability	10,305	10,305	0,000	0.0	0,000	0,000	0,000	-	10,305	10,305	0,000	0.0
Total Farebox Revenue	995,696	990,986	(4,710)	(0.5)	0,000	0,000	0,000	-	995,696	990,986	(4,710)	(0.5)
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	24,511	24,511	0,000	0.0	0,000	0,000	0,000	-	24,511	24,511	0,000	0.0
Paratransit Reimbursement	44,244	45,917	1,673	3.8	0,000	0,000	0,000	-	44,244	45,917	1,673	3.8
Other	36,870	41,159	4,289	11.6	0,000	0,000	0,000	-	36,870	41,159	4,289	11.6
Total Other Operating Revenue	105,625	111,587	5,962	5.6	0,000	0,000	0,000	-	105,625	111,587	5,962	5.6
Capital and Other Reimbursements	0,000	0,000	0,000	-	224,802	208,187	(16,615)	(7.4)	224,802	208,187	(16,615)	(7.4)
Total Revenue	\$1,101,321	\$1,102,573	\$1,252	0.1	\$224,802	\$208,187	(\$16,615)	(7.4)	\$1,326,123	\$1,310,760	(\$15,363)	(1.2)
Expenses												
Labor												
Payroll	719,088	715,920	3,168	0.4	97,063	78,941	18,122	18.7	816,151	794,861	21,290	2.6
Overtime	82,705	116,320	(33,615)	(40.6)	17,255	22,969	(5,714)	(33.1)	99,960	139,289	(39,329)	(39.3)
Total Salaries & Wages	801,793	832,240	(30,447)	(3.8)	114,318	101,910	12,408	10.9	916,111	934,150	(18,039)	(2.0)
Health and Welfare	172,096	149,086	23,010	13.4	6,755	5,957	0,798	11.8	178,851	155,043	23,808	13.3
OPEB Current Payment	86,927	79,252	7,675	8.8	0,000	0,000	0,000	-	86,927	79,252	7,675	8.8
Pensions	52,655	53,370	(0,715)	(1.4)	1,047	1,061	(0,014)	(1.3)	53,702	54,431	(0,729)	(1.4)
Other Fringe Benefits	71,253	78,099	(6,846)	(9.6)	32,509	28,051	4,458	13.7	103,762	106,150	(2,388)	(2.3)
Total Fringe Benefits	382,931	359,807	23,124	6.0	40,311	35,069	5,242	13.0	423,242	394,876	28,366	6.7
Reimbursable Overhead	(47,722)	(41,086)	(6,636)	(13.9)	47,722	41,086	6,636	13.9	0,000	0,000	0,000	-
Total Labor Expenses	\$1,137,002	\$1,150,961	(\$13,959)	(1.2)	\$202,351	\$178,065	\$24,286	12.0	\$1,339,353	\$1,329,026	\$10,327	0.8
Non-Labor												
Electric Power	81,725	75,749	5,976	7.3	0,064	0,079	(0,015)	(23.4)	81,789	75,828	5,961	7.3
Fuel	45,873	48,199	(2,326)	(5.1)	0,006	0,005	0,001	16.7	45,879	48,204	(2,325)	(5.1)
Insurance	18,464	17,017	1,447	7.8	0,000	0,000	0,000	-	18,464	17,017	1,447	7.8
Claims	22,921	22,921	0,000	0.0	0,000	0,000	0,000	-	22,921	22,921	0,000	0.0
Paratransit Service Contracts	96,865	87,660	9,205	9.5	0,000	0,000	0,000	-	96,865	87,660	9,205	9.5
Misc and Other Operating Contracts	39,564	41,938	(2,374)	(6.0)	6,508	8,554	(2,046)	(31.4)	46,072	50,492	(4,420)	(9.6)
Professional Service Contracts	28,265	40,447	(12,182)	(43.1)	3,316	6,019	(2,703)	(81.5)	31,581	46,466	(14,885)	(47.1)
Materials & Supplies	70,829	73,793	(2,964)	(4.2)	13,583	14,113	(0,530)	(3.9)	84,412	87,906	(3,494)	(4.1)
Other Business Expenses	18,816	15,565	3,251	17.3	(1,026)	1,352	(2,378)	(231.8)	17,790	16,917	0,873	4.9
Total Non-Labor Expenses	\$423,322	\$423,289	\$0,033	0.0	\$22,451	\$30,122	(\$7,671)	(34.2)	\$445,773	\$453,411	(\$7,638)	(1.7)
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	\$1,560,324	\$1,574,250	(\$13,926)	(0.9)	\$224,802	\$208,187	\$16,615	7.4	\$1,785,126	\$1,782,437	\$2,689	0.2
Depreciation	357,000	361,675	(4,675)	(1.3)	0,000	0,000	0,000	-	357,000	361,675	(4,675)	(1.3)
OPEB Account	376,117	390,673	(14,556)	(3.9)	0,000	0,000	0,000	-	376,117	390,673	(14,556)	(3.9)
Environmental Remediation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Expenses	\$2,293,441	\$2,326,598	(\$33,157)	(1.4)	\$224,802	\$208,187	\$16,615	7.4	\$2,518,243	\$2,534,785	(\$16,542)	(0.7)
Net Surplus/(Deficit)	(\$1,192,120)	(\$1,224,025)	(\$31,905)	(2.7)	\$0,000	\$0,000	\$0,000	-	(\$1,192,120)	(\$1,224,025)	(\$31,905)	(2.7)

NOTE: Totals may not add due to rounding.

Table 3

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 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	15.3	4.4	Mostly due to higher pass average fares.	(4.7)	(0.5)	Due to the impact of multiple snowstorms, partly offset by higher pass average fares.
Other Operating Revenue	NR	6.9	19.1	Mostly due to favorable results in advertising revenue, Transit Adjudication Bureau (TAB) fees, and paratransit Urban Tax revenue.	6.0	5.6	Primarily higher advertising and paratransit Urban Tax revenues, partly offset by lower MetroCard surcharges, due mostly to lower ridership resulting from adverse weather.
Payroll	NR	(0.9)	(0.4)	Due mainly to reimbursable underruns and higher earned employee separation payments, partly offset by vacancies.	3.2	0.4	Due largely to vacancies and favorable accrual adjustments, partly offset by reimbursable underruns and higher earned employee separation payments.
Overtime	NR	(7.4)	(27.2)	Mainly due to unscheduled service, signals/track and bus maintenance requirements, and vacancy/absentee coverage.	(33.6)	(40.6)	Mainly due to the impact of multiple snowstorms, vacancy/absentee coverage, unscheduled service and signals/track and bus maintenance requirements
Health & Welfare (including OPEB current payment)	NR	20.6	23.9	Mostly due to favorable accrual adjustments and a prior year Medicare refund.	30.7	11.9	Mostly due to favorable accrual adjustments, and credits pertaining to a prior year claim settlement, a lower cost drug program, and a prior year Medicare refund.
Other Fringe Benefits	NR	(1.5)	(6.3)	Primarily higher FICA payments and unfavorable direct overhead credit results.	(6.8)	(9.6)	Primarily lower direct overhead credits from reimbursable payroll underruns, caused mainly by adverse weather, and higher FICA payments.
Reimbursable Overhead	NR				(6.6)	(13.9)	Primarily lower overhead credits from reimbursable payroll underruns, caused mainly by adverse weather.
Electric Power	NR	1.9	7.0	Largely due to lower prices and the favorable timing of expenses	6.0	7.3	Largely due to lower prices and the favorable timing of expenses
Fuel	NR	(1.8)	(11.3)	Mainly due to higher consumption and prices	(2.3)	(5.1)	Mostly higher prices
Insurance	NR	0.1	1.5	The favorable timing of interagency payments.	1.4	7.8	The favorable timing of interagency payments.
Paratransit Service Contracts	NR	1.9	5.8	Mostly due to lower completed trips.	9.2	9.5	Mostly due to lower completed trips, caused in part by adverse weather.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 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
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR				(2.4)	(6.0)	Largely the unfavorable timing of maintenance services expenses, partly offset by the favorable timing of auto purchases.
Professional Service Contracts	NR	0.9	7.3	Mostly the favorable timing of bond services and Information-Technology expenses, partly offset by the unfavorable timing of office-related professional service expenses.	(12.2)	(43.1)	Mostly the unfavorable timing of Information Technology-related expenses, several professional service account expenses, and office-related expenses.
Materials and Supplies	NR	(1.9)	(7.9)	Largely the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap sales.	(3.0)	(4.2)	Largely the unfavorable timing of maintenance material requirements and negative inventory adjustments, partly offset by increased scrap sales.
Other Business Expenses	NR	3.1	39.0	Primarily the favorable timing of reimbursable project job closing adjustments and lower MVM debit/credit card fees.	3.3	17.3	Primarily the favorable timing of reimbursable project job closing adjustments, lower MVM debit/credit card fees, and reduced stationery expenses.
Depreciation	NR				(4.7)	(1.3)	The unfavorable timing of assets reaching beneficial use
Other Post-Employment Benefits	NR	(14.6)	(3.9)	Higher accrued expenses, based on updated actuarial information.	(14.6)	(3.9)	Higher accrued expenses, based on updated actuarial information.
Capital and Other Reimbursements	R	2.8	3.7	Reimbursement increase consistent with higher reimbursable expenses	(16.6)	(7.4)	Reimbursement reduction consistent with lower reimbursable expenses
Payroll	R	4.9	14.3	Mostly due to capital construction and engineering underruns.	18.1	18.7	Mostly due to capital construction and engineering underruns, caused in part by adverse weather
Overtime	R	(4.8)	(84.0)	Primarily subways requirements, principally in support of trackwork, service delivery, stations, signals and infrastructure.	(5.7)	(33.1)	Primarily subways requirements, principally in support of trackwork, service delivery, car equipment, stations and signals.
Health & Welfare	R				0.8	11.8	Mainly due to payroll underruns
Other Fringe Benefits	R	0.4	3.4	Mostly lower direct overhead expenses	4.5	13.7	Mostly lower direct overhead expenses due to reimbursable payroll underruns, caused in part by adverse weather
Maintenance and Other Operating Contracts	R	(1.0)	(45.1)	Largely the unfavorable timing of building maintenance-related expenses and maintenance construction services expenses	(2.0)	(31.4)	Largely the unfavorable timing of building maintenance-related expenses and maintenance construction services expenses

MTA NEW YORK CITY TRANSIT
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
 March 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	R				(2.7)	(81.5)	Mostly the unfavorable timing of Information Technology hardware expenses.
Materials & Supplies	R	0.4	8.3	Principally the favorable timing of maintenance material requirements	(0.5)	(3.9)	Principally the unfavorable timing of maintenance material requirements
Other Business Expenses	R	(2.0)	over (100.0)	Mainly the unfavorable timing of reimbursable project job closing adjustments	(2.4)	over (100.0)	Mainly the unfavorable timing of reimbursable project job closing adjustments

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$351.739	\$335.090	(\$16.649)	(4.7)	\$1,000.726	\$989.447	(\$11.279)	(1.1)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Reimbursement	2.938	2.046	(0.892)	(30.4)	48.814	13.696	(35.118)	(71.9)
Other	3.758	3.267	(0.491)	(13.1)	11.274	9.287	(1.987)	(17.6)
Total Other Operating Revenue	6.696	5.313	(1.383)	(20.7)	60.088	22.983	(37.105)	(61.8)
Capital and Other Reimbursements	76.794	45.993	(30.801)	(40.1)	224.802	207.794	(17.008)	(7.6)
Total Receipts	\$435.229	\$386.396	(\$48.833)	(11.2)	\$1,285.616	\$1,220.224	(\$65.392)	(5.1)
Expenditures								
Labor:								
Payroll	243.319	244.615	(1.296)	(0.5)	853.420	845.888	7.532	0.9
Overtime	29.375	42.399	(13.024)	(44.3)	106.185	139.512	(33.327)	(31.4)
Total Salaries & Wages	272.694	287.014	(14.320)	(5.3)	959.605	985.400	(25.795)	(2.7)
Health and Welfare	59.489	49.475	10.014	16.8	178.851	136.031	42.820	23.9
OPEB Current Payment	28.920	26.532	2.388	8.3	86.927	79.252	7.675	8.8
Pensions	76.985	77.224	(0.239)	(0.3)	230.954	231.598	(0.644)	(0.3)
Other Fringe Benefits	28.938	32.266	(3.328)	(11.5)	97.469	101.811	(4.342)	(4.5)
Total Fringe Benefits	194.332	185.497	8.835	4.5	594.201	548.692	45.509	7.7
GASB Account	5.791	4.924	0.867	15.0	17.373	17.132	0.241	1.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$472.817	\$477.435	(\$4.618)	(1.0)	\$1,571.179	\$1,551.224	\$19.955	1.3
Non-Labor:								
Electric Power	26.674	25.582	1.092	4.1	81.789	78.610	3.179	3.9
Fuel	15.879	14.876	1.003	6.3	45.879	48.049	(2.170)	(4.7)
Insurance	14.123	4.610	9.513	67.4	23.228	11.829	11.399	49.1
Claims	6.930	9.117	(2.187)	(31.6)	20.789	21.239	(0.450)	(2.2)
Paratransit Service Contracts	32.953	30.676	2.277	6.9	96.364	89.534	6.830	7.1
Misc. and Other Operating Contracts	16.247	17.438	(1.191)	(7.3)	46.072	48.144	(2.072)	(4.5)
Professional Service Contracts	11.907	10.199	1.708	14.3	29.330	35.436	(6.106)	(20.8)
Materials & Supplies	30.085	32.515	(2.430)	(8.1)	89.553	92.423	(2.870)	(3.2)
Other Business Expenditures	6.252	6.396	(0.144)	(2.3)	17.791	17.598	0.193	1.1
Total Non-Labor Expenditures	\$161.050	\$151.409	\$9.641	6.0	\$450.795	\$442.862	\$7.933	1.8
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	\$633.867	\$628.844	\$5.023	0.8	\$2,021.974	\$1,994.086	\$27.888	1.4
Net Surplus/(Deficit)	(\$198.638)	(\$242.448)	(\$43.810)	(22.1)	(\$736.358)	(\$773.862)	(\$37.504)	(5.1)

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
March 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	(16.6)	(4.7)	Mostly due to the unfavorable timing of the counting and depositing of cash	(11.3)	(1.1)	Mostly due to the unfavorable timing of the counting and depositing of cash and lower ridership due to adverse weather
Other Operating Receipts	(1.4)	(20.7)	Primarily due to paratransit Urban Tax cash corrections	(37.1)	(61.8)	Primarily due to the unfavorable timing of receipt of NYC reimbursement of partial paratransit expenses
Capital and Other Reimbursements	(30.8)	(40.1)	Due mainly to reimbursement underruns	(17.0)	(7.6)	Lower reimbursements due mainly to reimbursable expense underruns
Salaries & Wages	(14.3)	(5.3)	Mostly overtime expenses, mainly due to unscheduled service, signals/track and bus maintenance requirements, and vacancy/absentee coverage.	(25.8)	(2.7)	Mostly overtime expenses, mainly due to the impact of multiple snowstorms, vacancy/absentee coverage, unscheduled service and signals/track and bus maintenance requirements
Health & Welfare (including OPEB current payment)	12.4	14.0	Mostly due to lower expenses including a prior year Medicare refund.	50.5	20.5	Mostly due to lower expenses, including several credits, and the favorable timing of payments
Other Fringe Benefits	(3.3)	(11.5)	The unfavorable timing of payments and higher FICA payments	(4.3)	(4.5)	The unfavorable timing of payments and higher FICA payments
Electric Power	1.1	4.1	Mainly due to lower prices and the favorable timing of expenses, partly offset by the unfavorable timing of payments	3.2	3.9	Mainly due to lower prices and the favorable timing of expenses, partly offset by the unfavorable timing of payments
Fuel	1.0	6.3	Mainly due to the favorable timing of payments, partly offset by higher consumption and prices	(2.2)	(4.7)	Mainly due to higher prices
Insurance	9.5	67.4	Largely the favorable timing of interagency payments	11.4	49.1	Largely the favorable timing of interagency payments
Claims	(2.2)	(31.6)	The unfavorable timing of Claims payouts			
Paratransit Service Contracts	2.3	6.9	Mostly due to lower completed trips	6.8	7.1	Mostly due to lower completed trips, caused in part by adverse weather, partly offset by the unfavorable timing of payments
Maintenance Contracts				(2.1)	(4.5)	Mainly due to the unfavorable timing of expenses, partly offset by the favorable timing of payments
Professional Service Contracts	1.7	14.3	Mainly the favorable timing of payments and expenses	(6.1)	(20.8)	Mostly the unfavorable timing of expenses, partly offset by the favorable timing of payments
Materials & Supplies	(2.4)	(8.1)	Primarily the unfavorable timing of expenses and payments	(2.9)	(3.2)	Primarily the unfavorable timing of expenses

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$0.294	(\$31.664)	(\$31.958)	-	\$5.030	(\$1.539)	(\$6.569)	(130.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(8.927)	(8.927)	0.000	0.0	(24.511)	(24.511)	0.000	0.0
Paratransit Reimbursement	(11.810)	(13.332)	(1.522)	(12.9)	4.570	(32.221)	(36.791)	(805.1)
Other	(8.532)	(15.266)	(6.734)	(78.9)	(25.596)	(31.872)	(6.276)	(24.5)
Total Other Operating Revenue	(29.269)	(37.525)	(8.256)	(28.2)	(45.537)	(88.604)	(43.067)	(94.6)
Capital and Other Reimbursements	0.000	(33.639)	(33.639)	-	0.000	(0.393)	(0.393)	-
Total Receipts	(\$28.975)	(\$102.828)	(\$73.853)	(254.9)	(\$40.507)	(\$90.536)	(\$50.029)	(123.5)
Expenditures								
Labor								
Labor								
Payroll	29.231	23.902	(5.329)	(18.2)	(37.269)	(51.027)	(13.758)	(36.9)
Overtime	3.428	2.565	(0.863)	(25.2)	(6.225)	(0.223)	6.002	96.4
Total Salaries & Wages	32.659	26.467	(6.192)	(19.0)	(43.494)	(51.250)	(7.756)	(17.8)
Health and Welfare	0.001	(8.197)	(8.198)	-	0.000	19.012	19.012	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.084)	0.000	0.0	(177.252)	(177.167)	0.085	0.0
Other Fringe Benefits	5.657	3.395	(2.262)	(40.0)	6.293	4.339	(1.954)	(31.1)
Total Fringe Benefits	(53.426)	(63.886)	(10.460)	(19.6)	(170.959)	(153.816)	17.143	10.0
GASB Account	(5.791)	(4.924)	0.867	15.0	(17.373)	(17.132)	0.241	1.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$26.558)	(\$42.343)	(\$15.785)	(59.4)	(\$231.826)	(\$222.198)	\$9.628	4.2
Non-Labor								
Electric Power	0.000	(0.762)	(0.762)	-	0.000	(2.782)	(2.782)	-
Fuel	0.000	2.801	2.801	-	0.000	0.155	0.155	-
Insurance	(8.363)	1.062	9.425	112.7	(4.764)	5.188	9.952	208.9
Claims	0.710	(1.476)	(2.186)	(307.9)	2.132	1.682	(0.450)	(21.1)
Paratransit Service Contracts	0.167	0.535	0.368	220.4	0.501	(1.874)	(2.375)	(474.1)
Mtce. and Other Operating Contracts	0.000	0.011	0.011	-	0.000	2.348	2.348	-
Professional Service Contracts	2.250	3.014	0.764	34.0	2.251	11.030	8.779	390.0
Materials & Supplies	(1.214)	(2.131)	(0.917)	(75.5)	(5.141)	(4.517)	0.624	12.1
Other Business Expenses	0.000	(1.276)	(1.276)	-	(0.001)	(0.681)	(0.680)	-
Total Non-Labor Expenditures	(\$6.450)	\$1.778	\$8.228	127.6	(\$5.022)	\$10.549	\$15.571	310.1
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	(\$33.008)	(\$40.565)	(\$7.557)	(22.9)	(\$236.848)	(\$211.649)	\$25.199	10.6
Depreciation	120.000	120.273	0.273	0.2	357.000	361.675	4.675	1.3
OPEB Account	376.117	390.673	14.556	3.9	376.117	390.673	14.556	3.9
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$463.109	\$470.381	\$7.272	1.6	\$496.269	\$540.699	\$44.430	9.0
Total Cash Conversion Adjustments	\$434.134	\$367.553	(\$66.581)	(15.3)	\$455.762	\$450.163	(\$5.599)	(1.2)

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
March 2014

	Adopted Budget	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Office of the President	57	59	(2)	
Law	267	260	7	
Office of the EVP	41	38	3	
Human Resources	219	244	(25)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	27	4	
Corporate Communications	253	242	11	
Technology & Information Services	446	422	24	
Non-Departmental	(51)	-	(51)	Negative budget represents vacancy provision
Labor Relations	96	86	10	
Materiel	253	242	11	
Controller	137	132	5	
Total Administration	1,788	1,787	1	
Operations				
Subways Rapid Transit Operations	7,646	7,537	109	Oper. Supervisor/Tower Operator vacancies
Subways Operations Support	369	361	8	
Subways Stations	2,626	2,562	64	
Sub-total Subways	10,641	10,460	181	
Buses	10,557	10,450	107	Bus Operator vacancies
Paratransit	208	192	16	
Operations Planning	418	402	16	
Revenue Control	464	426	38	
Total Operations	22,288	21,930	358	
Maintenance				
Subways Operations Support	201	202	(1)	
Subways Engineering	312	337	(25)	
Subways Car Equipment	4,317	4,233	84	PTE, Oper. Supervisors & hourly vacancies
Subways Infrastructure	1,428	1,432	(4)	
Subways Elevators & Escalators	384	355	29	
Subways Stations	3,552	3,490	62	Oper. Supervisor and hourly vacancies
Subways Track	2,725	2,714	11	
Subways Power	608	568	40	
Subways Signals	1,388	1,382	6	
Subways Electronic Maintenance	1,445	1,404	41	PTE and hourly vacancies
Sub-total Subways	16,360	16,117	243	
Buses	3,745	3,705	40	
Revenue Control	137	137	0	
Supply Logistics	560	557	3	
System Safety	91	82	9	
Total Maintenance	20,893	20,598	295	
Engineering/Capital				
Capital Program Management	1,274	1,288	(14)	
Total Engineering/Capital	1,274	1,288	(14)	
Public Safety				
Security	626	575	51	
Total Public Safety	626	575	51	
Total Positions	46,869	46,178	691	
Non-Reimbursable	42,037	42,020	17	
Reimbursable	4,832	4,158	674	
Total Full-Time	46,703	45,925	778	
Total Full-Time Equivalents	166	253	(87)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	646	560	86	
Professional, Technical, Clerical	1,127	1,204	(77)	
Operational Hourlies	15	23	(8)	
Total Administration	1,788	1,787	1	
Operations				
Managers/Supervisors	2,578	2,484	94	
Professional, Technical, Clerical	490	472	18	
Operational Hourlies	19,220	18,974	246	
Total Operations	22,288	21,930	358	
Maintenance				
Managers/Supervisors	3,818	3,709	109	
Professional, Technical, Clerical	1,028	986	42	
Operational Hourlies	16,047	15,903	144	
Total Maintenance	20,893	20,598	295	
Engineering/Capital				
Managers/Supervisors	329	316	13	
Professional, Technical, Clerical	943	970	(27)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,274	1,288	(14)	
Public Safety				
Managers/Supervisors	253	219	34	
Professional, Technical, Clerical	39	31	8	
Operational Hourlies	334	325	9	
Total Public Safety	626	575	51	
Total Positions				
Managers/Supervisors	7,624	7,288	336	
Professional, Technical, Clerical	3,627	3,663	(36)	
Operational Hourlies	35,618	35,227	391	
Total Positions	46,869	46,178	691	

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

	March						March 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>	322,354	\$9.9	315,716	\$9.7	6,638	\$0.2 2.1%	946,018	\$29.0	914,923	\$28.1	31,096	\$1.0 3.3%
<u>Unscheduled Service</u>	200,649	\$6.2	365,440	\$10.3	(164,792)	(\$4.1) (66.7%)	603,066	\$18.5	1,088,226	\$25.6	(485,160)	(\$7.1) (38.3%)
<u>Programmatic/Routine Maintenance</u>	253,499	\$7.8	330,645	\$9.9	(77,145)	(\$2.1) (27.1%)	828,210	\$25.4	722,999	\$29.1	105,211	(\$3.7) (14.4%)
<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>	19,865	\$0.6	0	\$2.9	19,865	(\$2.3) *	59,595	\$1.8	312,354	\$9.6	(252,759)	(\$7.8) *
<u>Weather Emergencies</u>	59,730	\$1.8	82,848	\$2.6	(23,118)	(\$0.8) *	178,446	\$5.5	701,194	\$21.9	(522,749)	(\$16.4) *
<u>Safety/Security/Law Enforcement</u>	9,602	\$0.3	9,709	\$0.3	(107)	(\$0.0) (1.1%)	28,789	\$0.9	28,874	\$0.9	(85)	(\$0.0) (0.3%)
<u>Other</u>	17,692	\$0.5	(39,907)	(\$1.1)	57,599	\$1.7 308.5%	49,571	\$1.5	12,907	\$1.1	36,664	\$0.4 *
Subtotal	883,391	\$27.1	1,064,451	\$34.5	(181,060)	(\$7.4) (27.3%)	2,693,696	\$82.7	3,781,478	\$116.3	(1,087,783)	(\$33.6) (40.6%)
REIMBURSABLE OVERTIME	178,611	\$5.7	322,595	\$10.5	(143,984)	(\$4.8) (84.2%)	542,616	\$17.3	705,758	\$22.9	(163,142)	(\$5.7) (32.9%)
TOTAL OVERTIME	1,062,002	\$32.8	1,387,046	\$45.0	(325,044)	(\$12.2) (37.2%)	3,236,312	\$100.0	4,487,236	\$139.2	(1,250,924)	(\$39.2) (39.2%)

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)

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	6,638	\$0.2 (2.8%)		31,096	\$1.0 (2.9%)	Operated less than schedule service in Buses
<u>Unscheduled Service</u>	(164,792)	(\$4.1) 55.4%	Unfavorable mainly due to traffic, breakdowns, related ramp delays in Department of Buses and train operators in induction training.	(485,160)	(\$7.1) 21.2%	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses and train operators in induction training.
<u>Programmatic/Routine Maintenance</u>	(77,145)	(\$2.1) 28.5%	Primarily due to inspection, testing and maintenance of signal systems and track defect backlogs. Maintenance defects work on scheduled inspections in Buses.	105,211	(\$3.7) 10.9%	Unfavorable due to inspection, testing and maintenance of signal systems and track defect backlogs. Maintenance defects work on scheduled inspections in Buses.
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	19,865	(\$2.3) 31.3%	Mainly due to vacancy / absentee coverage for station agents and bus operators.	(252,759)	(\$7.8) 23.1%	Mainly due to vacancy / absentee coverage for station agents and bus operators.
<u>Weather Emergencies</u>	(23,118)	(\$0.8) 10.1%	Primarily due to correction of prior month's adverse weather results.	(522,749)	(\$16.4) 48.9%	Primarily due to adverse weather.
<u>Safety/Security/Law Enforcement</u>	(107)	(\$0.0) .0%		(85)	(\$0.0) .0%	
<u>Other</u>	57,599	\$1.7 (22.6%)	Favorable variance primarily due to reversal of 2013 timing of Cash-in of "banked" overtime in January.	36,664	\$0.4 (1.2%)	
Subtotal	(181,060)	(\$7.4) 60.4%		(1,087,783)	(\$33.6) 85.5%	
REIMBURSABLE OVERTIME	(143,984)	(\$4.8) 39.2%	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work.	(163,142)	(\$5.7) 14.5%	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work.
TOTAL OVERTIME	(325,044)	(\$12.2)		(1,250,924)	(\$39.2)	

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

March 2014

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.7 million in March, was less than \$0.1 million (1.3 percent) above the Adopted Budget (budget). Year-to-date, operating revenue was \$2.0 million, \$0.1 million (2.5 percent) under budget. Farebox revenue was slightly favorable in March due to pass average fare adjustments, and slightly unfavorable year-to-date due mostly to adverse weather in January/February. Other operating revenue was unfavorable in both the month and year-to-date, due to the timing of student fare reimbursements.

Total **ridership** in March 2014 was 373,982 riders, 0.1 percent (201 riders) above budget, and, year-to-date, total ridership was 1,046,726 riders, 2.8 percent (29,766 riders) below budget, due to the severe winter weather. March 2014 average weekday ridership was 16,052, 10.5 percent (1,528 riders) higher than March 2013, as both Passover and Easter fell in March 2013 and in April 2014. Average weekday ridership for the twelve months ending March 2014 was 15,146, 2.6 percent (404 riders) lower than the previous twelve-month period, due to residual ridership losses from Tropical Storm Sandy.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were higher than budget in March by \$0.5 million (15.5 percent). Labor exceeded budget by \$0.5 million (20.9 percent), including an overrun in other fringe benefits of \$0.2 million (over 100.0 percent), due to additional Workers' Compensation reserve requirements, the unfavorable timing of payroll expenses of \$0.1 million (8.4 percent) and health & welfare expenses of \$0.1 million (42.5 percent), and unfavorable reimbursable overhead credits of \$0.1 million (70.4 percent), due to lower reimbursable expenses. Non-labor expenses in total were essentially on budget, representing mostly offsetting timing variances. Year-to-date, expenses were unfavorable by \$0.3 million (2.4 percent). Labor expenses were below budget by \$0.1 million (1.5 percent), due mostly to payroll underruns of \$0.9 million (19.4 percent) caused by timing and vacancies, partly offset by higher overtime expenses of \$0.4 million (75.7 percent), due to adverse weather, maintenance, vacancy coverage and Sandy residual requirements, and Workers' Compensation requirements reported in other fringe benefits of \$0.2 million (49.6 percent). Non-labor expenses were above budget by \$0.4 million (12.5 percent), due to the unfavorable timing of interagency insurance payments of \$0.2 million (50.2 percent) and higher maintenance contract expenses of \$0.1 million (16.5 percent).

Depreciation expenses of \$2.0 million year-to-date were slightly above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. For March year-to-date, \$0.6 million of accrued expenses were recorded, slightly below budget.

