



**New York City Transit  
Bus Company**

# **Transit & Bus Committee Meeting**

## **June 2014**

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### **Committee Members**

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

# New York City Transit and Bus Committee Meeting

347 Madison Avenue  
New York, NY  
5th Floor, Board Room  
Monday, 6/23/2014  
10:30 AM - 12:00 PM ET

## 1. PUBLIC COMMENT PERIOD

## 2. APPROVAL OF MINUTES – MAY 19, 2014

*May Committee Meeting Minutes - Page 4*

## 3. COMMITTEE WORK PLAN

*Work Plan - Page 9*

## 4. OPERATIONS PERFORMANCE SUMMARY

*April Operations Report - Page 17*

## 5. FINANCIAL REPORTS

### a. April NYCT Financial & Ridership Report

*NYCT Financial Report - Page 54*

### b. April SIR Financial & Ridership Report

*SIR Financial Report - Page 76*

### c. April MTA Bus Financial & Ridership Report

*MTA Bus Financial Report - Page 87*

### d. Capital Program Status Report

*Capital Program Status Report - Page 100*

## 6. PROCUREMENTS

*Procurement Staff Summary & Resolution - Page 109*

### a. NYCT Non-Competitive

*NYCT Non-Competitive Actions - Page 113*

### b. NYCT Competitive

*NYCT Competitive Actions - Page 114*

### c. June Procurement Actions

*June Procurement Actions - Page 116*

## 7. ACTION ITEMS Approve

### a. South Ferry Leak Mitigation

*South Ferry Leak Mitigation - Page 119*

### b. Installation of Help Points (HP) at 70 Additional Stations

*Installation of Help Points (HP) at 70 Stations - Page 121*

## 8. SERVICE CHANGES

### a. Implement M12 Approve

*M12 Service Change Staff Summary - Page 123*

### b. Implement X21 Approve

*X21 Service Change Staff Summary - Page 130*

### c. M8 Weekend Service

*M8 Service Change Staff Summary - Page 137*

**d. Q31 Weekend Service**

*Q31 Service Change Staff Summary - Page 142*

**e. Q77 Sunday Service**

*Q77 Service Change Staff Summary - Page 147*

**f. Bus Schedules Changes Effective September 2014**

*Bus Schedules Service Change Staff Summary - Page 152*

**9. SPECIAL REPORTS & PRESENTATIONS**

*MetroCard Report - Page 157*

**10. MTACC REPORT**

*MTACC Report - Page 161*

**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**

**May 19, 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. Robert C. Bickford  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Mark Page  
Hon. David A. Paterson

The following Members were absent:

Hon. John H. Banks III, Vice-Chair  
Hon. Jonathan A. Ballan  
Hon. Jeffrey Kay  
Hon. Mark Lebow

Also present were:

Carmen Bianco, President, New York City Transit  
Robert Bergen, Executive Vice President  
Joe Leader, Senior Vice President, Subways  
Vincent Coogan, Deputy Chief, NYPD Transit Bureau  
Cheryl Kennedy, Vice President, Office of System Safety  
Stephen Plochochi, Vice President, Materiel  
Lewis Finkelman, Vice President, General Counsel  
Peter Cafiero, Chief, Operations Planning  
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

Jordan Wouk requested that the Committee consider adding at least one Select Bus Service route in order to speed cross-town service between the upper east and upper west sides, noting that off board payment would shorten boarding times.

Murray Bodin commented positively on the Committee's willingness to embrace change, noting that it is a difficult but essential undertaking.

## III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the April 28, 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

President Bianco addressed the Committee on the May 2<sup>nd</sup> derailment of the Manhattan bound  express train, thanking the NYPD and FDNY as well as NYCT employees for their efforts and informing Members that forensic testing would be performed on the rail. He also remarked on the high quality of NYCT's extensive track inspection procedures. In response to a question from Member Albert, President Bianco noted that segments of rail from the same supplier are being analyzed at other locations in the system as well. Member Albert congratulated President Bianco on the prompt restoration of train service following the derailment.

SVP Leader reported to the Committee on the Department of Subways' operating performance, commenting on the continuing impact of the harsh winter weather, which created a backlog of right of way work deferred during the winter months. SVP Leader noted that system wide weekday wait assessment has continued to hold relatively constant over the last 12 months and that the implementation of running time adjustments on the , ,  and  lines over the summer will help reduce delays.

In response to a question from Member Moerdler regarding the resources that would be necessary to improve on-time subway performance, President Bianco commented on the importance of maintaining support for the capital program and for continued investment in the system. Member Moerdler noted his position that the State and City should be approached for financial assistance if necessary.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, noting that the decrease in month-to-month indicators reflects the need for

maintaining and repairing aging systems made more vulnerable by the harsh weather conditions experienced over the winter.

In response to a question from Member Moerdler, President Irick noted that the next delivery of new buses will begin the latter part of 2015, but that MTA Bus is working with the Procurement Department to see whether this timeframe can be expedited. VP Plochochi informed the Committee that the most recent procurement, approved by the Board, was split between two contractors in order to provide for accelerated delivery.

In response to a question from Member Albert, President Irick commented that off board fare collection is a viable option for improving boarding speed on buses, but noted that there are also issues associated with its implementation, such as the need for sidewalk access and the additional implementation costs.

Vice President Kennedy presented the monthly Safety Report.

In response to a question from Member Moerdler, President Bianco informed Members that the goal is to clean station tracks every three weeks and that two new vacuum trains have been included in the next capital plan. SVP Leader noted that 700-800 miles of track are cleaned over the course of a year. At Member Moerdler's request, SVP Leader agreed to provide data on how often any particular segment of station track is cleaned so that Member Moerdler can petition for the inclusion of an extra vacuum train in the next plan.

Deputy Chief Coogan presented the NYPD Transit Bureau statistics.

## **B. Financial Reports**

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

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

- Financial and Ridership Report
- Capital Program Status

In response to a question from Member Moerdler, SVP Smith indicated that the cost of elevator installations could range from \$8-10 Million to \$45-50 Million per station, taking into account retrofitting costs and associated utility relocation expenses.

## **C. Procurements**

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of nine procurement action items totaling approximately \$52.5 Million in proposed expenditures, highlighting the modification of an existing armed guard contract with AlliedBarton Security Services and a modification to the Skanska/Traylor JV Second Avenue Subway contract.

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

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda) as well as those requiring a majority vote (Schedule I 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 majority vote (Schedule K in the Agenda) was also approved and forwarded to the full Board for consideration.

MTACC's proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) was approved and forwarded to the full Board for consideration.

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

In response to a question from Member Moerdler regarding the Wabtec solicitation for the purchase of sole source subway car parts, VP Plochochi explained that the Department of Materiel advertises the requirements for qualification at least once a year and maintains a posting of such requirements on the MTA website, also noting the agency's aggressive industry outreach efforts. With regard to Member Moerdler's inquiry into the UTC Fire and Security modification, VP Plochochi noted that an RFI had been issued to find additional suppliers, and that three contractors are currently participating in the product qualification process. In response to a question from Member Moerdler regarding the AlliedBarton armed guard contract modification, VP Plochochi explained that there was an open RFP in place and that the AlliedBarton contract was being extended simply to provide guard service pending the conclusion of negotiations with proposers.

In response to a question from Member Albert regarding the modification to the Citnalta contract for brick arch repair, SVP Smith clarified that the plan was to use existing diversions of service and that the work at issue, which is expected to be complete in August of 2016, is already being performed under periodic weekend shutdowns.

## **V. Service Changes**

President Bianco informed the Committee that Staten Island Railway and Staten Island Bus service would be expanded in order to complement the increase in ferry service recently implemented by NYC DOT. He also remarked that the M60 Select Bus Service route running from the Upper West Side to LaGuardia Airport via 125<sup>th</sup> Street would begin on May 25<sup>th</sup>.

In response to a question from Member Page, President Bianco agreed to provide the Committee with more detailed information on the incremental increase in ridership with the expansion of Staten Island bus and rail service.

Peter Cafiero, Chief, Operations Planning, presented to the Committee for its information two service changes: (1) the implementation of an extension of the B13 and B83 NYCT bus

routes, and the Q8 MTA Bus Company route, and (2) subway schedule adjustments on the **L** and **M** lines increasing service to accommodate growing ridership.

Member Cappelli commented favorably on the increases in service, but noted that the Board, and not agency staff, has the ultimate authority to decide policy issues such as where and what service increases are implemented.

#### **VI. Special Reports and Presentations**

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

#### **VII. Standard Follow Up Reports**

The Transit Adjudication Bureau Report, the Escalator & Elevator Service Report, and the NYCT and MTA Bus EEO and Diversity Reports were presented to the Committee for information.

In response to a question from Member Albert, Lewis Finkelman, VP and General Counsel, informed the Committee that TAB penalties for fare evasion are limited, irrespective of the number of times an individual is cited for the same infraction. Member Cappelli noted, however, that if the fare evaders are arrested, the matter is handled through the court system.

#### **VIII. MTA CC Project Report**

President Horodniceanu noted the status of escalator and elevator work at the Fulton Transit Center, as well as the status of the **7** Line Extension and Second Avenue Subway projects. President Horodniceanu also commented on the pedestrian accidents that occurred on May 8<sup>th</sup> and May 10<sup>th</sup> at 93<sup>rd</sup> Street and Second Avenue, noting that although the accidents did not result from Second Avenue Subway project activities, maintaining and improving safe construction practices is given utmost priority.

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary



## 2014 Transit & Bus Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

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

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

June 2014  
No Items

July 2014  
NYCT & MTA Bus EEO & Diversity Report

EEO & Human Resources

August 2014  
No Meetings Held

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

Management & Budget  
 Operations Planning  
 Subways  
 Law

October 2014  
 Public Comment/Committee review of budget  
 2015 Preliminary NYC Transit Budget  
 2015 Preliminary SIR Budget  
 2015 Preliminary MTA Bus Budget

Management & Budget  
 Management & Budget  
 Management & Budget

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

## Responsibility

### November 2014

Public comment/Committee review of budget	
Charter for Transit Committee	Law
2015 Preliminary NYC Transit Budget	Management & Budget
2015 Preliminary SIR Budget	Management & Budget
2015 Preliminary MTA Bus Budget	Management & Budget
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report	EEO & Human Resources

### December 2014

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

### January 2015

Approval of 2015 NYC Transit Committee Work Plan	Committee Chair & Members
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### February 2015

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

### March 2015

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

### April 2015

Final Review of NYC Transit 2014 Operating Results	Management & Budget
Final Review of SIR 2014 Operating Results	Management & Budget
Final Review of MTA Bus 2014 Operating Results	Management & Budget

### May 2015

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



## 2014 Transit & Bus Committee Work Plan

### Detailed Summary

#### **I. RECURRING**

##### Approval of Minutes

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

##### NYC Transit Work Plan

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

##### Operations Performance Summary

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

##### Procurements

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

##### MTACC Projects Report

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

##### MetroCard Report

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

##### Service Changes

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

##### Tariff Changes

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

##### Capital Budget Modifications

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

##### Action Items

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

## II. SPECIFIC AGENDA ITEMS

### **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.

#### 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.

### III. 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.

### **OCTOBER 2014**

#### 2015 NYC Transit Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### 2015 SIR Preliminary Budget

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

#### 2015 MTA Bus Preliminary Budget

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

### **NOVEMBER 2014**

#### 2015 Preliminary NYC Transit Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### 2015 SIR Preliminary Budget

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

#### 2015 MTA Bus Preliminary Budget

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

#### Charter for Transit Committee

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

#### Elevator & Escalator Service Report

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

#### Transit Adjudication Bureau Report

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

#### EEO & Diversity Report

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

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

### **DECEMBER 2014**

#### Adopted Budget/Financial Plan 2015-2018

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

#### SIR Adopted Budget/Financial Plan 2015-2018

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

#### MTA Bus Adopted Budget/Financial Plan 2015-2018

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

### **JANUARY 2015**

#### Approval of Committee Work Plan

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

### **FEBRUARY 2015**

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

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

#### Preliminary Review of SIR 2014 Operating Results

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

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

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

#### Adopted Budget/Financial Plan 2015-2018

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

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

### SIR Adopted Budget/Financial Plan 2015-2018

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

### MTA Bus Adopted Budget/Financial Plan 2015-2018

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

### Service Quality Indicators / PES Report

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

### ADA Compliance Report

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

### Elevator & Escalator Service Report

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

### Transit Adjudication Bureau Report

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

## **MARCH 2015**

### 2014 Year-End Safety Report and 2015 Safety Agenda

2014 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will be presented along with New York City Transit and MTA Bus safety goals for 2015. The report will also provide detail on important safety programs that are underway or planned.

### EEO & Diversity Report- 2014 Year-End Report

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

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

### **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.

### **MAY 2015**

#### 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

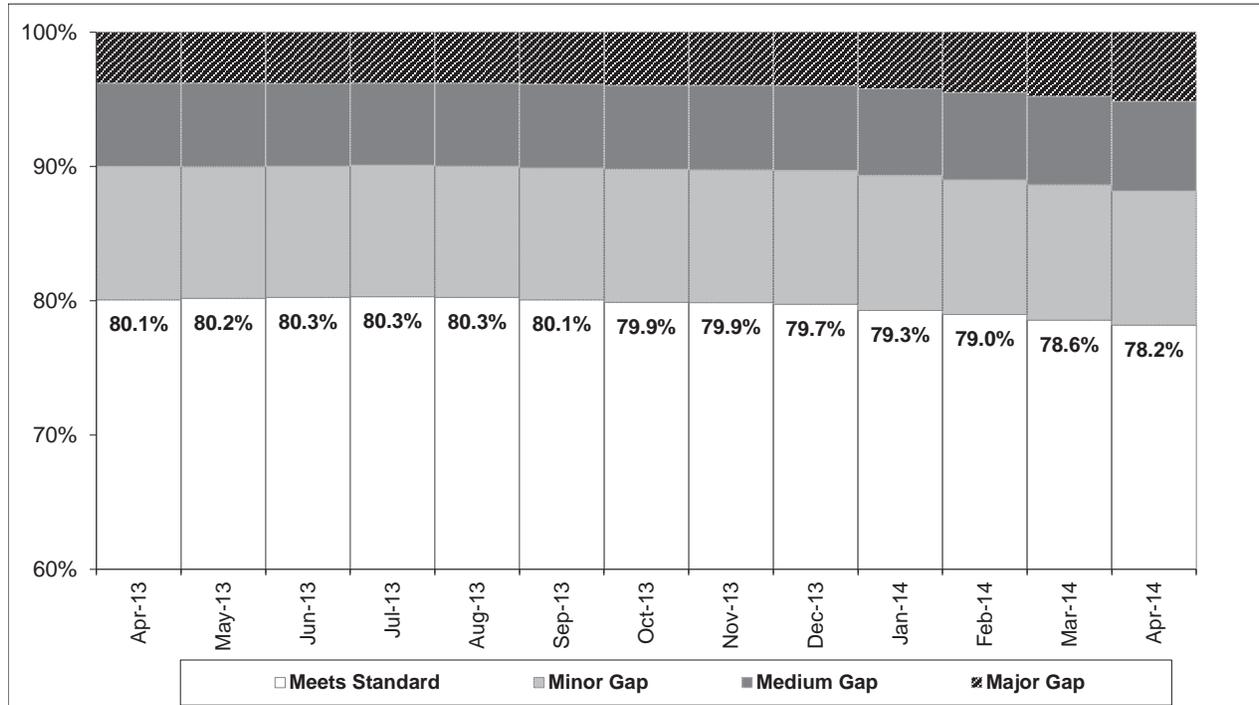
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

# Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: April 2014			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
<b>System Weekday Wait Assessment (Charts 1-2)</b>				78.2%	80.1%	-1.9%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	74.3%	77.0%	-2.7%	74.1%	76.8%	-2.7%
A Division Weekday Wait Assessment - (All Lines)				74.5%	77.1%	-2.6%
B Division Weekday Wait Assessment	80.5%	83.7%	-3.2%	79.9%	81.5%	-1.6%
<b>System Weekend Wait Assessment (Charts 3)</b>				83.6%	85.3%	-1.7%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	82.4%	79.6%	+2.8%	84.5%	85.3%	-0.8%
A Division Weekend Wait Assessment - (All Lines)				83.3%	84.7%	-1.4%
B Division Weekend Wait Assessment	80.6%	87.0%	-6.4%	83.8%	85.7%	-1.9%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	75.7%	85.2%	-9.5%	78.3%	82.9%	-4.6%
A Division Weekday Terminal On-Time Performance	69.2%	79.8%	-10.6%	72.2%	75.4%	-3.2%
B Division Weekday Terminal On-Time Performance	80.9%	89.6%	-8.7%	83.1%	88.2%	-5.1%
System Number of Terminal Delays (Charts 6)	42,472	25,250	+68.2%	36,242	24,454	+48.2%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	81.2%	88.5%	-7.3%	84.1%	88.3%	-4.2%
A Division Weekend Terminal On-Time Performance	79.4%	85.4%	-6.0%	80.9%	81.9%	-1.0%
B Division Weekend Terminal On-Time Performance	82.3%	90.7%	-8.4%	86.3%	92.2%	-5.9%
System Number of Weekend Terminal Delays (Charts 9)	8,348	5,012	+66.6%	8,073	5,241	+54.0%
<b>Mean Distance Between Failures (Charts 10-11)</b>	149,042	179,699	-17.1%	139,139	163,412	-14.9%
A Division Mean Distance Between Failures	140,737	149,279	-5.7%	125,138	156,014	-19.8%
B Division Mean Distance Between Failures	155,858	212,489	-26.7%	151,826	169,340	-10.3%
<b>System Weekday Service-KPI (Charts 12-13)</b>	78.0%	83.8%	-5.8%	78.8%	83.2%	-4.4%
A Division Weekday Service-KPI	74.2%	80.9%	-6.7%	73.9%	78.7%	-4.8%
B Division Weekday Service-KPI	81.4%	85.8%	-4.4%	82.0%	85.3%	-3.3%
<b>System Weekday PES-KPI (Charts 14-16)</b>				91.9%	90.9%	+1.0%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	94.2%	93.4%	+0.8%	94.1%	93.0%	+1.1%
AM Rush On-Time Performance	99.7%	100.0%	-0.3%	95.8%	97.7%	-1.9%
PM Rush On-Time Performance	93.5%	99.6%	-6.1%	96.3%	96.4%	-0.1%
Percentage of Completed Trips	99.8%	99.5%	+0.3%	99.7%	99.4%	+0.3%
Mean Distance Between Failures	58,956	100,356	-41.3%	63,615	76,900	-17.3%
Staten Island Railway PES-KPI (Charts 17)				91.5%	92.1%	-0.6%

## Subway Weekday Wait Assessment (6 am - midnight)



### Wait Assessment Definition

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

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

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

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

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

### Wait Assessment Results

	<b>Systemwide*</b>				<b>Annual Results (Meets Standard)</b>
	<b>12-Month Average</b>				
	<b><u>Meets Standard</u></b>	<b><u>GAP</u></b>			
		<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	
<b>May '13 - Apr '14</b>	78.2%	10.0%	6.7%	5.1%	2014 GOAL: 80.7%
<b>May '12 - Apr '13</b>	80.1%	9.9%	6.2%	3.8%	2013 ACTUAL: 80.3%

Chart 1

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

Line	<u>May '13 - Apr '14</u>				<u>May '12 - Apr '13</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>GAP</u>			<u>Meets Standard</u>	<u>Headways*</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Meets Standard</u>	<u>Minor</u>	<u>Medium</u>	
①	80.7%	8.1%	5.6%	5.5%	83.6%	8.2%	4.7%	3.5%	-2.9%
②	71.5%	10.6%	9.4%	8.5%	74.1%	10.5%	8.5%	6.9%	-2.6%
③	76.8%	10.1%	7.2%	5.9%	77.6%	10.2%	6.9%	5.4%	-0.8%
④	72.4%	9.7%	8.5%	9.4%	74.5%	9.9%	7.7%	7.8%	-2.1%
⑤	69.2%	10.1%	9.3%	11.3%	72.0%	10.1%	8.3%	9.5%	-2.8%
⑥	73.9%	8.1%	7.6%	10.4%	78.8%	8.3%	6.1%	6.9%	-4.9%
⑦	76.6%	10.7%	7.6%	5.1%	79.2%	10.9%	6.7%	3.2%	-2.6%
Ⓢ 42nd	91.2%	4.1%	1.9%	2.8%	N/A	N/A	N/A	N/A	N/A
<b>Subdivision A**</b>	<b>74.5%</b>	<b>9.6%</b>	<b>7.9%</b>	<b>8.0%</b>	<b>77.1%</b>	<b>9.7%</b>	<b>7.0%</b>	<b>6.2%</b>	<b>-2.6%</b>
Ⓐ	70.4%	10.8%	9.2%	9.7%	73.8%	10.4%	9.6%	6.2%	-3.4%
Ⓑ	78.3%	11.1%	6.4%	4.2%	79.3%	11.7%	6.4%	2.6%	-1.0%
Ⓒ	79.5%	10.8%	6.3%	3.4%	84.5%	10.1%	3.9%	1.5%	-5.0%
Ⓓ	79.7%	11.3%	6.2%	2.8%	78.6%	12.9%	6.2%	2.3%	+1.1%
Ⓔ	74.6%	11.7%	9.1%	4.6%	76.4%	11.4%	7.9%	4.3%	-1.8%
Ⓕ	73.6%	10.0%	8.7%	7.7%	74.4%	10.5%	9.5%	5.6%	-0.8%
Ⓢ Fkln	96.5%	2.2%	0.9%	0.4%	96.6%	2.6%	0.7%	0.1%	-0.1%
Ⓖ	78.6%	11.4%	7.0%	3.0%	83.2%	10.9%	3.9%	2.0%	-4.6%
Ⓢ Rock	90.8%	6.4%	1.5%	1.4%	96.1%	3.0%	0.7%	0.2%	-5.3%
Ⓙ	78.5%	11.0%	6.5%	4.0%	82.2%	10.4%	5.4%	2.1%	-3.7%
Ⓛ	79.6%	11.6%	4.7%	4.1%	81.6%	11.2%	5.7%	1.5%	-2.0%
Ⓜ	79.3%	11.6%	5.9%	3.2%	77.8%	12.3%	7.4%	2.5%	+1.5%
Ⓝ	79.2%	10.0%	7.0%	3.7%	79.1%	11.4%	6.1%	3.4%	+0.1%
Ⓠ	78.1%	12.1%	7.3%	2.5%	80.3%	12.1%	5.2%	2.4%	-2.2%
Ⓡ	82.0%	10.5%	5.1%	2.4%	78.1%	9.6%	8.9%	3.4%	+3.9%
<b>Subdivision B</b>	<b>79.9%</b>	<b>10.2%</b>	<b>6.1%</b>	<b>3.8%</b>	<b>81.5%</b>	<b>10.0%</b>	<b>5.8%</b>	<b>2.7%</b>	<b>-1.6%</b>
<b>Systemwide**</b>	<b>78.2%</b>	<b>10.0%</b>	<b>6.7%</b>	<b>5.1%</b>	<b>80.1%</b>	<b>9.9%</b>	<b>6.2%</b>	<b>3.8%</b>	<b>-1.9%</b>

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.