The **operating cash deficit** (excluding subsidies) was \$5.6 million for March year-to-date, \$3.6 million (39.0 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
March 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	0.475	0.492	0.017	3.6	-	-	-	-	0.475	0.492	0.017	3.6
Other Operating Revenue	0.243	0.235	(0.008)	(3.3)	-	-	-	-	0.243	0.235	(0.008)	(3.3)
Capital and Other Reimbursements	-	-	-	-	0.345	0.129	(0.216)	(62.6)	0.345	0.129	(0.216)	(62.6)
Total Revenue	\$ 0.718	\$ 0.727	\$ 0.009	1.3	\$ 0.345	\$ 0.129	\$ (0.216)	(62.6)	\$ 1.063	\$ 0.856	\$ (0.207)	(19.5)
Expenses												
Labor												
Payroll	1.316	1.427	(0.111)	(8.4)	0.150	0.029	0.121	80.7	1.466	1.456	0.010	0.7
Overtime	0.168	0.197	(0.029)	(17.3)	0.025	0.031	(0.006)	(24.0)	0.193	0.228	(0.035)	(18.1)
Total Salaries & Wages	\$ 1.484	\$ 1.624	\$ (0.140)	(9.4)	\$ 0.175	\$ 0.060	\$ 0.115	65.7	\$ 1.659	\$ 1.684	\$ (0.025)	(1.5)
Health and Welfare	0.351	0.500	(0.149)	(42.5)	0.025	-	0.025	100.0	0.376	0.500	(0.124)	(33.0)
OPEB Current Portion	0.071	-	0.071	100.0	-	0.002	(0.002)	-	0.071	0.002	0.069	97.2
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	0.278	(0.164)	(143.9)	0.005	-	0.005	100.0	0.119	0.278	(0.159)	(133.6)
Total Fringe Benefits	\$ 0.998	\$ 1.253	\$ (0.255)	(25.6)	\$ 0.035	\$ 0.002	\$ 0.033	94.3	\$ 1.033	\$ 1.255	\$ (0.222)	(21.5)
Reimbursable Overhead	(0.135)	(0.040)	(0.095)	(70.4)	0.135	0.040	0.095	70.4	-	-	-	-
Total Labor Expenses	\$ 2.347	\$ 2.837	\$ (0.490)	(20.9)	\$ 0.345	\$ 0.102	\$ 0.243	70.4	\$ 2.692	\$ 2.939	\$ (0.247)	(9.2)
Non-Labor:												
Electric Power	0.470	0.573	(0.103)	(21.9)	-	-	-	-	0.470	0.573	(0.103)	(21.9)
Fuel	0.030	0.038	(0.008)	(26.7)	-	-	-	-	0.030	0.038	(0.008)	(26.7)
Insurance	0.140	0.280	(0.140)	(100.0)	-	-	-	-	0.140	0.280	(0.140)	(100.0)
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.039	0.191	83.0	-	-	-	-	0.230	0.039	0.191	83.0
Professional Service Contracts	0.035	0.036	(0.001)	(2.9)	-	-	-	-	0.035	0.036	(0.001)	(2.9)
Materials & Supplies	0.127	0.091	0.036	28.3	-	0.027	(0.027)	-	0.127	0.118	0.009	7.1
Other Business Expenses	0.001	0.016	(0.015)	(1,500.0)	-	-	-	-	0.001	0.016	(0.015)	(1,500.0)
Total Non-Labor Expenses	\$ 1.040	\$ 1.075	\$ (0.035)	(3.4)	\$ -	\$ 0.027	\$ (0.027)	-	\$ 1.040	\$ 1.102	\$ (0.062)	(6.0)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.387	\$ 3.912	\$ (0.525)	(15.5)	\$ 0.345	\$ 0.129	\$ 0.216	62.6	\$ 3.732	\$ 4.041	\$ (0.309)	(8.3)
Depreciation	0.650	0.473	0.177	27.2	-	-	-	-	0.650	0.473	0.177	27.2
Other Post Employment Benefits	0.575	0.564	0.011	1.9	-	-	-	-	0.575	0.564	0.011	1.9
Total Expenses	\$ 4.612	\$ 4.949	\$ (0.337)	(7.3)	\$ 0.345	\$ 0.129	\$ 0.216	62.6	\$ 4.957	\$ 5.078	\$ (0.121)	(2.4)
Net Surplus/(Deficit)	\$ (3.894)	\$ (4.222)	\$ (0.328)	(8.4)	\$ -	\$ -	\$ -	-	\$ (3.894)	\$ (4.222)	\$ (0.328)	(8.4)

Table 2

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 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	1.365	1.348	(0.017)	(1.2)	-	-	-	-	1.365	1.348	0.017	(1.2)
Other Operating Revenue	0.710	0.675	(0.035)	(4.9)	-	-	-	-	0.710	0.675	0.035	(4.9)
Capital and Other Reimbursements	-	-	-	-	0.749	0.307	(0.442)	(59.0)	0.749	0.307	0.442	(59.0)
Total Revenue	\$ 2.075	\$ 2.023	\$ (0.052)	(2.5)	\$ 0.749	\$ 0.307	\$ (0.442)	(59.0)	\$ 2.824	\$ 2.330	\$ (0.494)	(17.5)
Expenses												
Labor												
Payroll	4.605	3.710	0.895	19.4	0.300	0.118	0.182	60.7	4.905	3.828	1.077	22.0
Overtime	0.588	1.033	(0.445)	(75.7)	0.075	0.048	0.027	36.0	0.663	1.081	(0.418)	(63.0)
Total Salaries & Wages	\$ 5.193	\$ 4.743	\$ 0.450	8.7	\$ 0.375	\$ 0.166	\$ 0.209	55.7	\$ 5.568	\$ 4.909	\$ 0.659	11.8
Health and Welfare	1.053	0.964	0.089	8.5	0.075	-	0.075	100.0	1.128	0.964	0.164	14.5
OPEB Current Portion	0.213	0.225	(0.012)	(5.6)	-	0.004	(0.004)	-	0.213	0.229	(0.016)	(7.5)
Pensions	1.386	1.425	(0.039)	(2.8)	0.015	-	0.015	100.0	1.401	1.425	(0.024)	(1.7)
Other Fringe Benefits	0.399	0.597	(0.198)	(49.6)	0.015	-	0.015	100.0	0.414	0.597	(0.183)	(44.2)
Total Fringe Benefits	\$ 3.051	\$ 3.211	\$ (0.160)	(5.2)	\$ 0.105	\$ 0.004	\$ 0.101	96.2	\$ 3.156	\$ 3.215	\$ (0.059)	(1.9)
Reimbursable Overhead	(0.270)	(0.099)	(0.171)	(63.3)	0.269	0.099	0.170	63.2	(0.001)	-	(0.001)	(100.0)
Total Labor Expenses	\$ 7.974	\$ 7.855	\$ 0.119	1.5	\$ 0.749	\$ 0.269	\$ 0.480	64.1	\$ 8.723	\$ 8.124	\$ 0.599	6.9
Non-Labor												
Electric Power	1.410	1.324	0.086	6.1	-	0.001	(0.001)	-	1.410	1.325	0.085	6.0
Fuel	0.090	0.175	(0.085)	(94.4)	-	-	-	-	0.090	0.175	(0.085)	(94.4)
Insurance	0.420	0.631	(0.211)	(50.2)	-	-	-	-	0.420	0.631	(0.211)	(50.2)
Claims	0.021	0.006	0.015	71.4	-	-	-	-	0.021	0.006	0.015	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.690	0.804	(0.114)	(16.5)	-	-	-	-	0.690	0.804	(0.114)	(16.5)
Professional Service Contracts	0.105	0.058	0.047	44.8	-	-	-	-	0.105	0.058	0.047	44.8
Materials & Supplies	0.381	0.462	(0.081)	(21.3)	-	0.037	(0.037)	-	0.381	0.499	(0.118)	(31.0)
Other Business Expenses	0.002	0.049	(0.047)	(2,350.0)	-	-	-	-	0.002	0.049	(0.047)	(2,350.0)
Total Non-Labor Expenses	\$ 3.119	\$ 3.509	\$ (0.390)	(12.5)	\$ -	\$ 0.038	\$ (0.038)	-	\$ 3.119	\$ 3.547	\$ (0.428)	(13.7)
Other Expenses Adjustments												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 11.093	\$ 11.364	\$ (0.271)	(2.4)	\$ 0.749	\$ 0.307	\$ 0.442	59.0	\$ 11.842	\$ 11.671	\$ 0.171	1.4
Depreciation	1.875	1.998	(0.123)	(6.6)	-	-	-	-	1.875	1.998	(0.123)	(6.6)
Other Post Employment Benefits	0.575	0.564	0.011	1.9	-	-	-	-	0.575	0.564	0.011	1.9
Total Expenses	\$ 13.543	\$ 13.926	\$ (0.383)	(2.8)	\$ 0.749	\$ 0.307	\$ 0.442	59.0	\$ 14.292	\$ 14.233	\$ 0.059	0.4
Net Surplus/(Deficit)	\$ (11.468)	\$ (11.903)	\$ (0.435)	(3.8)	\$ -	\$ -	\$ -	-	\$ (11.468)	\$ (11.903)	\$ (0.435)	(3.8)

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 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	0.017	3.6	Favorable pass average fare adjustments	(0.017)	(1.2)	Due to severe winter weather, partly offset by favorable pass average fare adjustments
Other Operating Revenue	Non Reimb.	(0.008)	(3.3)	Mainly the unfavorable timing of student fare reimbursements	(0.035)	(4.9)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.111)	(8.4)	Mostly timing	0.895	19.4	Mostly timing and vacancies
Overtime	Non Reimb.	(0.029)	(17.3)	Largely maintenance, vacancy coverage and Sandy residual requirements	(0.445)	(75.7)	Largely the impact of adverse weather, maintenance, vacancy coverage, and Sandy residual requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.078)	(18.5)	Unfavorable timing of expenses	0.077	6.1	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.164)	over (100.0)	Mostly Workers' Compensation requirements	(0.198)	(49.6)	Mostly Workers' Compensation requirements
Reimbursable Overhead	Non Reimb.	(0.095)	(70.4)	Due largely to lower reimbursable work than planned	(0.171)	(63.3)	Due largely to lower reimbursable work than planned, due in part to adverse weather
Electric Power	Non Reimb.	(0.103)	(21.9)	Unfavorable timing of expenses	0.086	6.1	Favorable timing of expenses/lower prices
Fuel	Non Reimb.	(0.008)	(26.7)	Unfavorable timing of non-revenue vehicle fuel expenses	(0.085)	(94.4)	Unfavorable timing of non-revenue vehicle fuel expenses
Insurance	Non Reimb.	(0.140)	(100.0)	The unfavorable timing of interagency payments	(0.211)	(50.2)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.191	83.0	The favorable timing of expenses	(0.114)	(16.5)	Unfavorable timing of the purchase of non-revenue vehicles
Professional Service Contracts	Non Reimb.				0.047	44.8	Favorable timing of expenses
Materials and Supplies	Non Reimb.	0.036	28.3	The favorable timing of maintenance material expenses	(0.081)	(21.3)	Mostly unfavorable inventory adjustments
Capital and Other Reimbursements	Reimb.	(0.216)	(62.6)	Timing of Contractor requirements	(0.442)	(59.0)	Timing of Contractor requirements
Payroll	Reimb.	0.121	80.7	Timing of Contractor requirements	0.182	60.7	Timing of Contractor requirements
Overtime	Reimb.	(0.006)	(24.0)	Timing of Contractor requirements	0.027	36.0	Timing of Contractor requirements
Health and Welfare	Reimb.	0.025	100.0	Timing of Contractor requirements	0.075	100.0	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.475	0.419	(0.056)	(11.8)	1.365	1.308	(0.057)	(4.2)
Other Operating Revenue	0.243	0.967	0.724	297.9	0.710	1.650	0.940	132.4
Capital and Other Reimbursements	0.250	0.041	(0.209)	(83.6)	0.560	0.663	0.103	18.4
Total Receipts	\$ 0.968	\$ 1.427	\$ 0.459	47.4	\$ 2.635	\$ 3.621	\$ 0.986	37.4
Expenditures								
Labor:								
Payroll	1.416	0.792	0.624	44.1	4.805	3.177	1.628	33.9
Overtime	0.193	0.223	(0.030)	(15.5)	0.663	0.880	(0.217)	(32.7)
Health and Welfare	0.376	0.006	0.370	98.4	1.128	0.009	1.119	99.2
OPEB Current Portion	0.071	0.008	0.063	88.7	0.213	0.025	0.188	88.3
Pensions	0.467	1.500	(1.033)	(221.2)	1.401	1.500	(0.099)	(7.1)
Other Fringe Benefits	0.119	0.046	0.073	61.3	0.414	0.168	0.246	59.4
GASB Account	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.642	\$ 2.575	\$ 0.067	2.5	\$ 8.624	\$ 5.759	\$ 2.865	33.2
Non-Labor:								
Electric Power	0.470	0.392	0.078	16.6	1.410	1.447	(0.037)	(2.6)
Fuel	0.030	0.024	0.006	20.0	0.090	0.041	0.049	54.4
Insurance	0.140	0.002	0.138	98.6	0.420	0.336	0.084	20.0
Claims	0.007	-	0.007	100.0	0.021	-	0.021	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.071	0.159	69.1	0.690	0.949	(0.259)	(37.5)
Professional Service Contracts	0.035	0.006	0.029	82.9	0.105	0.091	0.014	13.3
Materials & Supplies	0.127	0.044	0.083	65.4	0.381	0.553	(0.172)	(45.1)
Other Business Expenditures	0.001	0.001	-	0.0	0.002	0.003	(0.001)	(50.0)
Total Non-Labor Expenditures	\$ 1.040	\$ 0.540	\$ 0.500	48.1	\$ 3.119	\$ 3.420	\$ (0.301)	(9.7)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 3.682	\$ 3.115	\$ 0.567	15.4	\$ 11.743	\$ 9.179	\$ 2.564	21.8
Operating Cash Deficit	\$ (2.714)	\$ (1.688)	\$ 1.026	37.8	\$ (9.108)	\$ (5.558)	\$ 3.550	39.0

Table 5

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
 March 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	0.724	over 100.0%	Mostly favorable timing of student fare reimbursements delayed from 2013	0.940	over 100.0%	Mostly favorable timing of student fare reimbursements delayed from 2013
Capital and Other Reimbursements	(0.209)	(83.6%)	Due to lower reimbursable expenses than projected	0.103	18.4%	Favorable timing of reimbursements
Payroll	0.624	44.1%	Timing of payments	1.628	33.9%	Timing of payments
Overtime				(0.217)	(32.7%)	Largely the impact of adverse weather, maintenance, vacancy coverage, and Sandy residual requirements
Health and Welfare (including OPEB current payment)	0.433	96.9%	Favorable timing of payments	1.307	97.5%	Favorable timing of payments
Pensions	(1.033)	over (100.0)%	Unfavorable timing of payments			
Other Fringe Benefits	0.073	61.3%	Favorable timing of payments	0.246	59.4%	Favorable timing of payments
Electric Power	0.078	16.6%	Favorable timing of payments			
Insurance	0.138	98.6%	The favorable timing of interagency payments			
Maintenance Contracts	0.159	69.1%	The favorable timing of expenses	(0.259)	(37.5%)	The unfavorable timing of the purchase of non-revenue vehicles
Materials and Supplies	0.083	65.4%	The favorable timing of maintenance material expenses	(0.172)	(45.1%)	The unfavorable timing of payments

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.000	(0.073)	(0.073)	-	0.000	(0.040)	(0.040)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.732	0.732	-	0.000	0.975	0.975	-
Capital and Other Reimbursements	(0.095)	(0.088)	0.007	7.4	(0.189)	0.356	0.545	288.4
Total Receipts	(\$0.095)	\$0.571	\$0.666	701.1	(\$0.189)	\$1.291	\$1.480	783.1
<u>Expenditures</u>								
Labor:								
Payroll	0.050	0.664	0.614	1,228.0	0.100	0.651	0.551	551.0
Overtime	0.000	0.005	0.005	-	0.000	0.201	0.201	-
Health and Welfare	0.000	0.494	0.494	-	0.000	0.955	0.955	-
OPEB Current Portion	0.000	(0.006)	(0.006)	-	0.000	0.204	0.204	-
Pensions	0.000	(1.025)	(1.025)	-	0.000	(0.075)	(0.075)	-
Other Fringe Benefits	0.000	0.232	0.232	-	0.000	0.429	0.429	-
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	(0.001)	0.000	0.001	100.0
Total Labor Expenditures	\$0.050	\$0.364	\$0.314	628.0	\$0.099	\$2.365	\$2.266	2,288.9
Non-Labor:								
Electric Power	0.000	0.181	0.181	-	0.000	(0.122)	(0.122)	-
Fuel	0.000	0.014	0.014	-	0.000	0.134	0.134	-
Insurance	0.000	0.278	0.278	-	0.000	0.295	0.295	-
Claims	0.000	0.002	0.002	-	0.000	0.006	0.006	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.032)	(0.032)	-	0.000	(0.145)	(0.145)	-
Professional Service Contracts	0.000	0.030	0.030	-	0.000	(0.033)	(0.033)	-
Materials & Supplies	0.000	0.074	0.074	-	0.000	(0.054)	(0.054)	-
Other Business Expenditures	0.000	0.015	0.015	-	0.000	0.046	0.046	-
Total Non-Labor Expenditures	\$0.000	\$0.562	\$0.562	-	\$0.000	\$0.127	\$0.127	-
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	\$0.926	\$0.876	1,752.0	\$0.099	\$2.492	\$2.393	2,417.2
Depreciation Adjustment	0.650	0.473	(0.177)	(27.2)	1.875	1.998	0.123	6.6
Other Post Employment Benefits	0.575	0.564	(0.011)	(1.9)	0.575	0.564	(0.011)	(1.9)
Total Expenditures	\$1.275	\$1.963	\$0.688	54.0	\$2.549	\$5.054	\$2.505	98.3
Total Cash Conversion Adjustments	\$1.180	\$2.534	\$1.354	114.7	\$2.360	\$6.345	\$3.985	168.9

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 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	7	(1)
Purchasing/Stores	6	4	2
Total Administration	25	25	0
Operations			
Transportation	91	92	(1)
Total Operations	91	92	(1)
Maintenance			
Mechanical	43	43	0
Electronics/Electrical	15	13	2
Power/Signals	26	23	3
Maintenance of Way	46	46	0
Infrastructure	25	24	1
Total Maintenance	155	149	6
Engineering/Capital			
Sandy Recovery	21	18	3
Total Engineering Capital	21	18	3
Total Positions	292	284	8
Non-Reimbursable	268	263	5
Reimbursable	24	21	3
Total Full-Time	292	284	8
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
March 2014

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	9	2	
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	88	(5)	
Total Operations	91	92	(1)	
Maintenance				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	135	9	
Total Maintenance	155	149	6	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	15	13	2	
Total Engineering/Capital	21	18	3	
Total Positions				
Managers/Supervisors	31	33	(2)	
Professional, Technical, Clerical	19	15	4	
Operational Hourlies	242	236	6	
Total Positions	292	284	8	

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

<u>Month of March</u>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.374	0.374	0.000	0.1%	
<u>Year to Date</u>				
1.076	1.047	(0.030)	(2.8%)	Severe Winter Weather

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

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

	<u>Month of March</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.015	0.016	0.002	10.5%	Passover and Easter fell in March 2013 and in April 2014
Average Weekend	0.008	0.007	(0.000)	(2.6%)	High ridership on Saturday 3/16/2013 for the St. Patrick's Day Parade
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.015	(0.000)	(2.6%)	Residual ridership losses from Sandy
Average Weekend	0.008	0.007	(0.001)	(10.6%)	Residual ridership losses from Sandy

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

FINANCIAL AND RIDERSHIP REPORT**March 2014**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$19.6 million in March, \$0.2 million (1.2 percent) higher than budget. Farebox revenue was \$0.6 million (3.4 percent) more than budget, due to higher first quarter average pass fare adjustments caused by adverse weather impacting ridership in January and February. Other operating revenue was \$0.4 million (16.0 percent) under budget, due to the unfavorable timing of Sandy recovery receipts. Year-to-date, operating revenue was \$2.8 million (5.1 percent) below budget, due to farebox revenue underruns of \$1.0 million (2.1 percent), caused by adverse weather reducing ridership partly offset by favorable pass average fare adjustments, and lower other operating revenue of \$1.8 million (27.0 percent), from the timing of Sandy recovery receipts.

Total MTA Bus **ridership** in March 2014 was 10.8 million, 1.3 percent (0.1 million riders) below budget. Year-to-Date, ridership was 29.2 million, 4.5 percent (1.4 million riders) below budget. March 2014 average weekday ridership was 421,394, an increase of 3.2 percent (13,009 riders) from March 2013. Average weekday ridership for the twelve months ending March 2014 was 401,940 riders, virtually the same as the twelve months ending March 2013.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$49.5 million in March, \$2.4 million (5.0 percent) above budget. Labor expenses exceeded budget by \$1.4 million (4.0 percent), due primarily to payroll overruns of \$1.4 million (7.7 percent), caused by higher miscellaneous base pay and mischarges offset in other fringe benefits, and higher overtime expenses of \$1.2 million (31.2 percent), caused by vacancy/absentee coverage, adverse weather, and fleet maintenance requirements. Non-labor expenses were unfavorable by \$0.9 million (8.2 percent), including higher materials & supplies expenses of \$0.7 million (26.2 percent), mostly from the impact of adverse weather and prior period adjustments, and increased maintenance contract expenses of \$0.3 million (16.9 percent), driven by higher requirements for tires and tubes. Year-to-date, expenses exceeded budget by \$1.4 million (1.0 percent). Labor expenses were unfavorable by \$2.6 million (2.4 percent), including overtime overruns of \$3.3 million (29.5 percent), again due to vacancy/absentee coverage, adverse weather, and fleet maintenance requirements, and higher payroll costs of \$2.5 million (4.4 percent), caused mostly by higher miscellaneous base pay expenses and mischarges offset in other fringe benefits, partly offset by the favorable timing of health & welfare/OPEB current expenses of \$1.8 million (9.6 percent). Non-labor expenses underran by \$1.3 million (3.6 percent), due to the favorable timing of \$1.4 million (24.5 percent) of claims expenses and fuel efficiencies of \$0.8 million (7.9 percent), partly offset by higher materials & supplies expenses of \$1.0 million (11.7 percent), due to inclement weather.

Depreciation expenses year-to-date were \$1.5 million (14.5 percent) above budget. GASB #45 Other Post-Employment Benefits were \$13.8 million of accrued expenses year-to-date, \$0.4 million (3.0 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$89.5 million year-to-date, \$8.8 million (10.9 percent) above budget, due mainly to the unfavorable timing of receipts.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 17,142	\$ 17,717	\$ 0.575	3.4	\$ -	\$ -	\$ -	-	\$ 17,142	\$ 17,717	\$ 0.575	3.4
Other Operating Income	2,188	1,837	(0.351)	(16.0)	-	-	-	-	2,188	1,837	(0.351)	(16.0)
Capital and Other Reimbursements	-	-	-	-	0.688	0.979	0.291	42.3	0.688	0.979	0.291	42.3
Total Revenue	\$ 19,330	\$ 19,554	\$ 0.224	1.2	\$ 0.688	\$ 0.979	\$ 0.291	42.3	\$ 20,018	\$ 20,533	\$ 0.515	2.6
Labor												
Payroll	\$ 18,392	\$ 19,805	\$ (1,413)	(7.7)	\$ 0.449	\$ 0.578	\$ (0.129)	(28.7)	\$ 18,841	\$ 20,383	\$ (1,542)	(8.2)
Overtime	3,720	4,881	(1,161)	(31.2)	-	-	-	-	3,720	4,881	(1,161)	(31.2)
Health and Welfare	4,421	3,959	0.462	10.5	0.082	0.107	(0.025)	(30.5)	4,503	4,066	0.437	9.7
OPEB Current Payment	1,681	1,501	0.180	10.7	-	-	-	-	1,681	1,501	0.180	10.7
Pensions	3,677	3,700	(0.023)	(0.6)	0.037	0.107	(0.070)	-	3,714	3,807	(0.093)	(2.5)
Other Fringe Benefits	3,701	3,174	0.527	14.2	0.037	0.106	(0.069)	-	3,738	3,280	0.458	12.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 35,592	\$ 37,020	\$ (1,428)	(4.0)	\$ 0.605	\$ 0.898	\$ (0.293)	(48.4)	\$ 36,197	\$ 37,918	\$ (1,721)	(4.8)
Non-Labor												
Electric Power	\$ 0,101	\$ 0,137	\$ (0.036)	(35.6)	-	-	-	-	\$ 0,101	\$ 0,137	\$ (0.036)	(35.6)
Fuel	3,245	3,188	0.057	1.8	-	-	-	-	3,245	3,188	0.057	1.8
Insurance	0,284	0,278	0.006	2.1	-	-	-	-	0,284	0,278	0.006	2.1
Claims	1,855	1,400	0.455	24.5	-	-	-	-	1,855	1,400	0.455	24.5
Maintenance and Other Operating Contracts	1,602	1,872	(0.270)	(16.9)	0.018	-	0.018	100.0	1,620	1,872	(0.252)	(15.6)
Professional Service Contracts	1,593	1,824	(0.231)	(14.5)	-	-	-	-	1,593	1,824	(0.231)	(14.5)
Materials & Supplies	2,674	3,375	(0.701)	(26.2)	0.065	0.081	(0.016)	(24.6)	2,739	3,456	(0.717)	(26.2)
Other Business Expense	0,158	0,380	(0.222)	-	-	-	-	-	0,158	0,380	(0.222)	-
Total Non-Labor Expenses	\$ 11,512	\$ 12,454	\$ (0.942)	(8.2)	\$ 0.083	\$ 0.081	\$ 0.002	2.4	\$ 11,595	\$ 12,535	\$ (0.940)	(8.1)
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 47,104	\$ 49,474	\$ (2,370)	(5.0)	\$ 0.688	\$ 0.979	\$ (0.291)	(42.3)	\$ 47,792	\$ 50,453	\$ (2,661)	(5.6)
Depreciation	3,520	4,015	(0.495)	(14.1)	-	-	-	-	3,520	4,015	(0.495)	(14.1)
OPEB Obligation	4,743	4,600	0.143	3.0	-	-	-	-	4,743	4,600	0.143	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 55,367	\$ 58,089	\$ (2,722)	(4.9)	\$ 0.688	\$ 0.979	\$ (0.291)	(42.3)	\$ 56,055	\$ 59,068	\$ (3,013)	(5.4)
Net Surplus/(Deficit)	\$ (36,037)	\$ (38,535)	\$ (2,498)	(6.9)	\$ -	\$ -	\$ -	-	\$ (36,037)	\$ (38,535)	\$ (2,498)	(6.9)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 48,218	\$ 47,202	\$ (1,016)	(2.1)	\$ -	\$ -	\$ -	-	\$ 48,218	\$ 47,202	\$ (1,016)	(2.1)
Other Operating Income	6,564	4,795	(1,769)	(27.0)	-	-	-	-	6,564	4,795	(1,769)	(27.0)
Capital and Other Reimbursements	-	-	-	-	2,097	1,792	(0,305)	(14.5)	2,097	1,792	(0,305)	(14.5)
Total Revenue	\$ 54,782	\$ 51,997	\$ (2,785)	(5.1)	\$ 2,097	\$ 1,792	\$ (0,305)	(14.5)	\$ 56,879	\$ 53,789	\$ (3,090)	(5.4)
Expenses												
Labor												
Payroll	\$ 56,050	\$ 58,512	\$ (2,462)	(4.4)	1,367	0,912	\$ 0,455	33.3	\$ 57,417	\$ 59,424	\$ (2,007)	(3.5)
Overtime	11,190	14,496	(3,306)	(29.5)	-	-	-	-	11,190	14,496	(3,306)	(29.5)
Health and Welfare	13,265	12,044	1,221	9.2	0,250	0,200	0,050	20.0	13,515	12,244	1,271	9.4
OPEB Current Payment	5,042	4,503	0,539	10.7	-	-	-	-	5,042	4,503	0,539	10.7
Pensions	11,205	11,288	(0,083)	(0.7)	0,114	0,185	(0,071)	(62.3)	11,319	11,473	(0,154)	(1.4)
Other Fringe Benefits	11,280	9,828	1,452	12.9	0,112	0,172	(0,060)	(53.6)	11,392	10,000	1,392	12.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0,069	(0,069)	-	-	0,069	(0,069)	-
Total Labor Expenses	\$ 108,032	\$ 110,671	\$ (2,639)	(2.4)	\$ 1,843	\$ 1,538	\$ 0,305	16.5	\$ 109,875	\$ 112,209	\$ (2,334)	(2.1)
Non-Labor												
Electric Power	\$ 0,307	\$ 0,422	\$ (0,115)	(37.5)	\$ -	\$ -	\$ -	-	\$ 0,307	\$ 0,422	\$ (0,115)	(37.5)
Fuel	9,889	9,103	0,786	7.9	-	-	-	-	9,889	9,103	0,786	7.9
Insurance	0,852	0,832	0,020	2.3	-	-	-	-	0,852	0,832	0,020	2.3
Claims	5,565	4,200	1,365	24.5	-	-	-	-	5,565	4,200	1,365	24.5
Maintenance and Other Operating Contracts	4,881	3,871	1,010	20.7	0,055	-	0,055	100.0	4,936	3,871	1,065	21.6
Professional Service Contracts	4,855	5,310	(0,455)	(9.4)	-	-	-	-	4,855	5,310	(0,455)	(9.4)
Materials & Supplies	8,152	9,108	(0,956)	(11.7)	0,199	0,254	(0,055)	(27.6)	8,351	9,362	(1,011)	(12.1)
Other Business Expense	0,481	0,863	(0,382)	(79.4)	-	-	-	-	0,481	0,863	(0,382)	(79.4)
Total Non-Labor Expenses	\$ 34,982	\$ 33,709	\$ 1,273	3.6	\$ 0,254	\$ 0,254	\$ 0,000	0.0	\$ 35,236	\$ 33,963	\$ 1,273	3.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 143,014	\$ 144,380	\$ (1,366)	(1.0)	\$ 2,097	\$ 1,792	\$ 0,305	14.5	\$ 145,111	\$ 146,172	\$ (1,061)	(0.7)
Depreciation	10,560	12,088	(1,528)	(14.5)	-	-	-	-	10,560	12,088	(1,528)	(14.5)
OPEB Obligation	14,229	13,800	0,429	3.0	-	-	-	-	14,229	13,800	0,429	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 167,803	\$ 170,268	\$ (2,465)	(1.5)	\$ 2,097	\$ 1,792	\$ 0,305	14.5	\$ 169,900	\$ 172,060	\$ (2,160)	(1.3)
Net Surplus/(Deficit)	\$ (113,021)	\$ (118,271)	\$ (5,250)	(4.6)	\$ -	\$ -	\$ -	-	\$ (113,021)	\$ (118,271)	\$ (5,250)	(4.6)

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	March 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.575	3.4	The better performance for revenue (compared to ridership) is due to higher-than-expected first quarter average pass fares resulting from multiple snow storms that reduced ridership in January and February	\$ (1.016)	(2.1)	Lower ridership due to inclement weather		
Other Operating Revenue	NR	\$ (0.351)	(16.0)	Unfavorable timing of Sandy Recovery Receipts	\$ (1.769)	(27.0)	Unfavorable timing of Sandy Recovery Receipts		
Capital and Other Reimbursements	R	\$ 0.291	42.3	Timing of reimbursement receipts from prior period work	\$ (0.305)	(14.5)	Timing of reimbursement receipts, delayed funding and vacancies		
Total Revenue Variance		\$ 0.515	2.6		\$ (3.090)	(5.4)			
Payroll	NR	\$ (1.413)	(7.7)	Greater than budgeted miscellaneous base pay, inter-agency charges including fringe benefits. This is offset by vacancies	\$ (2.462)	(4.4)	Greater than budgeted miscellaneous base pay, inter-agency charges including fringe benefits, reimbursable employees charged to non-reimbursable due to delayed Capital funding allocation, offset by vacancies		
Overtime	NR	\$ (1.161)	(31.2)	Mainly due to coverage for vacancies and absences, the impact of adverse weather and the aging bus fleet's impact on bus maintenance	\$ (3.306)	(29.5)	Mainly due to coverage for vacancies and absences, the impact of adverse weather and the aging bus fleet's impact on bus maintenance		
Health and Welfare (including OPEB)	NR	\$ 0.642	10.5	Favorable timing of expenses	\$ 1.760	9.6	Favorable timing of expenses		
Pension	NR	\$ (0.023)	(0.6)	(a)	\$ (0.083)	(0.7)	(a)		
Other Fringe Benefits	NR	\$ 0.527	14.2	Favorable timing of workers' compensation payments as well as inter-agencies to payroll and mobility tax budget charged to Other Business Expense	\$ 1.452	12.9	Favorable timing of workers' compensation payments as well as inter-agencies to payroll and mobility tax budget charged to Other Business Expense		
Electric Power	NR	\$ (0.036)	(35.6)	(a)	\$ (0.115)	(35.6)	Greater than budgeted expenses		
Fuel	NR	\$ 0.057	1.8	(a)	\$ 0.786	7.9	Mainly due to better fuel consumption efficiencies offset by higher rates		
Insurance	NR	\$ 0.006	2.1	(a)	\$ 0.020	2.3	(a)		
Claims	NR	\$ 0.455	24.5	Timing of expenses	\$ 1.365	24.5	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ (0.270)	(16.9)	Mostly due to higher Tires and Tubes expenses	\$ 1.010	20.7	Timing of expenses		
Professional Service Contracts	NR	\$ (0.231)	(14.5)	Greater interagency charges than Plan.	\$ (0.455)	(9.4)	Greater than budgeted expenses due to prior period under accruals		
Materials & Supplies	NR	\$ (0.701)	(26.2)	Greater than budgeted expenses due to inclement weather expenses and prior period under accruals	\$ (0.956)	(11.7)	Greater than budgeted expenses due to inclement weather expenses		
Other Business Expense	NR	\$ (0.222)	*	Due to the mobility tax budgeted in Other Fringe Benefits	\$ (0.382)	(79.4)	Due to the mobility tax budgeted in Other Fringe Benefits		
Depreciation	NR	\$ (0.495)	(14.1)	Non cash expense	\$ (1.528)	(14.5)	Non cash expense		
Other Post Employment Benefits	NR	\$ 0.143	3.0	(a)	\$ 0.429	3.0	(a)		
Environmental Remediation		\$ -	-		\$ -	-			
Payroll	R	\$ (0.129)	(28.7)	Prior period expenses	\$ 0.455	33.3	Timing of charges, delayed funding and vacancy		
Health and Welfare	R	\$ (0.025)	(30.5)	Timing of charges	\$ 0.050	20.3	Timing of charges		
Pension	R	\$ (0.070)	*		\$ (0.071)	(82.3)			
Other Fringe Benefits	R	\$ (0.069)	*		\$ (0.063)	(53.6)			
Maintenance and Other Operating Contracts	R	\$ 0.018	*	Timing of charges	\$ 0.055	*	Timing of charges		
Materials & Supplies	R	\$ (0.016)	*	Timing of charges	\$ (0.055)	*	Timing of charges		
Total Expense Variance		\$ (3.013)	(5.4)		\$ (2.160)	(1.3)			
Net Variance		\$ (2.498)	(6.9)		\$ (5.250)	(4.6)			

(a) - Variance less than 5%

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

	March 2014					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent		
Receipts										
Farebox Revenue	\$ 17,142	\$ 15,488	\$ (1,654)	(9.6)	\$ 48,218	\$ 45,613	\$ (2,605)	(5.4)		
Other Operating Revenue	2,188	0,395	(1,793)	(81.9)	6,564	3,279	(3,285)	(50.0)		
Capital and Other Reimbursements	1,106	0,182	(0,924)	(83.5)	3,318	1,488	(1,830)	(55.2)		
Total Receipts	\$ 20,436	\$ 16,065	\$ (4,371)	(21.4)	\$ 58,100	\$ 50,380	\$ (7,720)	(13.3)		
Expenditures										
<i>Labor</i>										
Payroll	\$ 17,859	\$ 17,023	\$ 0,836	4.7	\$ 53,576	\$ 53,242	\$ 0,334	0.6		
Overtime	3,720	4,881	(1,161)	(31.2)	11,190	14,496	(3,306)	(29.5)		
Health and Welfare	4,473	7,698	(3,225)	(72.1)	13,419	14,166	(0,747)	(5.6)		
OPEB Current Payment	1,681	1,501	0,180	10.7	5,043	4,683	0,360	7.1		
Pensions	3,832	3,700	0,132	3.4	11,496	10,725	0,771	6.7		
Other Fringe Benefits	3,024	3,309	(0,285)	(9.4)	9,072	9,062	0,010	0.1		
GASB Account	-	-	-	-	-	-	-	-		
Reimbursable Overhead	-	-	-	-	-	-	-	-		
Total Labor Expenditures	\$ 34,589	\$ 38,112	\$ (3,523)	(10.2)	\$ 103,796	\$ 106,374	\$ (2,578)	(2.5)		
<i>Non-Labor</i>										
Electric Power	\$ 0,104	\$ -	\$ 0,104	100.0	\$ 0,312	\$ 0,144	\$ 0,168	53.8		
Fuel	3,361	3,804	(0,443)	(13.2)	10,082	10,520	(0,438)	(4.3)		
Insurance	0,284	0,110	0,174	61.3	0,852	2,508	(1,656)	*		
Claims	1,605	0,715	0,890	55.5	4,815	3,272	1,543	32.0		
Maintenance and Other Operating Contracts	1,677	1,299	0,378	22.5	5,031	3,423	1,608	32.0		
Professional Service Contracts	1,650	1,842	(0,192)	(11.6)	4,950	4,142	0,808	16.3		
Materials & Supplies	2,838	3,178	(0,340)	(12.0)	8,514	9,065	(0,551)	(6.5)		
Other Business Expenses	0,163	0,107	0,056	34.4	0,489	0,477	0,012	2.5		
Total Non-Labor Expenditures	\$ 11,682	\$ 11,055	\$ 0,627	5.4	\$ 35,045	\$ 33,551	\$ 1,494	4.3		
Other Expenditure Adjustments :										
Other	-	-	-	-	-	-	-	-		
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-		
Total Expenditures	\$ 46,271	\$ 49,167	\$ (2,896)	(6.3)	\$ 138,841	\$ 139,925	\$ (1,084)	(0.8)		
Operating Cash Surplus/(Deficit)	\$ (25,835)	\$ (33,102)	\$ (7,267)	(28.1)	\$ (80,741)	\$ (89,545)	\$ (8,804)	(10.9)		

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	March 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (1 654)	(9.6)	Lower ridership due to inclement weather and timing of receipts	\$ (2 605)	(5.4)	Lower ridership due to inclement weather and timing of receipts
Other Operating Revenue	(1 793)	(81.9)	Timing of Sandy recovery and students/elderly reimbursements	(3 285)	(50.0)	Timing of Sandy recovery and students/elderly reimbursements
Capital and Other Reimbursements	(0 924)	(83.5)	Timing of reimbursement receipts and delayed funding	(1 830)	(55.2)	Timing of reimbursement receipts and delayed funding
Total Receipts	\$ (4.371)	(21.4)		\$ (7.720)	(13.3)	
Payroll	\$ 0 836	4.7	(a)	\$ 0 334	0.6	(a)
Overtime	(1 161)	(31.2)	Mainly due to coverage for vacancies and absences, overage bus maintenance requirements and the impact of inclement weather	(3 306)	(29.5)	Mainly due to coverage for vacancies and absences, overage bus maintenance requirements and the impact of inclement weather
Health and Welfare (including OPEB)	(3 045)	(49.5)	Payments for prior periods	(0 387)	(2.1)	(a)
Pension	0 132	3.4	(a)	0 771	6.7	Timing of payments
Other Fringe Benefits	(0 285)	(9.4)	Payments for prior periods	0 010	0.1	(a)
GASB	-	-		-	-	
Electric Power	0 104	100.0	Timing of payments	0 168	53.8	Timing of payments
Fuel	(0 443)	(13.2)	Payments for prior periods	(0 438)	(4.3)	(a)
Insurance	0 174	61.3	Timing of payments	(1 656)	*	Annual payment of insurance liability was made in January
Claims	0 890	55.5	Timing of payments	1 543	32.0	Timing of payments
Maintenance and Other Operating Contracts	0 378	22.5	Timing of payments	1 608	32.0	Timing of payments
Professional Service Contracts	(0 192)	(11.6)	Timing of payments	0 808	16.3	Timing of payments
Materials & Supplies	(0 340)	(12.0)	Mainly due to impact of inclement weather and overaged bus maintenance requirements	(0 551)	(6.5)	Mainly due to impact of inclement weather
Other Business Expenditure	0 056	34.4	(a)	0 012	2.5	(a)
Total Expenditures	\$ (2.896)	(6.3)		\$ (1.084)	(0.8)	
Net Cash Variance	\$ (7.267)	(28.1)		\$ (8.804)	(10.9)	