**Chart 2**

## Subway Weekend Wait Assessment (6 am - midnight)

Line	May '13 - Apr '14				May '12 - Apr '13				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	89.1%	6.3%	2.9%	1.8%	85.3%	7.8%	4.1%	2.7%	+3.8%
2	82.3%	10.0%	5.4%	2.3%	83.7%	9.3%	4.6%	2.4%	-1.4%
3	88.5%	6.9%	2.7%	1.8%	87.5%	7.1%	2.7%	2.6%	+1.0%
4	79.5%	9.7%	6.4%	4.4%	81.1%	9.0%	5.6%	4.4%	-1.6%
5	83.1%	8.3%	4.7%	3.9%	89.1%	5.7%	3.1%	2.1%	-6.0%
6	84.3%	7.9%	4.6%	3.2%	85.2%	8.1%	3.9%	2.8%	-0.9%
7	76.6%	12.4%	6.9%	4.2%	81.0%	12.4%	5.7%	0.9%	-4.4%
S 42nd	98.0%	1.0%	0.4%	0.6%	N/A	N/A	N/A	N/A	N/A
<b>Sub Division A**</b>	<b>83.3%</b>	<b>8.8%</b>	<b>4.8%</b>	<b>3.1%</b>	<b>84.7%</b>	<b>8.5%</b>	<b>4.2%</b>	<b>2.6%</b>	<b>-1.4%</b>
A	78.7%	11.7%	6.8%	2.8%	78.8%	10.9%	7.5%	2.8%	-0.1%
C	77.4%	9.3%	8.5%	4.8%	85.3%	9.3%	4.6%	0.8%	-7.9%
D	82.0%	12.4%	4.9%	0.7%	81.8%	10.9%	5.6%	1.7%	+0.2%
E	83.2%	11.9%	4.3%	0.6%	87.5%	8.4%	2.7%	1.4%	-4.3%
F	80.0%	11.8%	6.3%	2.0%	79.6%	11.6%	6.7%	2.1%	+0.4%
S Fkln	97.1%	2.9%	0.0%	0.0%	95.4%	3.9%	0.5%	0.2%	+1.7%
G	84.8%	9.7%	3.2%	2.2%	88.9%	7.0%	3.4%	0.6%	-4.1%
J Z	89.3%	6.8%	3.3%	0.6%	90.9%	7.7%	0.6%	0.8%	-1.6%
L	83.2%	9.3%	4.9%	2.5%	86.8%	9.3%	2.7%	1.2%	-3.6%
N	81.3%	10.6%	5.6%	2.5%	85.5%	8.7%	4.8%	1.0%	-4.2%
Q	85.6%	8.6%	4.7%	1.2%	83.1%	11.6%	3.9%	1.4%	+2.5%
R	82.7%	12.0%	4.4%	0.9%	84.7%	11.5%	2.8%	0.9%	-2.0%
<b>Sub Division B</b>	<b>83.8%</b>	<b>9.7%</b>	<b>4.7%</b>	<b>1.7%</b>	<b>85.7%</b>	<b>9.2%</b>	<b>3.8%</b>	<b>1.3%</b>	<b>-1.9%</b>
<b>Systemwide**</b>	<b>83.6%</b>	<b>9.4%</b>	<b>4.8%</b>	<b>2.2%</b>	<b>85.3%</b>	<b>9.0%</b>	<b>4.0%</b>	<b>1.7%</b>	<b>-1.7%</b>

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

\* **Headway Definitions**

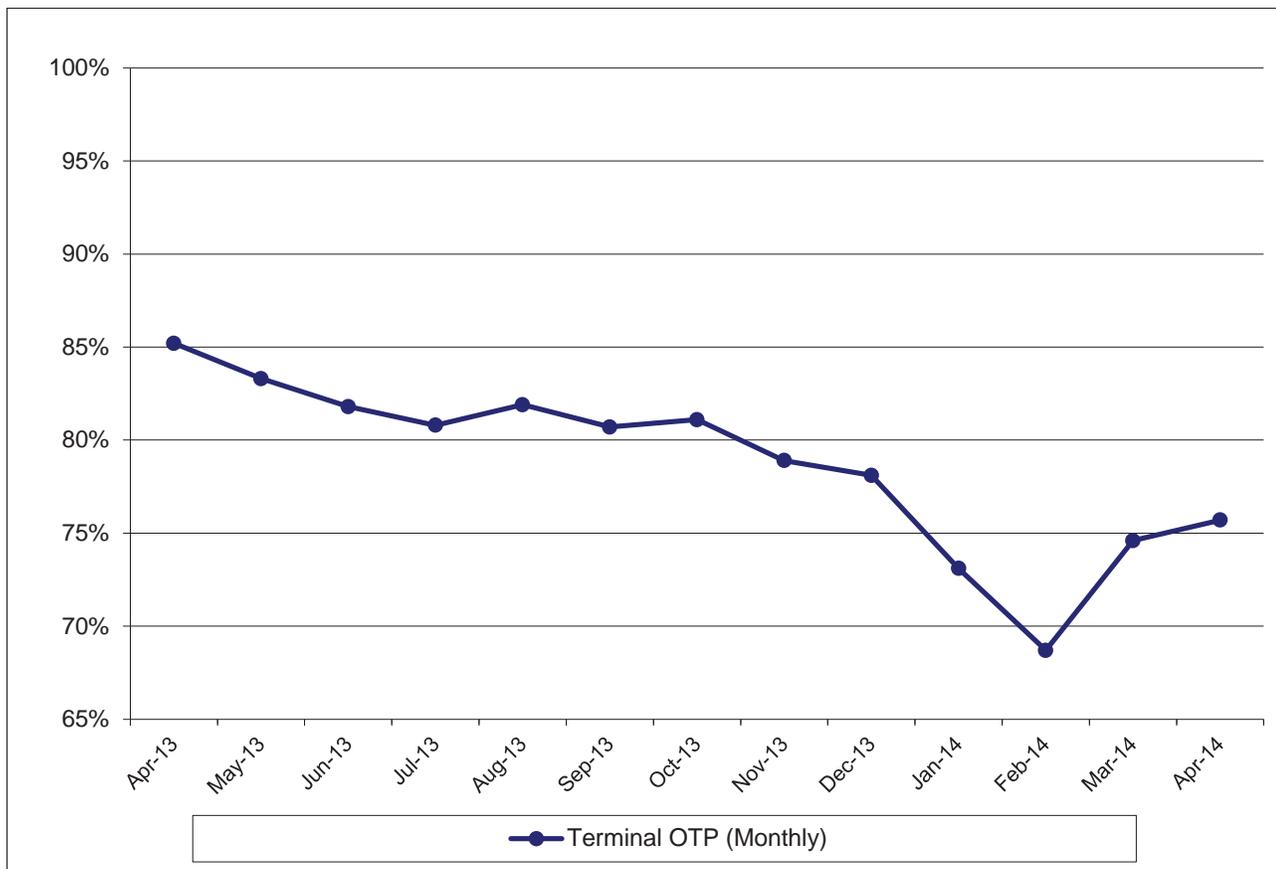
Minor Gap: from 25% to 50% over scheduled headway

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

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

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

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



### Weekday Terminal On-Time Performance Definition

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

### Weekday Terminal On-Time Performance Results

#### Systemwide

##### Monthly Results

Apr 2014: 75.7%  
 Apr 2013: 85.2%  
 12-Mon Avg: 78.3%  
 (May '13-Apr '14)

#### Subdivision A

##### Monthly Results

Apr 2014: 69.2%  
 Apr 2013: 79.8%  
 12-Mon Avg: 72.2%  
 (May '13-Apr '14)

#### Subdivision B

##### Monthly Results

Apr 2014: 80.9%  
 Apr 2013: 89.6%  
 12-Mon Avg: 83.1%  
 (May '13-Apr '14)

### Discussion of Results

In April 2014, Over Crowding (10,318 delays), Track Gangs (9,903 delays) and Right Of Way (7,613 delays), were the highest categories of delays, representing 65.5% of the total 42,472 delays.

**Chart 4**

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

<u>Line</u>	<u>May '13 - Apr '14</u>	<u>May '12 - Apr '13</u>	<u>% Difference</u>
①	81.2%	87.3%	-6.1%
②	49.5%	58.3%	-8.8%
③	67.4%	71.0%	-3.6%
④	47.8%	62.4%	-14.6%
⑤	49.8%	63.9%	-14.1%
⑥	64.7%	77.8%	-13.1%
⑦	88.1%	89.9%	-1.8%
Ⓢ 42 St	97.8%	N/A*	
<b>Subdivision A</b>	<b>72.2%</b>	<b>75.4%</b>	<b>-3.2%</b>
Ⓐ	78.1%	85.5%	-7.4%
Ⓑ	78.3%	87.5%	-9.2%
Ⓒ	88.3%	91.2%	-2.9%
Ⓓ	79.3%	88.1%	-8.8%
Ⓔ	76.7%	85.1%	-8.4%
Ⓕ	64.3%	78.8%	-14.5%
Ⓢ Fkln	98.8%	99.3%	-0.5%
Ⓖ	84.4%	88.0%	-3.6%
Ⓢ Rock	95.7%	98.1%	-2.4%
Ⓙ	91.7%	95.3%	-3.6%
Ⓛ	93.6%	94.6%	-1.0%
Ⓜ	82.1%	88.2%	-6.1%
Ⓝ	78.1%	82.0%	-3.9%
Ⓠ	83.0%	86.6%	-3.6%
Ⓡ	88.8%**	87.8%	+1.0%
<b>Subdivision B</b>	<b>83.1%</b>	<b>88.2%</b>	<b>-5.1%</b>
<b>Systemwide</b>	<b>78.3%</b>	<b>82.9%</b>	<b>-4.6%</b>

\* Performance data unavailable pending ATS system software upgrade.

\*\* OTP for April 2014 was 94.7% for the Brooklyn segment and 81.5% for the Manhattan segment.

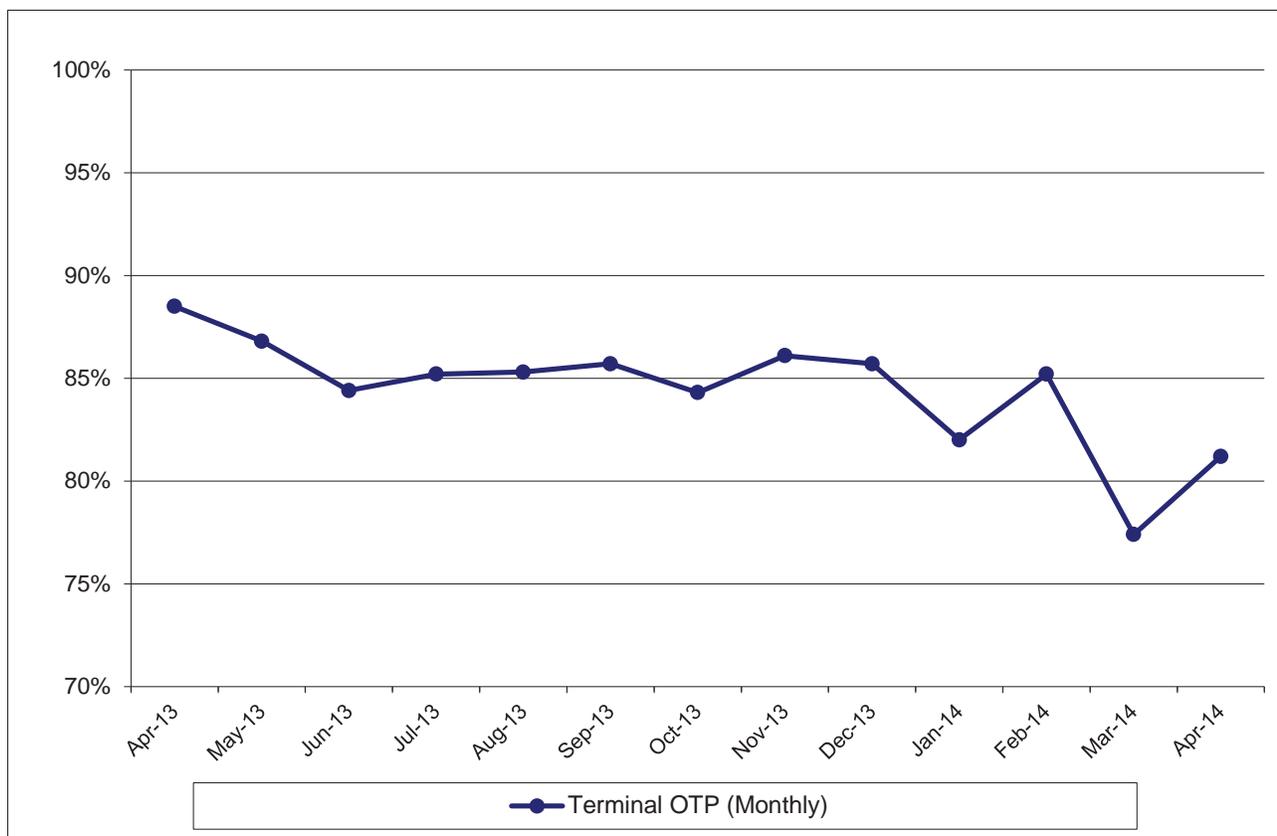
**Chart 5**

**April 2014 Weekday Terminal Delays  
Systemwide Summary**

Categories	Delays
Over Crowding	10,318
Track Gangs	9,903
Row Delays	7,613
Sick Customer	2,805
Car Equipment	2,657
Work Equipment/G. O.	2,105
Police	1,590
Unruly Customer	1,342
Operational Diversions	1,139
Fire	957
Inclement Weather	748
Employee	735
Infrastructure	418
External	141
Collision/Derailment	1
<b>Total Delays</b>	<b>42,472</b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Apr 2014: 81.2%  
 Apr 2013: 88.5%  
 12-Mon Avg: 84.1%  
 (May '13-Apr '14)

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

Apr 2014: 79.4%  
 Apr 2013: 85.4%  
 12-Mon Avg: 80.9%  
 (May '13-Apr '14)

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

Apr 2014: 82.3%  
 Apr 2013: 90.7%  
 12-Mon Avg: 86.3%  
 (May '13-Apr '14)

### Discussion of Results

In April 2014, Track Gangs (2,468 delays), Work Equipment/G.O. (1,820 delays), and Over Crowding (1,016 delays) were the highest categories of delays, representing 63.5% of the total 8,348 delays.

**Chart 7**

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

<u>Line</u>	<u>May '13 - Apr '14</u>	<u>May '12 - Apr '13</u>	<u>% Difference</u>
①	88.9%	81.4%	+7.5%
②	57.4%	65.5%	-8.1%
③	81.0%	82.7%	-1.7%
④	68.0%	73.2%	-5.2%
⑤	74.4%	89.7%	-15.3%
⑥	71.6%	79.3%	-7.7%
⑦	91.5%	95.4%	-3.9%
Ⓢ 42 St	99.1%	N/A*	
<b>Subdivision A</b>	80.9%	81.9%	-1.0%
Ⓐ	80.2%	86.5%	-6.3%
Ⓒ	76.1%	89.7%	-13.6%
Ⓓ	85.5%	91.8%	-6.3%
Ⓔ	79.6%	91.0%	-11.4%
Ⓕ	62.1%	83.2%	-21.1%
Ⓢ Fkln	99.0%	99.4%	-0.4%
Ⓖ	93.7%	95.8%	-2.1%
Ⓢ Rock	97.6%	98.5%	-0.9%
Ⓙ	95.9%	97.7%	-1.8%
Ⓛ	95.7%	96.8%	-1.1%
Ⓜ	97.5%	98.6%	-1.1%
Ⓝ	79.3%	85.5%	-6.2%
Ⓞ	91.4%	93.2%	-1.8%
Ⓡ	80.9%	92.2%	-11.3%
<b>Subdivision B</b>	86.3%	92.2%	-5.9%
<b>Systemwide</b>	<b>84.1%</b>	<b>88.3%</b>	<b>-4.2%</b>

\* Performance data unavailable pending ATS system software upgrade.

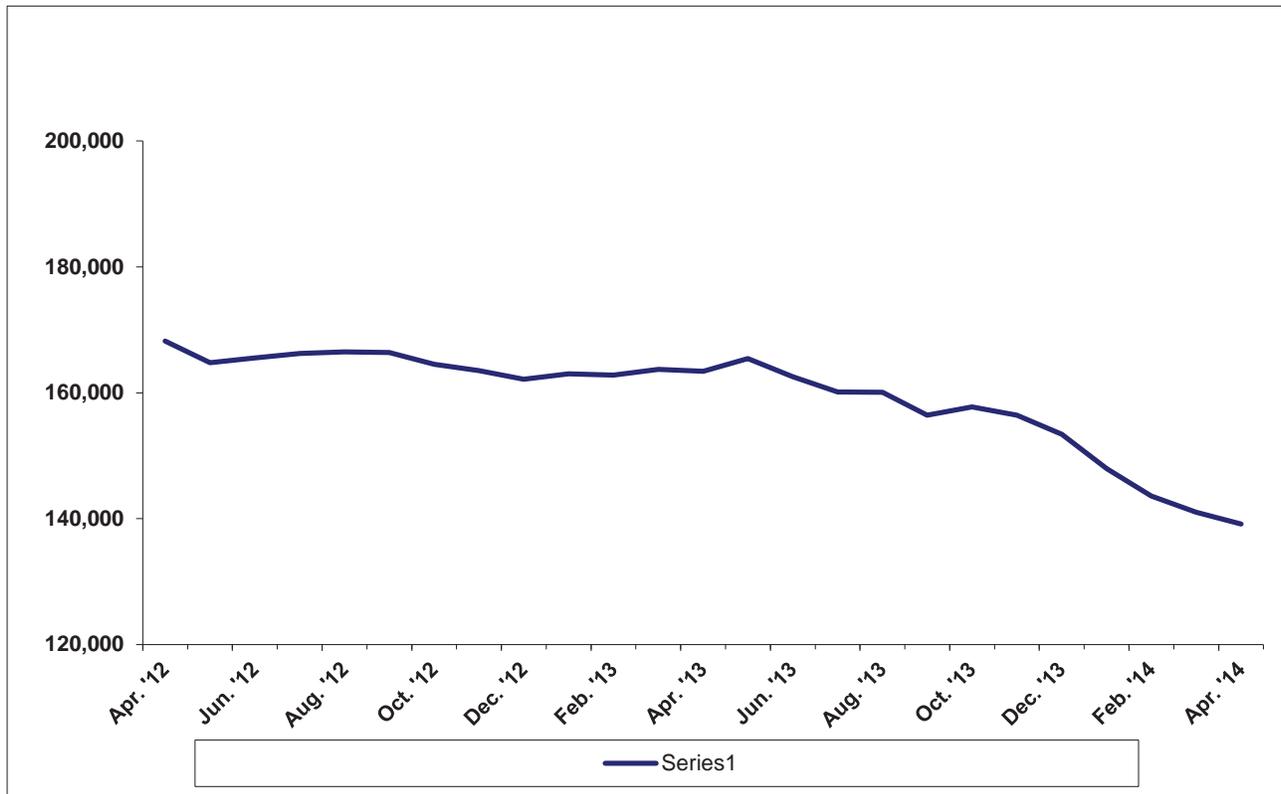
**Chart 8**

**April 2014 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Track Gangs	2,468
Work Equipment/G. O.	1,820
Over Crowding	1,016
ROW Delays	849
Police	480
Sick Customer	473
Car Equipment	330
Unruly Customer	311
Employee	241
Operational Diversions	178
Fire	82
External	68
Inclement Weather	20
Infrastructure	12
<b>Total Delays</b>	<b>8,348</b>

\* Total may differ slightly due to rounding.