(a) - Variance less than 5%

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

(\$ in millions)

	March 2014				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (2.229)	\$ (2.229)	-	\$ -	\$ (1.589)	\$ (1.589)	-
Other Operating Revenue	-	(1.442)	(1.442)	-	-	(1.516)	(1.516)	-
Capital and Other Reimbursements	0.418	(0.797)	(1.215)	*	1.221	(0.304)	(1.525)	*
Total Receipts	\$ 0.418	\$ (4.468)	\$ (4.886)	*	\$ 1.221	\$ (3.409)	\$ (4.630)	*
Expenditures								
<i>Labor</i>								
Payroll	\$ 0.982	\$ 3.360	\$ 2.378	*	\$ 3.841	\$ 6.182	\$ 2.341	60.9
Overtime	-	-	-	-	-	-	-	-
Health and Welfare	0.030	(3.632)	(3.662)	*	0.096	(1.922)	(2.018)	*
OPEB Current Payment	-	-	-	-	(0.001)	(0.180)	(0.179)	*
Pensions	(0.118)	0.107	0.225	*	(0.177)	0.748	0.925	*
Other Fringe Benefits	0.714	(0.029)	(0.743)	*	2.320	0.938	(1.382)	(59.6)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.069	0.069	-
Total Labor Expenditures	\$ 1.608	\$ (0.194)	\$ (1.802)	*	\$ 6.079	\$ 5.835	\$ (0.244)	(4.0)
<i>Non-Labor</i>								
Traction and Propulsion Power	\$ (0.003)	\$ 0.137	0.140	*	\$ (0.005)	\$ 0.278	0.283	*
Fuel for Buses and Trains	(0.116)	(0.616)	(0.500)	*	(0.193)	(1.417)	(1.224)	*
Insurance	-	0.168	0.168	-	-	(1.676)	(1.676)	-
Claims	0.250	0.685	0.435	*	0.750	0.928	0.178	23.7
Maintenance and Other Operating Contracts	(0.057)	0.573	0.630	*	(0.095)	0.448	0.543	*
Professional Service Contracts	(0.057)	(0.018)	0.039	68.4	(0.095)	1.168	1.263	*
Materials & Supplies	(0.099)	0.278	0.377	*	(0.163)	0.297	0.460	*
Other Business Expenditures	(0.005)	0.273	0.278	*	(0.008)	0.386	0.394	*
Total Non-Labor Expenditures	\$ (0.087)	\$ 1.480	\$ 1.567	*	\$ 0.191	\$ 0.412	\$ 0.221	*
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
Additional Actions for Budget Balance Expenditures	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.								
	\$ 1.521	\$ 1.286	\$ (0.235)	(15.5)	\$ 6.270	\$ 6.247	\$ (0.023)	(0.4)
Depreciation Adjustment	3.520	4.015	0.495	14.1	10.560	12.088	1.528	14.5
Other Post Employment Benefits	4.743	4.600	(0.143)	(3.0)	14.229	13.800	(0.429)	(3.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 9.784	\$ 9.901	\$ 0.117	1.2	\$ 31.059	\$ 32.135	\$ 1.076	3.5
Total Cash Conversion Adjustments	\$ 10.202	\$ 5.433	\$ (4.769)	(46.7)	\$ 32.280	\$ 28.726	\$ (3.554)	(11.0)

NOTE: Totals may not add due to rounding

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

	<u>March 2014</u>			<u>Year-to-date as of March 2014</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.142	\$ 17.717	\$ 0.575	\$ 48.218	\$ 47.202	\$ (1.016)
Total Farebox Revenue	\$ 17.142	\$ 17.717	\$ 0.575	\$ 48.218	\$ 47.202	\$ (1.016)
Other Revenue	\$ 2.188	\$ 1.837	\$ (0.351)	\$ 6.564	\$ 4.795	\$ (1.769)
Capital & Other	0.688	0.979	0.291	2.097	1.792	(0.305)
Total Revenue	\$ 20.018	\$ 20.533	\$ 0.515	\$ 56.879	\$ 53.789	\$ (3.090)
<u>Ridership</u>						
Fixed Route	10.946	10.800	(0.146)	30.604	29.228	(1.376)
Total Ridership	10.946	10.800	(0.146)	30.604	29.228	(1.376)

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	6	10	(4)	
Office of Management and Budget	15	12	3	
Technology & Information Services	16	16	-	
Material	18	14	4	
Controller	15	19	(4)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	24	25	(1)	
Corporate Communications	3	3	-	
Labor Relations	4	-	4	
Strategic Office	12	11	1	
Non-Departmental	17	-	17	
Total Administration	144	118	26	Vacancies to be filled
Operations				
Buses	2,211	2,117	94	Bus Operators vacancies to be filled
Office of the Executive VP	1	4	(3)	
Safety & Training	28	88	(60)	
Road Operations	116	112	4	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	19	2	
Total Operations	2,429	2,390	40	
Maintenance				
Buses	755	726	29	
Maintenance Support/CMF	156	162	(6)	
Facilities	73	44	29	Vacancies Replaced by MOU
Supply Logistics	92	92	-	
Total Maintenance	1,076	1,024	52	
Capital Program Management				
Capital Program Management	37	30	7	
Total Engineering/Capital	37	30	7	
Security				
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,704	3,578	127	
Non-Reimbursable				
Non-Reimbursable	3,640	3,523	118	
Reimbursable				
Reimbursable	64	55	9	
Total Full-Time	3,689	3,561	129	
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
MARCH 2014

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	56	45	11	
Professional, Technical, Clerical	71	73	(2)	
Operational Hourlies	17	-	17	
Total Administration	144	118	26	Vacancies to be filled
Operations				
Managers/Supervisors	298	288	10	
Professional, Technical, Clerical	51	57	(6)	
Operational Hourlies	2,080	2,045	36	
Total Operations	2,429	2,390	40	Bus Operators vacancies to be filled
Maintenance				
Managers/Supervisors	205	196	9	
Professional, Technical, Clerical	17	15	2	
Operational Hourlies	854	813	41	
Total Maintenance	1,076	1,024	52	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	30	7	
Public Safety				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	594	555	39	
Professional, Technical, Clerical	159	163	(4)	
Operational Hourlies	2,951	2,860	92	
Total Baseline Positions	3,704	3,578	127	

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

	March						March 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>	49,776	\$2.1	50,772	\$2.1	(996)	\$0.0	144,675	\$6.1	147,045	\$6.1	(2,370)	\$0.1
					-2.0%	0.9%					-1.6%	1.3%
<u>Unscheduled Service</u>	7,018	\$0.3	7,435	\$0.3	(417)	(0.0)	20,588	\$0.9	25,628	\$1.1	(5,040)	(0.2)
					-5.9%	-11.3%					-24.5%	-23.0%
<u>Programmatic/Routine Maintenance</u>	12,668	\$0.5	29,210	\$1.2	(16,542)	(0.7)	46,674	\$2.0	83,790	\$3.6	(37,116)	(1.6)
					-130.6%	-128.4%					-79.5%	-79.4%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	15,028	\$0.6	24,679	\$1.0	(9,651)	(0.4)	40,524	\$1.8	67,551	\$2.8	(27,027)	(1.0)
					-64.2%	-57.5%					-66.7%	-55.4%
<u>Weather Emergencies</u>	3,040	\$0.1	4,384	\$0.2	(1,344)	(0.1)	8,835	\$0.3	21,526	\$0.9	(12,691)	(0.6)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	133	\$0.0	99	0.0	585	\$0.0	399	\$0.0	186	0.0
					42.8%	50.0%					31.7%	38.6%
<u>Other</u>	323	\$0.0	720	\$0.0	(397)	(0.0)	937	\$0.1	2,160	\$0.1	(1,223)	(0.0)
					*	*					*	*
Subtotal	88,085	\$3.7	117,333	\$4.9	(29,248)	(\$1.2)	262,819	\$11.2	348,100	\$14.5	(85,281)	(\$3.3)
					-33.2%	-31.2%					-32.4%	-29.6%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	88,085	\$3.7	117,333	\$4.9	(29,248)	(\$1.2)	262,819	\$11.2	348,100	\$14.5	(85,281)	(\$3.3)
					-33.2%	-31.2%					-32.4%	-29.6%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(996) -2.0%	\$0.0 0.0%	Operated less than Scheduled Service	(2,370) -1.6%	\$0.1 1.3%	Operated less than Scheduled Service
<u>Unscheduled Service</u>	(417) -5.9%	(\$0.0) 11.3%		(5,040) -24.5%	(\$0.2) -23.0%	
<u>Programmatic/Routine Maintenance</u>	(16,542) -130.6%	(\$0.7) -128.4%	Maintenance work for accelerated completion of defects found on scheduled inspections	(37,116) -79.5%	(\$1.6) -79.4%	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>	(9,651) -64.2%	(\$0.4) -57.5%	Vacancy and Absentee Coverage	(27,027) -68.7%	(\$1.0) -55.4%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	(1,344) *	(\$0.1) *	Impact of winter storms	(12,691) *	(\$0.6) *	Impact of winter storms
<u>Safety/Security/Law Enforcement</u>	99 42.8%	\$0.0 50.0%		186 31.7%	\$0.0 38.6%	
<u>Other</u>	(397) *	(\$0.0) *		(1,223) *	(\$0.0) *	
Subtotal	(29,248) -33.2%	(\$1.2) -31.2%		(85,281) -32.4%	(\$3.3) -29.6%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(29,248)	(\$1.2)		(85,281)	(\$3.3)	

4.45

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



New York City Transit

FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$45.3	\$50.1	111
Design Completions	65.7	35.2	54
Awards	735.0	435.9	59
Substantial Completions	413.3	249.3	60
Closeouts	616.3	120.5	20

During March, NYCT awarded projects totaling \$52.2 million including:

- installation of ADA accessible elevators and other ADA improvements at the 23rd Street Station on the Lexington Avenue Line in Manhattan; and
- a new fire sprinkler system at a NYCT training facility in Manhattan.

During the same period, NYCT substantially completed projects totaling \$113.9 million including:

- the acceptance of 22 cars of a project to purchase 103 "A" Division Cars – R188 Option; and
- mainline track replacement at various locations throughout the transit system.

Also during March, NYCT started one design project for \$0.1 million, completed 11 designs for \$11.4 million, and closed out seven projects for \$56.1 million.

Capital Program Status

March 2014

(May 2014)

During March, NYCT awarded projects totaling \$52.2 million including the installation of ADA accessible elevators and other ADA improvements at the 23rd Street Station on the Lexington Avenue Line in Manhattan for \$16.8 million. This station is an ADA Key Station. The project will install two elevators from the street to the platform level along with tactile warning strips on the platform edges and ADA compliant railings, signage and gates.

Also during March, NYCT awarded a \$6.3 million project to install a new fire sprinkler and alarm system at an NYCT training facility at the 14th Street Station on the 8th Avenue Line in Manhattan. The new system is important for the safety of NYCT employees in the event of a fire.

During March, NYCT substantially completed projects totaling \$113.9 million, including the acceptance of 22 new rail cars of a project to purchase 103 "A" Division Cars – R188 Option for \$58.2 million. These CBTC-ready cars will run on the IRT on the numbered lines throughout the transit system. The acceptance of the additional cars in the contract will take place on a monthly basis throughout 2014 and early 2015.

NYCT completed mainline track projects totaling \$32.4 million on various lines throughout the system including the Concourse Line in the Bronx, the Archer Avenue Line in Queens and the Liberty Avenue Line in Brooklyn and Queens. Work included the replacement of track materials such as contact rail, running rails, ties, ballast, and associated equipment that have reached the end of their useful life. Additionally, traditional bolted rail was replaced with continuously welded rail (CWR) throughout the transit system. CWR is installed at critical locations to prevent the occurrence of broken rail as well as to reduce damage to rolling stock and provide a better quality ride.

Also during March, NYCT started one design project for \$0.1 million, completed 11 designs for \$11.4 million, and closed out seven projects for \$56.1 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 March.

Projects Closed During March 2014
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Replacement 2013 North of Queens Plaza / QBL	\$4.9	\$2.9	10/2013	5
Mainline Track Replacement 2013 at 4th Avenue	3.2	4.5	01/2014	2
Charleston Depot: Decommission Retention Basin [SBMP]	0.9	0.9	02/2014	1
HVAC Upgrade At 130 Livingston Plaza [SBMP]	0.7	0.7	03/2014	0
207 St Overhaul Shop: Electrical	19.9	22.8	04/2014	(1)
AC to DC Line Relay Conversion / Fulton Pilot	10.0	10.8	07/2014	(4)
Signal Control Modifications: Phase 4	14.8	13.6	08/2014	(5)

The closeout of the Mainline Track Replacement 2013 North of Queens Plaza/ Queens Boulevard Line project was delayed by five months in order to complete punch list work.

Status of Fan Plants and Fans
(as of March 31, 2014)

<u>Fan Plants</u>	<u>March '13</u>	<u>March '14</u>	<u>More/(Less)</u>
All	189	189	0
Operable	172	178	6
Inoperable	17	11	(6)
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>March '13</u>	<u>March '14</u>	<u>More/(Less)</u>
All	400	400	0
Operable	361	373	12
Inoperable	39	27	(12)
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of March 31 2014)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	3	6
MOW / Hydraulics	7	17
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	1	4
Total	11	27

CAPITAL PROJECT MILESTONE SUMMARY
2014
 (THROUGH MARCH 31, 2014)

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

March

Design Starts	\$5.8	10	\$0.1	1	1.7	10.0
Design Completions	9.1	16	11.4	11	124.3	68.8
Construction Awards	108.5	20	52.2	7	48.1	35.0
Substantial Completions	145.2	16	113.9	8	78.5	50.0
Closeouts	262.6	21	56.1	7	21.4	33.3

2014 Year-To-Date

Design Starts	\$45.3	24	\$50.1	21	110.7	87.5
Design Completions	65.7	47	35.2	24	53.6	51.1
Construction Awards	735.0	52	435.9	35	59.3	67.3
Substantial Completions	413.3	41	249.3	28	60.3	68.3
Closeouts	616.3	53	120.5	17	19.6	32.1

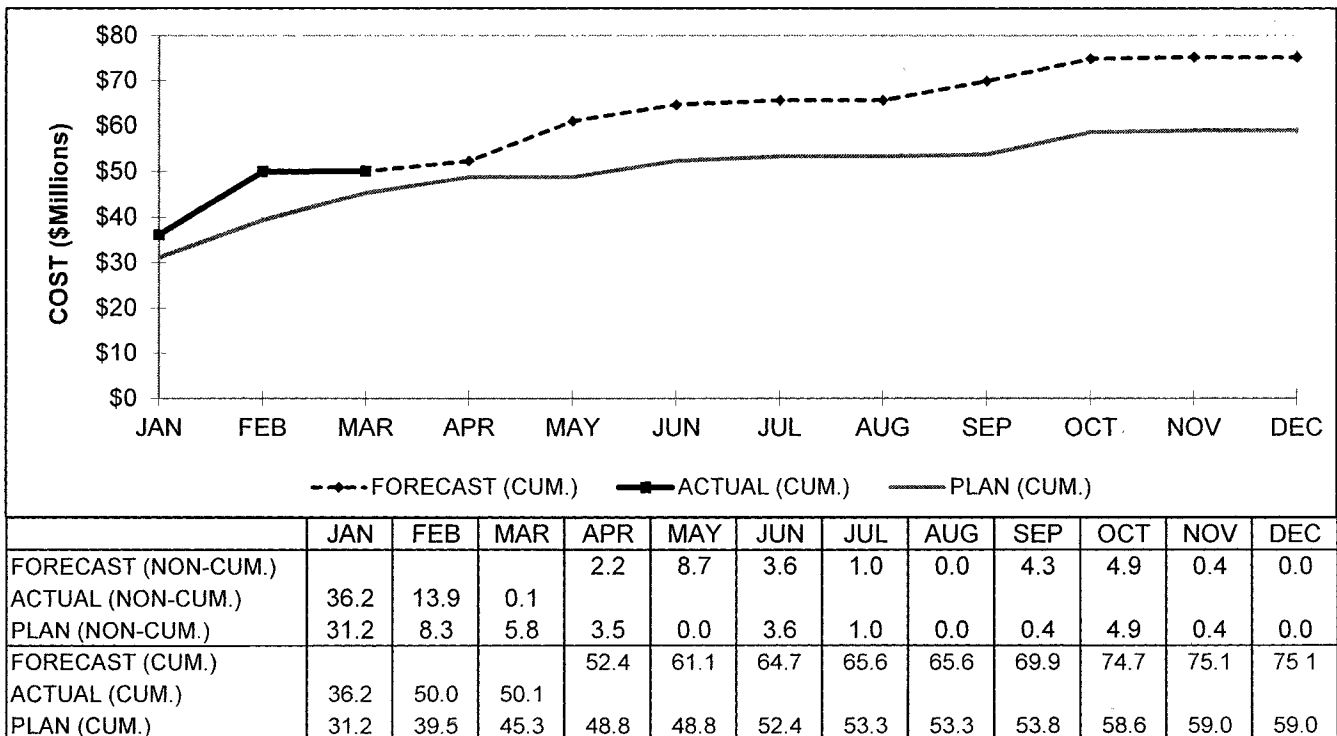
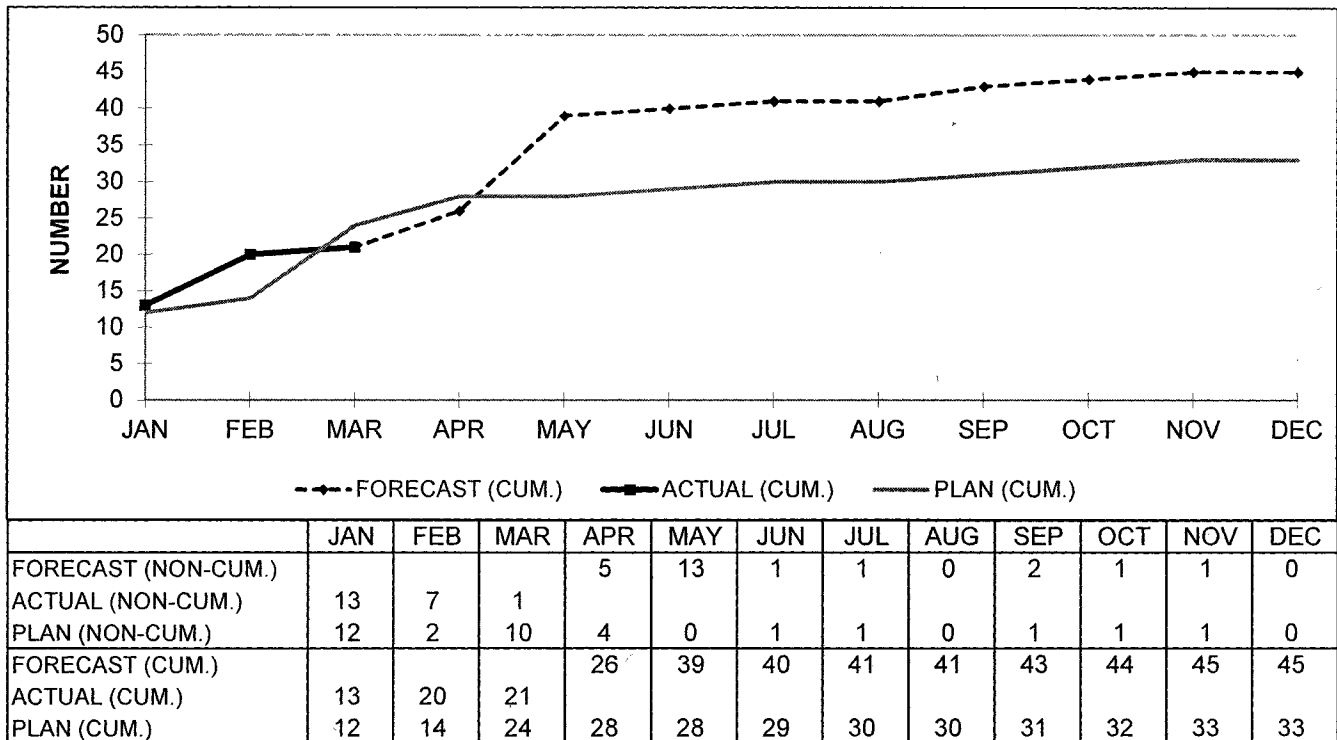
2014 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$75.1	45	127.3	136.4
Design Completions	177.1	129	204.4	138	115.4	107.0
Construction Awards	3,606.9	218	3,492.4	229	96.8	105.0
Substantial Completions	2,132.7	189	2,123.7	186	99.6	98.4
Closeouts	3,697.3	202	3,620.2	192	97.9	95.0

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

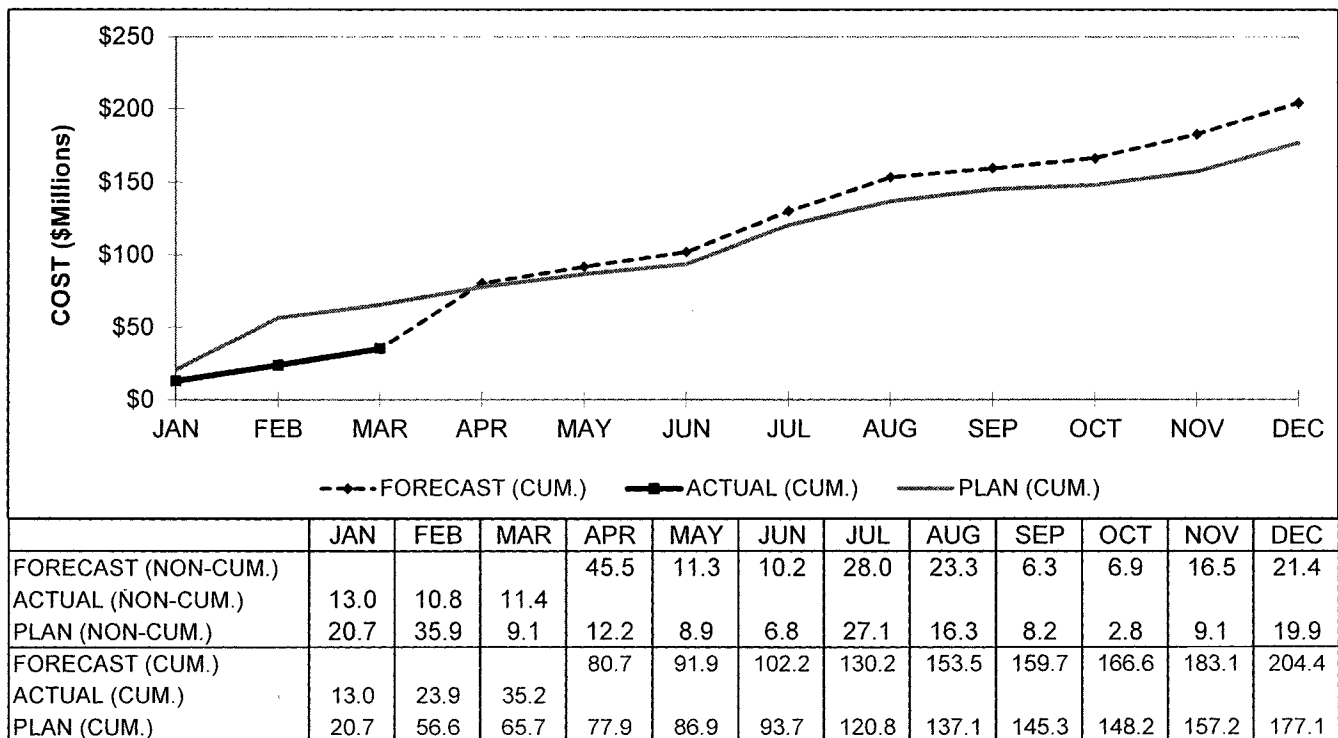
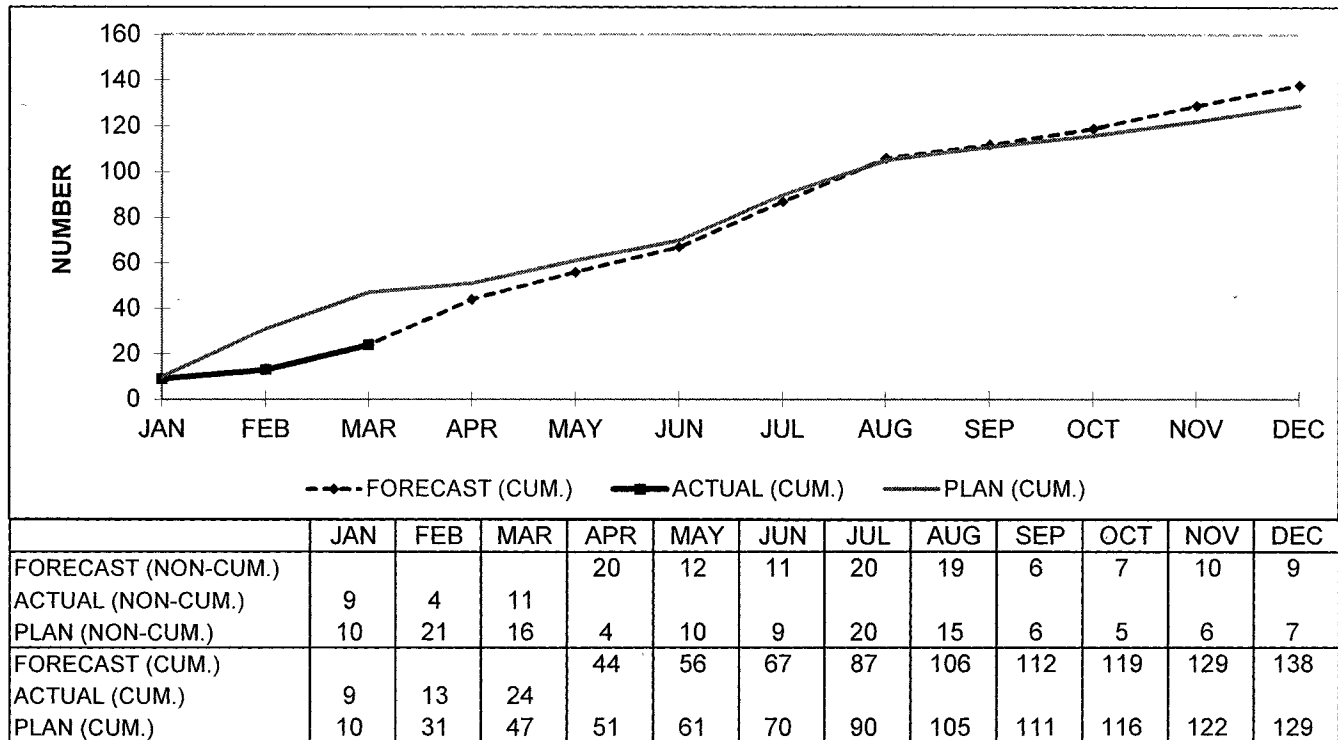
2014 Design Starts Charts

As of March 2014



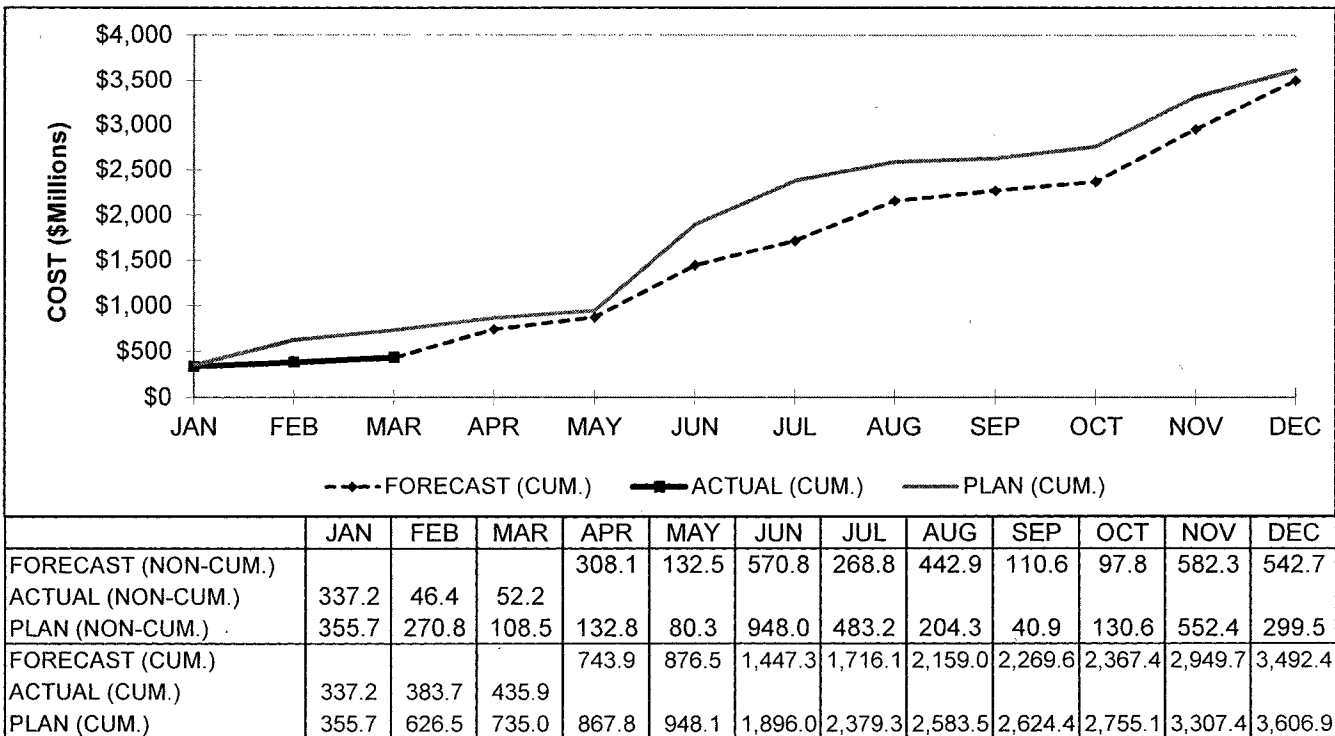
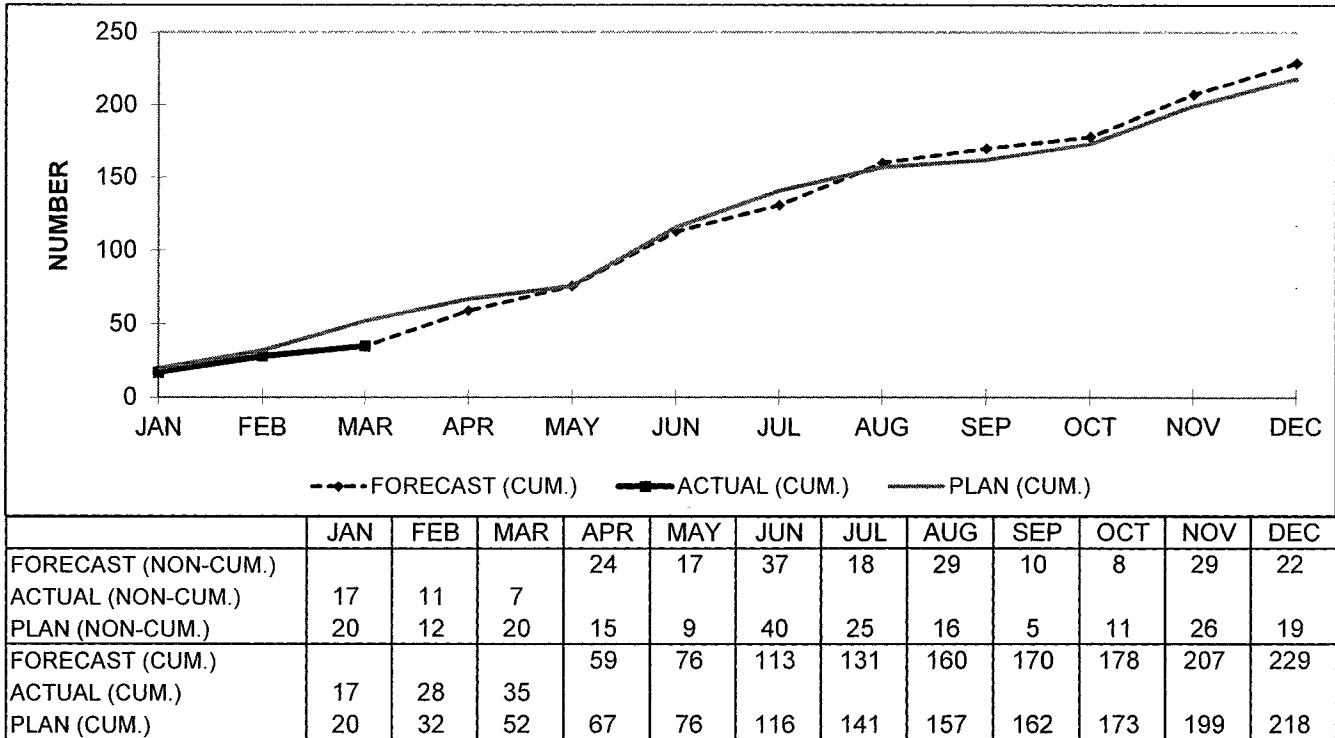
2014 Design Completions Charts