## Subway Mean Distance Between Failure



### Definition

Subway Mean Distance Between Failure (MDBF) is the 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

Apr 2014: 149,042

Apr 2013: 179,699

### 12-Month Average

May 13 - Apr 14: 139,139

May 12 - Apr 13: 163,412

### Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

### Discussion of Results

MDBF in April 2014 decreased 17.1% from April 2013. Over the past year, the MDBF 12-month average decreased 14.9.%.

**Chart 10**

## Car Reliability

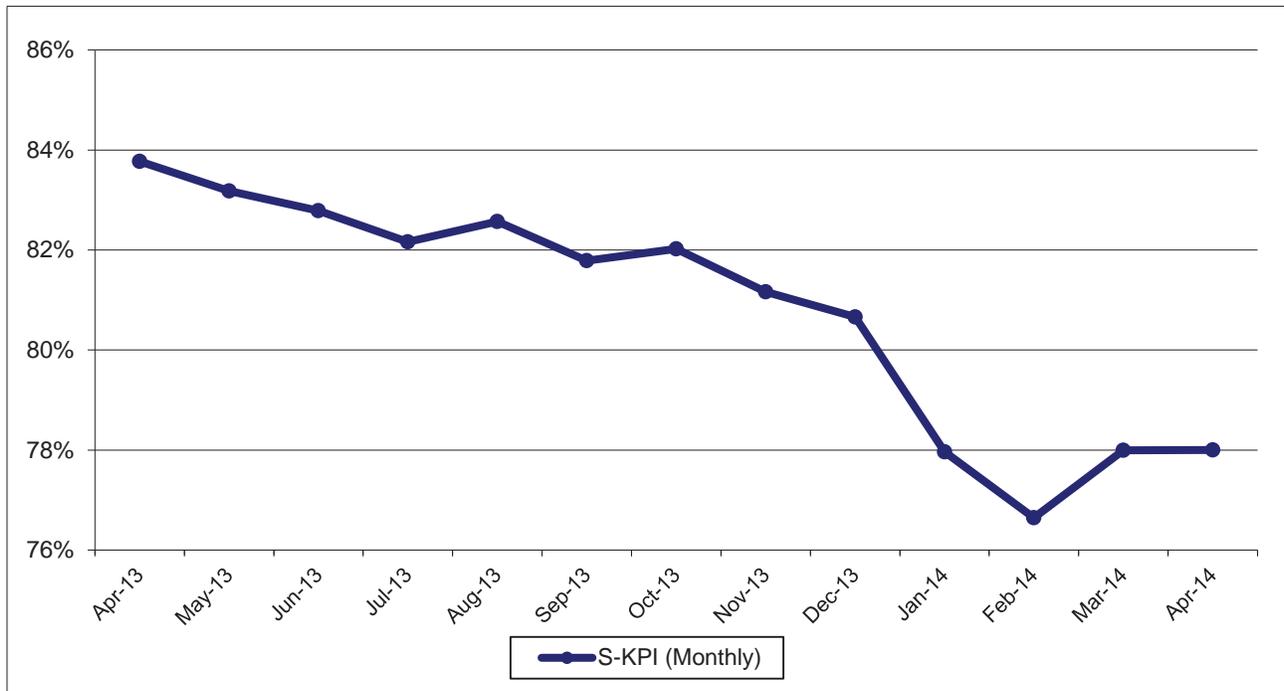
### Mean Distance Between Failures (Miles)

#### 12-Month Average MDBF

<b>Car Class</b>	<b># of Cars</b>	<b>Apr '14</b>	<b>Apr '13</b>	<b>% Change</b>
R32	222	49,007	59,672	<b>-17.87%</b>
R42	50	38,460	33,095	<b>16.21%</b>
R46	752	93,634	86,873	<b>7.78%</b>
R62	315	227,943	170,969	<b>33.32%</b>
R62A	824	141,184	148,589	<b>-4.98%</b>
R68	425	149,307	150,583	<b>-0.85%</b>
R68A	200	102,767	116,966	<b>-12.14%</b>
R142	1,030	128,168	184,846	<b>-30.66%</b>
R142A	545	87,203	122,572	<b>-28.86%</b>
R143	212	71,276	104,846	<b>-32.02%</b>
R160	1,662	397,321	551,903	<b>-28.01%</b>
R188	88	NA	NA	<b>NA</b>
FLEET	6,325	139,139	163,412	<b>-14.85%</b>

**Chart 11**

## 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

Apr. 2014: 78.0%  
 Apr. 2013: 83.8%  
 12 Mon Avg: 78.8%  
 (May '13 - Apr '14)

#### Subdivision A

##### Monthly Results

Apr. 2014: 74.2%  
 Apr. 2013: 80.9%  
 12 Mon Avg: 73.9%  
 (May '13 - Apr '14)

#### Subdivision B

##### Monthly Results

Apr. 2014: 81.4%  
 Apr. 2013: 85.8%  
 12 Mon Avg: 82.0%  
 (May '13 - Apr '14)

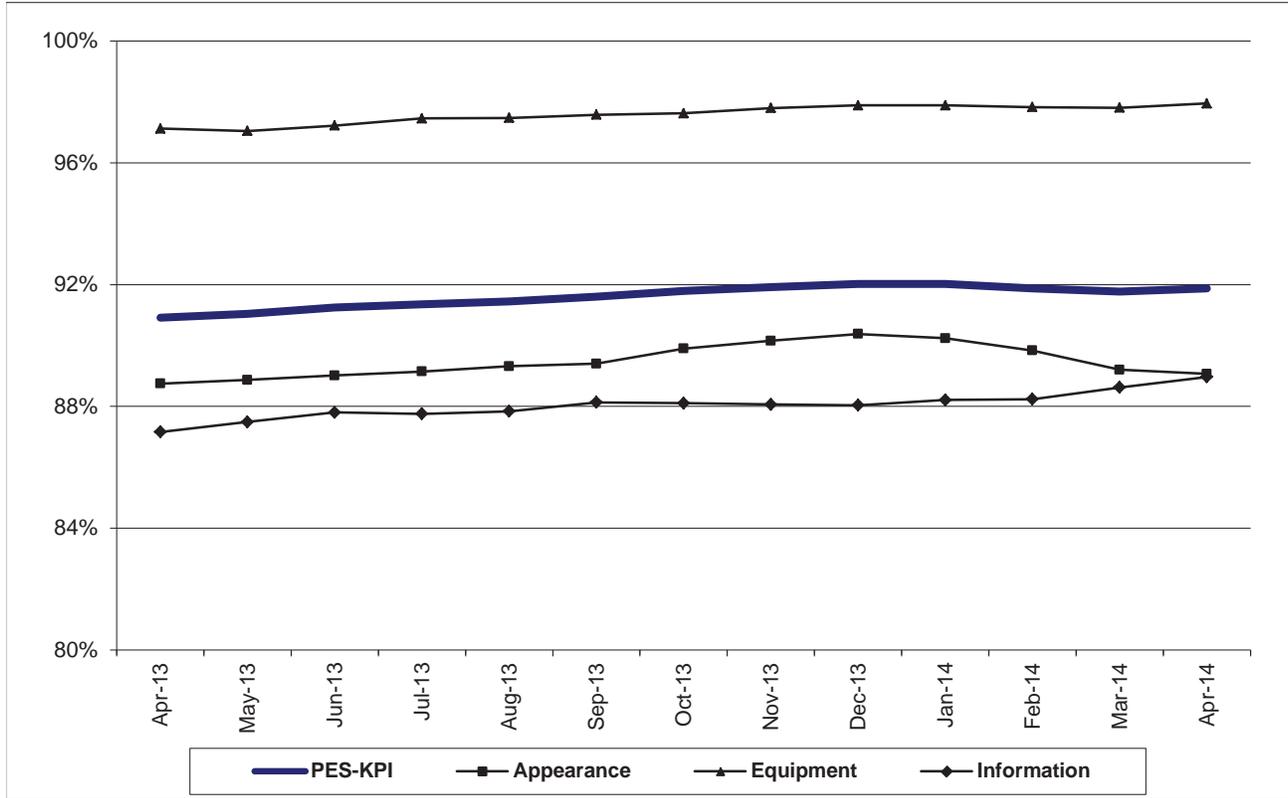
**Chart 12**

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

<u>Line</u>	<u>May '13 - Apr '14</u>	<u>May '12 - Apr '13</u>	<u>% Difference</u>
①	79.7%	84.0%	-4.3%
②	64.9%	71.2%	-6.3%
③	76.3%	77.8%	-1.5%
④	64.1%	73.3%	-9.2%
⑤	64.9%	72.4%	-7.5%
⑥	69.1%	78.2%	-9.1%
⑦	82.4%	84.5%	-2.1%
⑤ 42nd	85.1%	N/A	N/A
<b>SubDivision A</b>	<b>73.9%</b>	<b>78.7%</b>	<b>-4.8%</b>
①	71.8%	75.3%	-3.5%
②	78.1%	80.9%	-2.8%
③	77.4%	81.8%	-4.4%
④	81.6%	83.6%	-2.0%
⑤	77.8%	81.3%	-3.5%
⑥	73.4%	78.3%	-4.9%
⑤ Fkln	91.0%	90.0%	+1.0%
⑦	76.5%	81.5%	-5.0%
⑤ Rock	88.7%	92.6%	-3.9%
① ②	83.0%	87.9%	-4.9%
③	80.3%	84.0%	-3.7%
④	82.2%	83.1%	-0.9%
⑤	81.0%	82.0%	-1.0%
⑥	81.8%	84.1%	-2.3%
⑦	85.3%	77.9%	+7.4%
<b>SubDivision B</b>	<b>82.0%</b>	<b>85.3%</b>	<b>-3.3%</b>
<b>Systemwide</b>	<b>78.8%</b>	<b>83.2%</b>	<b>-4.4%</b>

**Chart 13**

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>April 2014:</b>	<b>91.9%</b>	89.1%	98.0%	89.0%
<b>April 2013:</b>	<b>90.9%</b>	88.7%	97.1%	87.2%
<b>% Difference:</b>	<b>+1.0%</b>	+0.4%	+0.9%	+1.8%

**Chart 14**

## PES-KPI - Subway Car

Line	April 2014				April 2013				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.8%	93.8%	93.3%	91.2%	93.6%	96.3%	95.6%	88.9%	-0.8%
②	96.7%	93.6%	97.9%	98.6%	95.4%	95.6%	94.7%	96.0%	+1.3%
③	95.6%	95.0%	98.2%	93.5%	94.0%	93.7%	97.9%	90.4%	+1.6%
④	96.1%	93.2%	98.2%	97.1%	97.3%	95.9%	97.7%	98.3%	-1.2%
⑤	97.5%	96.4%	97.8%	98.4%	95.8%	95.1%	94.3%	98.0%	+1.7%
⑥	96.0%	91.5%	97.9%	98.7%	96.4%	93.6%	96.4%	99.4%	-0.4%
⑦	95.6%	96.1%	97.7%	92.9%	92.6%	94.4%	91.3%	92.0%	+3.0%
⑤ S 42nd	96.2%	94.7%	99.0%	94.9%	93.7%	98.2%	95.2%	87.8%	+2.5%
SubDivision A	95.7%	94.2%	97.2%	95.6%	94.9%	95.1%	95.3%	94.4%	+0.8%
① A	94.4%	94.7%	94.3%	94.2%	94.5%	96.1%	97.1%	90.2%	-0.1%
① B	92.4%	91.8%	94.6%	90.9%	92.3%	90.9%	96.0%	90.3%	+0.1%
① C	94.9%	95.5%	97.7%	91.7%	93.5%	93.3%	94.6%	92.5%	+1.4%
① D	93.1%	90.5%	96.5%	92.3%	92.6%	93.0%	94.3%	90.5%	+0.5%
① E	97.7%	94.9%	99.2%	99.3%	96.8%	94.8%	96.3%	99.3%	+0.9%
① F	94.7%	92.4%	97.2%	94.7%	97.2%	95.3%	97.4%	98.8%	-2.5%
① S Fkln	94.7%	94.9%	95.0%	94.0%	91.5%	92.2%	94.6%	87.8%	+3.2%
① G	95.1%	96.0%	96.6%	92.6%	95.3%	95.9%	98.1%	91.9%	-0.2%
① J/Z	95.3%	94.1%	93.6%	98.2%	96.2%	95.2%	94.8%	98.7%	-0.9%
① L	97.0%	94.1%	98.0%	99.1%	96.1%	94.6%	95.8%	97.8%	+0.9%
① M	96.3%	92.3%	98.1%	98.7%	95.4%	92.7%	96.3%	97.3%	+0.9%
① N	95.6%	89.3%	99.0%	98.9%	96.3%	92.7%	97.5%	98.8%	-0.7%
① Q	96.6%	90.4%	99.9%	99.6%	96.9%	94.3%	97.8%	98.6%	-0.3%
① R	95.5%	92.1%	98.0%	96.4%	94.4%	94.7%	98.7%	89.9%	+1.1%
SubDivision B	95.3%	92.9%	97.1%	96.0%	95.2%	94.1%	96.5%	95.0%	+0.1%
Systemwide	95.4%	93.4%	97.1%	95.8%	95.1%	94.5%	96.1%	94.8%	+0.3%

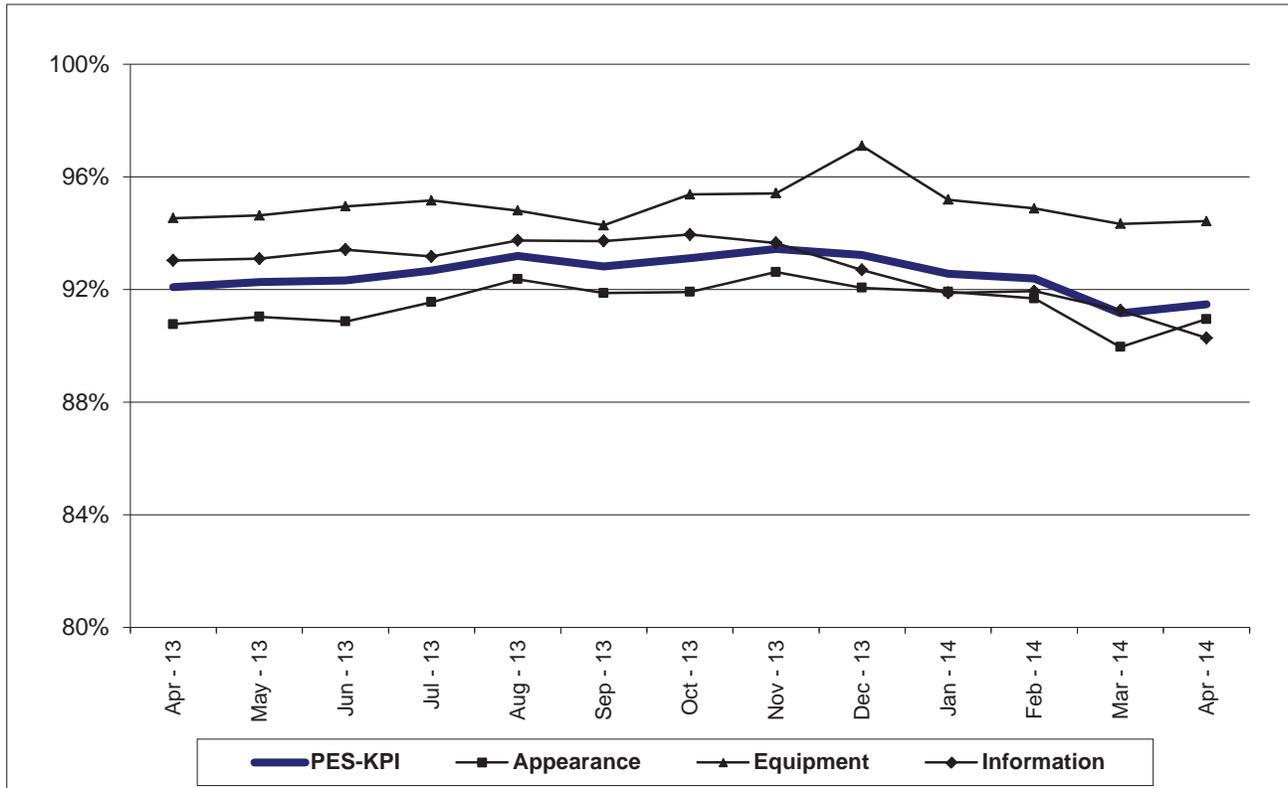
Chart 15

## PES-KPI - Station

<u>Borough</u>	<b>April 2014</b>				<b>April 2013</b>				<u>% Difference</u>
	<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	<b>87.3%</b>	82.4%	97.9%	82.7%	<b>85.6%</b>	82.7%	98.0%	77.0%	<b>+1.7%</b>
Manhattan	<b>87.6%</b>	81.5%	98.7%	83.8%	<b>87.1%</b>	81.8%	98.2%	82.5%	<b>+0.5%</b>
Brooklyn	<b>88.4%</b>	88.0%	99.2%	78.5%	<b>86.3%</b>	83.9%	98.1%	77.6%	<b>+2.1%</b>
Queens	<b>90.1%</b>	87.8%	99.0%	84.0%	<b>87.6%</b>	86.2%	98.6%	78.7%	<b>+2.5%</b>
<b>Systemwide</b>	<b>88.3%</b>	<b>85.1%</b>	<b>98.8%</b>	<b>81.9%</b>	<b>86.7%</b>	<b>83.5%</b>	<b>98.3%</b>	<b>79.3%</b>	<b>+1.6%</b>

**Chart 16**

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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>April 2014:</b>	<b>91.5%</b>	90.9%	94.4%	90.3%
<b>April 2013:</b>	<b>92.1%</b>	90.8%	94.5%	93.0%
<b>% Difference:</b>	<b>-0.6%</b>	+0.1%	-0.1%	-2.7%

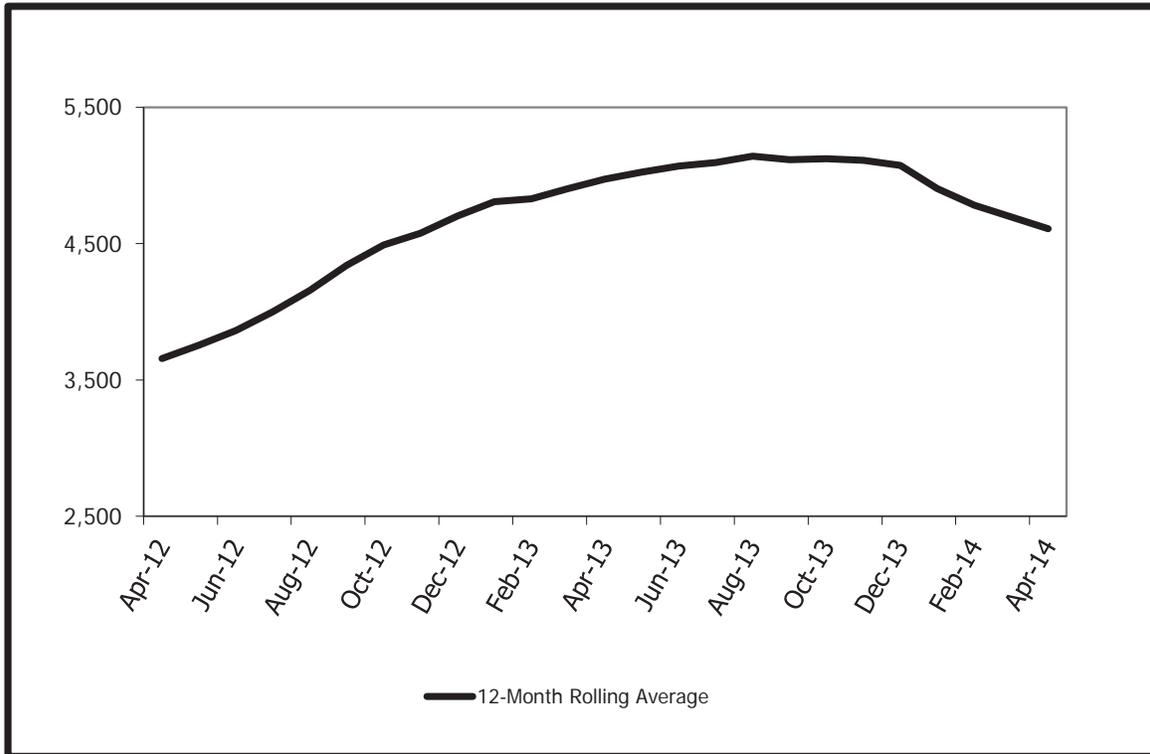
**Chart 17**

# Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: April 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System MDBF (chart 1)</b>	4,548	5,763	-21.1%	4,609	4,973	-7.3%
NYCT Bus	4,256	5,650	-24.7%	4,458	4,793	-7.0%
MTA Bus	5,821	6,165	-5.6%	5,167	5,656	-8.6%
<b>System MDBSI (chart 2)</b>	2,394	2,921	-18.0%	2,483	2,763	-10.2%
NYCT Bus	2,347	2,910	-19.4%	2,474	2,700	-8.4%
MTA Bus	2,559	2,958	-13.5%	2,510	2,990	-16.1%
<b>System Trips Completed (chart 3)</b>	99.05%	99.36%	-0.3%	99.00%	99.11%	-0.1%
NYCT Bus	99.25%	99.38%	-0.1%	99.12%	99.13%	-0.0%
MTA Bus	98.25%	99.26%	-1.0%	98.52%	99.05%	-0.5%
<b>System AM Pull Out (chart 4)</b>	99.58%	99.83%	-0.2%	99.40%	99.54%	-0.1%
NYCT Bus	99.81%	99.84%	-0.0%	99.58%	99.59%	-0.0%
MTA Bus	98.79%	99.77%	-1.0%	98.75%	99.37%	-0.6%
<b>System PM Pull Out (chart 5)</b>	99.68%	99.94%	-0.3%	99.69%	99.78%	-0.1%
NYCT Bus	99.91%	99.95%	-0.0%	99.83%	99.78%	+0.0%
MTA Bus	98.88%	99.91%	-1.0%	99.21%	99.78%	-0.6%
<b>System Buses &gt;= 12 years</b>	25%	27%				
NYCT Bus	30%	31%				
MTA Bus	10%	14%				
<b>System Fleet Age</b>	8.19	7.62				
NYCT Bus	8.37	7.82				
MTA Bus	7.57	6.91				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	94.24%	94.20%	+0.0%	93.90%	93.96%	-0.1%
Trips Requested	669,149	686,788	-2.6%	659,292	653,220	+0.9%
Trips Scheduled	588,537	618,971	-4.9%	582,138	589,110	-1.2%
Trips Completed	554,638	583,072	-4.9%	546,610	553,507	-1.2%
Early Cancellations as a Percentage of Trips Requested	11.11%	8.87%	+2.2%	10.91%	9.14%	+1.8%
Late Cancellations as a Percentage of Trips Scheduled	3.59%	3.56%	+0.0%	4.00%	3.82%	+0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.43%	1.82%	-0.4%	1.50%	1.80%	-0.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.74%	0.42%	+0.3%	0.60%	0.42%	+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	0.93%	1.01%	-0.1%	0.79%	0.67%	+0.1%
New Applications Received	3,523	3,288	+7.1%	3,035	2,734	+11.0%