As of March 2014



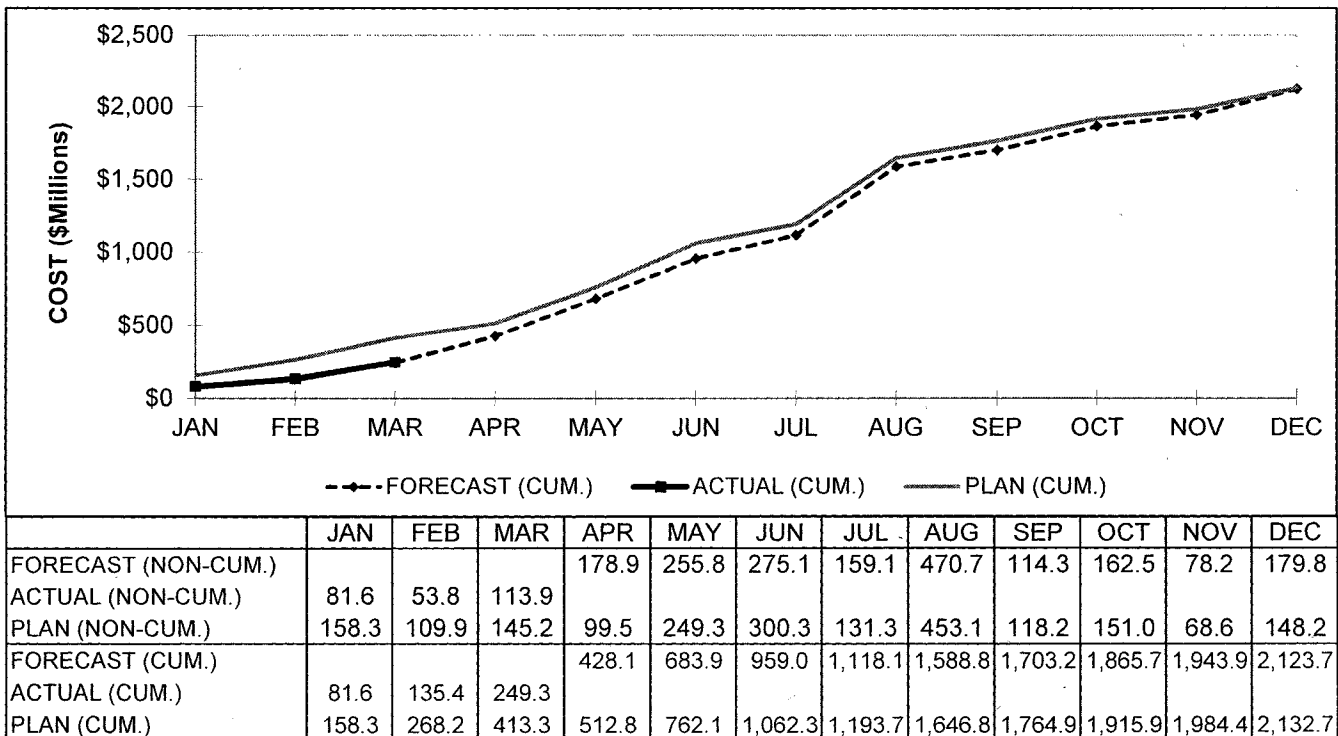
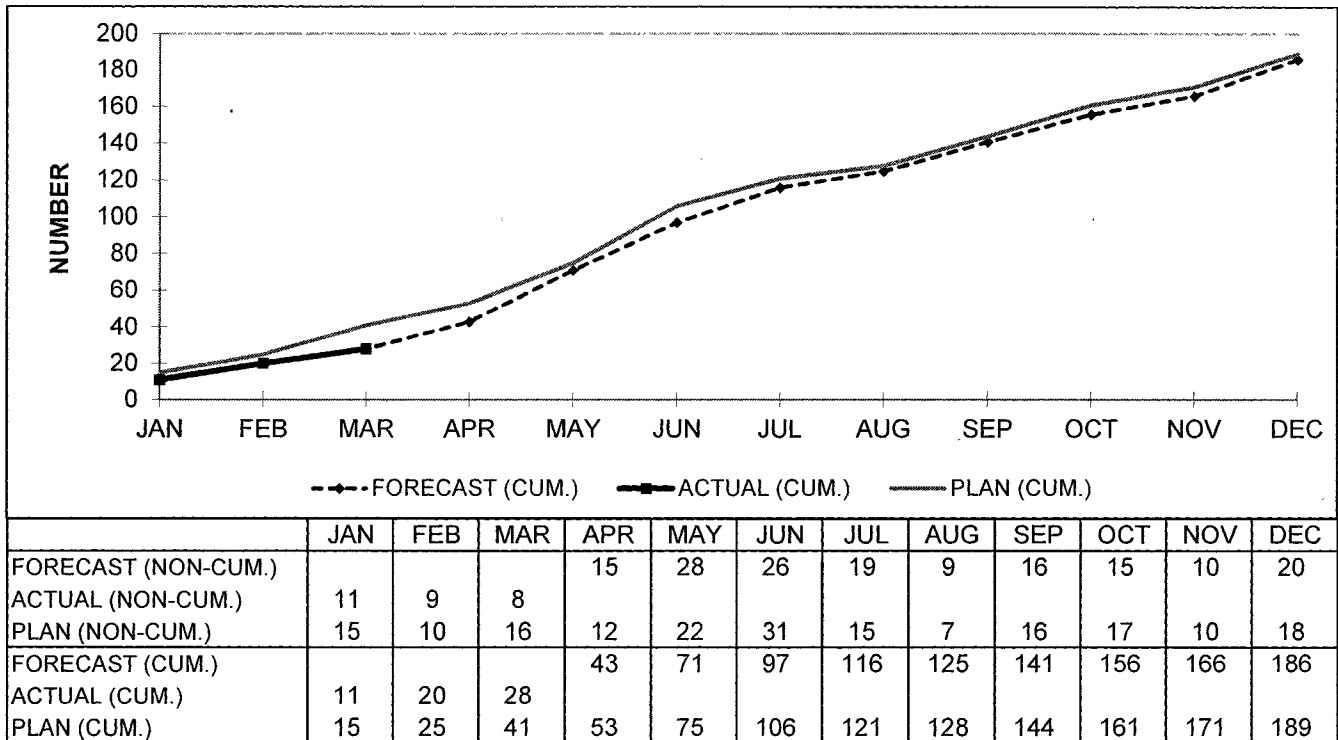
2014 Awards Charts

As of March 2014



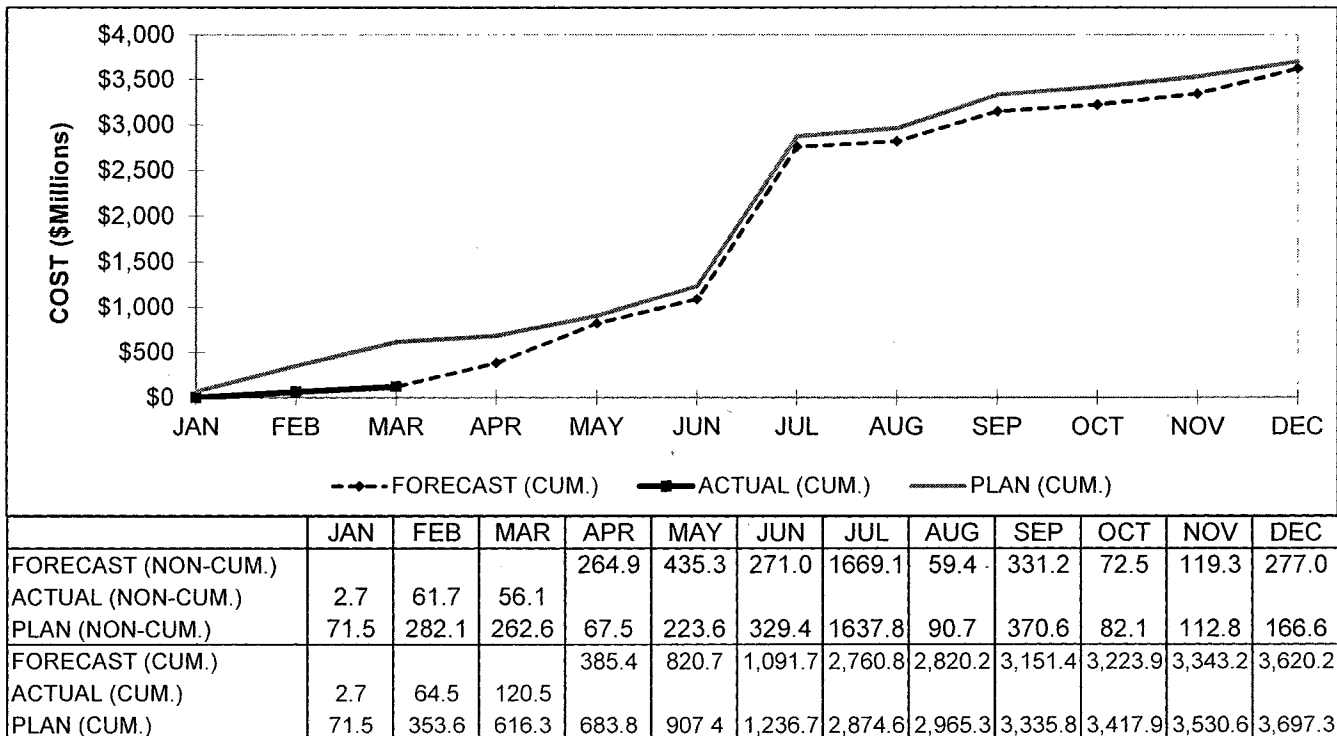
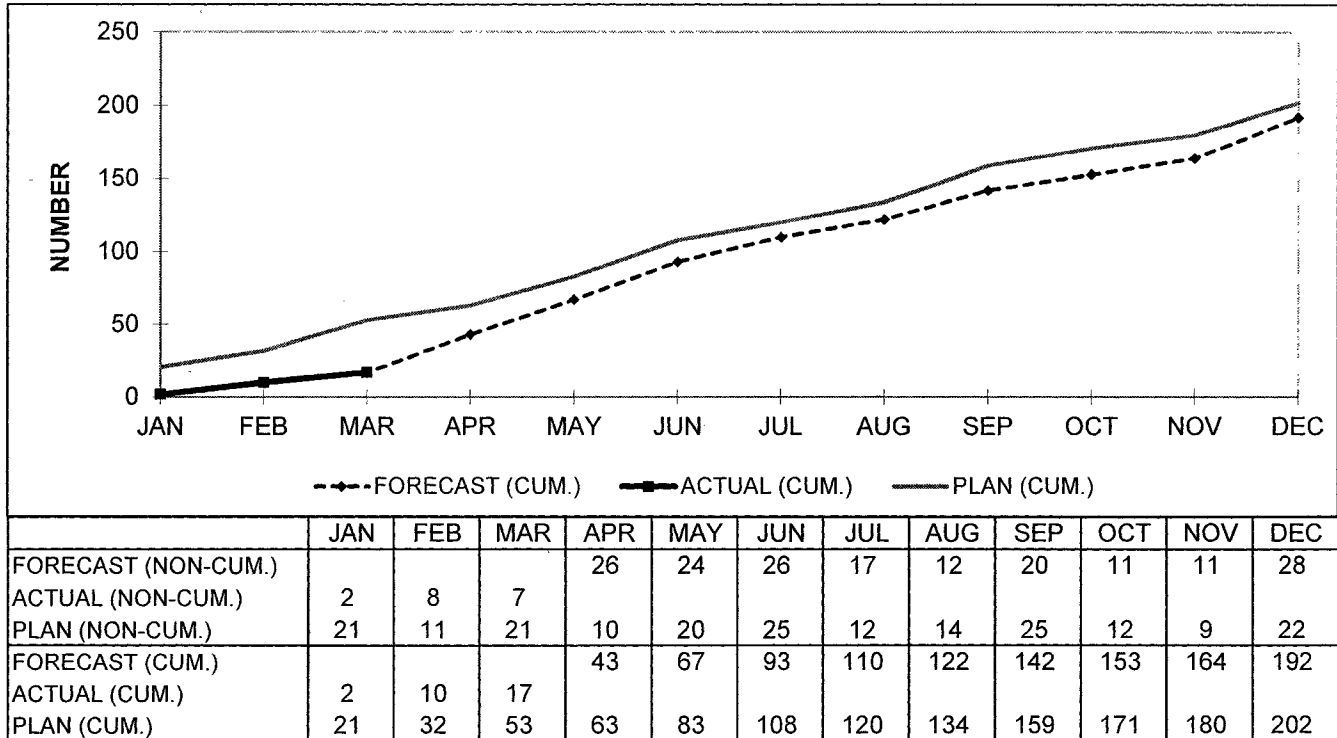
2014 Substantial Completions Charts

As of March 2014



2014 Closeouts Charts

As of March 2014



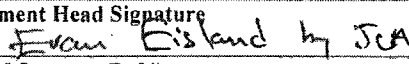








5. PROCUREMENTS

Report

PROCUREMENTS

The Procurement Agenda this month includes 9 actions for a proposed expenditure of \$52.5M.

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 <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <th colspan="6">Board Action</th></tr> <tr> <th>Order</th><th>To</th><th>Date</th><th>Approval</th><th>Info</th><th>Other</th></tr> <tr> <td>1</td><td>Committee</td><td>5/19/14</td><td></td><td></td><td></td></tr> <tr> <td>2</td><td>Board</td><td>5/21/14</td><td></td><td></td><td></td></tr> <tr> <td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr> <td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>						Board Action						Order	To	Date	Approval	Info	Other	1	Committee	5/19/14				2	Board	5/21/14																May 12, 2014 Department Law and Procurement – MTACC Department Head Name  Evan Eisland Department Head Signature  Table of Contents Ref # <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <th colspan="4">Internal Approvals</th></tr> <tr> <th> </th><th>Approval</th><th> </th><th>Approval</th></tr> <tr> <td></td><td>President NYCT</td><td></td><td>President MTACC</td></tr> <tr> <td> </td><td>Executive VP</td><td> </td><td>President MTA Bus</td></tr> <tr> <td>X</td><td>Capital Prog. Management</td><td>X</td><td>Subways</td></tr> <tr> <td> </td><td>Law</td><td>X</td><td>Diversity/Civil Rights</td></tr> </table>					Internal Approvals					Approval		Approval		President NYCT		President MTACC		Executive VP		President MTA Bus	X	Capital Prog. Management	X	Subways		Law	X	Diversity/Civil Rights
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PURPOSE:

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

DISCUSSION:

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

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 35.0 M
• Wabtec Passenger Transit \$ 35.0 M		
 <u>Schedules Requiring Majority Vote:</u>		
Schedule I: Modification to Purchase and Public Work Contracts	1	\$ 2.4 M
• UTC Fire and Security \$ 2.4 M		
A United Technologies Company		
SUBTOTAL	2	\$ 37.4 M

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

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

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

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	2	\$	0.9 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$	2.4 M
	<u>3</u>	\$	<u>3.3 M</u>
SUBTOTAL			

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$	1.4 M
	<u>1</u>	\$	<u>1.4 M</u>
SUBTOTAL			

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	3	\$	10.4 M
	<u>3</u>	\$	<u>10.4 M</u>
SUBTOTAL			
	9	\$	52.5 M
TOTAL			

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.



MAY 2014

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|--|----------------------------|--------------------------------------|
| 1. Wabtec Passenger Transit | \$35,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Sole Source - Three-year omnibus | | |
| Purchase of inventory and non-inventory replacement air brake and truck components and other sole source subway car parts. | | |

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

- | | | |
|--|--------------------|--------------------------------------|
| 2. UTC Fire and Security,
America's Corporation
Contract # C-52097.4 | \$2,368,686 | <u>Staff Summary Attached</u> |
| Modification to the contract for bus camera security systems, to purchase additional bus camera security systems for 63 buses and five depots and additional data management services. | | |

MAY 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** **\$666,900 (Est.)** *Staff Summary Attached*
Eight-month contract
REQ# 20557

Fire safety director services for 130 Livingston Street, 370 Jay Street and the Rail Control Center.

- 2. E-Solutions USA, LLC** **\$249,505 (Est.)**
Seven Bids/Low Bidder - Five-year contract
RFQ# 64620

This all-agency contract provides for the removal and disposal and/or recycling of obsolete computer and other electronic equipment (e-waste) from various MTA facilities including NYC Transit, MTA Headquarters, Bridges and Tunnels, Long Island Railroad, MTA Bus Company, Metro North Railroad, MTA Capital Construction, and MTA Business Service Center. It is a five-year miscellaneous service contract in the estimated amount of \$249,505, of which approximately 80% is designated for NYC Transit use and the remaining 20% for other participating agencies. All requests for service will be coordinated by NYC Transit and each of the covered agencies will reimburse NYC Transit for their cost of disposal/recycling services.

Materiel Operations' Asset Recovery Unit requested a new five-year contract to replace the expiring e-waste recycling services contract. This contract will provide the labor, material, and equipment necessary for the proper removal and transportation of e-waste from agency facilities. The contractor will utilize New York State Department of Environmental Conservation (NYSDEC) approved disposal/recycling facilities and recycle this equipment in a manner that is compliant with NYSDEC guidelines. The contractor will also de-manufacture the equipment into its original components, guarantee that data stored in any electronic devices will be destroyed or otherwise rendered into a condition in which data will be incapable of being recovered, and recycle all material so that nothing ends up in a landfill.

An invitation for bid was advertised resulting in seven bids. E-Solutions USA, LLC (E-Solutions) was the lowest bidder at \$249,505, which is 9% lower than the second-lowest bidder. Based on a comparison to other bids received, E-Solutions' bid is considered fair and reasonable.

MAY 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote Cont'd:

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.)

3. AlliedBarton Security Services, LLC \$2,400,000 (Est.)
Contract# 06H9503.7

Staff Summary Attached

Modification to the contract to provide armed security guard services, in order to add unarmed security guards at Fulton Center for eight months, plus an option to extend the contract term for up to an additional three months.

MAY 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. **Citnalta Construction, Corp.**
Contract # A-36193.1

\$1,391,187

Staff Summary Attached

Modification to the contract for brick arch repair at the 168th and 181st Street Stations, in order to repair structural components at the 157th Street Station.

MAY 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** **\$1,400,000 (NTE)** Staff Summary Attached
Contract # C-26005.156
Modification to the contract for civil, structural and utility relocation work for the Second Avenue Subway, 96th Street Station, in order to increase the allowance for the transportation and disposal of spoils.
2. **Skanska/Traylor, JV** **\$6,000,000** Staff Summary Attached
Contract # C-26008.68
Modification to the contract for station cavern mining and heavy civil/structural work for the Second Avenue Subway, 86th Street Station, in order to address the acceleration of Entrance 2 excavation, decking and blasting activities to mitigate the schedule impact resulting from a nearby residential building's sidewalk shed.
3. **Plaza Schiavone JV** **\$3,000,000** Staff Summary Attached
Contract # A-36125.288
Modification to the contract for the Fulton Center Enclosure, in order to furnish and install digital media display screens.

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Wabtec Passenger Transit (Duncan, SC)		Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Purchase of non-inventory and inventory replacement air brake, truck and other sole source subway car parts		Total Amount: \$35,000,000 (Est.)	
Contract Term (including Options, if any) May 30, 2014 – May 29, 2017		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input 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: Division of Materiel, Stephen M. Plochochi	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval			

Discussion:

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

There are approximately 6,653 items covered by this approval for the purchase of all air brake and truck components as well as other sole source parts such as coupler and current collector parts supplied by Wabtec. These items are identified as obtainable only from Wabtec for the following reasons: sole pre-qualified source on the Qualified Products List, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Wabtec. These items are advertised a minimum of once every twelve months to seek competition. A list of Wabtec sole source items, as well as NYC Transit's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be purchased on an as-required basis. Wabtec is approved to supply parts on all 6,324 NYC Transit subway cars (222 R32, 50 R42, 752 R46, 315 R62, 824 R62A, 425 R68, 200 R68A, 1,030 R142, 555 R142A, 212 R143, 1,662 R160 and 77 R188.)

The current omnibus approval for \$25,000,000 was approved by the Board in December 2011 and expires on January 2, 2015. There is a remaining balance of \$547,912 on the current omnibus approval. A new omnibus approval is required now because this remaining balance will be insufficient to support SMS and regular running repair projects for NYC Transit's subway cars through 2014. The greater-than-anticipated spend is attributed to work scope updates and forecast changes for the R142 and R142A subway cars which are undergoing a first-time 14-year heavy overhaul; and the R160 subway cars which are undergoing a first-time seven-year SMS during the term of the current omnibus approval. During the term of the new omnibus approval, the R62, R62A and R160 subway cars will be undergoing a seven-year SMS of trucks and brake systems and the R46, R142, R142A and R143 subway cars will undergo 14-year heavy overhaul of couplers, trucks and brake systems.

Procurement performed a price analysis on 174 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 174 items, 101 items purchased during the term of the current omnibus approval have a comparative price history. A comparative price analysis of these 101 items revealed an annual weighted average price increase of approximately 0.48%, which compares favorably to the annual average increase of 1.36% in a weighted average of the Producer Price Indices for these items. These 101 items amount to a total of \$16,463,175 or 74% of the value of the contracts issued under the current omnibus approval.

Based on the current forecasts and projections for 2014 through 2017 as provided by the Division of Car Equipment (DCE), it is anticipated that DCE will require approximately \$35,000,000 for sole source items from Wabtec during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from Wabtec for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Wabtec on an as-required basis. Each item purchased under this omnibus approval will be subject to a cost and/or price analysis and determination that the negotiated price is found to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2

Vendor Name (& Location) UTC Fire and Security, America's Corporation (Salem, OR)	
Description Installation of Bus Camera Security Systems	
Contract Term (including Options, if any) February 15, 2011 – December 31, 2017	
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: Department of Buses, Darryl C. Irick	

Contract Number C-52097	AWO/Modification # 4
Original Amount:	\$ 9,748,256
Prior Modifications:	\$ 22,787,281
Prior Budgetary Increases:	\$ 249,800
Current Amount:	\$ 32,785,337
This Request:	\$ 2,368,686
% of This Request to Current Amount:	6.9%
% of Modifications (including This Request) to Original Amount:	259.7%

Discussion:

This modification is for the purchase of bus camera security systems (BCSS) for 63 buses and five depots, a third year of data management services (DMS), and the extension of the contract period through December 31, 2019 in the amount of \$2,368,686.

The original contract was awarded to UTC Fire & Security (UTCFS) under an Immediate Operating Need for the provision and installation of BCSS consisting of cameras and digital video recorders on 426 buses (381 for NYC Transit and 45 for MTABC) as well as software and hardware for nine depots (seven for NYC Transit and two for MTABC) with an option for an additional 1,150 buses and corresponding depots. The decision to select UTCFS was the result of an informal competitive Request For Proposal process which allowed the Authority to evaluate technical performance, price and warranty provisions and ultimately select a superior product at a competitive price. The BCSS allows video images to be captured on buses and then wirelessly uploaded along with a system health report from buses to depot servers during the refueling process.

Modification No. 1 was awarded in December 2011 for \$19,763 to incorporate the provision, installation and integration of a central server into the BCSS to enable NYC Transit's Department of Buses (DOB) to conduct system-wide searches for video data without the need to physically access each depot's local server. Modification No. 2 was awarded in March 2012 for \$124,900 for the provision of DMS, which calls for UTCFS to provide a person to process video requests, retrieve video data, package video data for distribution, and ensure the integrity of the video data collection and the retention process. Modification No. 3 was awarded in April 2012 for \$22,642,618 in order to exercise an option for additional BCSS for 1,150 buses (1,045 for NYC Transit and 105 for MTABC) and 12 NYC Transit depots as well as the purchase of three additional servers. A budget adjustment was approved in May 2013 for \$249,800 to fund a second year of DMS as well as the provision of an additional person. Additionally, a Capital Budget Modification was approved in February 2014 through which funds originally slated for the installation of BCSS on 26 buses for NYC Transit were reallocated for the provision of BCSS for two additional NYC Transit depots. As of May 1, 2014, BCSS have been installed on 1,547 of the 1,550 buses and 21 of the 23 depots.

This Modification No. 4 includes the provision and installation of additional BCSS on 63 buses for MTABC and five MTABC depots, a third year of DMS and the extension of the contract period through December 31, 2019. Upon installation of these 63 BCSS on MTABC buses, all MTABC buses which were delivered pre-wired for BCSS by the bus manufacturer will be equipped with BCSS; the distribution of the 1,613 BCSS will be 1,400 for NYC Transit and 213 for MTABC. The depot equipment is required to accommodate the additional buses in the fleet with cameras and digital video recorders. The additional year of DMS is required to enable DOB to meet the projected demand for video requests.

The pricing for the items contained in this modification was included in the base contract. The total award of \$2,368,686 will consist of \$1,062,021 (\$16,857/bus) for on-board vehicle equipment for the 63 MTABC buses, \$1,042,865 (\$208,573/depot) for depot equipment for five MTABC depots, and \$263,800 for a third year of DMS. The final price of \$2,368,686 was found to be 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) June 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 REQ# 20557	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$666,900 (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 three NYC Transit locations: 130 Livingston Street, 370 Jay Street, and the Rail Control Center (RCC) in the estimated amount of \$666,900. 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. This contract will utilize existing New York State Office of General Services (NYS OGS) contract PS65725, which was competitively solicited through a Request For Proposals and whose pricing and other commercial terms have been deemed satisfactory.

A fire safety director is responsible for conducting fire and evacuation drills; selecting qualified personnel for a fire brigade; organizing, training, supervising and maintaining the availability and readiness of the fire brigade; and conducting monthly testing of the fire alarm communications system. The prior contract for fire safety director services (Contract 09C0060) was awarded in February 2010 to U.S. Security Associates (U.S. Security) for the three aforementioned locations. In January 2014, U.S. Security advised NYC Transit in writing that the City Comptroller added the fire safety director title to the prevailing wage schedule subsequent to award of the contract. Procurement thereafter entered into discussions with U.S. Security to modify the contract based on this subsequent change, but the pricing offered by U.S. Security was not as competitive as pricing offered by Summit under the existing NYS OGS contract. Summit's pricing is approximately 9.4% lower than the pricing proposed by U.S. Security. Accordingly, NYC Transit is terminating the contract with U.S. Security at no cost.

NYC Transit has decided to utilize this NYS OGS contract for only eight months at this time in order to allow sufficient time to solicit and award a new contract for all of NYC Transit's locations while continuing to provide continuity of service.

Having evaluated all available facts, Procurement finds Summit to be responsible, and Summit's estimated total price of \$666,900 to be fair and reasonable.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: 3

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, 2015	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input 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 Security, Vincent DeMarino	

Contract Number	AWO/Modification #
06H9503	7
Original Amount: (Est.)	
	\$ 21,885,332
Option Amount	
	\$ 12,043,290
Total Amount:	
	\$ 33,928,622
Prior Modifications: (excluding options)	
	\$ 13,258,863
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 47,187,485
This Request: (including option)	
	\$ 2,400,000 (Est.)
% of This Request to Current Amount:	
	5.1%
% of Modifications (including This Request) to Total Amount:	
	46.2%

Discussion:

This modification will add unarmed guard services to the armed guard contract with AlliedBarton Security Services, LLC (Allied) for the Department of Security at the Fulton Center.

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 NYC Transit locations. Allied also provides armed guards who perform similar duties for the Department of Security at designated NYC Transit locations. The contract included two one-year options, both of which were exercised. Subsequent modifications extended the contract term to April 30, 2015. 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.

In April, the Board approved the extension of this contract for an additional nine months to January 31, 2015 with an option to extend for up to an additional three months while a new Request For Proposal (RFP) is being evaluated, negotiated, and awarded. That RFP includes the addition of unarmed guards for Fulton Center.

Until that RFP can be awarded, this modification is required in order to provide unarmed security services for Fulton Center from June 1, 2014 to January 31, 2015, with an option to extend coverage for up to an additional three months. Staffing for Fulton Center will involve 24-hours-a-day/7-days-per-week coverage in order to ensure a safe, secure and orderly environment.

This modification and option require the contractor to comply with prevailing wage rates, and have been deemed fair and reasonable. The cost for the eight-month extension is estimated at \$1,750,000, and the option is estimated at \$650,000.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Citnalta Construction Corp. (Bohemia, NY)		Contract Number A-36193	AWO/Modification # 1
Description Brick Arch Repair at 168 th and 181 st Street Stations - Broadway/Seventh Avenue Line		Original Amount: \$ 42,152,500	
Contract Term (including Options, if any) March 27, 2013 – August 27, 2015		Prior Modifications: \$ 1,432,622	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$ 43,585,122	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request: \$ 1,391,187	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 3.2%	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith		% of Modifications (including This Request) to Original Amount: 6.7%	

Discussion:

This retroactive modification is for work at the 157th Street station on the Broadway/7th Avenue Line in Manhattan. It provides for the replacement of ten columns, the repair of an existing roof beam, and the installation of a new drip pan to protect the new columns from water infiltration.

The contract is for work at the 168th Street, 181st Street and 191st Street stations on the Broadway/7th Avenue Line in Manhattan. It provides for the removal of the brickface arches and installation of fiberglass reinforced concrete panels at the 168th Street and 181st Street stations; construction of a new scrubber room on the Southbound platform at the 181st Street station; a new drainage line for the existing scrubber room on the Southbound platform at the 191st Street station; and other related work.

In 2009, a large section of brickface ceiling arches in the 181st Street station fell to the track bed. Under an emergency contract, the rubble was cleaned and protective scaffolding was installed. In 2012, the design for the subject contract was completed; it also covers the 168th Street station as it has a similar brickface ceiling. The contract was solicited in late 2012 and bids were received in January 2013.

In April 2013, design was completed for structural component work at nearby 157th Street station to address corroded columns. The initial plan was to solicit the work as a separate contract with a budget over \$5 million. However, the subject contract had just been awarded and required multiple scheduled weekend diversions of service, which affect the 157th Street station. Piggybacking this work on those diversions would avoid the cost and passenger inconvenience of additional diversions of service for a separate contract. Also, it would advance the replacement of the corroded structure, mitigating a potential concern. Accordingly, on May 31, 2013, the SVP & Chief Engineer approved a retroactive waiver to perform the 157th Street station structural component work by a modification to this contract. The contractor was directed to proceed on June 10, 2013.

The contractor's initial proposal was \$2,724,557; NYC Transit's revised estimate was \$1,265,262. After negotiations, the lump sum amount of \$1,391,187 was agreed upon and found to be fair and reasonable. Savings of \$1,333,370 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location)	
E.E. Cruz and Tully Construction Company, JV, LLC (Holmdel, NJ)	
Description	
Civil, Structural, and Utility Relocation for the Second Avenue Subway – 96 th Street Station	
Contract Term (including Options, if any)	
May 28, 2009 – July 15, 2013	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
C-26005	156
Original Amount:	\$ 303,863,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,610,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 41,121,070
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 366,121,070
This Request:	\$ 1,400,000
% of This Request to Current Amount:	0.4%
% of Modifications (including this Request) to Total Amount:	13.1%

Discussion:

This modification will increase the allowance for the Transportation and Disposal (T&D) of spoils generated from excavation activities by an amount not-to-exceed \$1,400,000. This is the final adjustment to the T&D allowance.

The work to be performed under this contract includes the relocation of utilities; demolition of the former Century Lumber building and interior demolition of the Astor Terrace condominium; construction of temporary and permanent support of excavation retaining structures; connection to the existing tunnel north of 99th street; installation of temporary roadway decking; construction of the 96th Street station invert slab; and construction of certain station entrance and ancillary building structural elements.

The contract included a \$12 million allowance for costs associated with the T&D of spoils with payment based on competitive pricing for the various classifications of spoils. However, actual conditions encountered resulted in significantly higher costs due to unanticipated inefficiencies and increased quantities. As a result, the \$12 million allowance was exhausted by December 2011. Modification No. 113 was approved by the Board in April 2012 for an \$18 million increase to the not-to-exceed amount of the T&D allowance based on estimated remaining quantities. Modification No. 113 also included agreement on a unit price of \$60 per ton for all remaining spoils (utilizing a DBE trucking company) with an effective date of May 1, 2012.

This modification addresses the additional cost for the T&D of spoils excavated during the four and a half months (mid-December 2011 through April 2012) preceding the unit price agreement of May 1, 2012 and paid pursuant to the base contract pricing arrangement. This modification also addresses an overrun of 10,705 tons of spoils to be paid at the \$60 per ton rate. Approval is requested to increase the T&D allowance by an additional \$1,400,000, which is considered fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

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

Contract Number	AWO/Modification #:
C-26008	68
Original Amount:	\$ 294,360,000
Option 1 Amount:	\$ 7,500,000
Total Amount:	\$ 301,860,000
Prior Modifications:	\$ 9,281,672
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 311,141,672
This Request:	\$ 6,000,000
% of This Request to Current Amount:	1.9%
% of Modifications (including This Request) to Original Amount:	5.1%

Discussion:

This retroactive modification addresses the acceleration of Entrance 2 construction to mitigate the schedule impact resulting from a nearby building's sidewalk shed.

The contract includes the mining of the 86th Street Station cavern including mine shafts, adits for the entrances, an elevator shaft, electrical shafts, ancillaries, cross passages and underpinning for existing structures.

The contract requires the construction of Station Entrance 2 on the north side of 86th Street just east of 2nd Avenue. In order to adequately support the excavation for Entrance 2, the contractor was required to construct a support of excavation (SOE) wall adjacent to a residential building on East 86th Street. This residential building was performing its own façade repairs, which required the erection of a sidewalk shed to protect pedestrian traffic. Modification No. 55 was approved by the Board in December 2013 to address the increased difficulty and costs associated with performing the contract work with the conflicting sidewalk shed in place. As a result, the project schedule was impacted by 131 excusable and compensable work days resulting in a potential Substantial Completion date of March 27, 2015.

This modification was established to accelerate the Entrance 2 work in an effort to offset this delay. This modification includes additional dedicated shaft and service crews to support the Entrance 2 work separately from the cavern concreting operations; working certain crews through lunch; and performing a portion of the work on two shifts, rather than a single shift. Through this acceleration, an agreement has been reached on a mitigation of 80 of the 131 work days of delay resulting in completion of all work at Entrance 2 by November 28, 2014 and Substantial Completion by December 16, 2014. Impact costs associated with the remaining 51 compensable work days will be addressed in a subsequent modification. This modification also establishes a new milestone for the completion of all work, other than Entrance 2 work, by September 12, 2014.

To maintain progress at Station Entrance 2 and mitigate additional costs and delays to the contract schedule as well as the contracts associated with the station's finishes and systems, it was necessary to proceed with this modification on a retroactive basis. Approval was obtained from the MTACC President on February 25, 2014.

The contractor's proposal was \$6,553,396. MTACC's revised estimate is \$5,466,289. Negotiations resulted in a lump sum price of \$6,000,000, which was found to be fair and reasonable. Savings of \$553,396 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location)	
Plaza Schiavone JV (New York, NY)	
Fulton Street Transit Center Enclosure	
Contract Term (including Options, if any)	
August 5, 2010 – February 11, 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:	
President MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
A-36125	288
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 22,918,662
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 198,906,662
This Request:	\$ 3,000,000
% of This Request to Current Amount:	1.5%
% of Modifications (including This Request) to Original Amount:	14.7%

Discussion:

This retroactive modification is for the furnishing and installation of digital media display screens throughout the Fulton Center.

This contract is for the construction of the Fulton Center Enclosure, which is a new structure at the corner of Fulton Street and Broadway in the Borough of Manhattan, including all interior finishes and systems.

This modification is one of several to be presented to the MTA Board across the various Fulton Center contracts for the implementation of technology changes and the reprogramming of space previously identified for use by NYC Transit personnel. As a result of a new technology initiative started after award of the original contract, the designer proposed a new continuous technology system that would utilize dynamic visual displays for way-finding and advertising throughout Fulton Center's public areas, including the Dey Street Concourse and the A/C Mezzanine. Many of these displays are actually video walls comprised of multiple screens. MTACC determined that purchasing all the screens under this contract and near the end of the project would ensure standardization and the latest technology.

This modification includes the furnishing and installation of approximately 145 video screens of varying type and size for 50 separate media display walls, including a centralized control system. This modification also includes an excusable time extension of 88 work days resulting in a revised Substantial Completion date of June 16, 2014. The number of compensable days, if any, has yet to be determined and any resulting impact costs will be addressed in a subsequent modification. Separate approval will be sought for an additional modification to furnish and install video screens in five existing wall enclosures that were previously designated for static displays.

Due to the lead time associated with manufacturing the video screens and in order to ensure the completion of the work in time for the opening of Fulton Center, it was necessary to proceed with this modification on a retroactive basis. Retroactive approval to order the video screens was obtained from the MTACC President on March 14, 2014.

The contractor's proposal included a price of \$3,733,148 for the work. MTACC's revised estimate is \$2,958,779. Negotiations resulted in a lump sum price of \$3,000,000, which was found to be fair and reasonable. Savings of \$733,148 were achieved.