## Bus Mean Distance Between Failures - System\*



### Definition

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

### Monthly Results

April 2014: 4,548  
 April 2013: 5,763

### 12-Month Average

May 13 - Apr 14 4,609  
 May 12 - Apr 13 4,973

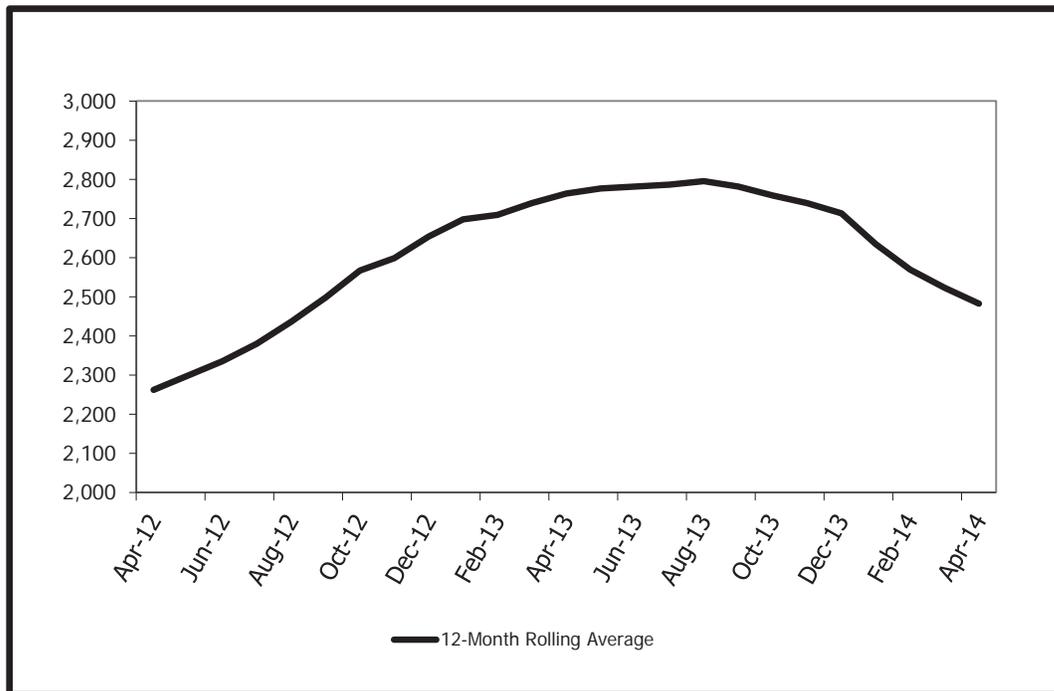
### Annual Results

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

April 2014: 2,394  
 April 2013: 2,921

### 12-Month Average

May 13 - Apr 14 2,483  
 May 12 - Apr 13 2,763

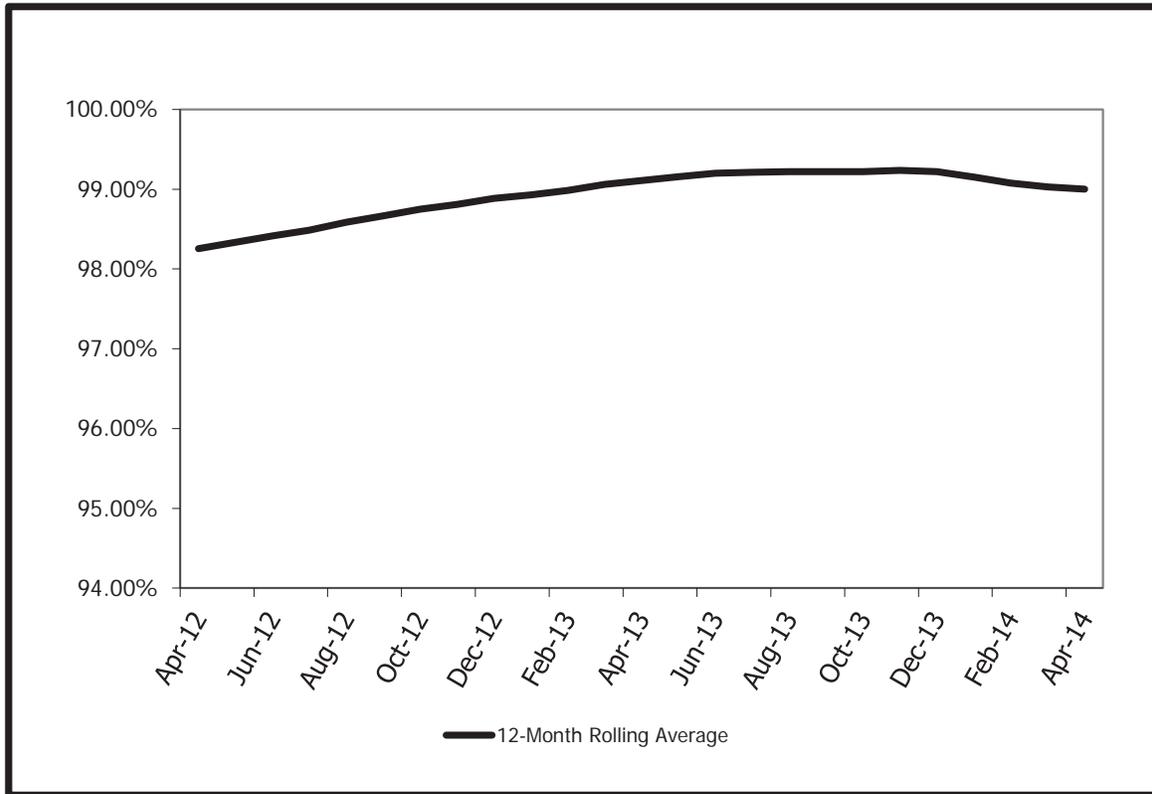
### Annual Results

2014 YTD: 2,246  
 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

April 2014: 99.05%  
 April 2013: 99.36%

### 12-Month Average

May 13 - Apr 14 99.00%  
 May 12 - Apr 13 99.11%

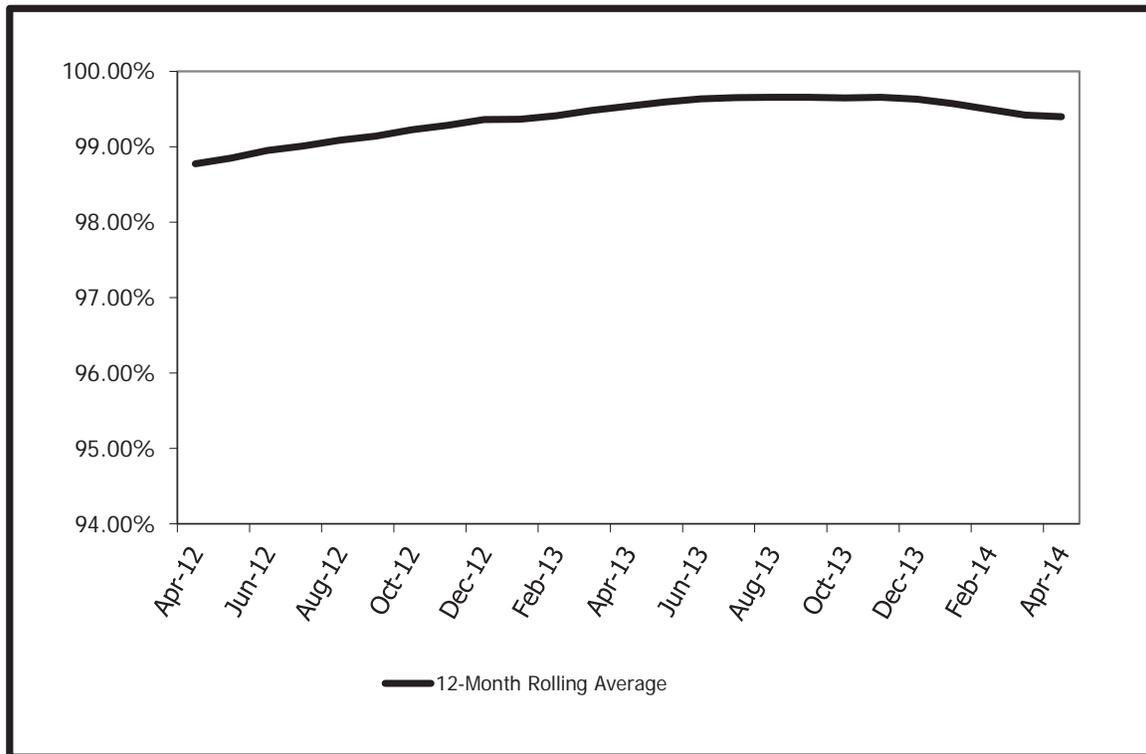
### Annual Results

2014 YTD: 98.63%  
 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

April 2014: 99.58%  
 April 2013: 99.83%

### 12-Month Average

May 13 - Apr 14 99.40%  
 May 12 - Apr 13 99.54%

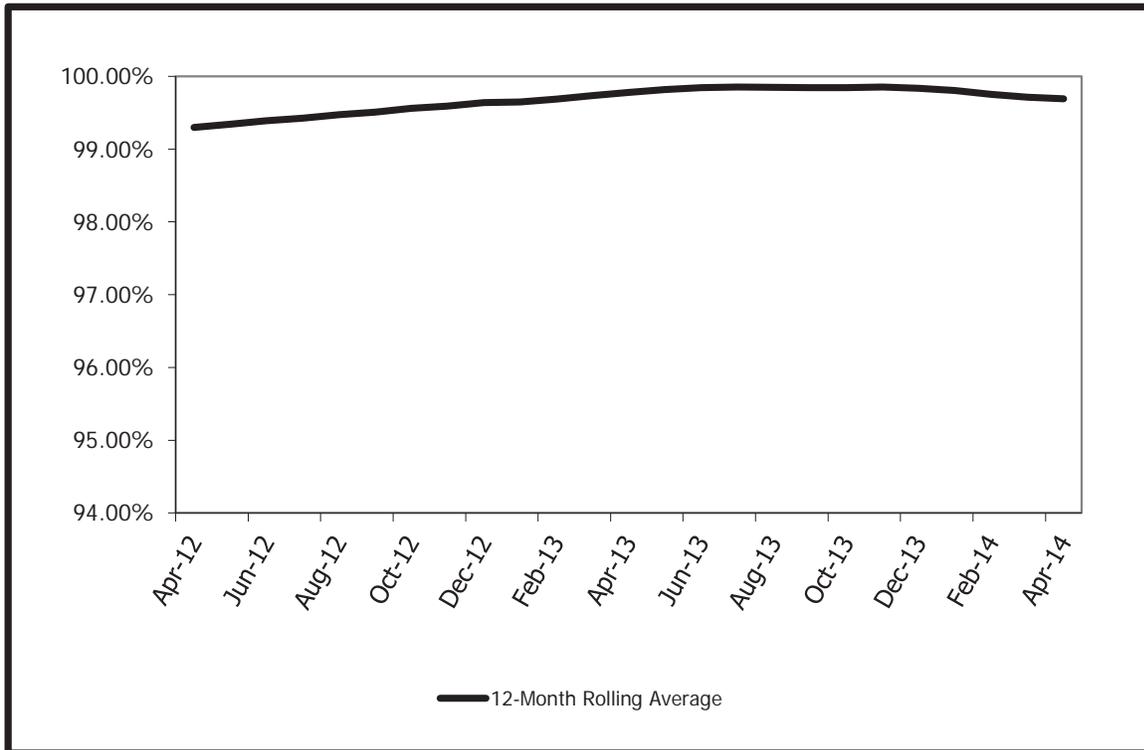
### Annual Results

2014 YTD: 98.97%  
 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

April 2014: 99.68%  
 April 2013: 99.94%

### 12-Month Average

May 13 - Apr 14 99.69%  
 May 12 - Apr 13 99.78%

### Annual Results

2014 YTD: 99.45%  
 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 April 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: April 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1,5</sup> (chart 1)	2.66	2.59	+2.7%	2.61	2.51	+4.0%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	2.64	2.64	-0.0%	2.61	2.50	+4.4%
Subway Collisions <sup>2,4</sup> (chart 3)	1	0	N/A	1	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	1	1	0.0%	1	3	-66.7%
Subway Fires <sup>2</sup> (charts 5-6)	78	82	-4.9%	974	798	+22.1%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	1.78	2.73	-34.6%	2.78	2.48	+12.2%

Bus Collisions Per Million Miles (chart 7)						
<b>Regional</b>	47.43	45.04	+5.3%	50.44	47.50	+6.2%
NYCT Bus	49.14	45.19	+8.7%	51.74	48.46	+6.8%
MTA Bus	41.97	44.53	-5.7%	46.29	44.38	+4.3%
Bus Collision Injuries per Million Miles (chart 8)						
<b>Regional</b>	4.59	6.10	-24.8%	7.06	5.87	+20.4%
NYCT Bus	5.52	7.37	-25.1%	7.72	6.00	+28.8%
MTA Bus	1.63	1.95	-16.6%	4.94	5.44	-9.2%
Bus Customer Accidents Per Million Customers (chart 9)						
<b>Regional</b>	0.96	0.86	+11.5%	1.04	1.07	-2.7%
NYCT Bus	1.05	0.91	+16.2%	1.08	1.06	+1.9%
MTA Bus	0.47	0.63	-25.3%	0.80	1.09	-27.1%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
<b>Regional</b>	1.05	0.88	+19.8%	1.12	1.12	-0.2%
NYCT Bus	1.16	0.92	+25.5%	1.16	1.11	+4.1%
MTA Bus	0.47	0.63	-25.3%	0.88	1.15	-23.0%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.33	5.30	-18.2%	5.33	5.41	-1.6%
MTA Bus	7.37	8.37	-12.0%	7.35	7.49	-2.0%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	2.40	3.34	-28.1%	3.33	3.19	+4.4%

Subways Crime Report						
Performance Indicator	Current Month: May 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	160	206	-22.3%	889	977	-9.0%
Robberies <sup>3,4</sup>	30	46	-34.8%	186	251	-25.9%

SIR Crime Report						
Performance Indicator	Current Month: May 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	3	3	0.0%	5	9	-44.4%
Robberies <sup>3,4</sup>	1	0	+100.0%	2	4	-50.0%

<sup>1</sup> Current month data are for March 2014.

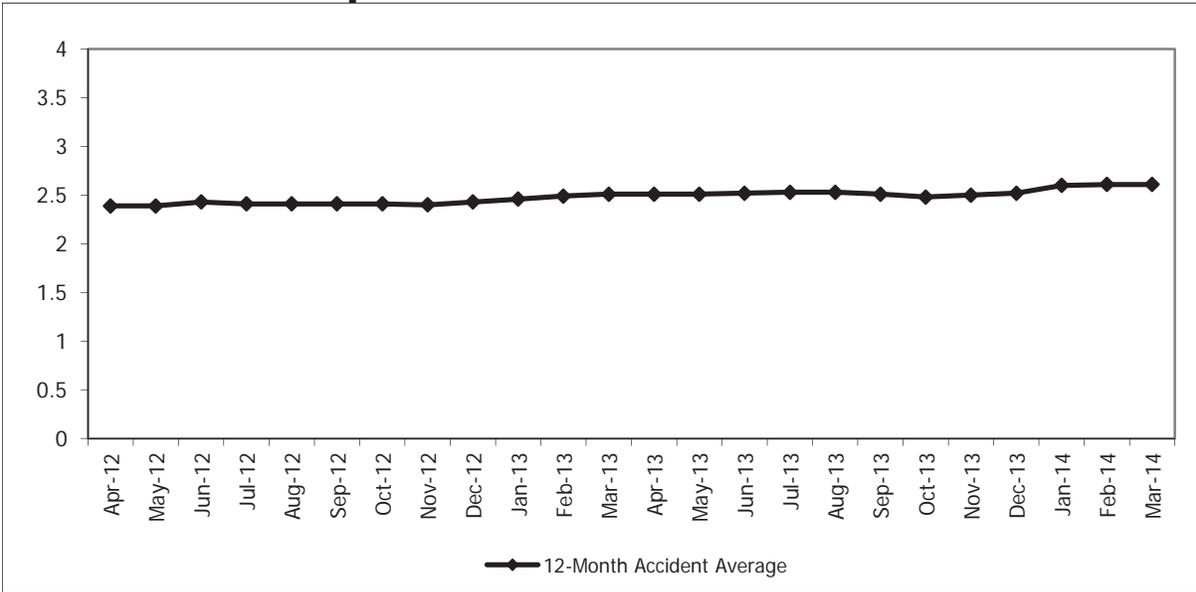
<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>5</sup> Excludes Elevator Entrapments (except for claimed injuries).

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

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

# Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

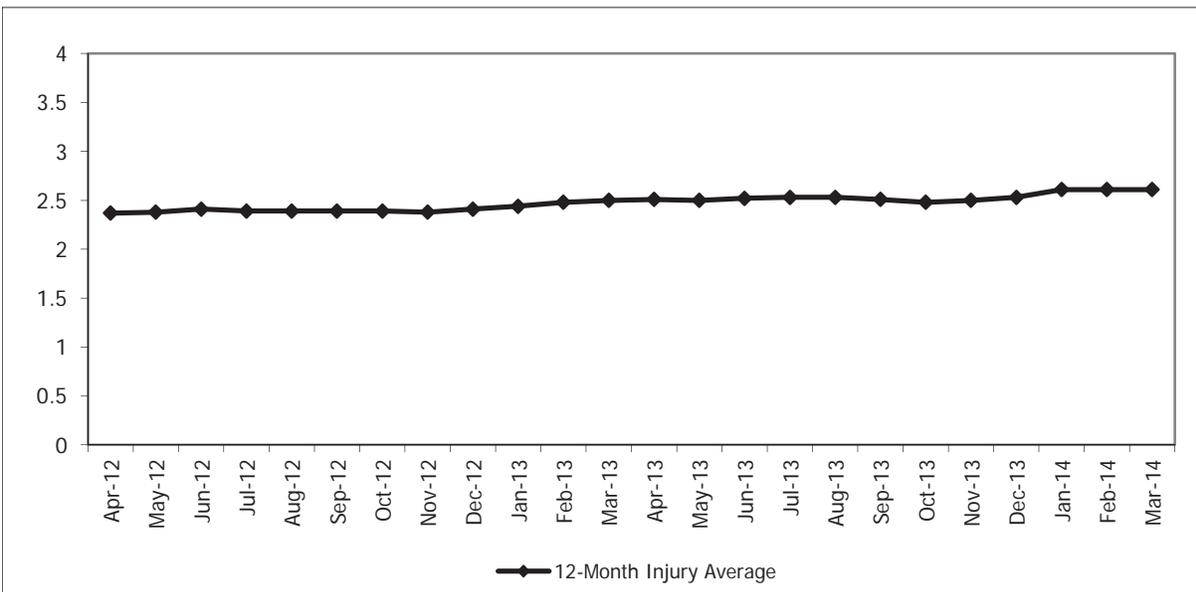
Mar 2014: 2.66  
Mar 2013: 2.59

### 12-Month Average

Apr 13 – Mar 14: 2.61  
Apr 12 – Mar 13: 2.51

### Annual Results

2014 YTD: 3.17  
2013 Actual: 2.52



### Monthly Results

Mar 2014: 2.64  
Mar 2013: 2.64

### 12-Month Average

Apr 13 – Mar 14: 2.61  
Apr 12 – Mar 13: 2.50

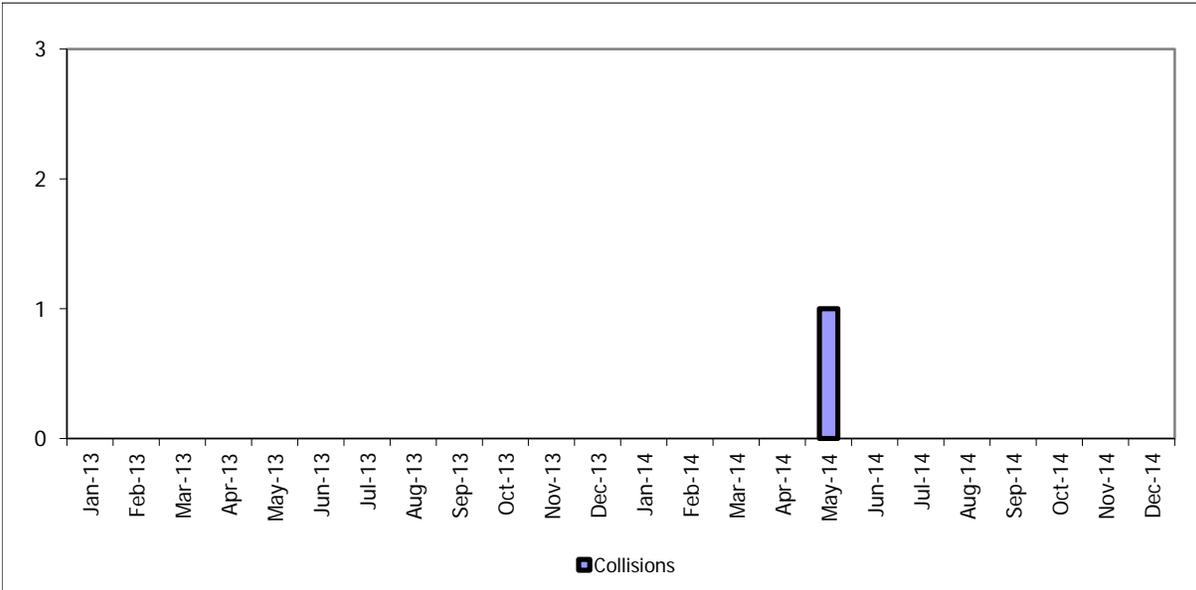
### Annual Results

2014 YTD: 3.16  
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

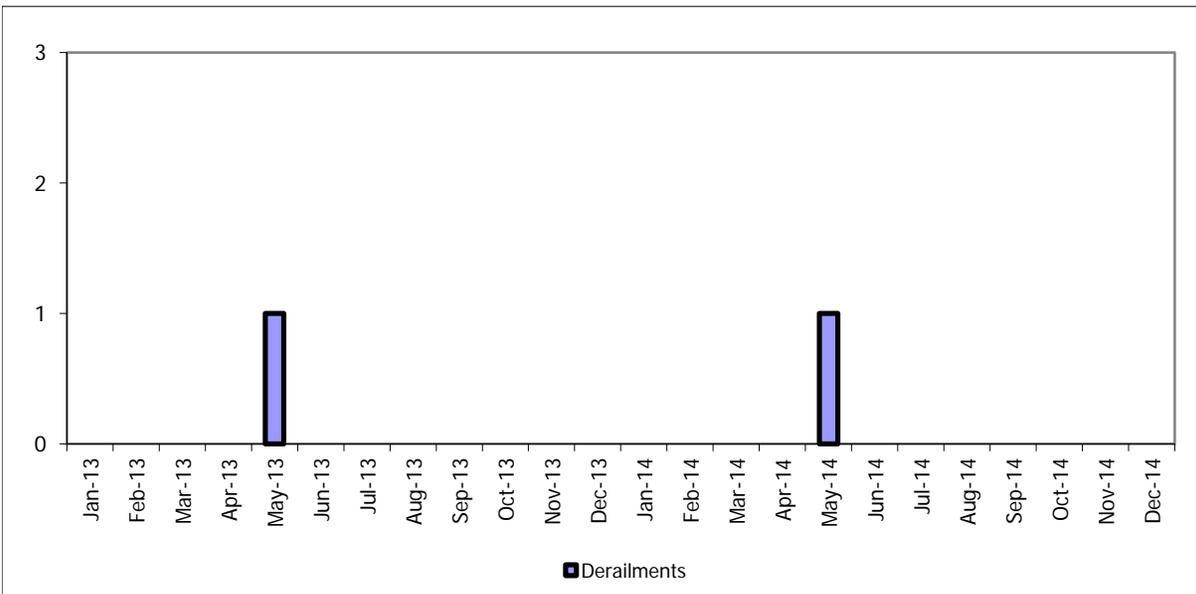
May 2014: 1  
 May 2013: 0

### 12-Month Average

Jun 13 – May 14: 1  
 Jun 12 – May 13: 0

### Annual Results

2014 YTD: 1  
 2013 Actual: 0



### Monthly Results

May 2014: 1  
 May 2013: 1

### 12-Month Average

Jun 13 – May 14: 1  
 Jun 12 – May 13: 3

### Annual Results

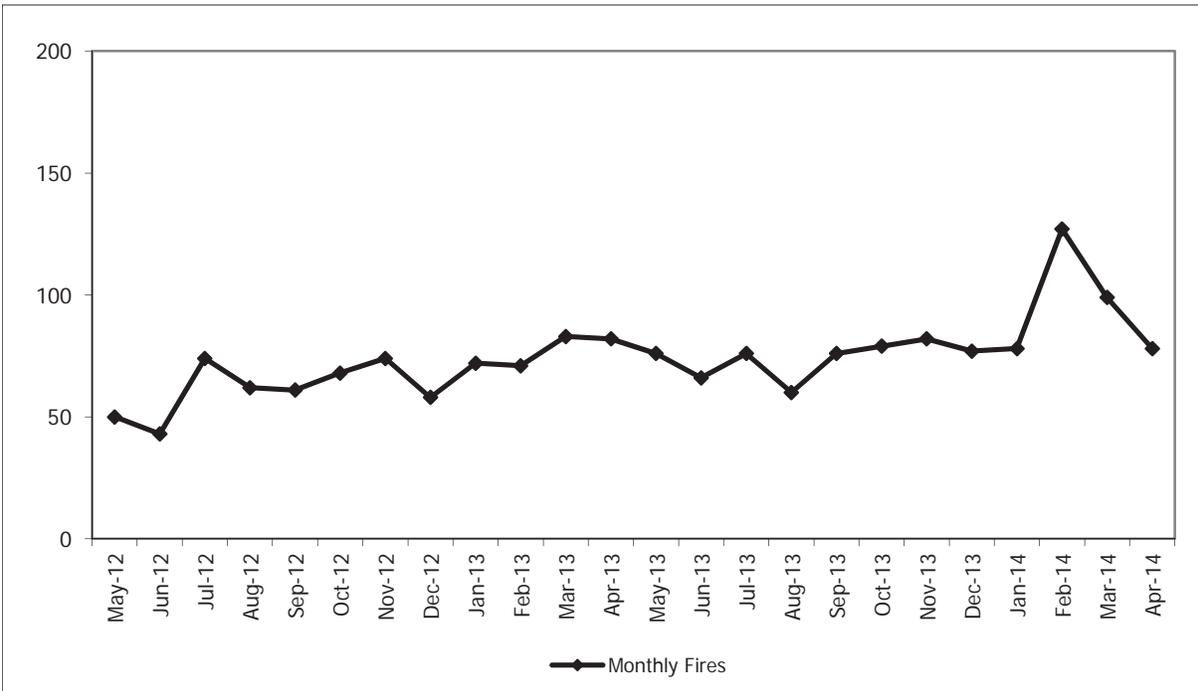
2014 YTD: 1  
 2013 Actual: 1

### 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. (5-29-14)

**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, 5-2-14)

# Subway Fires



## Monthly Results

Apr 2014: 78

Apr 2013: 82

## 12-Month Average

May 13 – Apr 14: 974

May 12 – Apr 13: 798

## Annual Results

2014 YTD: 382

2013 Actual: 900

Chart 5

# 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:

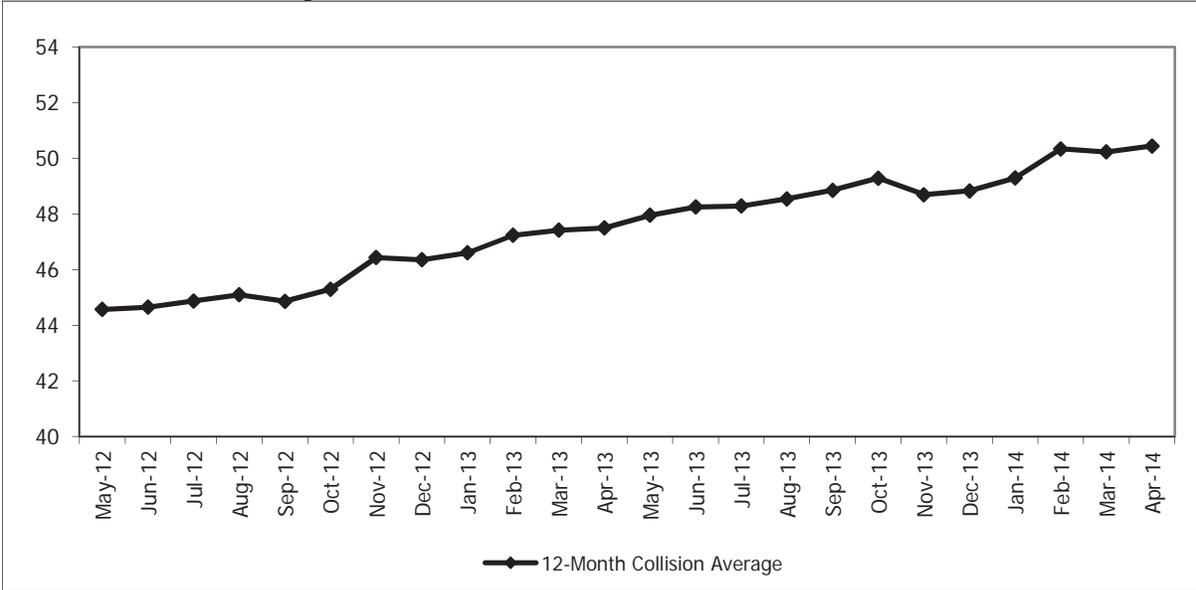
Low:	97.4%	Train:	10
Average:	1.3%	Right-of-way:	51
Above Average:	1.3%	Station:	16
High:	0.0%	Other:	1
		Total:	78

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

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Hot Wheels:	2	Debris:	36	Debris:	11
Debris:	1	Insulator:	6	Electrical:	5
Grease:	1	Tie:	5		
Oil:	1				
Traction Motor:	1				