6. SERVICE CHANGES

Report



Bus Company



New York City Transit

D. SERVICE CHANGES: IMPLEMENT NEW B13, B83, AND Q8 EXTENSION TO GATEWAY CENTER II BUS TERMINAL

Service Issue

Gateway Center II retail development will open in August 2014. The development will greatly expand the size of Gateway Center, a regional shopping destination. Currently, the B13, B83, B84, and Q8 terminate near the Brooklyn Developmental Center, across the street from Gateway Center I. Related Companies, the developer, is constructing a bus terminal for the B13, B83 and Q8 bus routes adjacent to Gateway Center II. Buses provide the only public transportation service to the development, an important link for workers and customers accessing the area.

Recommendation

Implement new B13, B83, and Q8 bus route extensions to Gateway Center II terminal.

Budget Impact

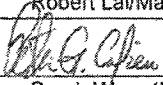
The net operational cost associated with this service is \$700,000 annually for NYCT bus routes and \$288,000 annually for MTA Bus Company.

Proposed Implementation Date

August 31, 2014.







Staff Summary




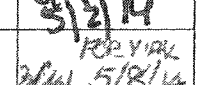
Page 1 of 5

Subject	Implement B13, B83, and Q8 Extension to Gateway Center II Bus Terminal
Department	Operations Planning
Department Head Name	Peter G. Cafiero (NYCT) Robert Lai/Mark Holmes (MTA Bus)
Department Head Signature	
Project Manager Name	Sarah Wyss (NYCT) Robert Lai (MTA Bus)

Date	April 29, 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, NYCT		X		
2	President, MTA Bus		X		
3	NYCT/MTA Bus Cmte			X	

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

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

Purpose

To obtain Presidential approval and inform the Transit and Bus Committee of the new B13, B83, and Q8 bus route extension to serve Gateway Center II bus terminal.

Discussion

A full-time extension of the B13, B83 (operated by NYCT), and Q8 (operated by MTA Bus Company) bus routes are recommended to serve the bus terminal currently being constructed at Gateway Center II in Spring Creek, Brooklyn. Gateway Center II expands the amount of commercial space at Gateway Center, a regional shopping destination. The development includes a new bus terminal that accommodates up to six buses. The bus terminal is located adjacent to Gateway Drive in the Gateway Center II development.

The legal name of NYC Transit is New York City Transit Authority
The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The existing terminal for the B13, B83, and Q8 is located on Seaview Avenue, near side, Erskine Street. This terminal location is inconvenient for most shoppers since they have to cross Erskine Street to reach Gateway Center. Also, the current terminal only provides access to the eastern section of the commercial center. The existing bus stops are littered with trash and shopping carts. Some of the bus stops do not have shelters due to the narrow sidewalks on Erskine Street. Related Companies, the developer of Gateway Center I and II, contacted NYCT and MTA Bus Company to request bus service to the new development and committed to building a bus terminal. NYCT and MTA Bus Company worked with the developer to design the bus terminal to ease bus operations and provide convenient connections and amenities for customers. In 2011, MTA Chairman Tom Prendergast and MTA Bus President Darryl Irick sent a letter to Related Companies which stated the agency's agreement to extend the bus routes to the new Gateway Center II terminal, when construction is completed.

The southbound B13 route would operate along its current route from Ridgewood to Spring Creek, traveling along Fountain Avenue, right on Seaview Avenue to Gateway Drive to its new southern terminal at Gateway Center II. Northbound, the B13 would travel along Gateway Drive to Erskine Street and its existing route (see attached map). The B13 would continue to serve all stops that it currently serves.

The southbound B83 route would operate along its current route from East New York to Spring Creek. At Erskine Street and Gateway Drive it would turn left to travel via Gateway Drive to its new southern terminal at Gateway Center II. Northbound the B83 would travel along Gateway Drive to make a right on Erskine Street and continue via its existing route (see attached map). The B83 would no longer serve four bus stops on Erskine Street, Vandalia Street, Fountain Avenue, and Seaview Avenue.

The westbound Q8 route would operate along its current route from Jamaica to Spring Creek, travel along Fountain Avenue, make a right on Seaview Avenue to Gateway Drive to its new southern terminal at Gateway Center II. Eastbound, the Q8 would travel along Gateway Drive to Erskine Street and its existing route (see attached map). The Q8 would continue to serve all stops that it currently serves.

New stops for the B13, B83, and Q8 would be located on Gateway Drive at Site Drive in both directions, as well as at the new Gateway Center terminal. An additional new stop for the B83 would be located on Gateway Drive at Erskine Street.

The B13, B83, and Q8 extensions will operate at all times.

Recommendation

Implement new B13, B83, and Q8 bus route extensions to Gateway Center terminal.

Staff Summary

Page 3 of 5

Alternatives to the Proposed Service Change

1. *Do nothing.* Does not adequately serve Gateway Center II, a regional shopping destination.
2. *Extend B84 to Gateway II.* The B84 follows the same route path as the B13, B83, and Q8 at Gateway Center. The route was implemented in June 2013, after the new bus terminal was under construction. The new terminal does not provide enough space to accommodate the B84. The B84 was implemented in order to provide access between the new housing and schools north of the Gateway Center Mall and the New Lots Av ③ Station. Ridership to and from the Gateway Center Mall is minimal. Extending the B84 would cost \$170,000 annually.
3. *Route B83 via Erskine St, Vandalia Av, Fountain Av, Seaview Av to Gateway Dr and the new terminal.* The B83 would continue to circle around the Brooklyn Development Center via Erskine Street, Vandalia Avenue, Fountain Avenue, and Seaview Avenue. This would continue to provide B83 bus service to the residential areas of Gateway Estates and the Brooklyn Development Center, however it would take the vast majority of customers who are traveling to the mall on a circuitous, time consuming path. Ridership data show that six times as many B83 customers are going to Gateway Center as are going to the Brooklyn Development Center and Gateway Estates. Routing the B83 along the Brooklyn Development Center loop would cost an additional \$557,000 annually.

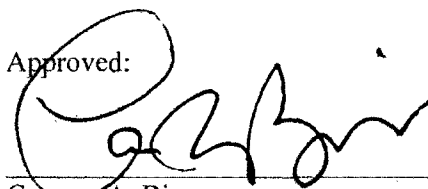
Budget Impact

The net operational cost associated with this service is \$700,000 annually for NYCT and \$288,000 annually for MTA Bus Company

Proposed Implementation Date

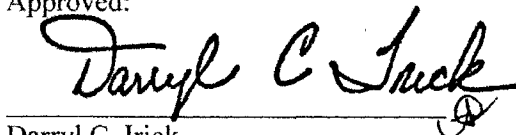
August 31, 2014.

Approved:



Carmen A. Bianco,
President, NYC Transit

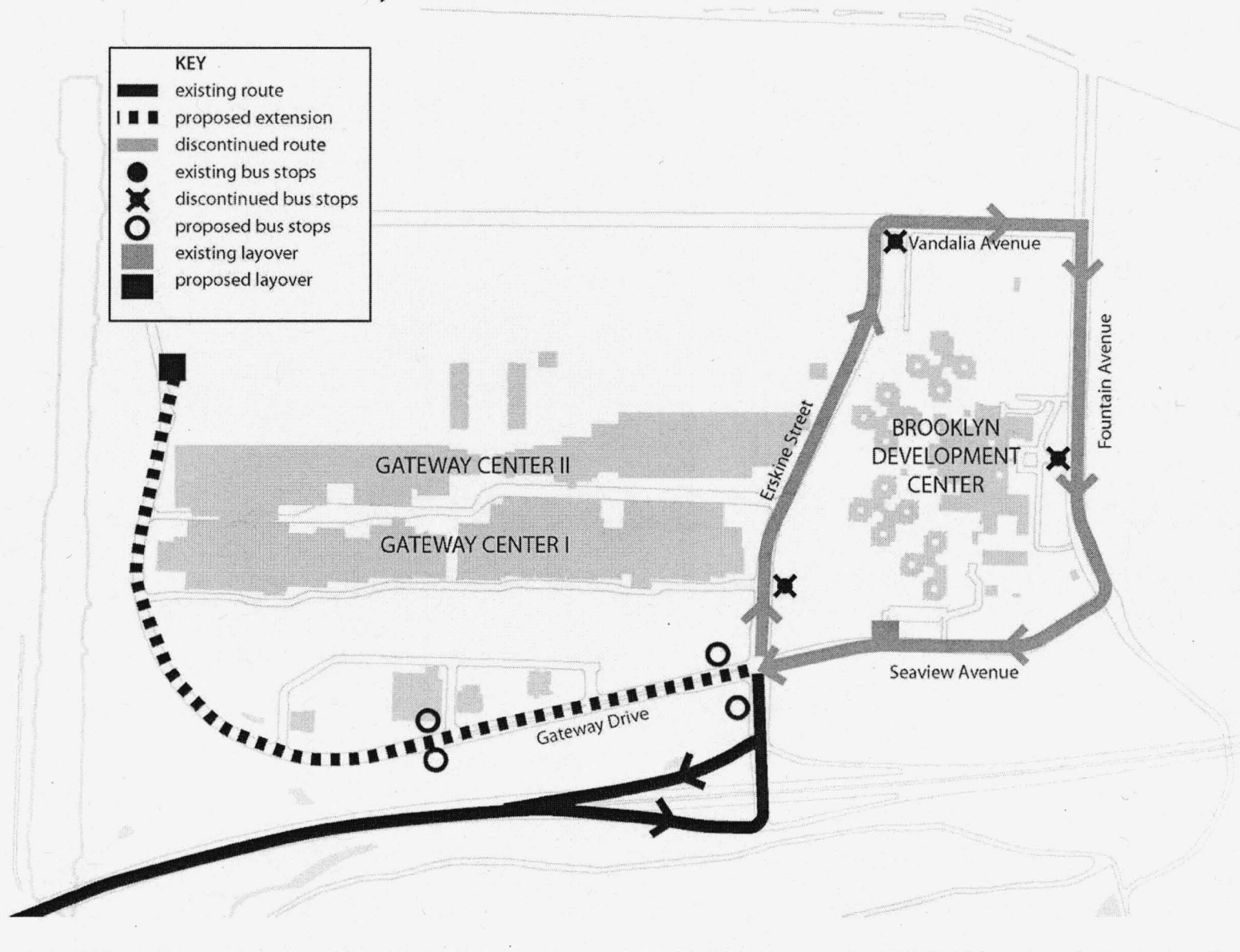
Approved:



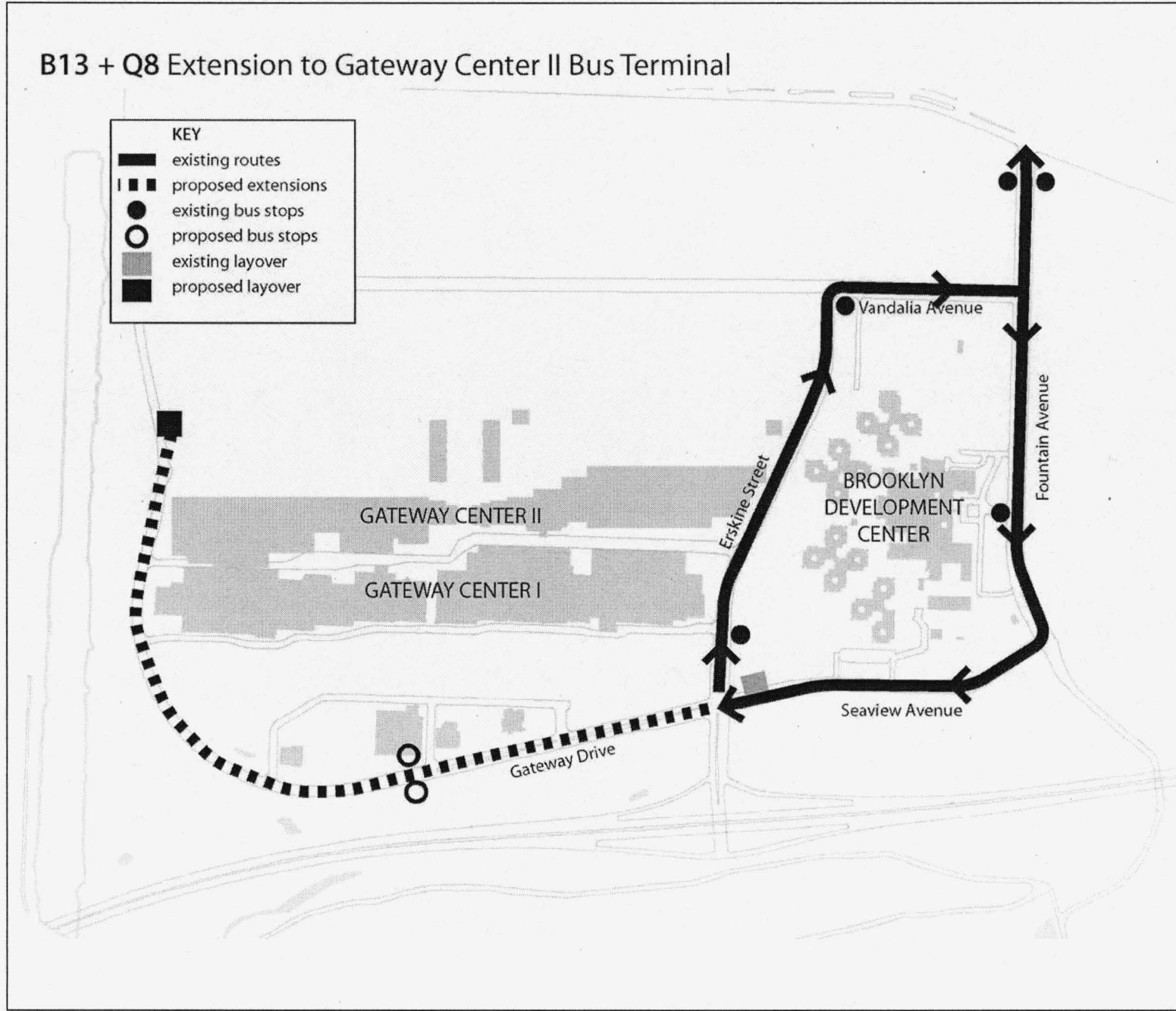
Darryl C. Irick,
President, MTA Bus

The legal name of NYC Transit is New York City Transit Authority
The legal name of MTA Bus is MTA Bus Company.

B83 Extension to Gateway Center II Bus Terminal



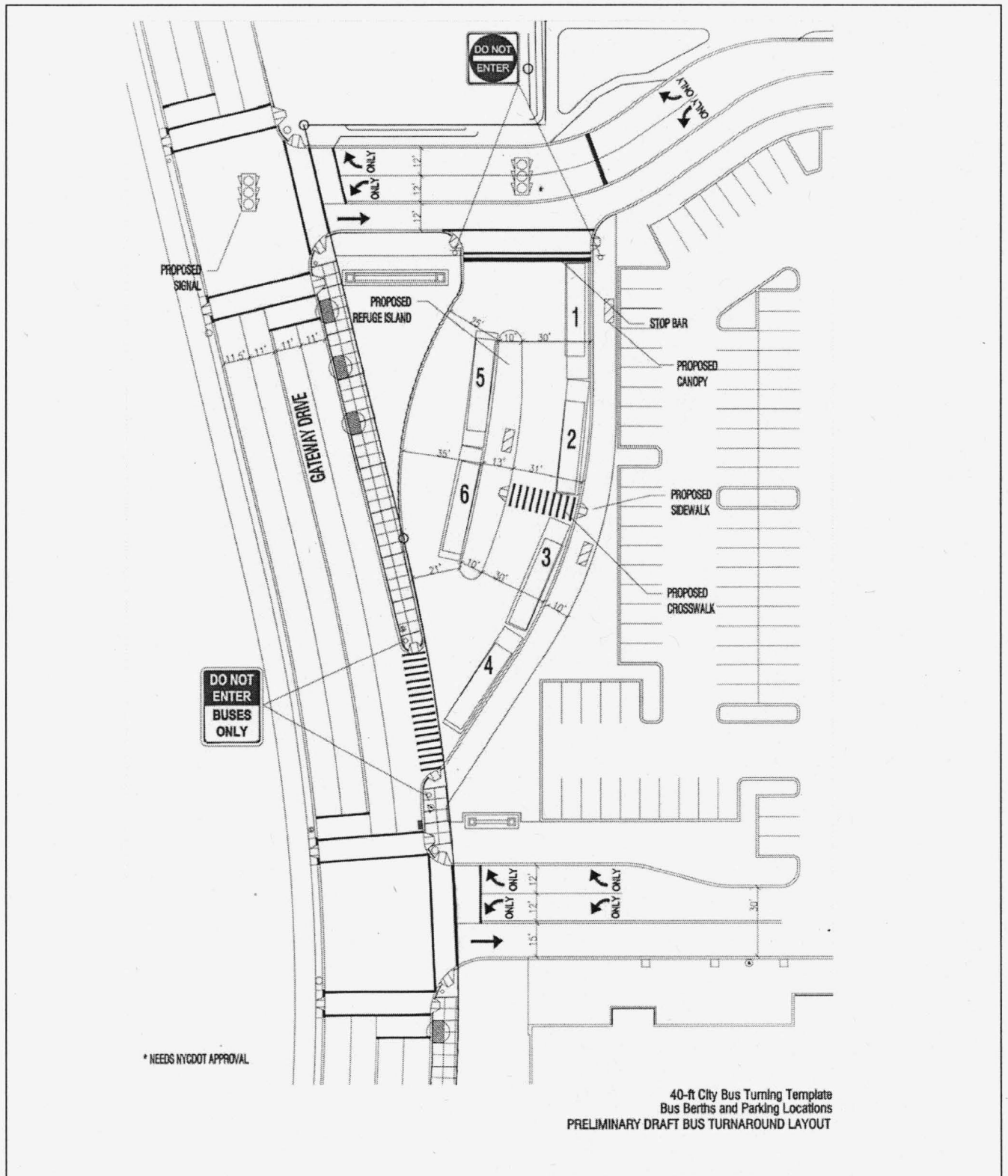
The legal name of NYC Transit is New York City Transit Authority
The legal name of MTA Bus is MTA Bus Company.



The legal name of NYC Transit is New York City Transit Authority
The legal name of MTA Bus is MTA Bus Company.

Staff Summary

Attachment 1



The legal name of NYC Transit is New York City Transit Authority
The legal name of MTA Bus is MTA Bus Company.

Report



New York City Transit

SERVICE CHANGES:

NYC TRANSIT COMMITTEE NOTIFICATION:

● L AND ● M SCHEDULE CHANGES EFFECTIVE FALL 2014

Service Issue

To ensure that subway schedules accurately match current rider demand, 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 subway loading guidelines.

Recommendation

Routine ● M and ● L schedule adjustments are proposed for implementation.

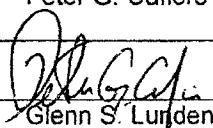
Budget Impact

Implementation of the proposed routine ● L and ● M schedule changes will cost approximately \$1.7 million annually, which will be incorporated into the mid-year 2014 budget amendment and will be included in the 2015 budget.

Proposed Implementation Date





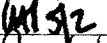

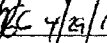
Fall 2014.

Staff Summary

Subject	L and M Schedule Changes Effective Fall 2014
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Glenn S. Lunden

Date	April 30, 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 	4	Director OMB 
7	Executive VP 	X 3	VP General Counsel
X 6	SVP Subways 	2	VP GCR 
5	VP Corp. Comm 	1	Chief OF 

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of schedule adjustments on the **L** and **M** routes in response to changes in subway ridership.

Discussion

Schedule adjustments on the **L** and **M** routes are a product of NYC Transit's continuing effort to review and revise subway schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted loading guidelines. A list of these proposed adjustments are shown in Attachment 1.

The schedule changes outlined below have been identified for implementation in Fall 2014. The **M** schedule changes will be implemented concurrent with the restoration of **R** service through the Montague Tube in Fall 2014, and the **L** schedule changes will be implemented with the Fall 2014 Pick. These changes represent increases in or reallocation of service levels during rush hour and off-peak periods to more closely align **L** and **M** service with customer demand and established guidelines for subway operation.

The schedule changes proposed are as follows:

- Weekday evening **L** service will be increased a total of 3 round trips.
- Weekday **M** service will be increased a total of 1 round trip (one northbound trip in the morning rush and one southbound trip in the late afternoon).
- Saturday **L** service will be increased a total of 33 round trips.
- Sunday **L** service will be increased a total of 23 round trips.

Recommendation

Implement routine **L** and **M** schedule adjustments.

Staff Summary

Alternative to the Proposed Service Change

Do nothing. NYCT would not make normal **L** and **M** service adjustments to better meet customer demand.

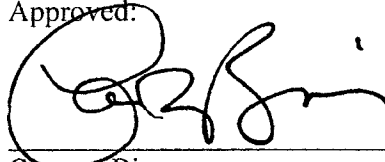
Budget Impact

Implementation of the proposed routine **L** and **M** schedule changes will cost approximately \$1.7 million annually, which will be incorporated into the mid-year 2014 budget amendment and will be included in the 2015 budget.

Proposed Implementation Date

Fall 2014.

Approved:



Carmen Bianco
President

Attachment 1
Fall 2014 Schedule Changes

				Current			Proposed		
Route	Direction*	Time Period		Scheduled Trains	Average Headway	Percent of Guideline	Scheduled Trains	Average Headway	Percent of Guideline
●	Southbound	weekday	2100-2300	24	5.0	102%	27	4.4	90%
●	Northbound	Saturday	0800-1300	50	6.0	112%	60	5.0	93%
●	Southbound	Saturday	1500-2100	72	5.0	126%	90	4.0	100.9%**
●	Northbound	Sunday	0800-1300	38	7.9	121%	46	6.5	99.8%
●	Southbound	Sunday	1300-2100	80	6.0	114%	96	5.0	95%
●	Northbound	weekday	0800-0900	6	10.0	117%	7	8.6	99.9%

* All scheduled trains make round trips; however, the morning rush hour ● return trip is in the late afternoon.

**Although ● service will operate slightly over guideline loads during some time periods on Saturdays, it is not feasible to schedule more than the proposed 15 trains per hour on weekends for maintenance reasons.

7. SPECIAL REPORTS & PRESENTATIONS

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>March 2013</u>	<u>March 2014*</u>	<u>Difference</u>
Cash	2.8%	2.6%	(0.3%)
Single-Ride Ticket	1.0%	0.8%	(0.2%)
Bonus Pay-Per-Ride	43.5%	42.8%	(0.7%)
Non-Bonus Pay-Per-Ride	3.6%	3.1%	(0.5%)
7-Day Farecard	18.3%	20.4%	2.1%
30-Day Farecard	<u>30.8%</u>	<u>30.3%</u>	(0.5%)
Total	100.0%	100.0%	

* Preliminary

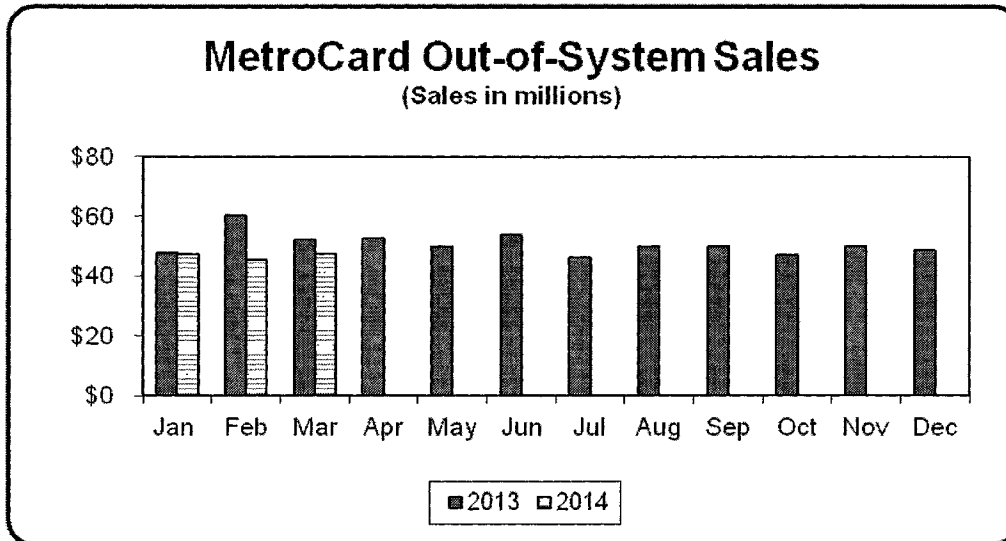
Note: Percentages may not add due to rounding.

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 March 2014 was 5,407 a 2.35 percent increase from the same period last year. The average value of a credit issued was \$68.61.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.7 million in March 2014, an 8.4 percent decrease compared to March of 2013. Year-to-date sales totaled \$140.5 million, a 12.3 percent decrease compared to the same period last year.



Retail Sales

There were 4,386 active out-of-system sales and distribution locations for MetroCards, generating \$25.0 million in sales revenue during March 2014.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 166,770 MetroCards valued at approximately \$14.5 million were made in March 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$87.07. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 58,465 for March 2014, generating an additional \$6.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$66.9 million, a 6 percent decrease when compared to last year.

Mobile Sales Program

In March 2014, the Mobile Sales unit completed 188 site visits, of which 132 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$108,000 in revenue was generated. In March 2014, the Mobile Sales unit assisted and enabled 1,632 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the South Jamaica Houses (Queens).

Reduced-Fare Program

During March 2014 enrollment in the Reduced-Fare Program increased by 5,633 new customers, while 861 customers left the program. The total number of customers in the program is 888,346. Seniors account for 722,967 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 165,379 customers. Of those, a total of 36,017 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.3 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In March 2014, the EasyPay Reduced Fare program enrollment totaled 136,572 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In March 2014, the EasyPay Xpress PPR program enrollment totaled 69,204 accounts. During this month, active Xpress PPR customers accounted for approximately 1.3 million subway, express bus and local bus rides with \$3.2 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$61.

EasyPay Xpress Unlimited Program

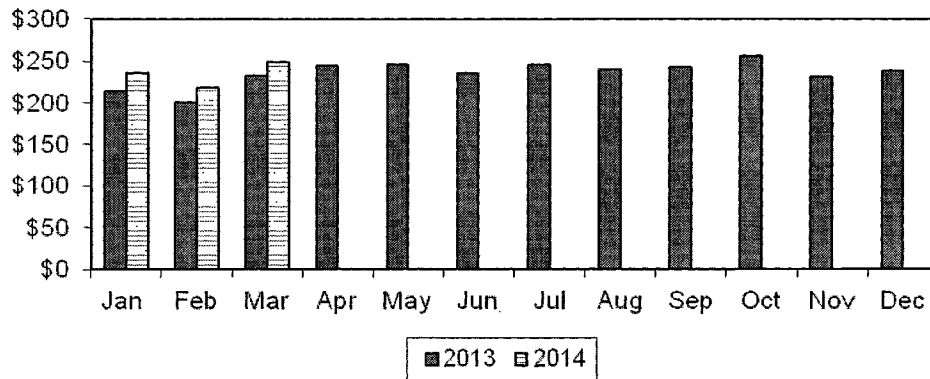
In March 2014, the EasyPay Xpress Unlimited program enrollment totaled 12,577 accounts. During this month, active Xpress Unlimited customers accounted for approximately 601,000 subway and local bus rides with \$1.2 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during March 2014 totaled \$248.6 million, on a base of 14.8 million customer transactions. This represents an 8.6 percent increase in year-to-date vending machine sales compared to the same period last year. During March 2014, MEMs accounted for 1,969,922 transactions resulting in \$50,527,043 in sales. Debit/credit card purchases accounted for 75.9 percent of total vending machine revenue, while cash purchases accounted for 24.1 percent. Debit/credit card transactions account for 50.4 percent of total vending machine transactions, while cash transactions account for 49.6 percent. The average credit sale was \$28.95, more than three times the average cash sale of \$8.14. The average debit sale was \$20.54.

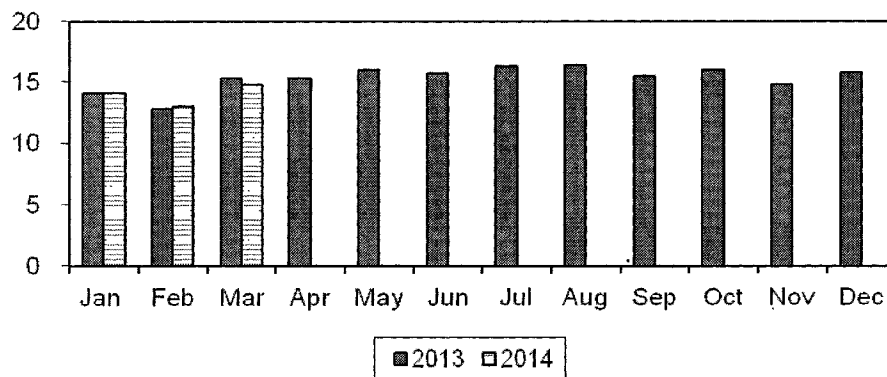
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



8. STANDARD FOLLOW-UP REPORTS



Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, NY 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FIRST QUARTER 2014

The following is a comparison of the key indicators for the first quarter of 2014 as compared to the same period in 2013:

- Summons issuance increased by 33% (from 27,600 in 2013 to 36,600 in 2014).
- TAB received 24,200 payments in 2014, an 8% increase from 2013 first quarter payments of 22,200. Direct payments increased by 10% from the first quarter of 2013 and payments received from state tax refunds increased 3% from 3,400 to 3,500.
- Overall total revenue for the quarter totaled \$2,511,900, a 13% increase from the 2013 first quarter revenue of \$2,220,000. This includes \$484,800 receipts from state tax refunds relating to outstanding judgments from prior years, and representing a 3% decrease from total state tax refunds of \$498,900 in 2013. Receipts from direct payments increased by 15% to \$1,948,500 in 2014 as compared to \$1,701,500 in the first quarter of 2013.
- Expenses decreased by 2% (\$1,568,600 compared to \$1,594,700) from the first quarter of 2013.
- TAB revenue exceeded expenses in the first quarter in 2014 by \$943,300 compared to \$625,300 for the first quarter of 2013.

<http://www.mta.info/nyc/TransitAdjudicationBureau.html>

**MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FIRST QUARTER 2014**

INDICATOR	1st QTR 2014	1st QTR 2013	Y-T-D 2014	Y-T-D 2013
ISSUANCE DATA				
Violations Issued	36,000	27,600	36,000	27,600
% With Telephone Data	62%	62%	62%	62%
% With Employer Data	27%	25%	27%	25%
PAYMENT DATA				
Number of Payments	24,200	22,200	24,200	22,200
Regular	20,700	18,800	20,700	18,800
State Tax Refund	3,500	3,400	3,500	3,400
Amount Paid	\$2,433,300	\$2,200,400	\$2,433,300	\$2,200,400
Regular	\$1,948,500	\$1,701,500	\$1,948,500	\$1,701,500
State Tax Refund	\$484,800	\$498,900	\$484,800	\$498,900
Average Payment	\$101.00	\$99.00	\$101.00	\$99.00
Yield per NOV	\$68.00	\$80.00	\$68.00	\$80.00
REVENUE/EXPENSE DATA				
Revenue	\$2,511,900	\$2,220,000	\$2,511,900	\$2,200,000
Expenses	\$1,568,600	\$1,594,700	\$1,568,600	\$1,594,700
ADJUDICATIONS				
Total Cases Adjudicated	7,360	5,841	7,360	5,841
Admin Dismissals	586	474	586	474
Hearings	6,774	5,367	6,774	5,367

ELEVATOR AND ESCALATOR QUARTERLY REPORT

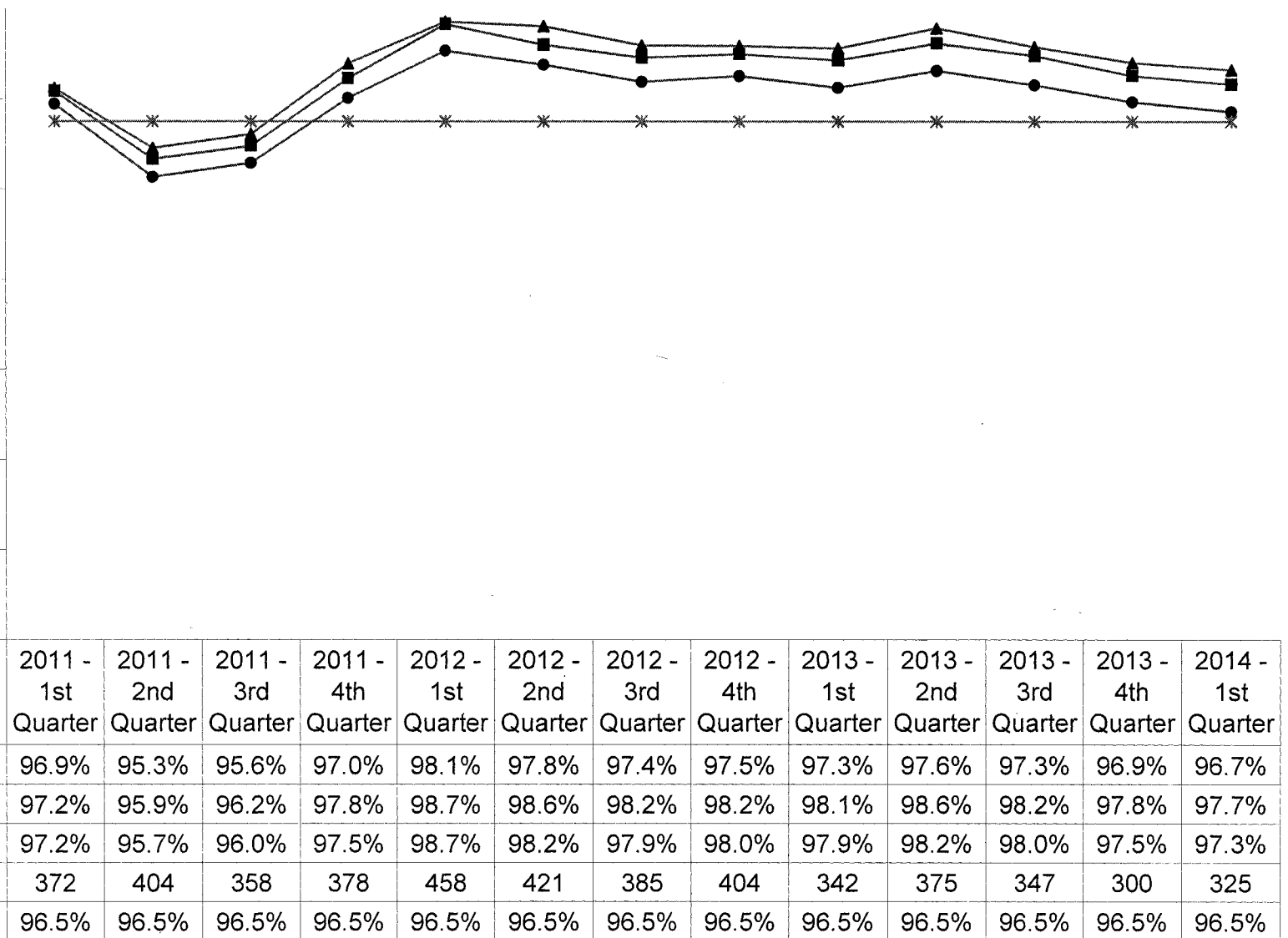
8.3

MTA / New York City Transit

First Quarter - 2014

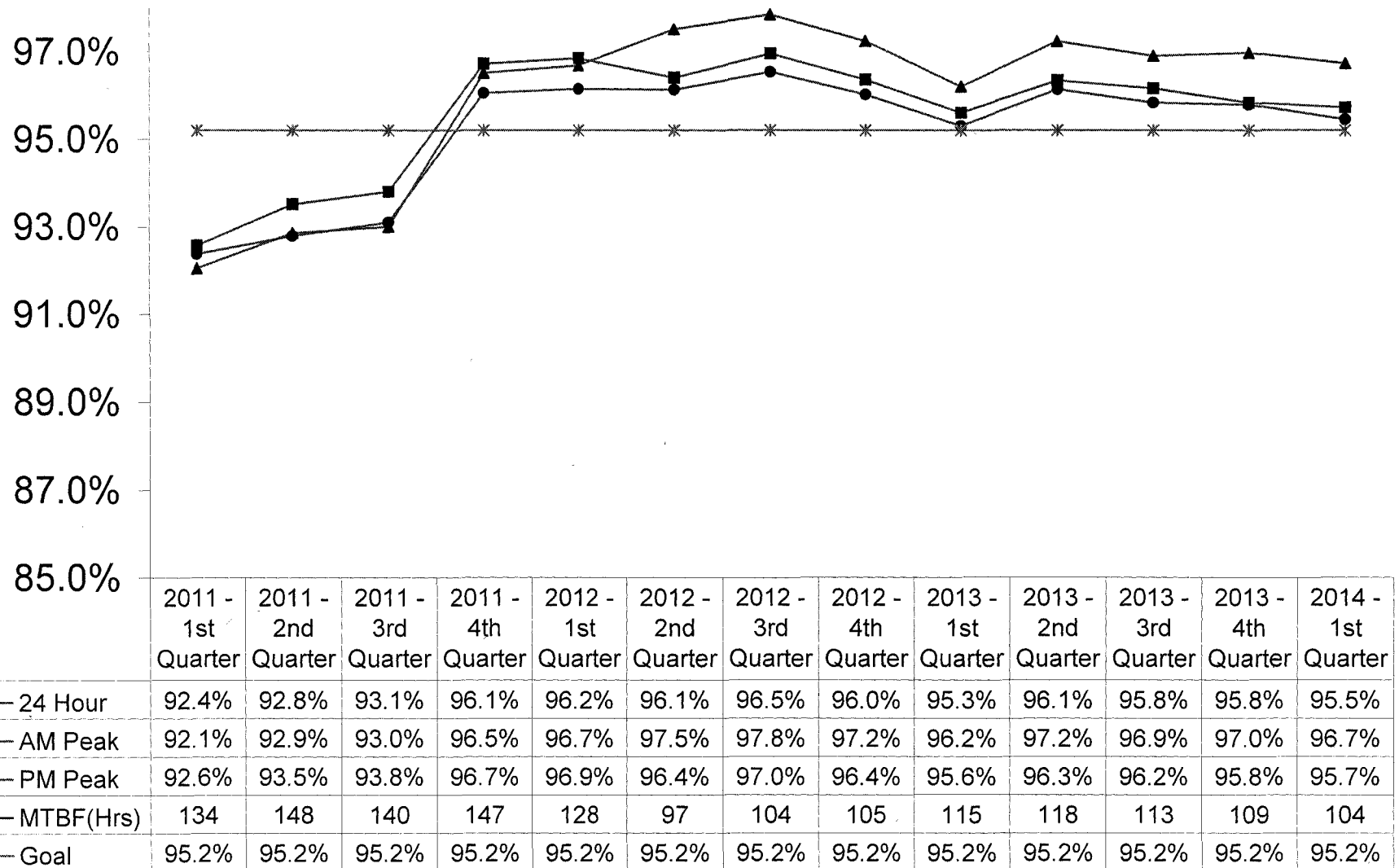
Passenger Elevator 2014 1st Quarter Availability