**Chart 6**

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

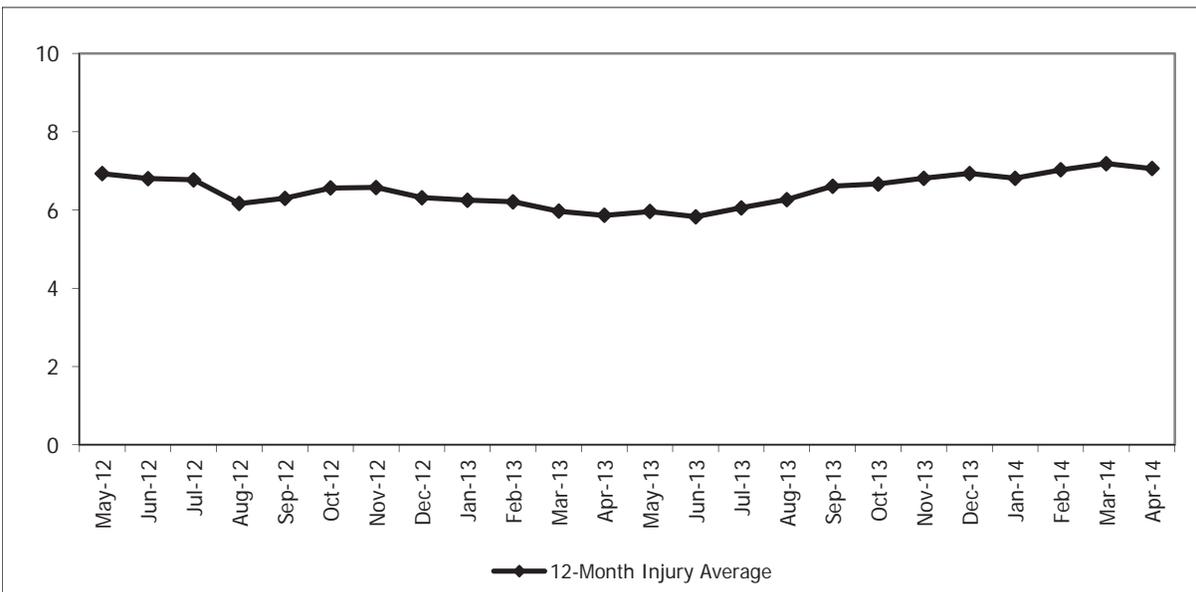
Apr 2014: 47.43  
Apr 2013: 45.04

### 12-Month Average

May 13 – Apr 14: 50.44  
May 12 – Apr 13: 47.50

### Annual Results

2014 YTD: 50.27  
2013 Actual: 48.83



### Monthly Results

Apr 2014: 4.59  
Apr 2013: 6.10

### 12-Month Average

May 13 – Apr 14: 7.06  
May 12 – Apr 13: 5.87

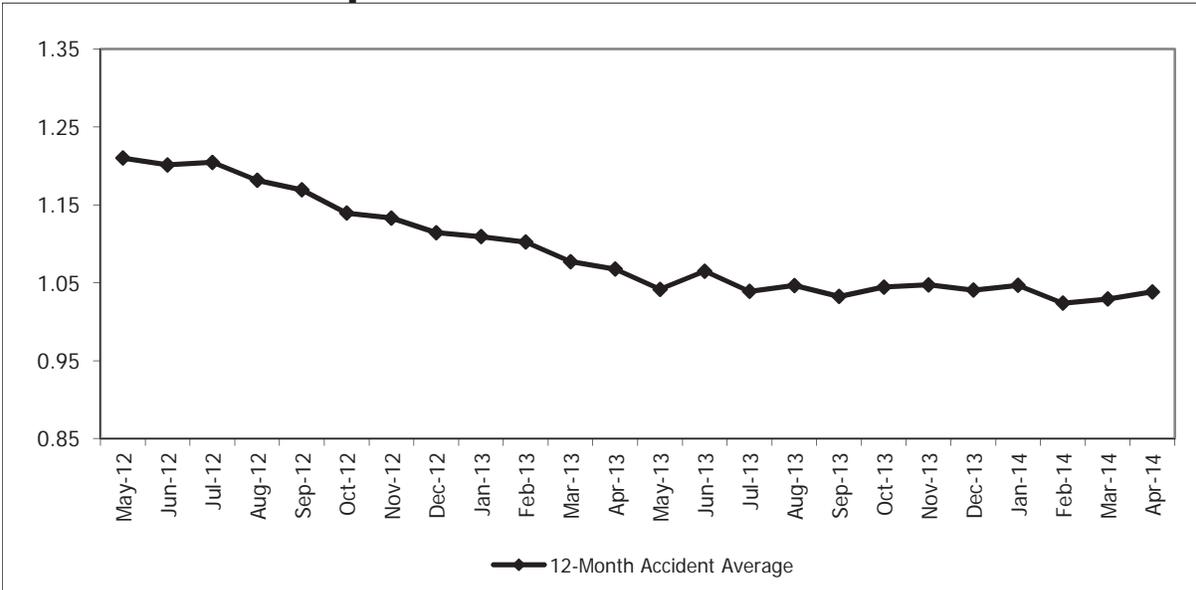
### Annual Results

2014 YTD: 5.48  
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

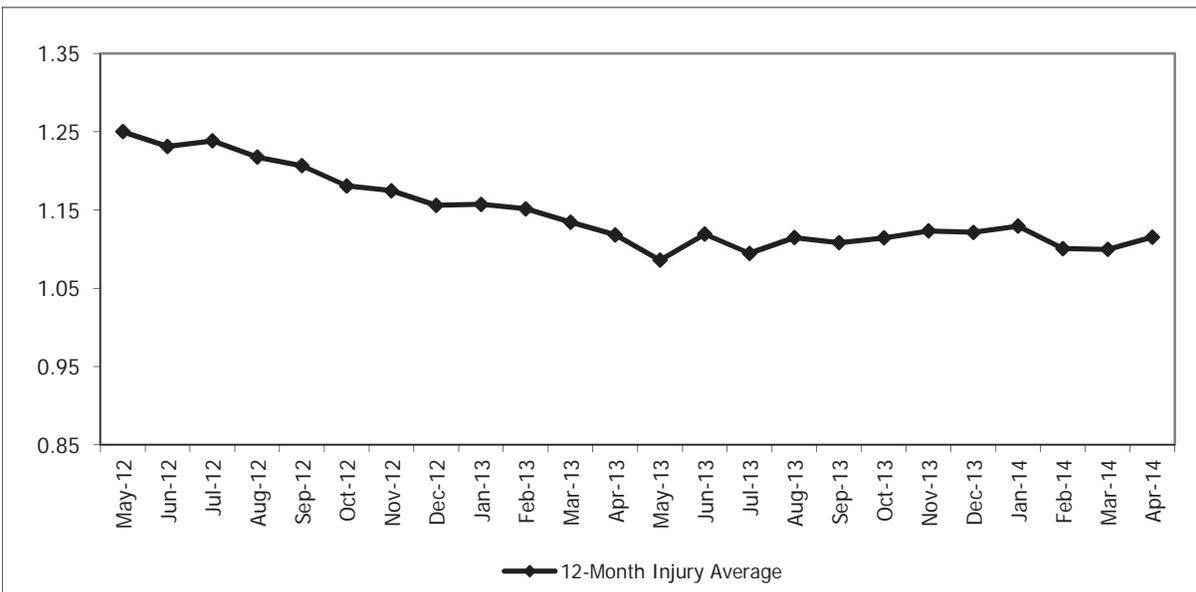
Apr 2014: 0.96  
Apr 2013: 0.86

### 12-Month Average

May 13 – Apr 14: 1.04  
May 12 – Apr 13: 1.07

### Annual Results

2014 YTD: 0.90  
2013 Actual: 1.04



### Monthly Results

Apr 2014: 1.05  
Apr 2013: 0.88

### 12-Month Average

May 13 – Apr 14: 1.12  
May 12 – Apr 13: 1.12

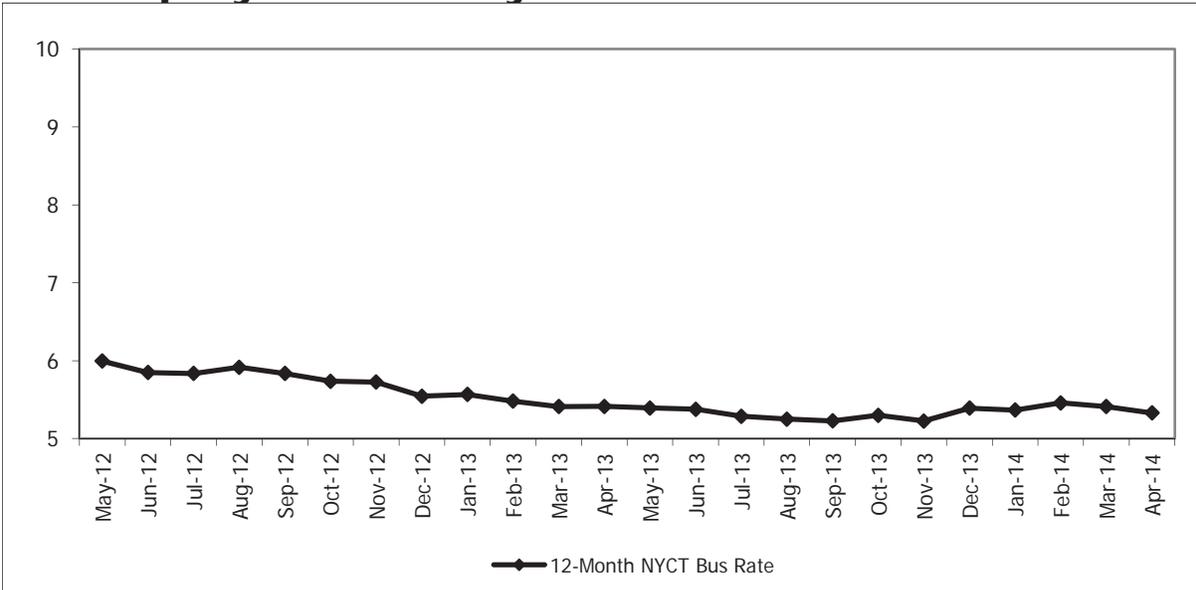
### Annual Results

2014 YTD: 0.94  
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

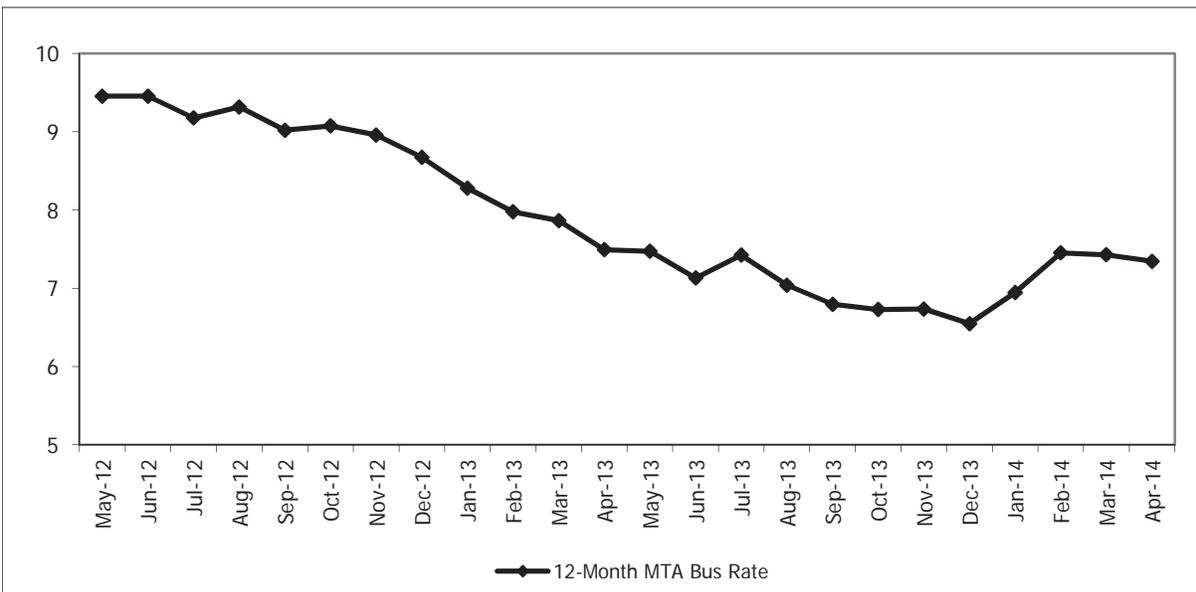
Apr 2014: 4.33  
Apr 2013: 5.30

### 12-Month Average

May 13 – Apr 14: 5.33  
May 12 – Apr 13: 5.41

### Annual Results

2014 Goal: 5.06  
2013 Actual: 5.39



### Monthly Results

Apr 2014: 7.37  
Apr 2013: 8.37

### 12-Month Average

May 13 – Apr 14: 7.35  
May 12 – Apr 13: 7.49

### Annual Results

2014 Goal: 6.22  
2013 Actual: 6.55

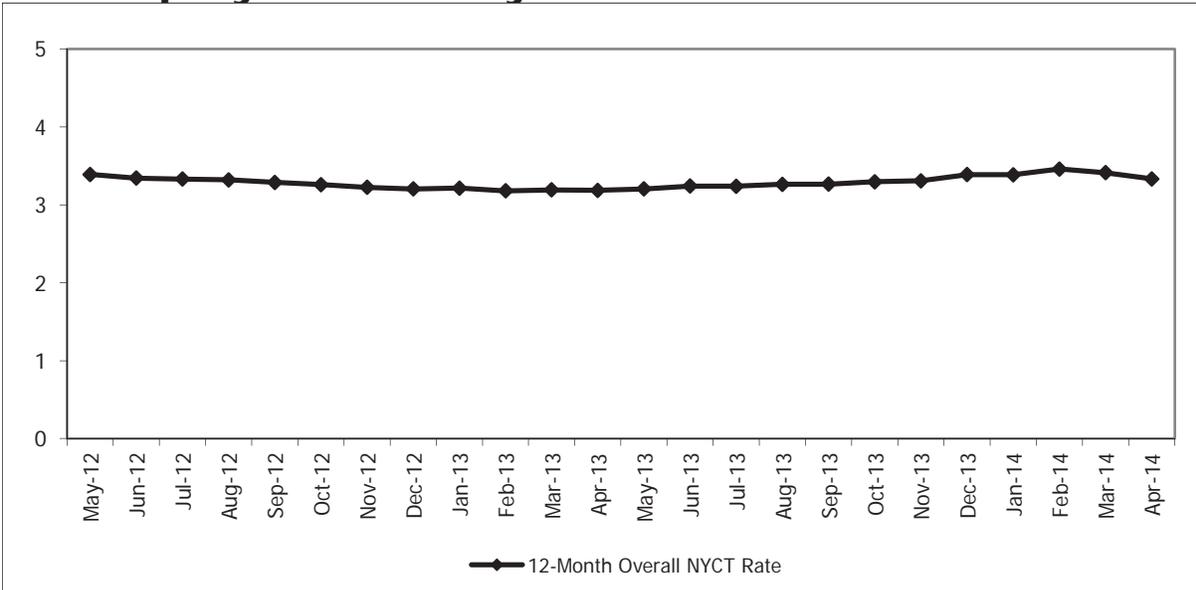
### Definitions

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.)

Chart 11

# NYCT Overall & Subways

## Employee On-Duty Lost-Time Accident Rate



### Monthly Results

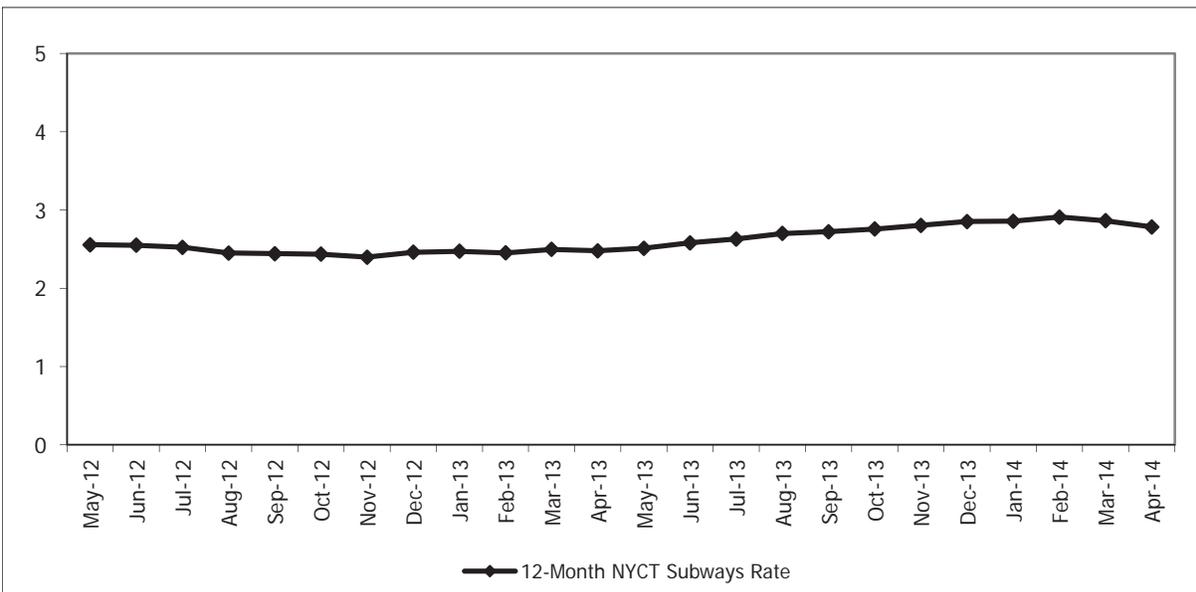
Apr 2014: 2.40  
Apr 2013: 3.34

### 12-Month Average

May 13 – Apr 14: 3.33  
May 12 – Apr 13: 3.19

### Annual Results

2014 Goal: 3.20  
2013 Actual: 3.39



### Monthly Results

Apr 2014: 1.78  
Apr 2013: 2.73

### 12-Month Average

May 13 – Apr 14: 2.78  
May 12 – Apr 13: 2.48

### Annual Results

2014 Goal: 2.71  
2013 Actual: 2.86

### 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.)

Chart 12



**CRIME STATISTICS MAY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
MURDER	0	0	0	0.0%
RAPE	1	1	0	0.0%
ROBBERY	30	46	-16	-34.8%
FELASSAULT	15	13	2	15.4%
BURGLARY	0	2	-2	-100.0%
GRLARCENY	114	144	-30	-20.8%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>160</u></b>	<b><u>206</u></b>	<b><u>-46</u></b>	<b><u>-22.3%</u></b>

*During May the daily Robbery average decreased from 1.5 to 1*

*During May the daily Major Felony average decreased from 6.6 to 5.2*

**CRIME STATISTICS JANUARY THRU MAY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
MURDER	0	0	0	0.0%
RAPE	5	3	2	66.7%
ROBBERY	186	251	-65	-25.9%
FELASSAULT	76	76	0	0.0%
BURGLARY	7	7	0	0.0%
GRLARCENY	615	640	-25	-3.9%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>889</u></b>	<b><u>977</u></b>	<b><u>-88</u></b>	<b><u>-9.0%</u></b>

*Year to date, the daily Robbery average decreased from 1.7 to 1.2*

*Year to date, the daily Major Felony average decreased from 6.5 to 5.9*

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



Police Department  
City of New York

**REPORT**

**MAY ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	4604	4613	-9	-0.2%
TosArrest	2373	2576	-203	-7.9%
Summ	7956	7625	331	4.3%

**JANUARY - MAY ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	23106	22764	342	1.5%
TosArrest	12251	12750	-499	-3.9%
Summ	37980	37679	301	0.8%

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



Police Department  
City of New York

## REPORT

	JANUARY-MAY																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
<i>Murder</i>	1	0	3	1	0	0	1	1	4	1	1	1	1	0	0	0	0	0	
<i>Rape</i>	1	6	0	1	1	0	2	1	2	3	0	2	0	0	1	4	3	5	
<i>Robbery</i>	890	843	697	560	547	536	480	444	514	403	306	317	292	310	301	368	251	186	
<i>Assault</i>	188	213	168	151	110	127	116	118	108	81	83	78	71	92	92	73	76	76	
<i>Burglary</i>	17	10	1	4	8	3	674	4	0	1	0	4	0	2	0	11	7	7	
<i>GL</i>	1313	1056	918	963	873	837	393	746	755	528	503	527	480	455	560	686	640	615	
<b>TOTAL MAJOR FELONIES</b>	<b>2410</b>	<b>2128</b>	<b>1787</b>	<b>1680</b>	<b>1539</b>	<b>1503</b>	<b>1276</b>	<b>1314</b>	<b>1383</b>	<b>1017</b>	<b>893</b>	<b>929</b>	<b>844</b>	<b>859</b>	<b>954</b>	<b>1142</b>	<b>977</b>	<b>889</b>	
<i>Major Fel Per Day</i>	<i>15.96</i>	<i>14.09</i>	<i>11.83</i>	<i>11.13</i>	<i>10.19</i>	<i>9.95</i>	<i>8.45</i>	<i>8.70</i>	<i>9.16</i>	<i>6.74</i>	<i>5.91</i>	<i>6.15</i>	<i>5.59</i>	<i>5.69</i>	<i>6.32</i>	<i>7.56</i>	<i>6.47</i>	<i>5.89</i>	



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Staten Island Rapid Transit

### May 2014 vs. 2013

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

### Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	3	4	-1	-25%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	9	-4	-44%



## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	April Results		April Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	4.7	1.4	1,341.7	1,341.6	(0.0)	(0.0)
Nonreimb. Exp. before Dep./OPEB	(33.9)	(6.5)	2,085.7	2,133.5	(47.9)	(2.3)
Net Cash Deficit*	(43.2)	(21.7)	(935.6)	(1,016.4)	(80.7)	(8.6)

\*Excludes Subsidies and Debt Service

April 2014 **farebox revenue** was \$350.7 million, \$4.7 million (1.4 percent) above budget. Subway revenue was \$1.1 million (0.4 percent) above budget, bus revenue was \$1.3 million (1.6 percent) below budget, and paratransit revenue was \$0.1 million (8.6 percent) below budget. Accrued fare media liability was \$5.0 million (more than 100 percent) above budget. Year-to-date revenue of \$1,341.6 million was virtually on budget. Subway revenue was \$3.1 million (0.3 percent) above budget, bus revenue was \$7.2 million (2.3 percent) below budget, and paratransit revenue was \$0.9 million (14.5 percent) below budget. Accrued fare media liability was \$5.0 million (36.4%) above budget. The April 2014 non-student **average fare** of \$1.764 decreased 0.6¢ from April 2013. The subway fare decreased 0.9¢, the local bus fare decreased 0.7¢, and the express bus fare decreased 6.1¢.

Total **ridership** in April 2014 of 205.6 million was slightly (less than 0.1 percent) below budget. Average weekday ridership in April 2014 was 7.8 million, a decrease of 1.5 percent from April 2013. Average weekday ridership for the twelve months ending April 2014 was 7.6 million, an increase of 0.7 percent from the twelve months ending April 2013.

**Nonreimbursable expenses** before depreciation and OPEB in April exceeded budget by \$33.9 million (6.5 percent). Labor expenses were higher by \$18.7 million (5.0 percent), due mainly to the unfavorable timing of health & welfare/OPEB current expenses and overtime overruns. Non-labor expenses were above budget by \$15.2 million (10.2 percent), mostly attributable to the unfavorable timing of electric power, materials & supplies and professional service contract expenses. Paratransit service contract results were below budget. Year-to-date, nonreimbursable expenses were above budget by \$47.9 million (2.3 percent). Labor expenses were higher by \$32.7 million (2.2 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 were higher by \$15.1 million (2.7 percent), as the unfavorable timing of professional service contract and materials & supplies expenses were partly offset by underruns in paratransit service contracts.

### Net Cash Deficit

The net cash deficit for April year-to-date was \$1,016.4 million, unfavorable to budget by \$80.7 million (8.6 percent), due mostly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses and capital reimbursements.

## FINANCIAL RESULTS

### Farebox Revenue

April 2014 Farebox Revenue - (\$ in millions)

	April				April Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	260.6	261.7	1.1	0.4%	1,010.8	1,013.9	3.1	0.3%
NYCT Bus	80.4	79.2	(1.3)	(1.6%)	311.1	303.9	(7.2)	(2.3%)
Paratransit	1.6	1.4	(0.1)	(8.6%)	6.0	5.1	(0.9)	(14.5%)
Subtotal	342.5	342.2	(0.3)	(0.1%)	1,327.9	1,322.9	(5.0)	(0.4%)
Fare Media Liability	3.4	8.4	5.0	145.6%	13.7	18.7	5.0	36.4%
<b>Total - NYCT</b>	<b>346.0</b>	<b>350.7</b>	<b>4.7</b>	<b>1.4%</b>	<b>1,341.7</b>	<b>1,341.6</b>	<b>(0.0)</b>	<b>(0.0%)</b>
MTA Bus Company	17.0	16.8	(0.1)	(0.7%)	65.2	64.0	(1.1)	(1.7%)
<i>Total - Regional Bus</i>	<i>97.4</i>	<i>96.0</i>	<i>(1.4)</i>	<i>(1.4%)</i>	<i>376.3</i>	<i>368.0</i>	<i>(8.3)</i>	<i>(2.2%)</i>

Note: Totals may not add due to rounding.

- The favorable April Fare Media Liability was likely due to a larger than normal number of MetroCards produced prior to the March 2013 fare increase that are now reaching their expiration date.
- Paratransit revenue was below budget as various initiatives continue to reduce ridership growth rates below historic rates.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.855	1.846	(0.009)	(0.5%)	1.489	1.485	(0.004)	(0.3%)
Local Bus	1.475	1.469	(0.007)	(0.4%)	1.489	1.485	(0.004)	(0.3%)
Subway & Local Bus	1.752	1.747	(0.005)	(0.3%)	1.489	1.485	(0.004)	(0.3%)
Express Bus	5.008	4.946	(0.061)	(1.2%)	4.948	4.948	(0.000)	(0.0%)
Total	1.770	1.764	(0.006)	(0.4%)	1.786	1.765	(0.022)	(1.2%)

- The average fare decreases were mostly due to a gradual shift of customers from pay-per-ride MetroCards to 7-day passes (which had the smallest percentage fare increase) after the March 2013 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the April average fare of \$1.13 was 25¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

In the month of April, other operating revenue was higher than budget by \$1.1 million (3.1 percent), due mostly to favorable results in advertising & real estate revenues, and Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue exceeded budget by \$7.0 million (5.0 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 early in the year.

## Nonreimbursable Expenses

In the month of April, nonreimbursable expenses before depreciation and OPEB exceeded budget by \$33.9 million (6.5 percent). Year-to-date, expenses were higher than budget by \$47.9 million (2.3 percent). The major causes of these variances are reviewed below:

**Labor expenses** in the month were unfavorable by \$18.7 million (5.0 percent), due mostly to the unfavorable timing of health & welfare/OPEB current expenses of \$8.3 million (9.6 percent) and higher overtime expenses of \$7.3 million (27.6 percent), resulting from vacancy/absentee coverage and maintenance requirements for signal systems and track defect backlogs. Payroll expenses also overran by \$4.1 million (1.7 percent), mostly involving reimbursable underruns and higher earned employee separation payments, partly offset by vacancies. Year-to-date, labor expenses were above budget by \$32.7 million (2.2 percent), including an overtime overrun of \$41.0 million (37.5 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 \$4.5 million (7.1 percent) and other fringe benefit overruns of \$7.7 million (8.1 percent), including mostly unfavorable direct overhead credits. Health & welfare/OPEB current expenses underran by \$22.4 million (6.5 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.

**Non-labor expenses** in the month were above budget by \$15.2 million (10.2 percent). Electric power expenses exceeded budget by \$11.4 million (44.4 percent), primarily resulting from the unfavorable timing of expenses. Materials & supplies expenses overran by \$6.9 million (28.8 percent), largely from the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap and surplus sales. Professional service contract expenses were unfavorable by \$6.0 million (56.5 percent), mainly from the unfavorable timing of Information Technology and bond service expenses. Paratransit service contract expenses were under budget by \$4.6 million (13.9 percent), due mostly to lower completed trips. Fuel expenses were below budget by \$1.8 million (10.8 percent), due to the favorable timing of expenses and lower consumption. Maintenance contract expenses were favorable by \$1.4 million (7.2 percent), largely from the favorable timing of auto purchases, mostly offset by the unfavorable timing of non-vehicle maintenance and repair expenses. Year-to-date, non-labor expenses were \$15.1 million (2.7 percent) over budget, including the following:

- Professional service contract expenses overran budget by \$18.1 million (46.8 percent), primarily from the unfavorable timing of Information Technology-related expenses, several professional service account expenses including bond services, and office-related expenses.
- Materials and supplies expenses were over by \$9.9 million (10.4 percent), largely from the unfavorable timing of maintenance material requirements, partly offset by increased scrap sales.
- Electric power expenses were above budget by \$5.4 million (5.1 percent), due principally to the unfavorable timing of billing adjustments/expenses.
- Paratransit service contracts expenses were below budget by \$13.8 million (10.6 percent), due mainly to lower completed trips, caused in part by adverse weather early in the year.

- Other business expenses were less than budget by \$4.4 million (17.9 percent), due mainly to the favorable timing of reimbursable project job closing adjustments, lower MVM debit/credit card fees and reduced stationery expenses.
- Insurance expenses were favorable by \$1.6 million (6.6 percent), mainly caused by the favorable timing of interagency payments.

**Depreciation expenses** year-to-date were \$482.0 million, \$4.0 million (0.8 percent) above budget.

**GASB#45 Other Post-Employment Benefits** was adopted by the MTA in 2007. For April year-to-date, \$390.8 million of accrued expenses were recorded, an increase of \$14.7 million (3.9 percent) above budget, based on current actuarial information.

#### **Net Cash Deficit**

The net cash deficit for April year-to-date was \$1,016.4 million, unfavorable to budget by \$80.7 million (8.6 percent), due mostly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses and capital reimbursements.

#### **Incumbents**

There were 46,066 full-time paid incumbents at the end of April, an increase of 141 from March, and an increase of 202 from December 2013 (excluding 301 temporary December paid incumbents).

## RIDERSHIP RESULTS

### April 2014 Ridership vs. Budget - (millions)

	April				April Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	146.8	147.9	1.1	0.7%	570.0	563.2	(6.8)	(1.2%)
NYCT Bus	58.0	56.9	(1.1)	(1.8%)	226.7	215.4	(11.2)	(5.0%)
Subtotal	204.8	204.9	0.0	0.0%	796.7	778.7	(18.0)	(2.3%)
Paratransit	0.9	0.8	(0.1)	(10.6%)	3.3	2.8	(0.5)	(15.0%)
<b>Total - NYCT</b>	<b>205.7</b>	<b>205.6</b>	<b>(0.1)</b>	<b>(0.0%)</b>	<b>800.0</b>	<b>781.5</b>	<b>(18.5)</b>	<b>(2.3%)</b>
MTA Bus Company	10.5	10.6	0.0	0.3%	41.1	39.8	(1.3)	(3.3%)
<i>Total - Regional Bus</i>	<i>68.5</i>	<i>67.5</i>	<i>(1.0)</i>	<i>(1.5%)</i>	<i>267.8</i>	<i>255.2</i>	<i>(12.6)</i>	<i>(4.7%)</i>

Notes: Totals may not add due to rounding.