99.0%
97.0%
95.0%
93.0%
91.0%
89.0%
87.0%
85.0%



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator 2014 1st Quarter Availability



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Elevator and Escalator Quarterly Performance Summary First Quarter - 2014

Elevator Performance

Borough	No. Units	Avg Age	2014 1st Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	26	9.6	96.7%	97.0%	97.2%	344	245	99	27
Brooklyn	51	8.8	96.4%	97.6%	96.7%	651	445	206	24
Manhattan	103	11.0	96.7%	97.6%	97.4%	1424	966	458	73
Queens	31	12.4	97.5%	98.7%	98.4%	447	293	154	11
System	211	10.4	96.7%	97.7%	97.3%	2866	1949	917	135

Escalator Performance

Borough	No. Units	Avg Age	2014 1st Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	14.9	95.1%	96.7%	94.6%	463	397	66	0
Brooklyn	33	12.9	93.4%	94.9%	92.1%	1243	1078	165	0
Manhattan	87	13.1	95.2%	96.5%	96.0%	3889	3344	545	0
Queens	44	12.8	97.5%	98.5%	98.3%	784	558	226	0
System	176	13.4	95.5%	96.7%	95.7%	6379	5377	1002	0

Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator											
Quarterly Performance By Borough											
First Quarter - 2014											
	Borough:		Bronx								
		Age	Station	2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
	1 EL129	17	3rd Ave-149 St 2 5	88.1%	90.7%	88.5%	98.7%	20	16	4	4
	2 EL182	7	Gun Hill Rd 2 5	90.0%	88.4%	90.6%	95.5%	23	20	3	2
	3 EL183	7	Gun Hill Rd 2 5	90.5%	90.1%	86.5%	96.4%	24	22	2	5
	4 EL136	6	Pelham Pkwy 2 5	94.0%	95.2%	95.2%	98.4%	14	9	5	0
	5 EL192	6	233rd St 2 5	94.3%	91.5%	95.7%	95.9%	18	15	3	4
	6 EL133	12	161 St-Yankee Stadium 4	94.9%	94.9%	95.1%	97.3%	16	12	4	0
	7 EL135	12	161 St-Yankee Stadium B D	96.1%	95.6%	98.1%	97.4%	22	18	4	2
	8 EL184	7	231st St 1	96.8%	98.2%	95.6%	98.1%	20	14	6	0
	9 EL138	6	Pelham Pkwy 2 5	96.8%	97.5%	97.2%	99.1%	17	14	3	2
	10 EL122	24	Pelham Bay Park 6	96.9%	97.1%	97.6%	98.8%	12	9	3	1
	11 EL132	12	161 St-Yankee Stadium 4	97.1%	97.8%	98.3%	97.6%	11	6	5	0
	12 EL130	17	3rd Ave-149 St 2 5	97.2%	97.0%	98.9%	98.8%	18	12	6	2
	13 EL134	12	161 St-Yankee Stadium B D	97.8%	97.9%	99.4%	99.3%	18	14	4	1
	14 EL127	9	Simpson St 2 5	97.8%	98.8%	98.9%	95.7%	10	5	5	0
	15 EL188	8	Fordham Rd 4	98.0%	98.5%	96.4%	99.8%	10	9	1	1
	16 EL128	8	Simpson St 2 5	98.1%	98.0%	99.0%	98.8%	13	10	3	0
	17 EL159	1	180th Street 2 5	98.3%	98.5%	99.6%	99.3%	12	8	4	0
	18 EL137	6	Pelham Pkwy 2 5	98.6%	99.9%	100.0%	98.8%	9	3	6	0
	19 EL121	24	Pelham Bay Park 6	98.7%	98.3%	98.9%	96.4%	11	7	4	0
	20 EL187	8	Fordham Rd 4	98.7%	99.5%	98.2%	96.8%	9	6	3	1
	21 EL194	6	233rd St 2 5	98.9%	99.1%	98.9%	99.3%	4	1	3	0
	22 EL131	12	161 St-Yankee Stadium 4 B D	99.1%	99.3%	99.9%	94.0%	8	4	4	0
	23 EL186	8	Fordham Rd 4	99.1%	99.6%	99.9%	98.9%	7	3	4	0
	24 EL193	6	233rd St 2 5	99.3%	100.0%	99.6%	98.8%	7	3	4	1
	25 EL160	1	180th Street 2 5	99.3%	99.4%	100.0%	99.1%	5	2	3	0
	26 EL185	7	231st St 1	99.3%	99.8%	100.0%	99.5%	6	3	3	1
	26	9.6	Elevator Subtotal:	96.7%	97.0%	97.2%	97.9%	344	245	99	27
	1 ES120	24	Pelham Bay Park 6	87.3%	87.4%	87.8%	88.9%	8	4	4	0
	2 ES113	12	161 St-Yankee Stadium 4	91.1%	98.8%	98.8%	98.0%	108	101	7	0
	3 ES122	17	Pelham Pkwy 2 5	94.7%	95.4%	94.8%	88.4%	19	10	9	0
	4 ES123	17	Pelham Pkwy 2 5	95.2%	96.1%	96.0%	98.0%	36	28	8	0
	5 ES105	8	Gun Hill Rd 2 5	95.4%	98.3%	85.2%	96.6%	57	53	4	0
	6 ES106	9	West Farms Sq-E Tremont Av 2 5	95.4%	97.3%	94.0%	96.2%	40	33	7	0
	7 ES108	21	Intervale Av 2 5	95.4%	100.0%	92.1%	95.0%	45	40	5	0
	8 ES111	12	Parkchester 6	95.6%	95.3%	96.5%	96.7%	37	32	5	0
	9 ES104	8	Gun Hill Rd 2 5	96.9%	95.8%	92.0%	82.5%	42	40	2	0
	10 ES114	15	161 St-Yankee Stadium 4	97.9%	99.2%	98.6%	66.5%	22	17	5	0
	11 ES121	24	Pelham Bay Park 6	98.0%	97.1%	100.0%	97.0%	9	5	4	0
	12 ES112	12	Norwood-205 St D	98.3%	99.2%	99.8%	96.4%	40	34	6	0
	12	14.9	Escalator Subtotal:	95.1%	96.7%	94.6%	91.7%	463	397	66	0
	*Note the number of entrapments are included in the non scheduled outages count.										

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2014

	Borough:		Manhattan										
								2013 1st Qtr.					
	Unit ID	Age (Yrs)	Station	2014 1st Quarter Availability			Availability	Outages			Entrap ments		
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled			
1	EL111	16	168 St 1	74.2%	75.3%	74.8%	92.9%	13	10	3	1		
2	EL721	0	Fulton St A C J Z 2 3 4 5	78.9%	78.5%	82.1%	0.0%	20	17	3	5		
3	EL244	12	Grand Central-42 St 7	79.7%	82.6%	79.8%	93.8%	55	20	35	2		
4	EL224	11	8 Av L	87.9%	90.9%	89.2%	98.2%	26	18	8	6		
5	EL103	10	191 St 1	88.4%	88.9%	90.0%	97.6%	11	7	4	0		
6	EL109	14	181 St 1	89.4%	88.7%	91.2%	98.3%	30	24	6	0		
7	EL334	9	West 4 St A B C D E F M	90.8%	91.6%	91.3%	98.2%	19	14	5	0		
8	EL219	13	14 St-Union Sq N Q R	91.4%	91.8%	92.2%	99.7%	16	11	5	0		
9	EL145	3	96th St 231	91.9%	93.3%	92.4%	98.4%	28	23	5	3		
10	EL112	16	168 St 1	94.0%	95.5%	95.1%	96.5%	19	15	4	4		
11	EL402	24	Lexington Av-63 St F	94.0%	95.6%	94.4%	98.2%	10	6	4	1		
12	EL225	11	34 St-Penn Station C E	94.1%	91.8%	97.2%	97.2%	40	33	7	2		
13	EL238	14	66 St-Lincoln Center 1	94.6%	94.4%	95.6%	98.0%	9	4	5	1		
14	EL332	1	Bleecker St D F B M 6	94.6%	95.6%	94.8%	95.5%	8	5	3	0		
15	EL245	9	Lexington Av-53 St E M	95.2%	97.5%	94.9%	98.7%	15	13	2	5		
16	EL213	20	34 St-Herald Sq B D F M N Q R	95.3%	97.2%	93.8%	96.3%	21	18	3	0		
17	EL281	4	57 St-7 Av N Q R	95.4%	94.8%	96.3%	98.6%	50	49	1	2		
18	EL330	1	Bleecker St D F B M 6	95.5%	95.9%	95.7%	99.5%	12	8	4	1		
19	EL223	11	14 St A C E	95.6%	97.1%	96.1%	98.6%	15	11	4	0		
20	EL206	23	Grand Central-42 St 4 5 6	95.6%	96.7%	96.4%	98.0%	16	9	7	1		
21	EL315	21	Brooklyn Bridge 4 5 6	95.7%	97.5%	95.4%	99.0%	10	4	6	0		
22	EL118	9	181 St A	95.8%	97.2%	96.1%	98.3%	14	11	3	1		
23	EL710	6	Bowling Green 4 5	95.8%	97.0%	95.3%	95.8%	23	19	4	3		
24	EL229	10	Times Sq-42 St N Q R	96.1%	97.3%	96.7%	99.1%	9	5	4	0		
25	EL139	7	168 St 1 A C	96.2%	96.6%	96.5%	96.4%	12	8	4	2		
26	EL114	16	168 St 1	96.3%	95.8%	98.6%	91.5%	15	12	3	1		
27	EL328	1	Bleecker St D F B M 6	96.3%	97.7%	95.0%	83.4%	31	29	2	0		
28	EL119	28	181 St A	96.7%	98.1%	97.4%	78.4%	17	11	6	0		
29	EL144	8	125 St A B C D	96.7%	97.5%	97.0%	97.1%	10	6	4	0		
30	EL108	14	181 St 1	96.9%	94.8%	98.1%	97.9%	17	16	1	1		
31	EL240	10	72 St 1 2 3	96.9%	98.0%	96.4%	98.5%	9	6	3	1		
32	EL218	13	14 St-Union Sq L	97.0%	97.7%	97.8%	97.7%	12	8	4	1		
33	EL324	12	Canal St 6	97.1%	99.6%	98.9%	91.4%	13	8	5	0		
34	EL222	11	14 St A C E	97.3%	97.8%	99.7%	99.1%	14	8	6	1		
35	EL110	14	181 St 1	97.4%	99.8%	98.5%	98.3%	18	12	6	0		
36	EL336	5	Chambers St 1 2 3	97.4%	99.4%	98.2%	98.4%	19	13	6	2		
37	EL105	11	191 St 1	97.5%	97.0%	97.7%	95.5%	13	11	2	0		
38	EL220	13	14 St-Union Sq N Q R	97.5%	98.8%	96.2%	98.0%	15	12	3	1		
39	EL314	21	Brooklyn Bridge 4 5 6	97.5%	99.7%	99.4%	97.9%	21	14	7	1		
40	EL120	28	190 St A	97.6%	99.7%	98.1%	91.6%	17	14	3	1		
41	EL237	14	66 St-Lincoln Center 1	97.6%	99.8%	98.6%	98.9%	11	7	4	2		
42	EL233	7	Times Sq-42 St 1 2 3	97.6%	98.9%	98.9%	96.9%	8	3	5	0		
43	EL178	0	Dyckman St 1	97.6%	97.5%	97.9%	0.0%	14	11	3	0		
44	EL337	5	Chambers St 1 2 3	97.7%	99.2%	100.0%	98.8%	13	3	10	0		

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2014

Borough:		Manhattan										
							2013 1st Qtr.				Entrap ments	
	Unit ID	Age (Yrs)	Station	2014 1st Quarter Availability			24 Hr	Outages				
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled		
					Peak	Peak						
45	EL338	5	Chambers St 123	97.7%	99.7%	98.9%	97.9%	20	13	7	0	
46	EL280	4	59th St-Columbus Circle ABCD1	97.7%	100.0%	97.3%	97.7%	13	9	4	1	
47	EL333	9	West 4 St ABCDEFGM	97.7%	98.8%	97.0%	97.3%	16	11	5	0	
48	EL719	0	Fulton St ACJZ2345	97.7%	98.1%	98.4%	0.0%	13	10	3	1	
49	EL180	5	135 St 23	97.7%	97.2%	98.3%	99.5%	16	12	4	2	
50	EL146	3	96th St 231	97.8%	98.5%	97.8%	98.4%	15	10	5	1	
51	EL325	12	Canal St 6	97.8%	100.0%	99.9%	97.1%	9	3	6	0	
52	EL211	20	34 St-Herald Sq NQR	97.8%	98.0%	98.9%	98.8%	11	7	4	1	
53	EL279	4	59th St-Columbus Circle ABCD1	97.8%	98.5%	98.9%	92.4%	9	4	5	0	
54	EL201	13	51 St 6	97.8%	98.5%	98.2%	98.2%	8	3	5	0	
55	EL124	24	175 St A	97.8%	98.4%	97.9%	99.2%	24	21	3	1	
56	EL226	11	34 St-Penn Station CE	97.9%	98.8%	99.0%	97.7%	13	9	4	0	
57	EL204	23	Grand Central-42 St 4567S	97.9%	99.0%	99.8%	98.7%	18	11	7	0	
58	EL732	6	Fulton St 23	97.9%	99.3%	96.2%	98.7%	18	15	3	0	
59	EL107	14	181 St 1	98.0%	97.3%	100.0%	88.9%	20	15	5	0	
60	EL232	7	Times Sq-42 St 1237	98.1%	98.9%	99.1%	98.6%	10	4	6	0	
61	EL113	16	168 St 1	98.2%	99.3%	97.9%	97.4%	9	6	3	1	
62	EL202	13	51 St 6	98.2%	100.0%	98.8%	98.7%	10	6	4	0	
63	EL316	21	Brooklyn Bridge 456	98.2%	99.6%	99.0%	98.8%	13	6	7	0	
64	EL401	24	Lexington Av-63 St F	98.3%	100.0%	98.9%	97.9%	10	5	5	0	
65	EL181	5	135 St 23	98.3%	98.1%	99.8%	98.8%	13	8	5	0	
66	EL723	0	Fulton St 23	98.3%	99.4%	98.7%	0.0%	13	11	2	0	
67	EL278	4	59th St-Columbus Circle ABCD1	98.4%	99.5%	99.7%	98.9%	9	3	6	0	
68	EL331	1	Bleecker St DFBM6	98.4%	99.2%	99.9%	92.6%	11	7	4	3	
69	EL209	20	34 St-Herald Sq BDFM	98.4%	100.0%	99.3%	98.4%	13	7	6	3	
70	EL106	11	191 St 1	98.4%	100.0%	98.9%	99.1%	11	7	4	0	
71	EL235	5	47-50 Sts-Rockefeller Center BDFM	98.4%	99.6%	100.0%	99.0%	13	9	4	0	
72	EL205	23	Grand Central-42 St 456	98.5%	99.8%	100.0%	97.4%	14	7	7	0	
73	EL117	11	181 St A	98.6%	99.0%	99.0%	98.8%	7	3	4	0	
74	EL215	14	34 St-Penn Station 23	98.7%	100.0%	99.7%	99.3%	11	6	5	0	
75	EL277	4	59th St-Columbus Circle ABCD1	98.7%	99.5%	100.0%	93.7%	13	9	4	1	
76	EL234	5	47-50 Sts-Rockefeller Center BDFM	98.7%	100.0%	99.4%	98.6%	11	6	5	1	
77	EL104	10	191 St 1	98.7%	99.7%	99.0%	91.7%	12	8	4	1	
78	EL214	10	34 St-Penn Station 1	98.8%	100.0%	100.0%	99.5%	7	1	6	0	
79	EL126	24	125 St 456	98.8%	98.6%	99.4%	98.0%	6	5	1	1	
80	EL142	8	125 St ABCD	98.8%	99.6%	98.5%	99.2%	10	7	3	0	
81	EL227	11	34 St-Penn Station A	98.8%	98.6%	100.0%	98.8%	8	4	4	0	
82	EL335	9	West 4 St ABCDEFGM	98.9%	99.1%	99.8%	95.2%	8	4	4	0	
83	EL329	1	Bleecker St DFBM6	98.9%	98.5%	99.3%	97.8%	5	4	1	1	
84	EL148	14	Inwood-207 St A	98.9%	99.1%	98.9%	97.2%	13	11	2	0	
85	EL228	11	34 St-Penn Station CE	98.9%	100.0%	100.0%	99.2%	9	4	5	0	
86	EL221	11	14 St/8 Av ACEL	98.9%	99.6%	99.7%	99.0%	14	11	3	0	
87	EL123	24	175 St A	98.9%	100.0%	98.7%	97.6%	12	9	3	0	
88	EL210	20	34 St-Herald Sq BDFM	99.0%	99.4%	100.0%	98.9%	7	3	4	0	
89	EL115	12	190 St A	99.0%	100.0%	98.7%	99.2%	6	3	3	0	
90	EL711	6	Bowling Green 45	99.0%	99.5%	99.9%	97.0%	12	8	4	0	
91	EL217	13	14 St-Union Sq LNQR	99.1%	100.0%	100.0%	98.7%	10	6	4	0	
92	EL722	0	Fulton St JZ	99.1%	99.3%	100.0%	0.0%	6	3	3	1	
93	EL236	5	47-50 Sts-Rockefeller Center BDFM	99.1%	99.9%	99.8%	99.2%	8	4	4	0	
94	EL149	14	Inwood-207 St A	99.1%	100.0%	99.7%	98.9%	7	4	3	0	
95	EL212	20	34 St-Herald Sq NQR	99.1%	100.0%	100.0%	98.9%	6	3	3	0	
96	EL143	8	125 St ABCD	99.2%	99.6%	100.0%	99.4%	18	15	3	0	
97	EL216	10	34 St-Penn Station 1	99.2%	100.0%	100.0%	99.4%	7	2	5	0	
98	EL140	7	168 St AC	99.2%	100.0%	100.0%	99.3%	5	2	3	0	
99	EL125	10	125 St 456	99.2%	99.7%	99.7%	98.0%	4	3	1	1	

Elevator and Escalator											
Quarterly Performance By Borough											
First Quarter - 2014											
	Borough:		Manhattan								
	Unit ID	Age (Yrs)	Station	2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		Total	Non Scheduled	Scheduled	
100	EL239	10	72 St 1 2 3	99.4%	100.0%	100.0%	98.8%	6	3	3	0
101	EL116	9	190 St A	99.4%	100.0%	100.0%	97.1%	4	1	3	0
102	EL230	10	Times Sq-42 St N O R	99.5%	100.0%	100.0%	95.2%	10	8	2	0
103	EL141	7	168 St A C	99.7%	100.0%	99.8%	99.7%	2	1	1	0
	103	11.0	Elevator Subtotal:	96.7%	97.6%	97.4%	97.2%	1424	966	458	73

Elevator and Escalator											
Quarterly Performance By Borough											
First Quarter - 2014											
	Borough:		Manhattan								
				2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrap
	Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non	Scheduled	ments
					Peak	Peak			Scheduled		
1	ES203	14	Grand Central-42 St 7	71.0%	71.6%	72.2%	98.4%	29	25	4	0
2	ES246	16	Lexington Av-53 St E M	79.9%	83.2%	78.5%	90.5%	109	105	4	0
3	ES368	0	Fulton St A C J Z 2 3 4 5	82.7%	81.3%	83.5%	0.0%	28	27	1	0
4	ES367	0	Fulton St A C J Z 2 3 4 5	83.3%	82.5%	85.9%	0.0%	49	46	3	0
5	ES101	12	125 St 1	86.5%	89.1%	86.9%	92.5%	53	49	4	0
6	ES311	12	Whitehall St R	87.0%	86.5%	87.5%	98.5%	30	29	1	0
7	ES212	14	59 St 4 5 6	87.2%	91.8%	90.2%	94.7%	162	152	10	0
8	ES300	1	Bleecker St D F B M 6	89.3%	90.1%	90.2%	95.8%	29	24	5	0
9	ES351	14	Whitehall St R	89.4%	89.9%	88.9%	77.9%	21	20	1	0
10	ES102	12	125 St 1	90.4%	93.9%	84.6%	95.5%	71	67	4	0
11	ES238	14	7 Av B D E	90.4%	93.6%	91.6%	94.9%	162	146	16	0
12	ES328	14	Delancey St F	90.7%	91.5%	88.0%	97.1%	47	43	4	0
13	ES231	7	34 St-Herald Sq B D F M	91.7%	94.2%	92.7%	94.4%	60	47	13	0
14	ES236	6	34 St-Herald Sq B D F M	92.0%	95.5%	95.0%	97.5%	99	91	8	0
15	ES234	6	34 St-Herald Sq B D F M	93.0%	93.2%	94.9%	97.5%	40	25	15	0
16	ES103	18	125 St 1	93.4%	94.1%	91.8%	98.4%	70	68	2	0
17	ES369	5	South Ferry 1	93.6%	94.0%	95.8%	0.0%	20	18	2	0
18	ES343	10	Bowling Green 4 5	93.8%	94.6%	94.2%	97.5%	20	16	4	0
19	ES119	17	181 St A	94.5%	95.3%	96.2%	96.3%	20	13	7	0
20	ES370	5	South Ferry 1	94.6%	93.7%	97.3%	0.0%	26	24	2	0
21	ES233	6	34 St-Herald Sq B D F M	94.8%	94.7%	96.1%	73.7%	49	41	8	0
22	ES216	7	Times Sq-42 St 7	94.9%	98.9%	95.7%	99.2%	56	49	7	0
23	ES403	24	Lexington Av-63 St F	95.0%	96.5%	94.9%	96.8%	29	22	7	0
24	ES339	10	Bowling Green 4 5	95.1%	97.5%	96.7%	90.4%	28	21	7	0
25	ES217	7	Times Sq-42 St 7	95.1%	99.2%	93.3%	98.4%	80	72	8	0
26	ES117	17	181 St A	95.1%	96.6%	95.5%	98.2%	63	56	7	0
27	ES325	15	West 4 St A B C D E F M	95.2%	95.9%	94.7%	99.0%	38	32	6	0
28	ES229	7	34 St-Herald Sq B D F M	95.3%	95.1%	98.0%	92.7%	47	35	12	0
29	ES235	6	34 St-Herald Sq B D F M	95.5%	97.3%	96.6%	95.8%	50	30	20	0
30	ES204	14	Grand Central-42 St 7	95.6%	96.3%	97.6%	97.7%	130	124	6	0
31	ES244	17	Lexington Av-53 St E M	95.7%	93.3%	97.6%	85.3%	144	136	8	0
32	ES215	17	Lexington Av-59 St N Q R	95.8%	97.4%	99.0%	94.7%	51	39	12	0
33	ES240	14	5 Av-53 St E M	95.8%	97.7%	96.6%	98.4%	46	40	6	0
34	ES208	13	Grand Central-42 St 7	95.9%	99.7%	98.2%	97.4%	138	128	10	0
35	ES338	10	Bowling Green 4 5	96.0%	94.4%	93.3%	96.9%	41	38	3	0
36	ES211	16	59 St 4 5 6	96.0%	96.7%	98.8%	61.1%	54	44	10	0
37	ES301	14	Park Pl 2 3	96.1%	98.3%	96.9%	98.5%	33	28	5	0
38	ES269	10	Lexington Av-53 St E M	96.5%	98.2%	96.6%	98.3%	47	40	7	0
39	ES205	12	Grand Central-42 St 7	96.7%	99.5%	98.5%	92.9%	31	23	8	0
40	ES340	9	Bowling Green 4 5	96.7%	98.1%	97.0%	98.6%	17	13	4	0
41	ES401	24	Lexington Av-63 St F	96.8%	98.9%	93.3%	98.2%	18	13	5	0
42	ES232	7	34 St-Herald Sq B D F M	96.9%	99.2%	98.3%	93.7%	54	41	13	0
43	ES327	14	Delancey St F	96.9%	99.1%	95.7%	97.8%	32	23	9	0
44	ES206	12	Grand Central-42 St 7	96.9%	99.2%	97.9%	98.4%	132	125	7	0
45	ES256	24	Grand Central-42 St 4 5 6 7 S	97.0%	98.9%	97.8%	98.2%	23	16	7	0
46	ES334	29	Bowery J Z	97.0%	96.9%	97.6%	100.0%	17	14	3	0

Elevator and Escalator										
Quarterly Performance By Borough										
First Quarter - 2014										
Borough:		Manhattan								
Unit ID	Age (Yrs)	Station	2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrapments
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
47 ES404	24	Lexington Av-63 St F	97.0%	99.0%	96.3%	96.9%	22	16	6	0
48 ES115	13	145 St B D	97.1%	99.2%	97.4%	96.9%	32	23	9	0
49 ES230	7	34 St-Herald Sq B D F M	97.1%	99.1%	98.7%	94.5%	34	24	10	0
50 ES214	15	59 St 4 5 6	97.2%	99.4%	98.3%	94.2%	30	19	11	0
51 ES207	13	Grand Central-42 St 7	97.2%	99.8%	97.3%	98.5%	136	129	7	0
52 ES118	16	181 St A	97.2%	97.8%	98.6%	97.8%	26	19	7	0
53 ES249	10	Lexington Av-59 St N O R	97.2%	99.0%	97.8%	95.4%	30	24	6	0
54 ES409	24	Lexington Av-63 St F	97.2%	98.7%	98.9%	98.4%	15	10	5	0
55 ES218	8	Times Sq-42 St 7	97.2%	99.8%	99.2%	97.9%	33	22	11	0
56 ES242	15	5 Av-53 St E M	97.6%	98.9%	98.1%	97.6%	65	60	5	0
57 ES248	10	Lexington Av-59 St N O R	97.6%	98.6%	99.0%	97.0%	31	24	7	0
58 ES302	14	Park Pl 2 3	97.7%	99.7%	98.3%	97.4%	17	12	5	0
59 ES341	10	Bowling Green 4 5	97.7%	99.8%	98.3%	97.4%	22	17	5	0
60 ES342	9	Bowling Green 4 5	97.7%	98.3%	98.1%	98.3%	26	22	4	0
61 ES407	24	Lexington Av-63 St F	97.7%	99.1%	98.2%	97.9%	28	23	5	0
62 ES336	11	Bowling Green 4 5	97.8%	100.0%	98.1%	98.0%	20	14	6	0
63 ES213	14	59 St 4 5 6	97.8%	99.2%	98.7%	97.6%	32	21	11	0
64 ES255	24	Grand Central-42 St 4 5 6 7 S	97.9%	99.7%	99.6%	93.7%	129	122	7	0
65 ES402	24	Lexington Av-63 St F	97.9%	100.0%	97.6%	97.6%	17	12	5	0
66 ES252	24	51 St 6	97.9%	98.0%	99.8%	93.8%	15	8	7	0
67 ES245	16	Lexington Av-53 St E M	98.0%	98.9%	99.9%	94.4%	17	12	5	0
68 ES406	24	Lexington Av-63 St F	98.1%	99.6%	98.6%	96.8%	17	13	4	0
69 ES209	12	Grand Central-42 St 7	98.2%	99.1%	99.9%	99.4%	20	12	8	0
70 ES326	15	West 4 St A B C D E F M	98.2%	99.3%	99.2%	98.2%	17	12	5	0
71 ES241	15	5 Av-53 St E M	98.2%	98.5%	98.7%	96.8%	97	93	4	0
72 ES237	14	7 Av B D E	98.2%	99.5%	99.7%	97.3%	23	12	11	0
73 ES210	12	Grand Central-42 St 7	98.3%	99.1%	100.0%	99.0%	12	4	8	0
74 ES410	24	Lexington Av-63 St F	98.3%	98.5%	100.0%	98.8%	16	10	6	0
75 ES329	0	East Broadway F	98.4%	97.7%	97.6%	100.0%	18	15	3	0
76 ES239	14	5 Av-53 St E M	98.4%	99.1%	99.3%	97.5%	76	72	4	0
77 ES221	7	34 St-Herald Sq B D F M N O R	98.4%	99.2%	97.9%	96.3%	44	44	0	0
78 ES223	7	34 St-Herald Sq B D F M N O R	98.5%	98.3%	98.4%	99.0%	25	24	1	0
79 ES222	7	34 St-Herald Sq B D F M N O R	98.5%	98.6%	99.5%	98.9%	30	29	1	0
80 ES312	0	Whitehall St R	98.5%	99.5%	99.8%	100.0%	18	15	3	0
81 ES405	24	Lexington Av-63 St F	98.6%	99.2%	100.0%	97.7%	17	14	3	0
82 ES337	11	Bowling Green 4 5	98.6%	99.1%	99.4%	98.5%	14	11	3	0
83 ES408	24	Lexington Av-63 St F	98.7%	99.5%	98.7%	97.8%	12	7	5	0
84 ES116	12	145 St B D	98.7%	100.0%	99.4%	96.9%	15	9	6	0
85 ES243	17	Lexington Av-53 St E M	98.8%	99.4%	100.0%	97.7%	18	12	6	0
86 ES345	18	Bowling Green 4 5	99.0%	99.4%	99.7%	99.1%	11	6	5	0
87 ES224	7	34 St-Herald Sq B D F M N O R	99.5%	100.0%	99.4%	98.8%	19	19	0	0
87	13.1	Escalator Subtotal:	95.2%	96.5%	96.0%	95.9%	3889	3344	545	0

*Note the number of entrapments are included in the non scheduled outage count.