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

### April Average Weekday and Weekend Ridership vs. Prior Year

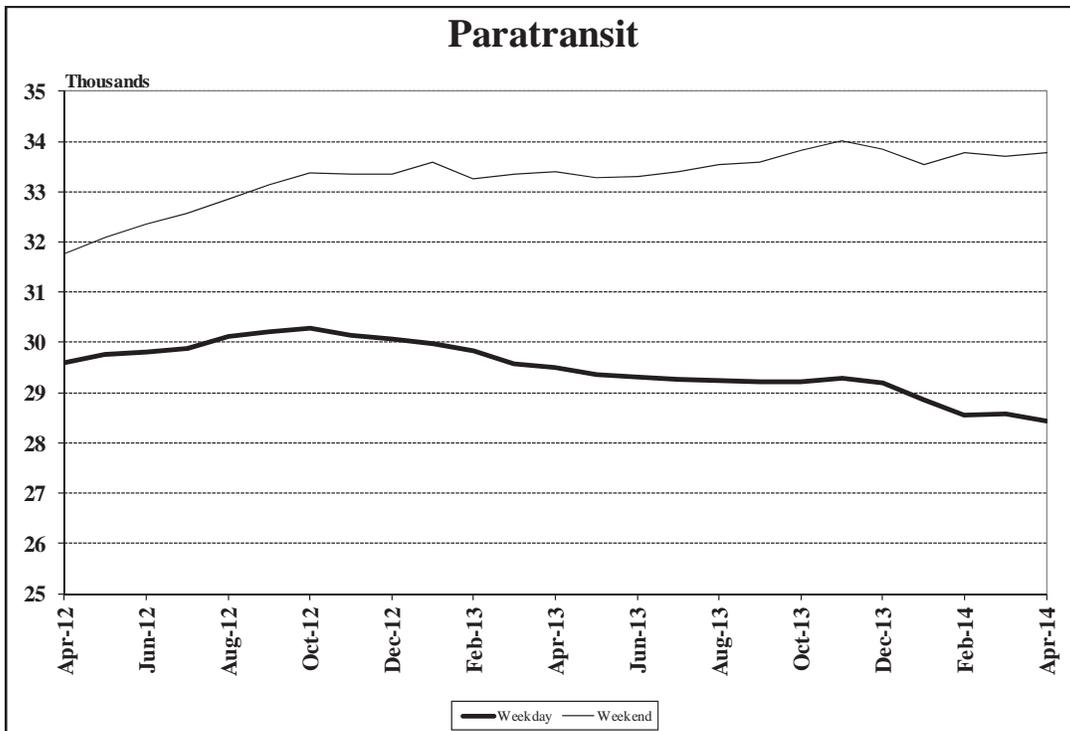
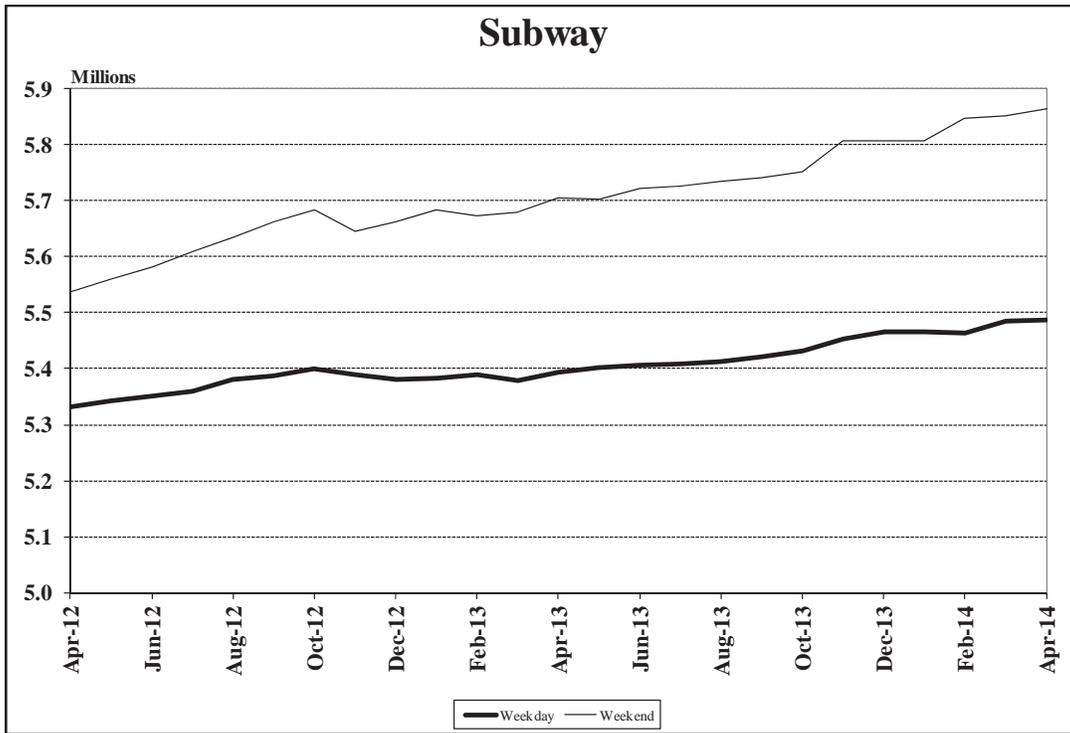
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary	Change		2013	Preliminary	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	5,590	5,607	+17	+0.3%	5,985	6,134	+149	+2.5%
NYCT Local Bus	2,233	2,100	-133	-6.0%	2,437	2,428	-9	-0.4%
NYCT Express Bus	45	43	-1	-2.9%	13	13	+0	+1.9%
Paratransit	30	28	-2	-5.4%	35	36	+1	+2.5%
<b>TOTAL - NYCT</b>	<b>7,897</b>	<b>7,778</b>	<b>-119</b>	<b>-1.5%</b>	<b>8,470</b>	<b>8,611</b>	<b>+141</b>	<b>+1.7%</b>
MTABC Local Bus	393	372	-21	-5.3%	393	403	+10	+2.5%
MTABC Express Bus	35	32	-3	-7.5%	15	13	-1	-7.2%
Total - MTA Bus	428	404	-24	-5.5%	408	416	+9	+2.1%
<i>Total - Regional Bus</i>	<i>2,706</i>	<i>2,548</i>	<i>-158</i>	<i>-5.8%</i>	<i>2,857</i>	<i>2,857</i>	<i>0</i>	<i>-0.0%</i>
<b>12-Month</b>								
<b>Rolling Average</b>								
Subway	5,393	5,487	+94	+1.7%	5,706	5,864	+158	+2.8%
Local Bus	2,128	2,085	-43	-2.0%	2,309	2,307	-2	-0.1%
Express Bus	43	42	-0	-0.7%	11	12	+1	+9.8%
Paratransit	30	28	-1	-3.6%	33	34	+0	+1.1%
<b>TOTAL - NYCT</b>	<b>7,593</b>	<b>7,643</b>	<b>+49</b>	<b>+0.7%</b>	<b>8,059</b>	<b>8,217</b>	<b>+158</b>	<b>+2.0%</b>
MTABC Local Bus	370	368	-2	-0.6%	372	382	+10	+2.7%
MTABC Express Bus	34	32	-2	-6.3%	14	13	-1	-7.6%
Total - MTA Bus	404	400	-4	-1.1%	386	395	+9	+2.3%
<i>Total - Regional Bus</i>	<i>2,575</i>	<i>2,527</i>	<i>-48</i>	<i>-1.9%</i>	<i>2,706</i>	<i>2,714</i>	<i>8</i>	<i>+0.3%</i>

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

- The April 2014 average weekday local bus ridership decrease was partly due to the entire public school spring recess falling in April 2014, while most of the 2013 spring recess (including Passover and Good Friday) fell in March.
- April 2014 average weekday subway ridership was the highest of any April in over forty-five years.
- April 2014 average weekend subway and total ridership were both the highest of any month in over forty-five years.

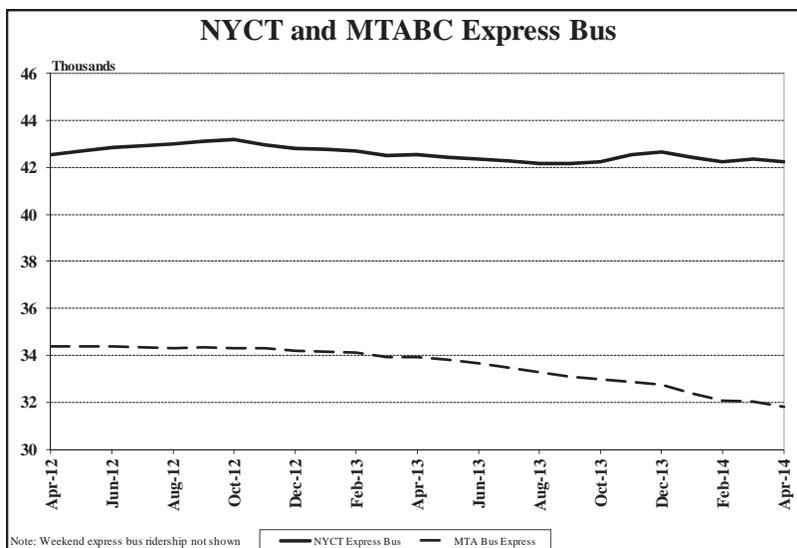
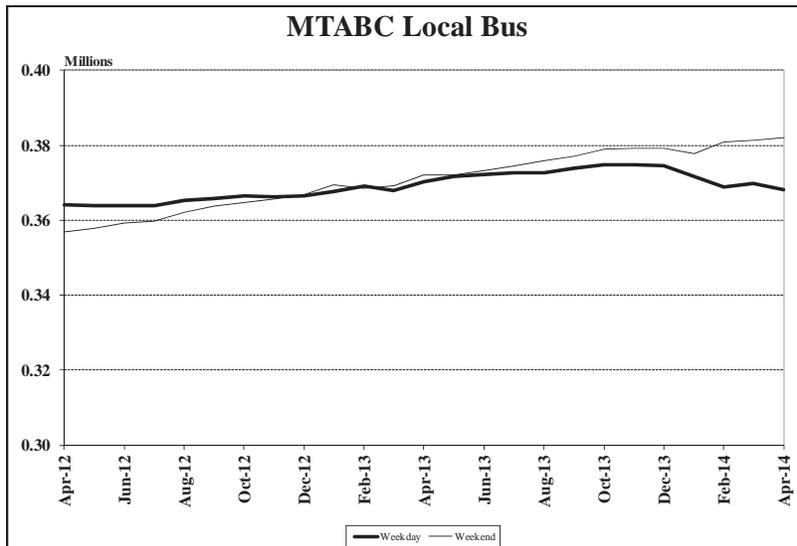
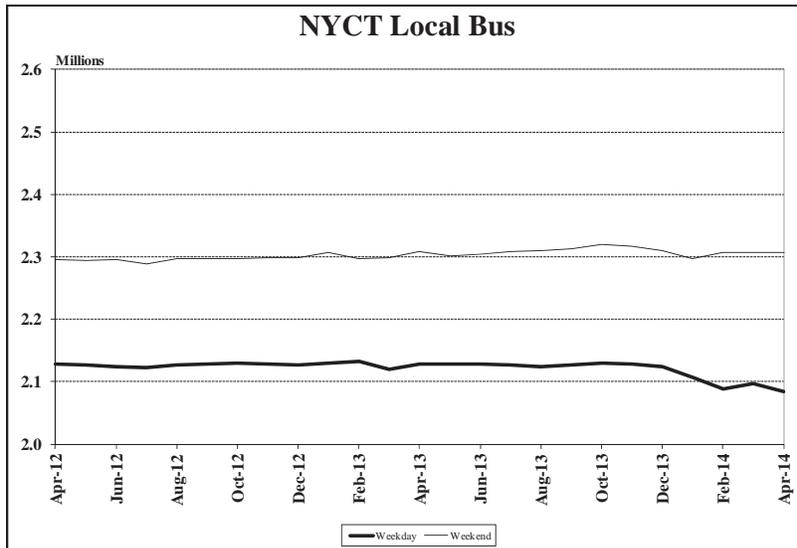
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From April 2013 to April 2014, average weekday ridership decreased on every area bus service, but increased on every rail service except the Staten Island Railway. The largest decrease was on MTA Express Bus (down 7.5 percent). The large average weekend ridership percentage increase on the Staten Island Railway was due to a service suspension from Clifton to St. George on one weekend in 2013. Bridges and Tunnels traffic increased on both weekdays and weekends.

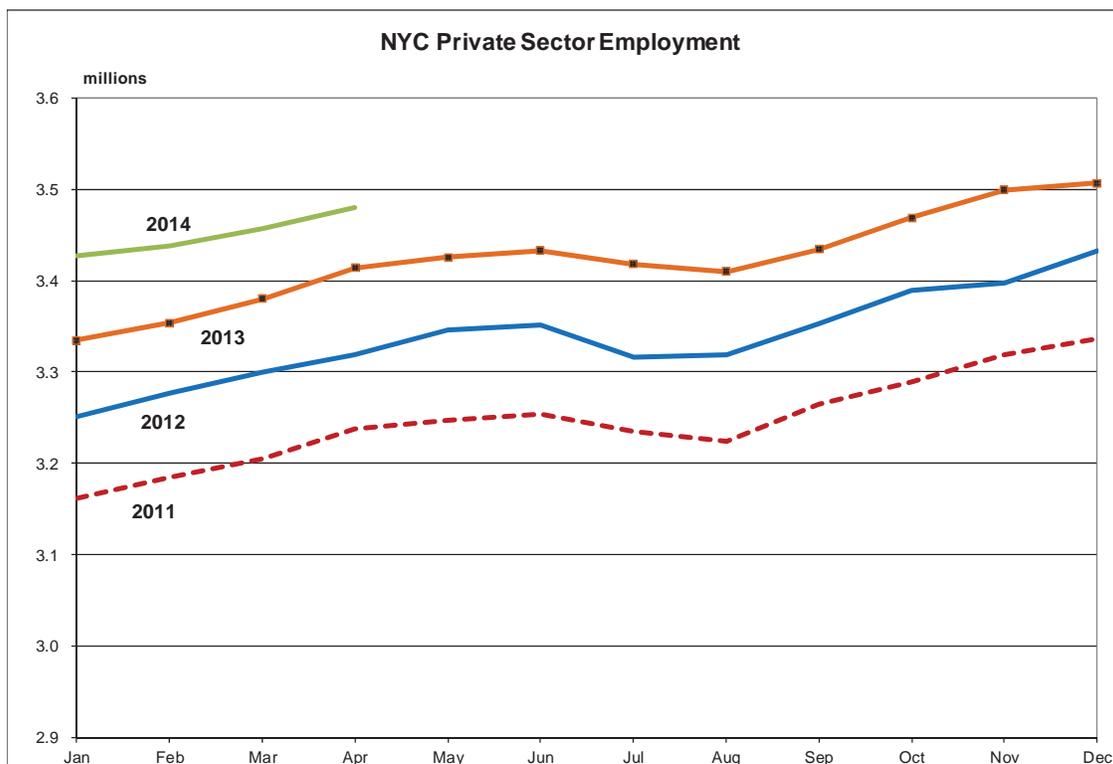
<b>Ridership on Transit Services in the New York Area</b>				
<b>(thousands)</b>				
<b>Transit Service</b>	<b>Apr-13</b>	<b>Preliminary Apr-14</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<b>Average Weekday</b>				
NYCT Subway	5,590	5,607	+0.3%	+1.7%
NYCT Local Bus	2,233	2,100	-6.0%	-2.0%
NYCT Express Bus	45	43	-2.9%	-0.7%
NYCT Paratransit	30	28	-5.4%	-3.6%
Staten Island Railway	16	15	-3.5%	-2.8%
MTA Local Bus	393	372	-5.3%	-0.6%
MTA Express Bus	35	32	-7.5%	-6.3%
Long Island Rail Road	281	290	+3.0%	+2.4%
Metro-North Railroad	280	281	+0.4%	+0.7%
Staten Island Ferry	n/a	69	n/a	n/a
PATH	249	252	+1.4%	+5.7%
<b>Average Weekend</b>				
NYCT Subway	5,985	6,134	+2.5%	+2.8%
NYCT Local Bus	2,437	2,428	-0.4%	-0.1%
NYCT Express Bus	13	13	+1.9%	+9.8%
NYCT Paratransit	35	36	+2.5%	+1.1%
Staten Island Railway	6	8	+33.0%	-7.4%
MTA Local Bus	393	403	+2.5%	+2.7%
MTA Express Bus	15	13	-7.2%	-7.6%
Long Island Rail Road	177	186	+5.4%	+1.0%
Metro-North Railroad	202	207	+2.4%	-1.1%
Staten Island Ferry	n/a	98	n/a	n/a
PATH	211	196	-7.3%	+5.1%
<b>MTA Bridges and Tunnels</b>				
<b>(thousands)</b>				
Average Weekday	802	806	+0.5%	+0.0%
Average Weekend	1,500	1,529	+1.9%	+0.7%

Note: Percentages are based on unrounded data.

## Economy

From April 2013 to April 2014, New York City employment increased 1.6 percent (62,900 jobs). Private sector employment increased 1.9 percent (65,400 jobs) and government employment decreased 0.5 percent (2,500 jobs). All of the private employment sub-sectors increased from April 2013. The sub-sector with the largest absolute increase was educational and health services (up 21,600 jobs or 2.6 percent), and the sub-sector with the largest percentage increase was construction (up 3.1 percent or 3,800 jobs).

As shown in the chart below, New York City private sector employment has shown consistent growth for more than three years, although the April growth rate was below two percent for the first time since September 2010. New York City has added more than 300,000 private sector jobs since the most recent low point in 2009.



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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$260.561	\$261.654	\$1.093	0.4	\$0.000	\$0.000	\$0.000	-	\$260.561	\$261.654	\$1.093	0.4
Bus	80.407	79.155	(1.252)	(1.6)	0.000	0.000	0.000	-	80.407	79.155	(1.252)	(1.6)
Paratransit	1.551	1.417	(0.134)	(8.6)	0.000	0.000	0.000	-	1.551	1.417	(0.134)	(8.6)
Fare Media Liability	3.435	8.435	5.000	145.6	0.000	0.000	0.000	-	3.435	8.435	5.000	145.6
Total Farebox Revenue	345.954	350.661	4.707	1.4	0.000	0.000	0.000	-	345.954	350.661	4.707	1.4
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	7.545	7.545	0.000	0.0	0.000	0.000	0.000	-	7.545	7.545	0.000	0.0
Paratransit Reimbursement	14.748	14.711	(0.037)	(0.3)	0.000	0.000	0.000	-	14.748	14.711	(0.037)	(0.3)
Other	12.290	13.410	1.120	9.1	0.000	0.000	0.000	-	12.290	13.410	1.120	9.1
Total Other Operating Revenue	34.583	35.666	1.083	3.1	0.000	0.000	0.000	-	34.583	35.666	1.083	3.1
Capital and Other Reimbursements	0.000	0.000	0.000	-	76.896	81.223	4.327	5.6	76.896	81.223	4.327	5.6
<b>Total Revenue</b>	<b>\$380.537</b>	<b>\$386.327</b>	<b>\$5.790</b>	<b>1.5</b>	<b>\$76.896</b>	<b>\$81.223</b>	<b>\$4.327</b>	<b>5.6</b>	<b>\$457.433</b>	<b>\$467.550</b>	<b>\$10.117</b>	<b>2.2</b>
<b>Expenses</b>												
Labor:												
Payroll	238.974	243.092	(4.118)	(1.7)	32.889	29.532	3.357	10.2	271.863	272.624	(0.761)	(0.3)
Overtime	26.650	33.998	(7.348)	(27.6)	5.732	10.784	(5.052)	(88.1)	32.382	44.782	(12.400)	(38.3)
Total Salaries & Wages	265.624	277.090	(11.466)	(4.3)	38.621	40.316	(1.695)	(4.4)	304.245	317.406	(13.161)	(4.3)
Health and Welfare	57.348	64.776	(7.428)	(13.0)	2.234	1.474	0.760	34.0	59.582	66.250	(6.668)	(11.2)
OPEB Current Payment	28.967	29.846	(0.879)	(3.0)	0.000	0.000	0.000	-	28.967	29.846	(0.879)	(3.0)
Pensions	17.552	17.785	(0.233)	(1.3)	0.349	0.353	(0.004)	(1.1)	17.901	18.138	(0.237)	(1.3)
Other Fringe Benefits	23.600	24.440	(0.840)	(3.6)	10.896	11.182	(0.286)	(2.6)	34.496	35.622	(1.126)	(3.3)
Total Fringe Benefits	127.467	136.847	(9.380)	(7.4)	13.479	13.009	0.470	3.5	140.946	149.856	(8.910)	(6.3)
Reimbursable Overhead	(15.927)	(18.024)	2.097	13.2	15.927	18.024	(2.097)	(13.2)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$377.164</b>	<b>\$395.913</b>	<b>(\$18.749)</b>	<b>(5.0)</b>	<b>\$68.027</b>	<b>\$71.349</b>	<b>(\$3.322)</b>	<b>(4.9)</b>	<b>\$445.191</b>	<b>\$467.262</b>	<b>(\$22.071)</b>	<b>(5.0)</b>
Non-Labor:												
Electric Power	25.677	37.077	(11.400)	(44.4)	0.021	0.042	(0.021)	(100.0)	25.698	37.119	(11.421)	(44.4)
Fuel	16.350	14.580	1.770	10.8	0.002	0.001	0.001	50.0	16.352	14.581	1.771	10.8
Insurance	5.761	5.607	0.154	2.7	0.000	0.000	0.000	-	5.761	5.607	0.154	2.7
Claims	7.640	7.640	0.000	0.0	0.000	0.000	0.000	-	7.640	7.640	0.000	0.0
Paratransit Service Contracts	33.079	28.493	4.586	13.9	0.000	0.722	(0.722)	-	33.079	29.215	3.864	11.7
Mtce. and Other Operating Contracts	19.494	18.093	1.401	7.2	2.118	3.188	(1.070)	(50.5)	21.612	21.281	0.331	1.5
Professional Service Contracts	10.538	16.495	(5.957)	(56.5)	1.638	2.394	(0.756)	(46.2)	12.176	18.889	(6.713)	(55.1)
Materials & Supplies	23.903	30.789	(6.886)	(28.8)	4.768	3.158	1.610	33.8	28.671	33.947	(5.276)	(18.4)
Other Business Expenses	5.731	4.580	1.151	20.1	0.322	0.369	(0.047)	(14.6)	6.053	4.949	1.104	18.2
<b>Total Non-Labor Expenses</b>	<b>\$148.173</b>	<b>\$163.354</b>	<b>(\$15.181)</b>	<b>(10.2)</b>	<b>\$8.869</b>	<b>\$9.874</b>	<b>(\$1.005)</b>	<b>(11.3)</b>	<b>\$157.042</b>	<b>\$173.228</b>	<b>(\$16.186)</b>	<b>(10.3)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$525.337</b>	<b>\$559.267</b>	<b>(\$33.930)</b>	<b>(6.5)</b>	<b>\$76.896</b>	<b>\$81.223</b>	<b>(\$4.327)</b>	<b>(5.6)</b>	<b>\$602.233</b>	<b>\$640.490</b>	<b>(\$38.257)</b>	<b>(6.4)</b>
Depreciation	121.000	120.332	0.668	0.6	0.000	0.000	0.000	-	121.000	120.332	0.668	0.6
OPEB Account	0.000	0.118	(0.118)	-	0.000	0.000	0.000	-	0.000	0.118	(0.118)	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$646.337</b>	<b>\$679.717</b>	<b>(\$33.380)</b>	<b>(5.2)</b>	<b>\$76.896</b>	<b>\$81.223</b>	<b>(\$4.327)</b>	<b>(5.6)</b>	<b>\$723.233</b>	<b>\$760.940</b>	<b>(\$37.707)</b>	<b>(5.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$265.800)</b>	<b>(\$293.390)</b>	<b>(\$27.590)</b>	<b>(10.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$265.800)</b>	<b>(\$293.390)</b>	<b>(\$27.590)</b>	<b>(10.4)</b>

NOTE: Totals may not add due to rounding.