Elevator and Escalator												
Quarterly Performance By Borough												
First Quarter - 2014												
	Borough:		Brooklyn									
		Age			2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non	Scheduled		
					Peak	Peak			Scheduled			
1	EL311	13	Clark St 2 3	85.4%	87.2%	85.6%	90.8%	27	22	5	2	
2	EL322	9	Crown Hts-Utica Av 3 4	85.7%	87.8%	85.7%	99.5%	11	8	3	0	
3	EL312	13	Clark St 2 3	85.7%	86.2%	87.0%	87.7%	24	18	6	3	
4	EL343	8	Euclid Av A C	89.3%	93.7%	86.4%	90.5%	27	21	6	1	
5	EL396	6	Myrtle-Wyckoff Avs L M	89.6%	90.2%	90.7%	95.2%	22	18	4	0	
6	EL305	10	Atlantic Av 4 5	92.4%	92.2%	93.3%	99.5%	16	12	4	0	
7	EL339	14	Frankin Av C S	92.9%	93.8%	92.4%	96.6%	11	7	4	0	
8	EL342	8	Euclid Av A C	93.9%	95.9%	91.6%	91.1%	21	16	5	1	
9	EL323	9	Crown Hts-Utica Av 3 4	94.5%	96.2%	95.0%	98.2%	18	14	4	0	
10	EL706	3	Jay St A C F R	95.4%	96.6%	94.9%	97.8%	10	7	3	1	
11	EL340	14	Frankin Av C S	95.4%	96.8%	96.6%	91.6%	15	10	5	0	
12	EL371	8	DeKalb Av B Q R	95.8%	96.3%	95.7%	99.7%	11	8	3	0	
13	EL392	9	Marcy Av J M Z	95.9%	97.6%	96.9%	96.5%	16	13	3	4	
14	EL383	10	Prospect Park B Q S	95.9%	99.4%	94.1%	99.3%	24	19	5	0	
15	EL761	2	Kings Highway B Q	96.1%	97.2%	95.9%	93.1%	11	7	4	0	
16	EL309	12	Court St R	96.1%	98.0%	94.3%	98.5%	25	21	4	0	
17	EL702	8	Coney Island-Stillwell Av D F N Q	96.5%	98.8%	97.8%	99.1%	20	13	7	1	
18	EL317	19	Borough Hall 2 3 4 5	96.6%	98.6%	95.4%	96.6%	10	6	4	0	
19	EL391	9	Marcy Av J M Z	96.9%	98.0%	96.1%	97.6%	23	19	4	0	
20	EL393	11	Flushing Av J M	97.0%	97.4%	98.0%	95.8%	11	7	4	1	
21	EL707	3	Jay St A C F R	97.2%	98.1%	97.0%	98.9%	26	23	3	1	
22	EL310	13	Clark St 2 3	97.2%	100.0%	97.1%	97.8%	17	13	4	0	
23	EL318	19	Borough Hall 2 3 4 5	97.2%	97.1%	98.2%	97.5%	10	6	4	0	
24	EL307	10	Atlantic Av B Q	97.4%	98.7%	97.1%	98.2%	11	7	4	1	
25	EL341	8	Euclid Av A C	97.5%	97.6%	97.4%	99.2%	7	4	3	0	
26	EL306	10	Atlantic Av 2 3	97.7%	97.6%	98.4%	98.0%	8	4	4	1	
27	EL370	8	DeKalb Av B Q R	97.9%	98.8%	98.6%	95.0%	12	8	4	0	
28	EL760	2	Kings Highway B Q	97.9%	98.9%	96.5%	96.4%	10	7	3	0	
29	EL382	10	Prospect Park B Q S	98.0%	99.0%	99.2%	98.9%	16	11	5	0	
30	EL303	9	Pacific St-Atlantic Av D N R	98.1%	98.9%	98.8%	97.5%	16	12	4	5	
31	EL373	5	Church Av F G	98.1%	100.0%	98.3%	93.8%	9	4	5	1	
32	EL398	6	Myrtle-Wyckoff Avs M	98.1%	99.5%	98.9%	97.9%	14	9	5	0	
33	EL377	1	Bay Parkway D	98.2%	98.9%	98.9%	99.5%	5	1	4	0	
34	EL320	15	Church Av 2 5	98.4%	100.0%	98.1%	95.0%	6	2	4	1	
35	EL302	9	Pacific St-Atlantic Av D N R	98.4%	99.1%	100.0%	97.7%	10	6	4	0	
36	EL301	10	Pacific St-Atlantic Av D N R	98.4%	99.5%	100.0%	98.4%	12	7	5	0	
37	EL308	12	Court St R	98.5%	100.0%	97.5%	96.8%	14	10	4	0	
38	EL378	1	Bay Parkway D	98.6%	99.7%	99.3%	99.3%	10	7	3	0	
39	EL376	1	Bay Parkway D	98.6%	98.8%	100.0%	99.5%	10	7	3	0	
40	EL397	6	Myrtle-Wyckoff Avs L	98.7%	99.8%	99.7%	98.8%	9	4	5	0	
41	EL319	16	Brooklyn College-Flatbush Av 2 5	98.7%	100.0%	99.4%	97.2%	5	1	4	0	
42	EL701	8	Coney Island-Stillwell Av D F N Q	98.7%	98.9%	100.0%	97.9%	9	4	5	0	
43	EL321	15	Church Av 2 5	98.8%	99.6%	100.0%	99.0%	7	2	5	0	
44	EL304	10	Atlantic Av 2 3	98.9%	100.0%	100.0%	98.8%	7	3	4	0	
45	EL395	11	Flushing Av J M	99.1%	100.0%	100.0%	98.9%	4	0	4	0	
46	EL375	5	Church Av F G	99.2%	100.0%	100.0%	98.3%	6	2	4	0	
47	EL374	5	Church Av F G	99.4%	100.0%	100.0%	99.4%	3	0	3	0	

Elevator and Escalator											
Quarterly Performance By Borough											
First Quarter - 2014											
	Borough:		Brooklyn								
		Age			2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages		
	Unit ID	(Yrs)	Station		24 Hr	AM	PM	24 Hr	Total	Non	Entrap
						Peak	Peak			Scheduled	ments
48	EL708	3	Jay St A C F R		99.4%	100.0%	100.0%	99.1%	5	2	3
49	EL394	11	Flushing Av J M		99.4%	100.0%	100.0%	95.2%	5	1	4
50	EL709	3	Jay St A C F R		99.6%	100.0%	100.0%	98.0%	12	10	2
51	EL372	8	DeKalb Av B C R		99.7%	100.0%	100.0%	96.6%	3	2	1
	51	8.8	Elevator Subtotal:		96.4%	97.6%	96.7%	97.0%	651	445	206
											24

Elevator and Escalator
Quarterly Performance By Borough
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Borough:		Brooklyn										
	Unit ID	Age (Yrs)	Station	2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrap ments	
				24 Hr	AM	PM	24 Hr	Total	Non	Scheduled		
					Peak	Peak			Scheduled			
1	ES335	10	West 8 St-NY Aquarium FQ	67.3%	67.2%	60.5%	93.8%	62	61	1	0	
2	ES323	15	High St AC	80.5%	81.0%	80.9%	98.6%	18	14	4	0	
3	ES349	15	Smith 9th St FG	81.0%	84.6%	76.2%	0.0%	35	31	4	0	
4	ES307	13	Lawrence St R	86.5%	96.7%	72.6%	95.7%	136	133	3	0	
5	ES346	11	Brighton Beach BQ	87.8%	87.9%	84.4%	69.5%	117	112	5	0	
6	ES357	3	Jay St ACFR	89.3%	90.6%	90.2%	67.6%	33	30	3	0	
7	ES324	14	High St AC	89.9%	86.4%	91.8%	82.6%	42	38	4	0	
8	ES333	11	Myrtle-Wyckoff Aves LM	91.8%	97.1%	88.9%	94.5%	37	33	4	0	
9	ES319	16	Jay St ACF	92.1%	91.4%	93.2%	99.1%	84	80	4	0	
10	ES310	11	Atlantic Av BQ	92.3%	93.8%	93.9%	94.1%	47	24	23	0	
11	ES315	13	Smith 9th St FG	92.3%	95.5%	85.9%	0.0%	52	45	7	0	
12	ES303	10	Borough Hall 2345	93.9%	95.4%	95.4%	97.5%	42	36	6	0	
13	ES313	13	Smith 9th St FG	94.9%	97.8%	89.1%	0.0%	32	28	4	0	
14	ES347	17	Broadway Junction ACJLZ	95.4%	98.6%	95.1%	95.7%	34	27	7	0	
15	ES318	14	Jay St ACF	95.5%	98.4%	92.9%	93.0%	27	22	5	0	
16	ES348	15	Smith 9th St FG	95.6%	97.9%	90.9%	0.0%	36	33	3	0	
17	ES316	13	Smith 9th St FG	95.8%	98.9%	91.5%	0.0%	31	25	6	0	
18	ES330	17	Broadway Junction ACJLZ	96.0%	98.8%	97.3%	95.5%	46	37	9	0	
19	ES352	14	Franklin Av S	96.1%	97.0%	97.4%	98.6%	36	33	3	0	
20	ES356	3	Jay St ACFR	96.2%	98.9%	96.9%	50.8%	28	23	5	0	
21	ES309	14	DeKalb Av BQR	96.3%	96.7%	95.4%	98.6%	28	23	5	0	
22	ES332	11	Myrtle-Wyckoff Aves LM	96.7%	97.4%	97.4%	95.1%	31	28	3	0	
23	ES320	16	Jay St ACF	96.9%	97.1%	95.9%	97.6%	26	21	5	0	
24	ES322	15	High St AC	97.1%	97.3%	98.1%	98.8%	13	9	4	0	
25	ES308	14	DeKalb Av BQR	97.3%	97.5%	97.9%	99.1%	12	7	5	0	
26	ES314	13	Smith 9th St FG	97.4%	99.5%	94.7%	0.0%	27	23	4	0	
27	ES331	18	Broadway Junction ACJLZ	97.7%	97.9%	98.9%	98.0%	20	15	5	0	
28	ES304	12	President St 25	98.0%	100.0%	100.0%	97.5%	25	17	8	0	
29	ES305	10	Court St R	98.0%	99.4%	97.9%	97.6%	29	25	4	0	
30	ES306	10	Court St R	98.2%	99.6%	99.6%	98.2%	22	19	3	0	
31	ES321	15	High St AC	98.6%	98.4%	99.8%	98.2%	14	10	4	0	
32	ES317	14	Jay St ACF	98.9%	99.1%	99.1%	98.5%	12	9	3	0	
33	ES350	16	High St AC	99.5%	98.4%	99.4%	99.1%	9	7	2	0	
	33	12.9	Escalator Subtotal:	93.4%	94.9%	92.1%	91.8%	1243	1078	165	0	
*Note the number of entrapments are included in the non scheduled outage count.												

Elevator and Escalator
Quarterly Performance By Borough
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Borough:			Queens								
		Age	Station	2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non	Scheduled	
					Peak	Peak			Scheduled		
1	EL421	8	Jackson Hts-Roosevelt Av E F M R	93.7%	97.1%	97.0%	98.5%	35	23	12	0
2	EL412	25	Jamaica Center E J Z	93.9%	95.9%	94.9%	96.8%	23	16	7	1
3	EL425	7	Junction Blvd 7	94.0%	93.5%	91.6%	97.3%	34	33	1	2
4	EL498	2	Mott Avenue A	94.3%	96.2%	96.4%	98.6%	17	11	6	0
5	EL497	2	Mott Avenue A	94.8%	97.1%	95.6%	90.7%	29	21	8	1
6	EL423	8	74 St-Broadway 7	96.4%	97.5%	98.8%	97.8%	16	12	4	0
7	EL427	7	Junction Blvd 7	96.7%	97.0%	98.6%	92.3%	24	17	7	0
8	EL407	24	21 St-Queensbridge F	96.8%	98.3%	98.1%	98.2%	21	18	3	0
9	EL413	25	Jamaica Center E J Z	96.8%	99.8%	97.0%	96.4%	22	15	7	0
10	EL447	2	CitiCorp/Court Square 7 E G	97.2%	99.5%	96.8%	98.1%	11	7	4	1
11	EL432	8	Jamaica-179 St F	97.4%	98.7%	97.9%	98.5%	11	4	7	0
12	EL420	8	74 St-Broadway 7	97.4%	99.0%	99.5%	98.5%	19	14	5	1
13	EL428	8	Queens Plaza E M R	97.6%	98.2%	98.9%	97.8%	12	7	5	1
14	EL433	8	Jamaica-179 St F	97.7%	99.0%	99.0%	97.9%	19	12	7	0
15	EL414	14	Flushing-Main St 7	97.9%	99.9%	99.0%	96.0%	14	6	8	0
16	EL403	24	Roosevelt Island F	97.9%	99.4%	96.4%	96.9%	13	9	4	1
17	EL408	25	Jamaica-Van Wyck E	98.0%	98.7%	99.0%	95.9%	13	10	3	1
18	EL431	8	Jamaica-179 St F	98.0%	99.3%	100.0%	98.0%	9	1	8	0
19	EL434	5	Kew Gardens-Union Tpke E F	98.1%	99.4%	98.6%	94.5%	15	9	6	1
20	EL406	24	21 St-Queensbridge F	98.6%	100.0%	99.9%	92.8%	9	5	4	0
21	EL411	25	Sutphin Blvd-Archer Av-JFK E J Z	98.7%	100.0%	100.0%	98.2%	6	1	5	0
22	EL404	24	Roosevelt Island F	98.7%	99.9%	100.0%	98.8%	11	6	5	0
23	EL436	5	Kew Gardens-Union Tpke E F	98.8%	99.5%	98.3%	99.7%	14	12	2	0
24	EL405	24	21 St-Queensbridge F	98.8%	99.7%	100.0%	96.5%	9	5	4	0
25	EL422	8	Jackson Hts-Roosevelt Av E F M R	98.8%	99.1%	99.5%	99.0%	8	4	4	0
26	EL409	25	Jamaica-Van Wyck E	98.9%	100.0%	100.0%	96.5%	6	1	5	0
27	EL435	5	Kew Gardens-Union Tpke E F	98.9%	98.8%	99.4%	98.1%	6	4	2	1
28	EL446	2	CitiCorp/Court Square 7 E G	98.9%	99.7%	99.3%	99.0%	8	5	3	0
29	EL426	7	Junction Blvd 7	99.1%	99.8%	99.3%	98.3%	6	4	2	0
30	EL429	8	Queens Plaza E M R	99.2%	100.0%	100.0%	99.2%	3	0	3	0
31	EL430	8	Queens Plaza E M R	99.3%	99.7%	100.0%	98.7%	4	1	3	0
	31	12.4	Elevator Subtotal:	97.5%	98.7%	98.4%	97.2%	447	293	154	11

Elevator and Escalator										
Quarterly Performance By Borough										
First Quarter - 2014										
Borough:		Queens								
Unit ID	Age (Yrs)	Station	2014 1st Quarter Availability			2013 1st Qtr. Availability	Outages			Entrapments
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1 ES440	4	Jamaica Center E J Z	90.3%	89.2%	91.5%	95.9%	40	34	6	0
2 ES451	16	74 St-Broadway 7	93.2%	96.8%	93.2%	96.3%	29	19	10	0
3 ES450	14	74 St-Broadway 7	93.8%	95.6%	92.7%	95.6%	60	51	9	0
4 ES449	14	74 St-Broadway 7	94.5%	96.2%	93.9%	95.3%	19	15	4	0
5 ES427	25	Jamaica-Van Wyck E	94.7%	93.3%	95.8%	97.7%	41	36	5	0
6 ES456	15	Flushing-Main St 7	95.5%	96.7%	92.5%	96.7%	24	19	5	0
7 ES457	15	Flushing-Main St 7	96.4%	98.2%	99.4%	80.5%	21	16	5	0
8 ES448	14	Woodside-61 St 7	96.5%	99.1%	97.0%	89.8%	29	18	11	0
9 ES453	22	74 St-Broadway 7	96.5%	98.9%	96.5%	92.9%	36	27	9	0
10 ES455	15	Flushing-Main St 7	96.9%	99.6%	97.7%	96.6%	24	18	6	0
11 ES441	6	Jamaica Center E J Z	97.2%	98.2%	98.1%	98.9%	21	13	8	0
12 ES428	5	Jamaica-Van Wyck E	97.5%	99.4%	96.8%	97.6%	15	11	4	0
13 ES439	6	Jamaica Center E J Z	97.7%	98.9%	99.2%	96.4%	26	17	9	0
14 ES445	4	Jamaica Center E J Z	97.7%	98.5%	99.0%	97.7%	25	19	6	0
15 ES414	6	Roosevelt Island F	97.8%	98.0%	97.0%	98.5%	18	16	2	0
16 ES438	5	Jamaica Center E J Z	97.8%	99.7%	98.5%	98.0%	21	13	8	0
17 ES419	6	Roosevelt Island F	97.8%	98.9%	97.9%	98.0%	10	7	3	0
18 ES418	6	Roosevelt Island F	97.9%	98.4%	98.3%	98.7%	15	12	3	0
19 ES423	24	21 St-Queensbridge F	97.9%	98.0%	99.5%	98.7%	14	11	3	0
20 ES431	5	Jamaica-Van Wyck E	98.0%	98.8%	98.6%	98.3%	19	14	5	0
21 ES443	5	Jamaica Center E J Z	98.0%	98.1%	99.6%	93.9%	11	6	5	0
22 ES447	6	Jamaica Center E J Z	98.0%	98.7%	100.0%	98.2%	17	12	5	0
23 ES437	25	Sutphin Blvd-Archer Av-JFK E J Z	98.1%	99.0%	99.2%	98.5%	21	16	5	0
24 ES430	5	Jamaica-Van Wyck E	98.1%	98.9%	98.5%	98.9%	12	7	5	0
25 ES446	4	Jamaica Center E J Z	98.1%	99.2%	99.6%	97.4%	16	8	8	0
26 ES411	6	Roosevelt Island F	98.1%	100.0%	100.0%	95.1%	14	10	4	0
27 ES442	6	Jamaica Center E J Z	98.2%	99.7%	100.0%	98.4%	11	5	6	0
28 ES416	17	Roosevelt Island F	98.2%	99.6%	100.0%	97.8%	16	12	4	0
29 ES436	25	Sutphin Blvd-Archer Av-JFK E J Z	98.2%	98.5%	98.9%	98.0%	7	3	4	0
30 ES425	24	21 St-Queensbridge F	98.3%	98.5%	99.3%	98.6%	11	7	4	0
31 ES429	5	Jamaica-Van Wyck E	98.4%	99.9%	98.9%	98.5%	13	8	5	0
32 ES444	5	Jamaica Center E J Z	98.4%	99.0%	99.6%	98.7%	14	9	5	0
33 ES452	22	74 St-Broadway 7	98.5%	100.0%	99.4%	97.6%	14	9	5	0
34 ES435	25	Sutphin Blvd-Archer Av-JFK E J Z	98.5%	100.0%	99.4%	97.8%	13	8	5	0
35 ES412	5	Roosevelt Island F	98.5%	97.5%	100.0%	95.9%	9	5	4	0
36 ES413	17	Roosevelt Island F	98.6%	99.6%	100.0%	98.6%	8	4	4	0
37 ES434	25	Sutphin Blvd-Archer Av-JFK E J Z	98.7%	99.7%	100.0%	99.0%	11	6	5	0
38 ES421	24	21 St-Queensbridge F	98.8%	99.9%	99.9%	98.8%	11	8	3	0
39 ES426	24	21 St-Queensbridge F	99.1%	100.0%	99.4%	98.2%	9	5	4	0
40 ES424	24	21 St-Queensbridge F	99.2%	100.0%	99.6%	98.2%	7	5	2	0
41 ES417	5	Roosevelt Island F	99.2%	99.8%	100.0%	99.2%	7	4	3	0
42 ES422	24	21 St-Queensbridge F	99.3%	100.0%	99.9%	98.6%	10	7	3	0
43 ES415	5	Roosevelt Island F	99.3%	99.5%	100.0%	96.3%	7	4	3	0
44 ES420	5	Roosevelt Island F	99.4%	100.0%	99.7%	99.4%	8	4	4	0
44	12.8	Escalator Subtotal:	97.5%	98.5%	98.3%	97.0%	784	558	226	0
*Note the number of entrapments are included in the non scheduled outage count.										

2014 1ST QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL111	168 St ①	74.15%	<p>This elevator was out of service from 12/19/13 thru 1/23/14 as a result of a defective motor drive unit which is obsolete. The defective drive unit was removed and shipped to the vendor for repair. The repaired drive unit was installed; the elevator was tested and returned to service.</p> <p>This elevator was out of service on two separate occasions (2/3/14 thru 2/8/14 and again on 2/10/14 thru 2/13/14) due to a blown door control circuit fuse. The contractor responded to the warranty claims and adjusted the door linkage and clutch; after the second incident the contractor discovered a loose connection on the fuse holder. The connection was repaired; the machine was tested and returned to service. This elevator was out of service again from 3/22/14 thru 3/26/14 as a result of the main circuit breaker being tripped. The contractor again responded to the warranty claim and tested the unit but could not determine the cause of the failure. The machine was tested and returned to service.</p>
EL721	Fulton St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	78.93%	<p>This elevator was out of service from 2/16/14 thru 2/26/14 as a result of a worn drive sheave. The drive sheave was replaced; the machine was tested and returned to service.</p>
EL244	Grand Central-42 St ⑦	79.65%	

2014 1ST QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
BROOKLYN			
ES323	High St A C	80.47%	This escalator was out of service from 1/25/14 thru 2/10/14 to allow for the replacement of worn step chain. The step chain and steps were replaced; the machine was tested and returned to service.
ES335	West 8 St-NY Aquarium F G	67.30%	This escalator was out of service from 3/8/14 thru 3/21/14 due to a defective programmable logic controller (PLC). The PLC was replaced and reprogrammed; the machine was tested and returned to service. This escalator was again out of service from 3/27/14 thru 4/2/14 due to defective missing step sensors. The upper and lower level missing step sensors were replaced and adjusted; the steps were also shimmed to prevent lateral movement. The machine was tested and returned to service.
ES349	Smith 9th St F G	80.96%	This escalator has been out of service since 3/26/14 due to damage caused by broken lower level right side step wheel load track. The damage step wheel load track and right side turnaround track were removed and replaced; the repair work is expected to be completed by April 21, 2014.
MANHATTAN			
ES203	Grand Central-42 St 7	71.02%	This escalator was out of from 2/5/14 thru 2/28/14 to allow for the replacement of defective carriage assembly bearings. The bearings were replaced and the carriage shaft was repaired. The machine was tested and returned to service.
ES246	Lexington Av-53 St E M	79.93%	This escalator was out of service from 12/21/13 thru 1/14/14 due to a step crash that damaged the left side step wheel and chain wheel guide tracks on the return side. The guide tracks were repaired; (3) 10 axel sections of step chain and the broken steps were replaced. The machine was tested and returned to service.
ES367	Fulton St A C J Z 2 3 4 5	83.32%	This escalator was out of service from 3/24/14 thru 3/28/14 to allow the contractor to respond to a warranty claim and adjust the right side handrail guide that was hitting against the step chain creating a loud noise when the machine was running in the down direction.
ES368	Fulton St A C J Z 2 3 4 5	82.71%	This escalator was out of service from 1/24/14 thru 1/31/14 to allow the contractor to respond to a warranty claim to replace bent step counter brackets and repair a gouged upper right side up thrust track.

2014 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL122	Pelham Bay Park ⑥	1	The entrapment that occurred on 3/17/14 was a result of burnt wiring connections at the "door open" control relay. The damaged wiring was replaced and the hatch door interlock contacts were cleaned. The elevator was tested and returned to service.
EL129	3rd Ave-149 St ②⑤	4	The four entrapments that occurred were a result of the elevator not leveling properly due to the effects of extremely cold weather causing inconsistent operation of the hydraulic control valve. The control valve was replaced with a valve (Bucher) that is less susceptible to problems caused by temperature fluctuations. The elevator was tested and returned to service.
EL130	3rd Ave-149 St ②⑤	2	The two entrapments that occurred on 3/21/14 & 3/23/14 were caused by an intermittent open circuit in one of the glass panel safety switches. The position of the glass panel switch was adjusted; the elevator was tested and returned to service.
EL134	161 St-Yankee Stadium ⑧⑩	1	Station Agent Guarrant reported passengers were entrapped on 1/20/14 the machine was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL135	161 St-Yankee Stadium ⑧⑩	2	The entrapment that occurred on 1/17/14 was a result of the hydraulic fluid overheating. The oil cooler thermostat was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/8/14 was caused by the door restricted opening device being out of adjustment. The door restrictor was adjusted and the lower landing door stop roller was replaced; the elevator was tested and returned to service.
EL138	Pelham Pkwy ②⑤	2	The entrapment that occurred on 1/6/14 was a result of the upper landing hatch door interlock contacts not making a proper connection. The upper level interlock and hatch doors were adjusted ; the machine was tested and returned to service. The entrapment that occurred on 1/8/14 was a result of the hatch door interlock contacts not making a proper connection. The interlock contacts and hatch door saddles were cleaned; the machine was tested and returned to service.
EL182	Gun Hill Rd ②⑤	2	The entrapment that occurred on 1/3/14 was caused by the hatch doors not closing completely due to snow building up in the saddles. The snow was cleared; the elevator was tested and returned to service. The entrapment that occurred on 2/25/14 was a result of the elevator not leveling properly when traveling in the up direction. The hydraulic control valve up direction speed and transition was adjusted; the elevator was tested and returned to service.
EL183	Gun Hill Rd ②⑤	5	The five entrapments that occurred were a result of an intermittent failure of an electronic circuit board that communicates between the controller and the hydraulic control valve. The defective circuit board was replaced; the elevator was tested and returned to service.
EL185	231st St ①	1	The entrapment that occurred on 3/6/14 was a result of debris (rubber stop from the bottom of a cane) stuck between the door and the jamb. The debris was removed; the elevator was tested and returned to service.
EL187	Fordham Rd ④	1	The entrapment on 2/17/14 was a result of an open circuit caused by a glass panel switch (cab glass panels open for cleaning). The glass panel switch was tightened and the contacts were cleaned; the elevator was tested and returned to service.

2014 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL188	Fordham Rd ④	1	The entrapment on 2/27/14 was a result of an open circuit caused by a loose glass panel switch (cab glass panels open for cleaning). The mounting bracket for the glass panel switch was tightened; the elevator was tested and returned to service.
EL192	233rd St ②⑤	4	The four entrapments that occurred were a result of the lower landing release roller assembly occasionally shifting position due to stripped mounting bolts. The hatch door was removed new mounting holes were drilled; the release roller assembly was resecured. The elevator was tested and returned to service.
EL193	233rd St ②⑤	1	MOW Control operator # 44 reported passengers were entrapped on 1/6/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
MANHATTAN			
EL104	191 St ①	1	The entrapment that occurred on 1/3/14 was the result of a broken lower landing right side release roller assembly. The rear door release roller assembly was replaced; the interlocks were adjusted; the elevator was tested and returned to service.
EL108	181 St ①	1	The entrapment that occurred on 1/4/14 was caused by a defective brake circuit control relay. The relay was replaced; the elevator was tested and returned to service.
EL111	168 St ①	1	The entrapment that occurred on 1/22/14 was caused by a broken bolt on the left side slow speed door linkage assembly. The door was removed and repaired at the shop the drive linkage was reinstalled; the elevator was tested and returned to service.
EL112	168 St ①	4	The four entrapments that occurred were a result of an intermittent failure of the in car stop switch. The defective stop switch was replaced and the guide rollers were also adjusted. The elevator was tested and returned to service.
EL113	168 St ①	1	The entrapment that occurred on 1/11/14 was caused by a loose door operator drive motor belt. The door operator drive motor belt tension and the door close limit switch were adjusted. The elevator was tested and returned to service.
EL114	168 St ①	1	The entrapment that occurred on 3/31/14 was a result of a loose connection (terminal # 12) in the motor drive unit. The wire connection was tightened; the elevator was tested and returned to service.
EL118	181 St A	1	The entrapment that occurred on 3/5/14 was a result of defective control relay contacts. Several control circuit relays and the tachometer were replaced; the elevator was tested and returned to service.
EL120	190 St A	1	The entrapment that occurred on 2/12/14 was the result of control relay (XMC) contacts that were fused together. The damaged contacts were replaced; the elevator was tested and returned to service.
EL124	175 St A	1	The entrapment that occurred on 3/21/14 was caused by a defective up direction control relay. The defective relay was replaced; the elevator was tested and returned to service.
EL125	125 St ④⑤⑥	1	The entrapment that occurred on 1/7/14 was the result of a broken lower landing release roller assembly. The release roller assembly was replaced; the elevator was tested and returned to service.
EL126	125 St ④⑤⑥	1	The entrapment that occurred on 2/18/14 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock contacts were adjusted; the elevator was tested and returned to service.

2014 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL139	168 St 1 A C	2	The entrapment that occurred on 1/21/14 was a result of the doors not closing completely due to debris in the upper landing hatch door saddle. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/10/14 was caused by the hatch doors not closing completely due to snow building up in the saddles. The snow was cleared; the elevator was tested and returned to service.
EL145	96th St 231	3	The two entrapments that occurred on 1/10/14 & 2/12/14 were caused by an intermittent failure of the power monitoring relay. The power monitoring relay and socket were replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/8/14 was a result of the elevator not leveling properly due to high temperature of the hydraulic fluid. The hydraulic fluid was allowed to cool down; the elevator was tested and returned to service.
EL146	96th St 231	1	The entrapment that occurred on 1/30/14 was a result of the car not leveling properly due to a defective lower landing normal limit switch. The lower landing normal limit switch was replaced. The elevator was tested and returned to service.
EL180	135 St 2 3	2	The two entrapments that occurred on 2/3/14 & 2/5/14 were caused by the hatch doors not closing completely due to snow and ice building up in the saddles. The snow and ice was cleared; the elevator was tested and returned to service.
EL206	Grand Central-42 St 4 5 6	1	The entrapment that occurred on 3/24/14 was caused by a worn drive motor belt. The drive motor belt was replaced; the elevator was tested and returned to service.
EL209	34 St-Herald Sq B D F M	3	The three entrapments that occurred were a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers. The lower landing clutch and release rollers were adjusted; the elevator was tested and returned to service.
EL211	34 St-Herald Sq N Q R	1	The entrapment that occurred on 2/11/14 was caused by the upper level door restricted opening device being out of adjustment. The upper level door restrictor was adjusted; the elevator was tested and returned to service.
EL218	14 St-Union Sq L	1	The entrapment that occurred on 1/10/14 was a result of the hatch doors not opening properly because the lower landing release rollers were worn. The release rollers were replaced and adjusted; the elevator was tested and returned to service.
EL220	14 St-Union Sq N Q R	1	The entrapment that occurred on 3/6/14 was a result of the elevator not leveling properly. The hydraulic control valve was adjusted; the elevator was tested and returned to service.
EL222	14 St A C E	1	The entrapment that occurred on 2/27/14 was a result of the car not leveling at the upper landing because the motor drive belt was slipping. The tension on the drive belt was adjusted; the elevator was tested and returned to service.
EL224	8 Av L	6	The six entrapments that occurred were a result of an intermittent failure of an electronic circuit board that communicates between the controller and the hydraulic control valve. The defective circuit board and control relays were replaced; the elevator was tested and returned to service.
EL225	34 St-Penn Station C E	2	The entrapment that occurred on 1/5/14 was a result of the upper level hatch doors not opening because of a worn release roller. The release roller was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/13/14 was a result of the car not leveling at the upper landing because the normal limit switch was out of adjustment. The upper level limit switch was adjusted; the elevator was tested and returned to service.

2014 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL234	47-50 Sts-Rockefeller Center B D F M	1	The entrapment that occurred on 3/17/14 was a result of debris (rocks) in the hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL237	66 St-Lincoln Center 1	2	The entrapment that occurred on 1/4/14 was a result of the motor drive belt not being properly tensioned. The drive belt was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/31/14 was a result of the elevator not leveling at the upper landing due to a lack of hydraulic fluid. The oil tank was filled to the proper level; the elevator was tested and returned to service.
EL238	66 St-Lincoln Center 1	1	The entrapment that occurred on 2/10/14 was a result of the elevator not leveling properly due to a defective hydraulic control valve. The hydraulic control valve was replaced and adjusted. The elevator was tested and returned to service.
EL240	72 St 1 2 3	1	The entrapment that occurred on 3/15/14 was a result of the emergency escape hatch switch being activated. The emergency escape hatch switch was secured and properly adjusted. The elevator was tested and returned to service.
EL244	Grand Central-42 St 7	2	MOW Control operator # 43 reported passengers were entrapped on 1/2/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 1/6/14 was a result of the machine room hoistway access door switch not making proper contact. The hoistway access door switch was adjusted and secured. The elevator was tested and returned to service.
EL245	Lexington Av-53 St E M	5	The five entrapments that occurred were a result of an intermittent failure of the slack cable safety switch. The defective slack cable switch and the upper level slow down limit switch was replaced; the car guide shoes and car safeties were adjusted. The elevator was tested and returned to service.
EL277	59th St-Columbus Circle A B C D 1	1	The entrapment that occurred on 3/5/14 was a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers. The lower landing clutch and release rollers were adjusted; the elevator was tested and returned to service.
EL280	59th St-Columbus Circle A B C D 1	1	The entrapment that occurred on 1/20/14 was a result of debris (paper) in the upper level hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL281	57 St-7 Av N O R	2	The two entrapments that occurred on 1/21/14 were caused by the hatch doors not closing completely due to snow and ice building up in the upper landing saddles. The snow and ice was cleared; the elevator was tested and returned to service.
EL314	Brooklyn Bridge 4 5 6	1	The entrapment that occurred on 2/16/14 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted and the release roller assembly linkage was lubricated; the elevator was tested and returned to service.
EL329	Bleecker St D F B M 6	1	The entrapment that occurred on 3/6/14 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	1	MOW Control operator # 81 reported passengers were entrapped on 2/23/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.

2014 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL331	Bleecker St D F B M 6	3	The entrapment that occurred on 1/7/14 was a result of debris in the hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 1/15/14 was caused by the lower landing release rollers being out of adjustment. The release rollers were properly adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/12/14 was a result of a fault that shut down the motor drive unit. The fault was cleared and the drive unit was reset; the elevator was tested and returned to service.
EL336	Chambers St 1 2 3	2	The entrapment that occurred on 3/13/14 was a result of debris in the lower level hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service. MOW Control operator # 43 reported passengers were entrapped on 3/30/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL402	Lexington Av-63 St F	1	The entrapment that occurred on 1/6/14 was a result of the upper landing doors not opening because the bolts connecting the door operator linkage to the car door were broken. The broken bolts were replaced and the linkage arm was secured to the upper landing car door. The elevator was tested and returned to service.
EL710	Bowling Green 4 5	3	The entrapment that occurred on 1/7/14 was a result of a motor limit timer fault. The fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 1/29/14 was caused by debris (rock salt) in the lower landing hatch door saddle that prevented the doors from completely closing. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 1/30/14 was a result of worn contacts in the start/run motor control relays. The contacts were replaced; the elevator was tested and returned to service.
EL719	Fulton St A C J Z 2 3 4 5	1	The entrapment that occurred on 2/4/14 was a result of debris (screw) in the lower level hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL721	Fulton St A C J Z 2 3 4 5	5	The five entrapments that occurred were a result of a blown fuse in the door operator circuit. A warranty claim was submitted for the contractor to respond and correct this reoccurring failure. The contractor investigated and found a loose connection at the fuse holder; the connection was tightened; the elevator was tested and returned to service.
EL722	Fulton St J Z	1	The entrapment that occurred on 3/22/14 was a result of a blown fuse in the door operator circuit. The door operator fuse was replaced; the circuit was checked. The elevator was tested and returned to service.
BROOKLYN			
EL303	Pacific St-Atlantic Av D N R	5	The five entrapments that occurred were a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers. The car guide rollers, clutch and release roller assemblies were adjusted at all landings and a defective upper landing interlock was replaced; the elevator was tested and returned to service.

2014 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL306	Atlantic Av 2 3	1	The entrapment that occurred on 1/1/14 was a result of the hatch door interlock contacts not making a proper connection. The interlock and gate switch contacts were cleaned; the elevator was tested and returned to service.
EL307	Atlantic Av B Q	1	The entrapment that occurred on 2/15/14 was the result of a broken upper landing release roller assembly. The release roller assembly was replaced; the emergency escape hatch switch was adjusted; the elevator was tested and returned to service.
EL311	Clark St 2 3	2	The entrapment that occurred on 2/1/14 was a result of the lower landing interlock contacts not making a proper connection. The interlock operation was checked; the elevator was tested and returned to service. The entrapment that occurred on 2/7/14 was a result of a blown control circuit fuse. The fuse was replaced; the circuit was checked. The elevator was tested and returned to service.
EL312	Clark St 2 3	3	The entrapment that occurred on 1/28/14 was caused by a defective brake circuit control relay. The defective relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/29/14 was caused by the motor overload relay activating due to a grounded wire on the hoist motor brush rigging. The wire was repaired; the elevator was tested and returned to service. The entrapment that occurred on 2/14/14 was a result of worn contacts in one of the brake circuit relays. The contacts were replaced; the elevator was tested and returned to service.
EL320	Church Av 2 5	1	The entrapment that occurred on 2/24/14 was a result of the lower level hatch doors not opening because of a broken release roller assembly. The release roller assembly was replaced and adjusted; the elevator was tested and returned to service.
EL342	Euclid Av A C	1	The entrapment that occurred on 2/21/14 was a result of the doors not opening because of a lack of hydraulic fluid in the door operator. The proper amount of hydraulic fluid was added to the door operator; the elevator was tested and returned to service.
EL343	Euclid Av A C	1	The entrapment that occurred on 2/7/14 was a result of a defective upper landing door operator power supply. The power supply was replaced; the elevator was tested and returned to service.
EL373	Church Av F G	1	The entrapment that occurred on 3/12/14 was a result of improper door operations. The upper landing spirator (spring loaded retractable door closer) was replaced and the interlock was adjusted; the elevator was tested and returned to service.
EL392	Marcy Av J M Z	4	The four entrapments were a result of the elevator not leveling properly due to oil leaks in the hydraulic system. The piston seal and oil pump were replaced; the elevator was tested and returned to service.
EL393	Flushing Av J M	1	The entrapment that occurred on 1/2/14 was a result of the elevator not leveling at the upper landing due to a lack of hydraulic fluid. The oil tank was filled to the proper level; the elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av D F N Q	1	The entrapment that occurred on 1/3/14 was a result of the doors not opening due to the door operator limit switches being out of adjustment. The door operator limit switches were adjusted; the elevator was tested and returned to service.
EL706	Jay St A C F R	1	The entrapment that occurred on 3/19/14 was a result of a blown control circuit fuse. The fuse was replaced; the circuit was checked. The elevator was tested and returned to service.

2014 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL707	Jay St A C F R	1	The entrapment that occurred on 1/8/14 was a result of a defective door reopening device. The door reopening device was replaced; the elevator was tested and returned to service.
QUEENS			
EL403	Roosevelt Island F	1	The entrapment that occurred on 1/23/14 was a result of the hatch doors becoming jammed. The spirator (spring loaded retractable door closer) and door gibbs were replaced; the elevator was tested and returned to service.
EL408	Jamaica-Van Wyck E	1	The entrapment that occurred on 3/15/14 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the elevator was tested and returned to service.
EL412	Jamaica Center E J Z	1	The entrapment that occurred on 1/29/14 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted and the emergency escape hatch switch was properly secured. The elevator was tested and returned to service.
EL420	74 St-Broadway 7	1	MOW Control operator # 52 reported passengers were entrapped on 1/17/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL425	Junction Blvd 7	2	Both of the entrapments that occurred on 3/13/14 & 3/28/14 were a result of a blown fuse in the door operator circuit. The door operator fuse was replaced; the circuit was checked. The elevator was tested and returned to service.
EL428	Queens Plaza E M R	1	The entrapment on 2/7/14 was a result of an open circuit caused by a glass panel switch (cab glass panels open for cleaning). The glass panel switch was adjusted; the elevator was tested and returned to service.
EL434	Kew Gardens-Union Tpke E F	1	The entrapment that occurred on 1/21/14 was caused by the upper level hatch doors not closing completely due to snow building up in the saddles. The snow was cleared; the elevator was tested and returned to service.
EL435	Kew Gardens-Union Tpke E F	1	MOW Control operator # 56 reported passengers were entrapped on 1/3/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL447	CitiCorp/Court Square 7 E G	1	The entrapment that occurred on 1/7/14 was caused by the upper level hatch doors not opening (frozen) due to ice building up in the saddles. The ice was cleared; the elevator was tested and returned to service.
EL497	Mott Avenue A	1	The entrapment that occurred on 3/25/14 was a result of worn car guide rollers. The upper and lower car guide rollers were replaced and adjusted. The elevator was tested and returned to service.

2014 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

Equip #	Station Name:	Station / Line	# of Inspections (01/01/14 to 03/31/14)	# of Tours OOO
EL200X	34 St - Herald Square	6th Avenue	270	3
EL203X	Lexington Av - 53 St	Queens Blvd	270	19
EL207X	50 Street	8th Avenue	270	1
EL208X	50 Street	8th Avenue	270	0
EL231X	Times Square - 42 St	Broadway / 7th Avenue	270	17
EL268X	49th Street (Uptown)	Broadway	270	0
EL276X	59 St - Columbus Circle	8th Avenue	270	43
EL287X	42nd St - Bryant Park	6th Avenue	270	72
EL288X	42nd St - Port Authority Bus Terminal	8th Avenue	270	6
EL289X	42nd St - Port Authority Bus Terminal	8th Avenue	270	0
EL290X	42nd St - Port Authority Bus Terminal	8th Avenue	270	0
EL291X	42nd St - Port Authority Bus Terminal	8th Avenue	270	16
EL300X	Atlantic Avenue	LIRR	270	4
EL415X	61 St - Woodside	Flushing	270	4
EL416X	61 St - Woodside	Flushing	270	0
EL417X	61 St - Woodside	Flushing	270	1
EL418X	61 St - Woodside	Flushing	270	0
EL419X	61 St - Woodside	Flushing	270	0
EL445X	Court Square	Flushing	270	7
EL448X	Sutphin Blvd - Archer Av JFK	ARC	270	1
EL449X	Sutphin Blvd - Archer Av JFK	ARC	270	0
EL450X	Sutphin Blvd - Archer Av JFK	ARC	270	3
EL490X	Howard Beach - JFK Airport	Rockaway	270	0
EL491X	Howard Beach - JFK Airport	Rockaway	270	0
EL492X	Howard Beach - JFK Airport	Rockaway	270	0
EL493X	Howard Beach - JFK Airport	Rockaway	270	0
EL494X	Howard Beach - JFK Airport	Rockaway	270	0
EL495X	Howard Beach - JFK Airport	Rockaway	270	0
EL700X	ATLANTIC AVE/BARCLAY CTR	FLATBUSH	270	4
EL728X	FULTON ST	Nassau Loop BMT	270	0
ES250X	59 St - Columbus Circle	8th Avenue	270	4
ES251X	59 St - Columbus Circle	8th Avenue	270	1
ES253X	Lexington Av - 53 St	Queens Blvd	270	47
ES254X	Lexington Av - 53 St	Queens Blvd	270	156
ES257X	14 St - Union Square	Lexington Avenue	270	76

2014 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES				
Equip #	Station Name:	Station / Line	# of Inspections (01/01/14 to 03/31/14)	# of Tours OOO
ES258X	14 St - Union Square	Lexington Avenue	270	6
ES261X	Times Square - 42 St	Broadway / 7th Avenue	270	152
ES262X	Times Square - 42 St	Broadway / 7th Avenue	270	110
ES263X	50 Street	8th Avenue	270	4
ES264X	50 Street	8th Avenue	270	11
ES265X	Court Square	Crosstown	270	39
ES266X	Court Square	Crosstown	270	9
ES267X	Times Square - 42 St	Broadway / 7th Avenue	270	6
ES268X	Times Square - 42 St	Broadway / 7th Avenue	270	4
ES358X	ATLANTIC AVE/BARCLAY CTR		270	56
ES359X	ATLANTIC AVE/BARCLAY CTR		270	1
ES376X	Fulton St	Nassau Loop BMT	270	0
ES377X	Fulton St	Nassau Loop BMT	270	0
ES378X	Wall St	Clark Street	270	12
ES379X	Wall St	Clark Street	270	20
ES380X	Cortlandt St	Broadway	270	0
ES432X	Sutphin Blvd - Archer Av JFK	ARC	270	2
ES433X	Sutphin Blvd - Archer Av JFK	ARC	270	3
ES461X	Court Square	Flushing	270	38
ES462X	Court Square	Flushing	270	32
ES496X	Howard Beach - JFK Airport	Rockaway	270	0
ES497X	Howard Beach - JFK Airport	Rockaway	270	0
ES498X	Howard Beach - JFK Airport	Rockaway	270	1
ES499X	Howard Beach - JFK Airport	Rockaway	270	0
ES600X	Lexington Av - 53 St	Queens Blvd	270	1
ES606X	42nd St - Port Authority Bus Terminal	8th Avenue	270	12
ES607X	42nd St - Port Authority Bus Terminal	8th Avenue	270	19
ES608X	Grand Central - 42nd St	Lexington	270	13
ES609X	Grand Central - 42nd St	Lexington	270	72
ES610X	Grand Central - 42nd St	Lexington	270	3
65			17,550	1,111

NYCT/MTA Bus EEO & Diversity Report

Data as of March 31, 2014

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS*
As of March 31, 2014

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	27%	15%	No	11%	35%	Yes	9%	11%	Yes	6%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Professionals	36%	36%	Yes	11%	32%	Yes	8%	9%	Yes	8%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	47%	Yes	11%	49%	Yes	12%	12%	Yes	5%	13%	Yes	0%	0%	Yes	12%	0%	No	2%	2%	Yes
Protective Services	21%	22%	Yes	31%	58%	Yes	18%	17%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	2%	Yes
Paraprofessionals	52%	47%	No	20%	51%	Yes	16%	26%	Yes	2%	5%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Administrative Support	55%	43%	No	21%	57%	Yes	23%	14%	No	4%	14%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Skilled Craft	21%	5%	No	24%	39%	Yes	16%	11%	No	5%	13%	Yes	0%	0%	Yes	7%	0%	No	2%	1%	No
Service Maintenance	17%	18%	Yes	36%	56%	Yes	26%	21%	No	2%	5%	Yes	0%	0%	Yes	2%	0%	No	2%	2%	Yes

* NYC Transit has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing NYC Transit's March 31, 2014 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

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

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

NEW HIRES January 1, 2014 to March 31, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	18	4	22%	2	11%	2	11%	4	22%	0	0%	0	0%	0	0%
Professionals	106	30	28%	20	19%	16	15%	30	28%	0	0%	0	0%	2	2%
Technicians	6	1	17%	1	17%	0	0%	1	17%	0	0%	0	0%	0	0%
Protective Services	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	107	57	53%	55	51%	12	11%	22	21%	0	0%	0	0.0%	0	0%
Skilled Craft	281	17	6%	75	27%	42	15%	40	14%	0	0.0%	0	0%	0	0%
Service Maintenance	554	109	20%	295	53%	136	25%	44	8%	1	0.2%	0	0%	4	1%
Total	1,072	218	20%	448	42%	208	19%	141	13%	1	0.1%	0	0.00%	6	1%

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

² Total includes females in each of the protected racial/ethnic groups as well as all non-minority females.

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS

As of March 31, 2014

Category	Race/Color ¹	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	72	53	56	52	34	33	9	79	388	233	204
External Complaints	29	4	26	44	15	20	4	49	191	106	93
Internal Complaints	43	49	30	8	19	13	5	30	197	127	111

8.33

Category	Race	National Origin	Color	Total Issues ⁶	Total Cases	Status (# Open)
Title VI	27	7	3	37	35	29

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

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

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

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

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

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

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: NEW YORK CITY TRANSITEEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 3/31/14
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	13	0	0	0	0	0	13
TOTAL	13	0	0	0	0	0	13

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 3/31/14
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	8	2	5	1	0	0	16
TOTAL	8	2	5	1	0	0	16

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 3/31/14

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	5	0	1	0	0	0	6
TOTAL	5	0	1	0	0	0	6

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS*

As of March 31, 2014

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	10%	No	13%	28%	Yes	9%	16%	Yes	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	34%	48%	Yes	12%	26%	Yes	9%	9%	Yes	7%	16%	Yes	0%	0%	Yes	2%	0%	No	2%	5%	Yes
Technicians	20%	55%	Yes	8%	10%	Yes	8%	18%	Yes	14%	23%	Yes	0%	0%	Yes	4%	0%	No	1%	0%	No
Protective Services	16%	40%	Yes	34%	60%	Yes	18%	40%	Yes	3%	0%	No	0%	0%	Yes	2%	0%	No	2%	0%	No
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	57%	42%	No	23%	30%	Yes	21%	11%	No	3%	7%	Yes	0%	0%	Yes	5%	0%	No	5%	8%	Yes
Skilled Craft	0%	0%	Yes	21%	29%	Yes	25%	15%	No	2%	9%	Yes	0%	0%	Yes	3%	2%	No	1%	4%	Yes
Service Maintenance	11%	13%	Yes	27%	51%	Yes	30%	21%	No	4%	5%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

* MTA Bus has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bus' March 31, 2014 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the U.S. Census.

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

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

NEW HIRES January 1, 2014 to March 31, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	10	2	20%	3	30%	2	20%	0	0%	0	0%	0	0%	0	0%
Professionals	2	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	3	3	100%	0	0%	3	100%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	3	1	33%	2	67%	0	0%	0	0%	0	0%	0	0%	1	33%
Skilled Craft	22	0	0%	8	36%	7	32%	3	14%	0	0%	0	0%	0	0%
Service Maintenance	121	13	11%	64	53%	34	28%	13	11%	0	0%	0	0%	0	0%
Total	161	20	12%	77	48%	46	29%	16	10%	0	0%	0	0%	1	1%

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

² Total includes females in each of the protected racial/ethnic groups as well as all non-minority females.

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS

As of March 31, 2014

Category	Race/Color ¹	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	3	1	0	0	0	1	0	1	6	4	3
External Complaints	3	1	0	0	0	0	0	1	5	3	3
Internal Complaints	0	0	0	0	0	1	0	0	1	1	0

8.3.8

Category	Race	National Origin	Color	Total Issues ⁶	Total Cases	Status (# Open)
Title VI	1	0	0	1	1	1

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

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

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

⁴ "Total Cases" include the number of complaints pending and closed.

⁵ "Status (# Open)" include the number of complaints pending investigation.

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

2014-Q1 EEO & DIVERSITY REPORT

AGENCY NAME: MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 3/31/14
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 3/31/14
INTERNAL

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

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 3/31/14

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

9. MTACC MONTHLY PROJECT STATUS REPORT:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - May 2014

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

	Budget	Expenditures
Construction	\$ 939.9	\$ 835.4
Design	105.3	104.3
Construction Management	133.9	104.7
Real Estate	220.9	206.6
Total	\$ 1,400.0	\$ 1,251.0

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Substantial Completion
4F: Transit Center Building Plaza - Schiavone, JV	\$210.3	\$200.4	\$10.0	\$176.0	Jan-2011	Aug-2010	Jun-2014	Jun-2014	Dec-2014
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

* Customer Benefit Milestone represents the latest projected dates

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

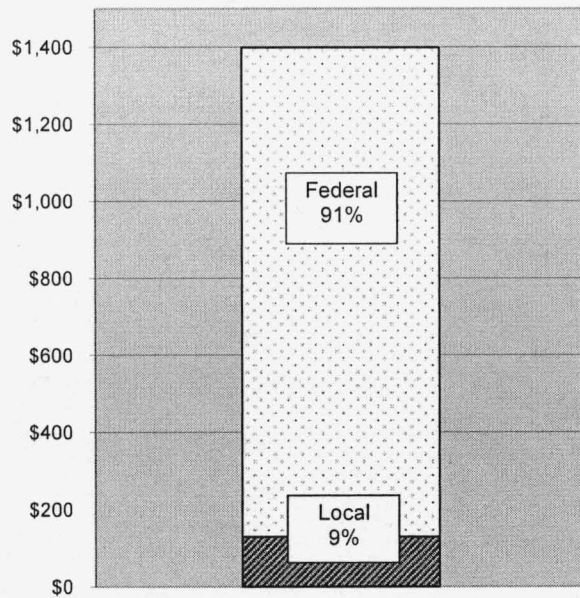
Fulton Center Status

Report to the Transit Committee - May 2014

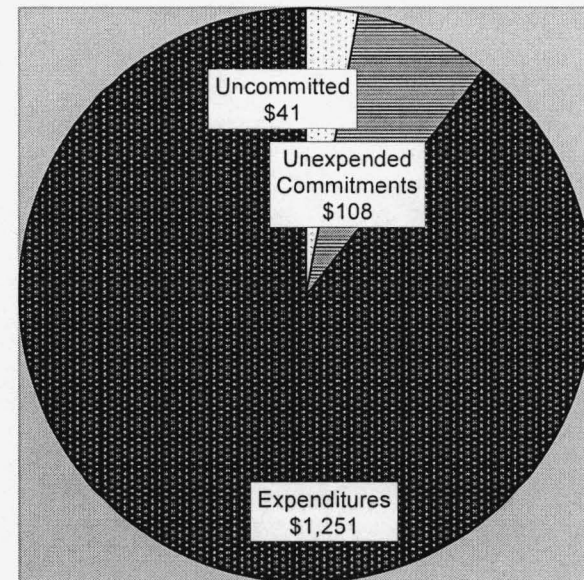
(data thru April 2014)

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	\$ 935	\$ 41	\$ 838
FTA Reserve (2000-2004)	-	-	-	-	-	-	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	413
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,359	\$ 41	\$ 1,251

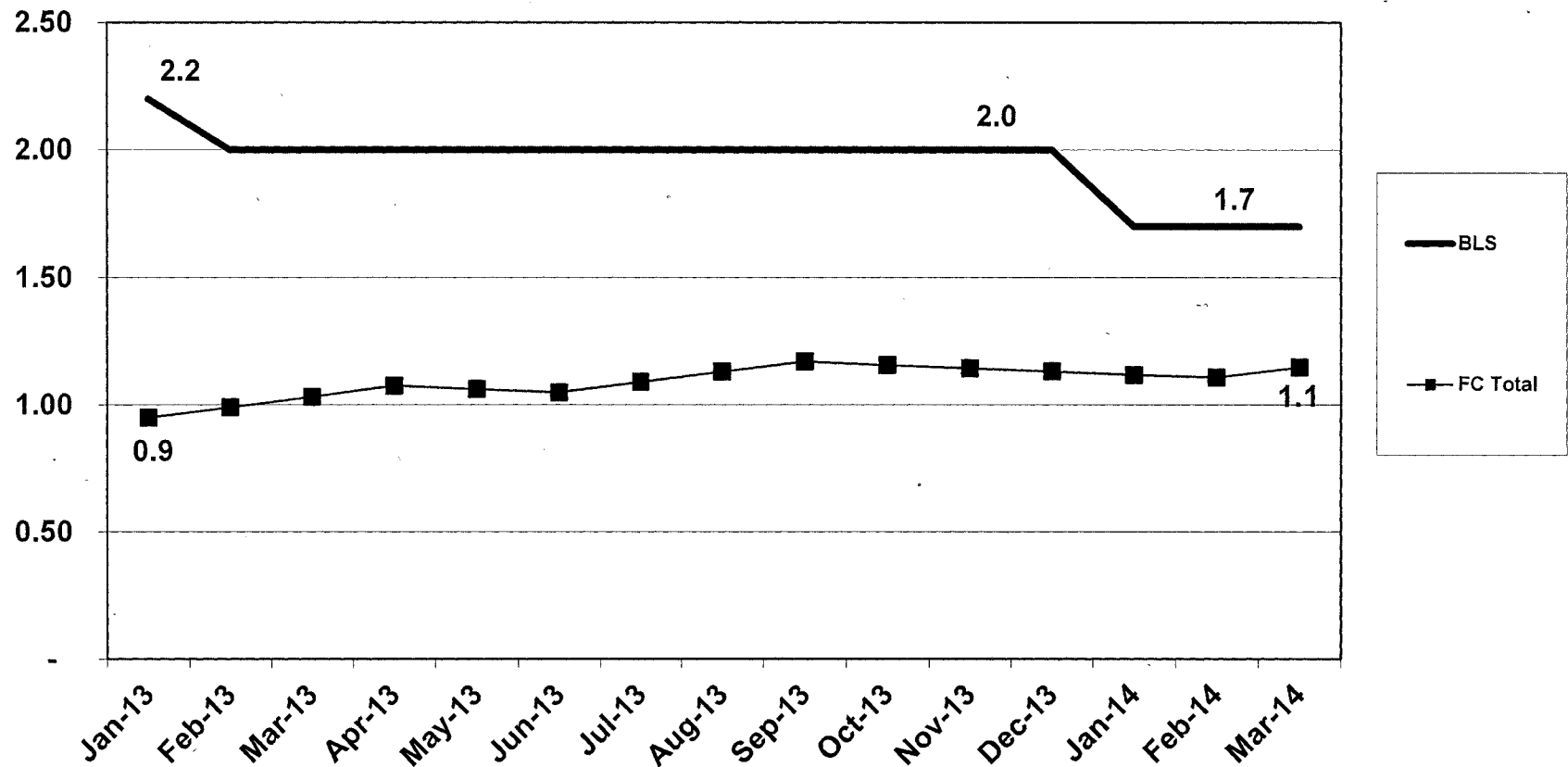
Project Budget: \$1,400 Million



Commitments and Expenditures (\$ in Millions)



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



Note:

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

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - May 2014

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

	Budget	Expenditures
Final Design	\$ 117.4	113.6
Construction	1,892.5	1,717.7
Construction Management	44.0	32.9
Subway Project Reserve	46.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,864.2
HYDC-Funded Non-Subway Work [†]	266.0	220.9
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,085.1
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,138.1

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$542.4	\$528.1	\$14.3	\$436.9	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	\$25.2	Sep-2012	Apr-2016	Apr-2016

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

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

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

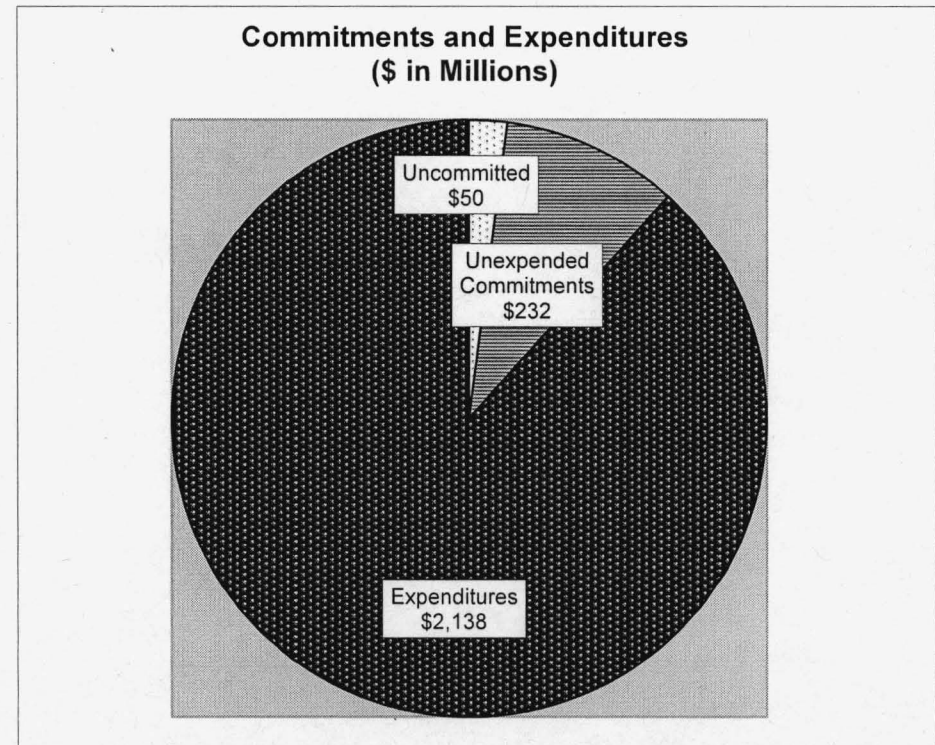
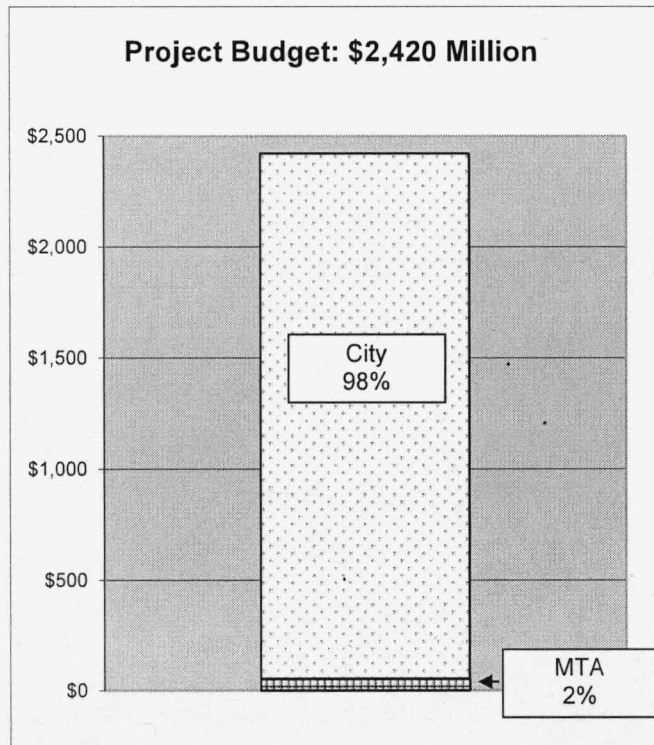
7 Line Extension Status

Report to the Transit Committee - May 2014

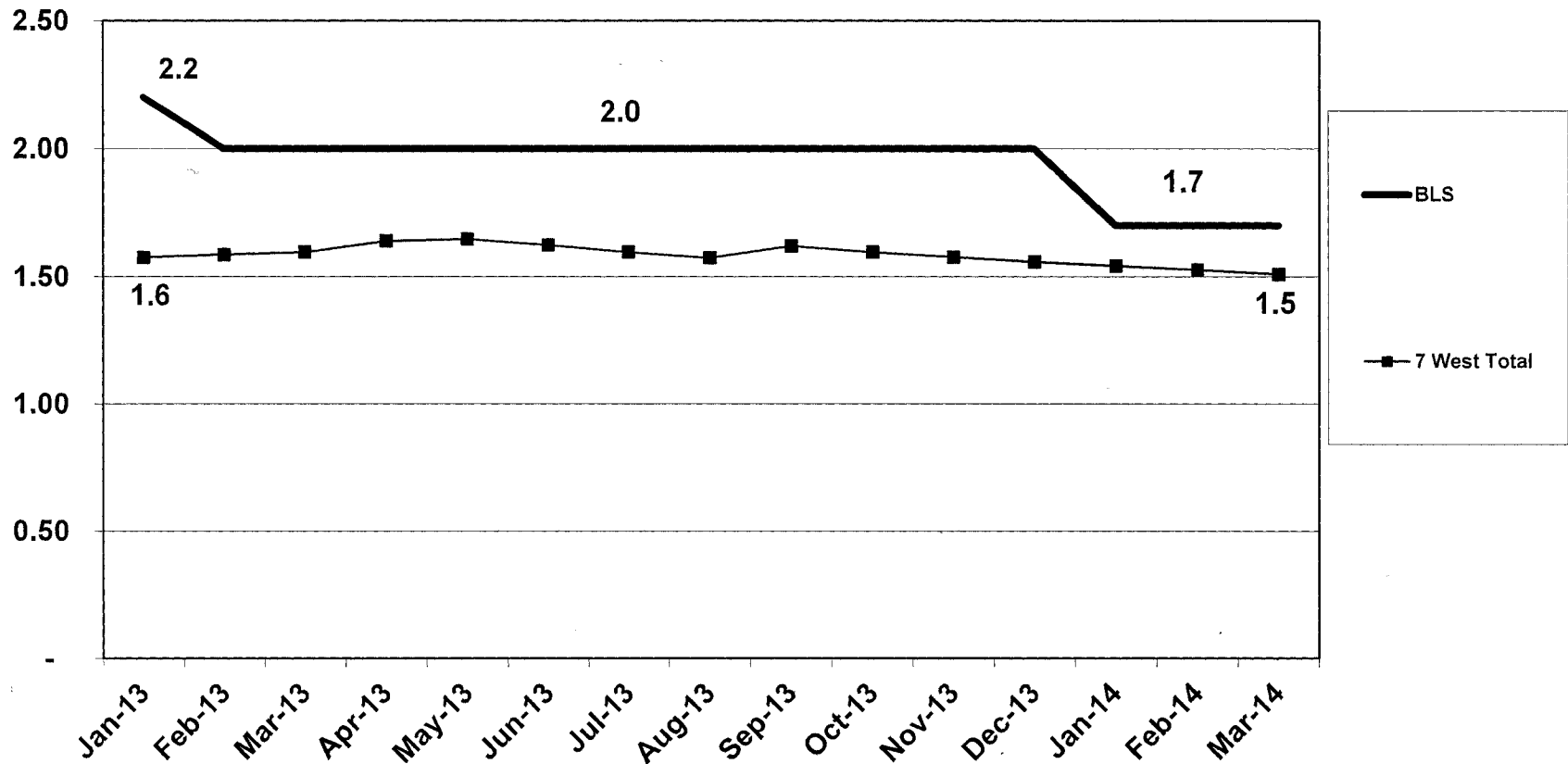
(data thru April 2014)

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	2,085
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,317	\$ 2,370	\$ 50	\$ 2,138

* 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 - May 2014

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

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 2,005.5
Design	497.7	464.9
Construction Management	221.3	125.5
Real Estate	281.5	220.9
Total	\$ 4,451.0	\$ 2,816.7

	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 Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$190.9	\$185.4	\$5.5	\$132.0	Jul-2010	Jan-2011	May-2014	Aug-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$317.6	\$14.4	\$261.2	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	\$332.6	\$14.7	\$117.1	Mar-2011	Jun-2012	Dec-2015	Jul-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$259.0	\$17.4	\$19.8	Nov-2012	Feb-2013	Nov-2015	Jul-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

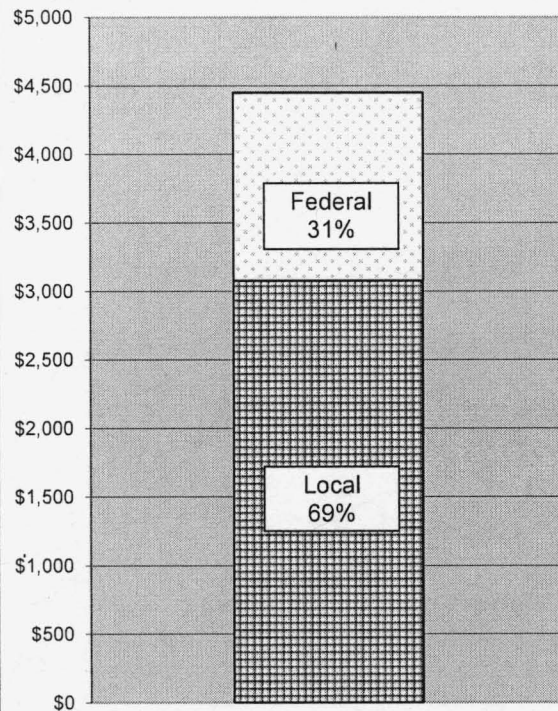
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - May 2014

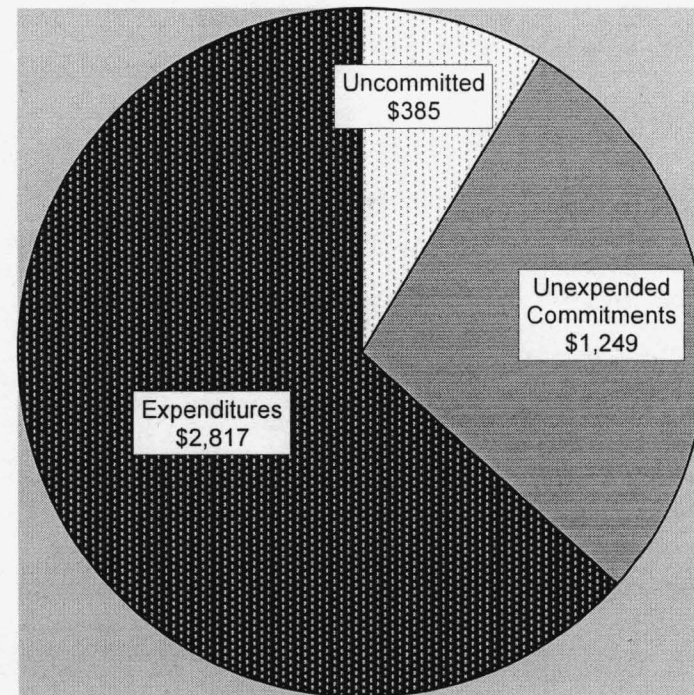
(data thru April 2014)

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	\$ 1,034
2005-2009	1,914	846	1,068	758	1,836	78	1,437
2010-2014	1,487	1,487	-	-	1,182	305	347
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,066	\$ 385	\$ 2,817

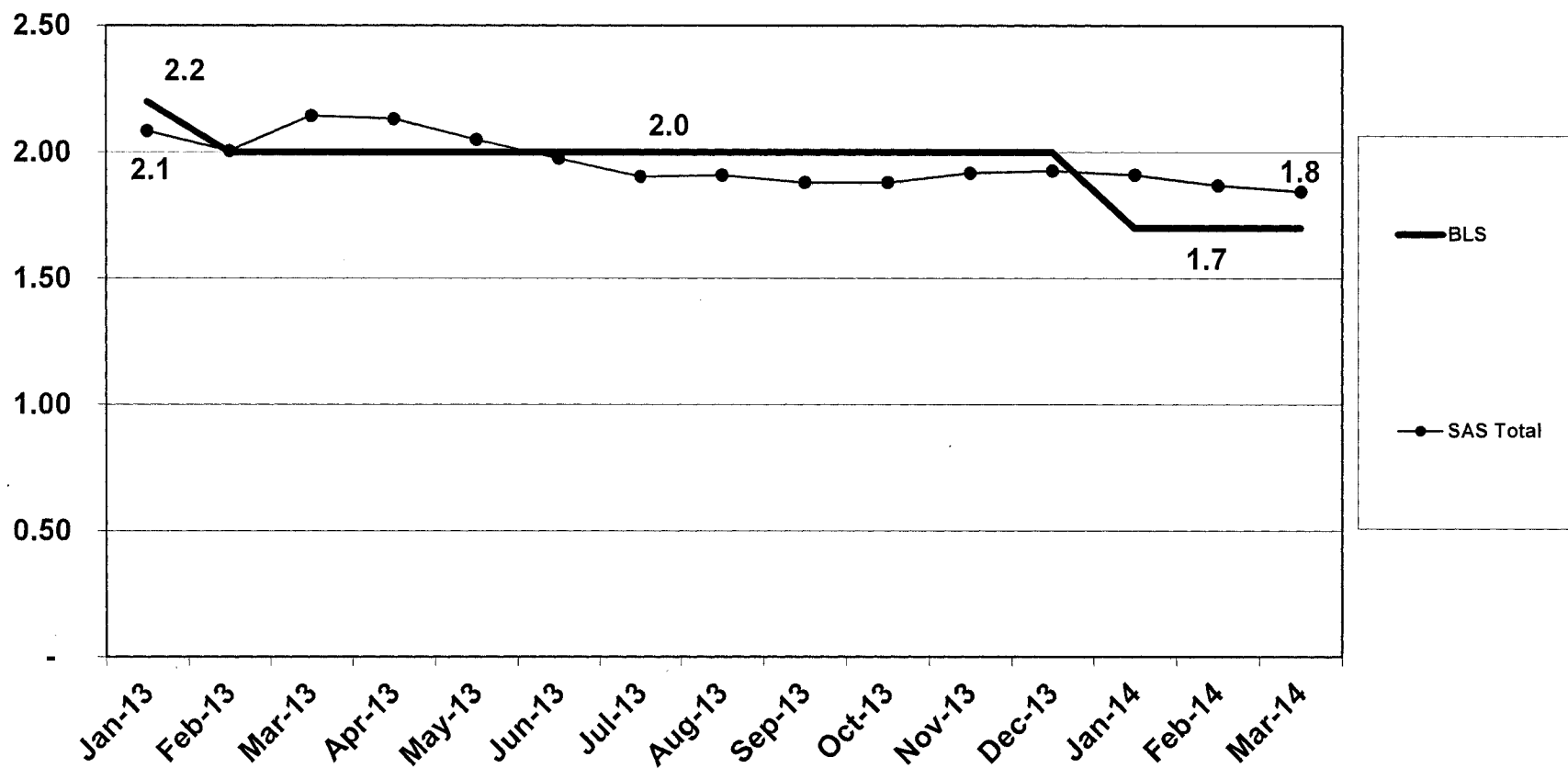
Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



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)