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$1,010.781	\$1,013.855	\$3.074	0.3	\$0.000	\$0.000	\$0.000	-	\$1,010.781	\$1,013.855	\$3.074	0.3
Bus	311.134	303.927	(7.207)	(2.3)	0.000	0.000	0.000	-	311.134	303.927	(7.207)	(2.3)
Paratransit	5.995	5.125	(0.870)	(14.5)	0.000	0.000	0.000	-	5.995	5.125	(0.870)	(14.5)
Fare Media Liability	13.740	18.740	5.000	36.4	0.000	0.000	0.000	-	13.740	18.740	5.000	36.4
Total Farebox Revenue	1,341.650	1,341.647	(0.003)	(0.0)	0.000	0.000	0.000	-	1,341.650	1,341.647	(0.003)	(0.0)
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	32.056	32.056	0.000	0.0	0.000	0.000	0.000	-	32.056	32.056	0.000	0.0
Paratransit Reimbursement	58.992	60.628	1.636	2.8	0.000	0.000	0.000	-	58.992	60.628	1.636	2.8
Other	49.160	54.569	5.409	11.0	0.000	0.000	0.000	-	49.160	54.569	5.409	11.0
Total Other Operating Revenue	140.208	147.253	7.045	5.0	0.000	0.000	0.000	-	140.208	147.253	7.045	5.0
Capital and Other Reimbursements	0.000	0.000	0.000	-	301.698	289.410	(12.288)	(4.1)	301.698	289.410	(12.288)	(4.1)
<b>Total Revenue</b>	<b>\$1,481.858</b>	<b>\$1,488.900</b>	<b>\$7.042</b>	<b>0.5</b>	<b>\$301.698</b>	<b>\$289.410</b>	<b>(\$12.288)</b>	<b>(4.1)</b>	<b>\$1,783.556</b>	<b>\$1,778.310</b>	<b>(\$5.246)</b>	<b>(0.3)</b>
<b>Expenses</b>												
Labor:												
Payroll	958.063	959.012	(0.949)	(0.1)	129.953	108.473	21.480	16.5	1,088.016	1,067.485	20.531	1.9
Overtime	109.355	150.318	(40.963)	(37.5)	22.987	33.753	(10.766)	(46.8)	132.342	184.071	(51.729)	(39.1)
Total Salaries & Wages	1,067.418	1,109.330	(41.912)	(3.9)	152.940	142.226	10.714	7.0	1,220.358	1,251.556	(31.198)	(2.6)
Health and Welfare	229.444	213.862	15.582	6.8	8.988	7.431	1.557	17.3	238.432	221.293	17.139	7.2
OPEB Current Payment	115.893	109.098	6.795	5.9	0.000	0.000	0.000	-	115.893	109.098	6.795	5.9
Pensions	70.207	71.155	(0.948)	(1.4)	1.396	1.414	(0.018)	(1.3)	71.603	72.569	(0.966)	(1.3)
Other Fringe Benefits	94.853	102.539	(7.686)	(8.1)	43.405	39.233	4.172	9.6	138.258	141.772	(3.514)	(2.5)
Total Fringe Benefits	510.397	496.654	13.743	2.7	53.789	48.078	5.711	10.6	564.186	544.732	19.454	3.4
Reimbursable Overhead	(63.649)	(59.110)	(4.539)	(7.1)	63.649	59.110	4.539	7.1	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$1,514.166</b>	<b>\$1,546.874</b>	<b>(\$32.708)</b>	<b>(2.2)</b>	<b>\$270.378</b>	<b>\$249.414</b>	<b>\$20.964</b>	<b>7.8</b>	<b>\$1,784.544</b>	<b>\$1,796.288</b>	<b>(\$11.744)</b>	<b>(0.7)</b>
Non-Labor:												
Electric Power	107.402	112.826	(5.424)	(5.1)	0.085	0.121	(0.036)	(42.4)	107.487	112.947	(5.460)	(5.1)
Fuel	62.223	62.779	(0.556)	(0.9)	0.008	0.006	0.002	25.0	62.231	62.785	(0.554)	(0.9)
Insurance	24.225	22.624	1.601	6.6	0.000	0.000	0.000	-	24.225	22.624	1.601	6.6
Claims	30.561	30.561	0.000	0.0	0.000	0.000	0.000	-	30.561	30.561	0.000	0.0
Paratransit Service Contracts	129.944	116.153	13.791	10.6	0.000	0.722	(0.722)	-	129.944	116.875	13.069	10.1
Mtce. and Other Operating Contracts	59.058	60.031	(0.973)	(1.6)	8.626	11.742	(3.116)	(36.1)	67.684	71.773	(4.089)	(6.0)
Professional Service Contracts	38.800	56.942	(18.142)	(46.8)	4.953	8.413	(3.460)	(69.9)	43.753	65.355	(21.602)	(49.4)
Materials & Supplies	94.732	104.582	(9.850)	(10.4)	18.352	17.271	1.081	5.9	113.084	121.853	(8.769)	(7.8)
Other Business Expenses	24.550	20.145	4.405	17.9	(0.704)	1.721	(2.425)	(344.5)	23.846	21.866	1.980	8.3
<b>Total Non-Labor Expenses</b>	<b>\$571.495</b>	<b>\$586.643</b>	<b>(\$15.148)</b>	<b>(2.7)</b>	<b>\$31.320</b>	<b>\$39.996</b>	<b>(\$8.676)</b>	<b>(27.7)</b>	<b>\$602.815</b>	<b>\$626.639</b>	<b>(\$23.824)</b>	<b>(4.0)</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$2,085.661</b>	<b>\$2,133.517</b>	<b>(\$47.856)</b>	<b>(2.3)</b>	<b>\$301.698</b>	<b>\$289.410</b>	<b>\$12.288</b>	<b>4.1</b>	<b>\$2,387.359</b>	<b>\$2,422.927</b>	<b>(\$35.568)</b>	<b>(1.5)</b>
Depreciation	478.000	482.007	(4.007)	(0.8)	0.000	0.000	0.000	-	478.000	482.007	(4.007)	(0.8)
OPEB Account	376.117	390.791	(14.674)	(3.9)	0.000	0.000	0.000	-	376.117	390.791	(14.674)	(3.9)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$2,939.778</b>	<b>\$3,006.315</b>	<b>(\$66.537)</b>	<b>(2.3)</b>	<b>\$301.698</b>	<b>\$289.410</b>	<b>\$12.288</b>	<b>4.1</b>	<b>\$3,241.476</b>	<b>\$3,295.725</b>	<b>(\$54.249)</b>	<b>(1.7)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,457.920)</b>	<b>(\$1,517.415)</b>	<b>(\$59.495)</b>	<b>(4.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,457.920)</b>	<b>(\$1,517.415)</b>	<b>(\$59.495)</b>	<b>(4.1)</b>

NOTE: Totals may not add due to rounding.

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

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Revenue	NR	4.7	1.4	Mainly higher fare media liability expired revenue, consistent with the March 2013 fare increase			
Other Operating Revenue	NR	1.1	3.1	Mostly due to favorable results in advertising and real estate revenues, and Transit Adjudication Bureau (TAB) fees.	7.0	5.0	Primarily higher advertising and paratransit Urban Tax revenues, partly offset by lower MetroCard surcharges, due mostly to lower ridership resulting from adverse weather early in the year.
Payroll	NR	(4.1)	(1.7)	Due mainly to reimbursable underruns and higher earned employee separation payments, partly offset by vacancies.			
Overtime	NR	(7.3)	(27.6)	Mainly due to vacancy/absentee coverage and maintenance requirements for signal systems and track defect backlogs	(41.0)	(37.5)	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	(8.3)	(9.6)	Mostly due to the unfavorable timing of expenses	22.4	6.5	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	(0.8)	(3.6)	Primarily higher FICA payments.	(7.7)	(8.1)	Primarily lower direct overhead credits from reimbursable payroll underruns, caused mainly by adverse weather early in the year, and higher FICA payments.
Reimbursable Overhead	NR	2.1	13.2	Mainly higher reimbursable credits, resulting from higher reimbursable labor costs.	(4.5)	(7.1)	Mainly lower overhead credits from reimbursable labor underruns, caused mainly by adverse weather early in the year.
Electric Power	NR	(11.4)	(44.4)	Largely the unfavorable timing of billing adjustments/expenses	(5.4)	(5.1)	Largely due to the unfavorable timing of billing adjustments/expenses
Fuel	NR	1.8	10.8	Mainly due to the favorable timing of expenses and lower consumption			

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**April 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
		\$	%		\$	%	
Insurance	NR				1.6	6.6	The favorable timing of interagency payments.
Paratransit Service Contracts	NR	4.6	13.9	Mostly due to lower completed trips.	13.8	10.6	Mostly due to lower completed trips, caused in part by adverse weather early in the year.
Maintenance and Other Operating Contracts	NR	1.4	7.2	Largely the favorable timing of auto purchases, mostly offset by the unfavorable timing of non-vehicle maintenance and repair expenses			
Professional Service Contracts	NR	(6.0)	(56.5)	Mostly the unfavorable timing of Information-technology and bond service expenses.	(18.1)	(46.8)	Mostly the unfavorable timing of Information Technology-related expenses, several professional service account expenses including bond services, and office-related expenses.
Materials and Supplies	NR	(6.9)	(28.8)	Largely the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap and surplus sales.	(9.9)	(10.4)	Largely the unfavorable timing of maintenance material requirements, partly offset by increased scrap sales.
Other Business Expenses	NR	1.2	20.1	Mainly various credits, the favorable timing of expenses, and underruns in stationery and travel expenses.	4.4	17.9	Primarily the favorable timing of reimbursable project job closing adjustments, lower MVM debit/credit card fees, and reduced stationery expenses.
Depreciation	NR				(4.0)	(0.8)	The unfavorable timing of assets reaching beneficial use
Other Post-Employment Benefits	NR				(14.7)	(3.9)	Higher accrued expenses, based on updated actuarial information.
Capital and Other Reimbursements	R	4.3	5.6	Reimbursement increase consistent with higher reimbursable expenses	(12.3)	(4.1)	Reimbursement reduction consistent with lower reimbursable expenses
Payroll	R	3.4	10.2	Mostly due to capital construction, engineering and non-capital project underruns.	21.5	16.5	Mostly due to capital construction and engineering underruns, caused in part by adverse weather
Overtime	R	(5.1)	(88.1)	Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Montague and Greenpoint tunnels.	(10.8)	(46.8)	Primarily subways requirements, principally in support of trackwork, service delivery, car equipment, stations and signals, and Sandy-related work on the Montague and Greenpoint tunnels.

**MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
 April 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
		\$	%		\$	%	
Health & Welfare	R	0.8	34.0	Mainly due to payroll underruns	1.6	17.3	Mainly due to payroll underruns
Other Fringe Benefits	R				4.2	9.6	Mostly lower direct overhead expenses due to reimbursable payroll underruns, caused in part by adverse weather early in the year.
Maintenance and Other Operating Contracts	R	(1.1)	(50.5)	Largely the unfavorable timing of building maintenance-related expenses and maintenance construction services expenses	(3.1)	(36.1)	Largely the unfavorable timing of building maintenance-related expenses and maintenance construction services expenses
Professional Service Contracts	R	(0.8)	(46.2)	Largely the unfavorable timing of Information Technology-related expenses	(3.5)	(69.9)	Mostly the unfavorable timing of Information Technology hardware expenses.
Materials & Supplies	R	1.6	33.8	Principally the favorable timing of maintenance material requirements	1.1	5.9	Principally the favorable timing of maintenance material requirements
Other Business Expenses	R				(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  
April 2014  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$345.023	\$361.250	\$16.227	4.7	\$1,345.749	\$1,350.697	\$4.948	0.4
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	6.312	0.000	(6.312)	(100.0)	6.312	0.000	(6.312)	(100.0)
Paratransit Reimbursement	2.938	3.594	0.656	22.3	51.752	17.290	(34.462)	(66.6)
Other	3.758	3.772	0.014	0.4	15.032	13.059	(1.973)	(13.1)
Total Other Operating Revenue	13.008	7.366	(5.642)	(43.4)	73.096	30.349	(42.747)	(58.5)
Capital and Other Reimbursements	76.896	55.333	(21.563)	(28.0)	301.698	263.127	(38.571)	(12.8)
<b>Total Receipts</b>	<b>\$434.927</b>	<b>\$423.949</b>	<b>(\$10.978)</b>	<b>(2.5)</b>	<b>\$1,720.543</b>	<b>\$1,644.173</b>	<b>(\$76.370)</b>	<b>(4.4)</b>
<b>Expenditures</b>								
Labor:								
Payroll	251.568	243.324	8.244	3.3	1,104.990	1,089.212	15.778	1.4
Overtime	30.098	41.100	(11.002)	(36.6)	136.283	180.612	(44.329)	(32.5)
Total Salaries & Wages	281.666	284.424	(2.758)	(1.0)	1,241.273	1,269.824	(28.551)	(2.3)
Health and Welfare	59.582	72.746	(13.164)	(22.1)	238.432	208.777	29.655	12.4
OPEB Current Payment	28.967	29.846	(0.879)	(3.0)	115.893	109.098	6.795	5.9
Pensions	76.985	77.222	(0.237)	(0.3)	307.939	308.820	(0.881)	(0.3)
Other Fringe Benefits	29.599	31.120	(1.521)	(5.1)	127.068	132.931	(5.863)	(4.6)
Total Fringe Benefits	195.133	210.934	(15.801)	(8.1)	789.332	759.626	29.706	3.8
GASB Account	5.791	5.423	0.368	6.4	23.164	22.555	0.609	2.6
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$482.590</b>	<b>\$500.781</b>	<b>(\$18.191)</b>	<b>(3.8)</b>	<b>\$2,053.769</b>	<b>\$2,052.005</b>	<b>\$1.764</b>	<b>0.1</b>
Non-Labor:								
Electric Power	25.698	38.484	(12.786)	(49.8)	107.488	117.094	(9.606)	(8.9)
Fuel	16.352	14.869	1.483	9.1	62.231	62.918	(0.687)	(1.1)
Insurance	0.001	2.091	(2.090)	-	23.229	13.920	9.309	40.1
Claims	6.930	7.997	(1.067)	(15.4)	27.719	29.236	(1.517)	(5.5)
Paratransit Service Contracts	32.912	28.281	4.631	14.1	129.276	117.815	11.461	8.9
Mtce. and Other Operating Contracts	21.612	18.418	3.194	14.8	67.684	66.562	1.122	1.7
Professional Service Contracts	12.174	15.025	(2.851)	(23.4)	41.504	50.461	(8.957)	(21.6)
Materials & Supplies	29.885	34.150	(4.265)	(14.3)	119.438	126.573	(7.135)	(6.0)
Other Business Expenditures	6.054	6.360	(0.306)	(5.1)	23.844	23.958	(0.114)	(0.5)
<b>Total Non-Labor Expenditures</b>	<b>\$151.618</b>	<b>\$165.675</b>	<b>(\$14.057)</b>	<b>(9.3)</b>	<b>\$602.413</b>	<b>\$608.537</b>	<b>(\$6.124)</b>	<b>(1.0)</b>
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$634.208</b>	<b>\$666.456</b>	<b>(\$32.248)</b>	<b>(5.1)</b>	<b>\$2,656.182</b>	<b>\$2,660.542</b>	<b>(\$4.360)</b>	<b>(0.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$199.281)</b>	<b>(\$242.507)</b>	<b>(\$43.226)</b>	<b>(21.7)</b>	<b>(\$935.639)</b>	<b>(\$1,016.369)</b>	<b>(\$80.730)</b>	<b>(8.6)</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS**  
**April 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	16.2	4.7	Mostly due to the favorable timing of the counting and depositing of cash			
Other Operating Receipts	(5.6)	(43.4)	Primarily due to the unfavorable timing of student fare reimbursements	(42.7)	(58.5)	Primarily due to the unfavorable timing of receipt of NYC reimbursement of partial paratransit expenses and student fare reimbursements
Capital and Other Reimbursements	(21.6)	(28.0)	Due mainly to the unfavorable timing of reimbursements	(38.6)	(12.8)	Due mainly to the unfavorable timing of reimbursements
Salaries & Wages				(28.6)	(2.3)	Mostly higher 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)	(14.1)	(16.0)	Mostly due to the unfavorable timing of expenses and payments	36.5	10.3	Mostly due to lower expenses, including several credits, and the favorable timing of payments
Other Fringe Benefits	(1.5)	(5.1)	Largely higher FICA payments, and the unfavorable timing of payments	(5.9)	(4.6)	Largely higher FICA payments, and the unfavorable timing of payments
Electric Power	(12.8)	(49.8)	Mainly due to the unfavorable timing of billing adjustments/expenses	(9.6)	(8.9)	Mainly due to the unfavorable timing of billing adjustments/expenses and payments
Fuel	1.5	9.1	Mainly due to the favorable timing of expenses and lower consumption			
Insurance	(2.1)	n/a	Largely the unfavorable timing of interagency payments	9.3	40.1	Largely the favorable timing of interagency payments
Claims	(1.1)	(15.4)	The unfavorable timing of Claims payouts	(1.5)	(5.5)	The unfavorable timing of Claims payouts
Paratransit Service Contracts	4.6	14.1	Mostly due to lower completed trips	11.5	8.9	Mostly due to lower completed trips, caused in part by adverse weather, partly offset by the unfavorable timing of payments
Maintenance Contracts	3.2	14.8	Primarily from the favorable timing of payments			
Professional Service Contracts	(2.9)	(23.4)	Mostly the unfavorable timing of Information-Technology and bond service expenses, partly offset by the favorable timing of payments	(9.0)	(21.6)	Mostly the unfavorable timing of Information Technology-related expenses, several professional service account expenses including bond services, and office-related expenses, partly offset by the favorable timing of payments
Materials & Supplies	(4.3)	(14.3)	Largely the unfavorable timing of maintenance material requirements, partly offset by increased scrap and surplus sales, and the favorable timing of payments	(7.1)	(6.0)	Largely the unfavorable timing of maintenance material requirements, partly offset by increased scrap sales and the favorable timing of payments

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.931)	\$10.589	\$11.520	-	\$4.099	\$9.050	\$4.951	120.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(1.233)	(7.545)	(6.312)	(511.9)	(25.744)	(32.056)	(6.312)	(24.5)
Paratransit Reimbursement	(11.810)	(11.117)	0.693	5.9	(7.240)	(43.338)	(36.098)	(498.6)
Other	(8.532)	(9.638)	(1.106)	(13.0)	(34.128)	(41.510)	(7.382)	(21.6)
<b>Total Other Operating Revenue</b>	<b>(21.575)</b>	<b>(28.300)</b>	<b>(6.725)</b>	<b>(31.2)</b>	<b>(67.112)</b>	<b>(116.904)</b>	<b>(49.792)</b>	<b>(74.2)</b>
Capital and Other Reimbursements	0.000	(25.890)	(25.890)	-	0.000	(26.283)	(26.283)	-
<b>Total Receipts</b>	<b>(\$22.506)</b>	<b>(\$43.601)</b>	<b>(\$21.095)</b>	<b>(93.7)</b>	<b>(\$63.013)</b>	<b>(\$134.137)</b>	<b>(\$71.124)</b>	<b>(112.9)</b>
<b>Expenditures</b>								
Labor:								
Payroll	20.295	29.300	9.005	44.4	(16.974)	(21.727)	(4.753)	(28.0)
Overtime	2.284	3.682	1.398	61.2	(3.941)	3.459	7.400	187.8
Total Salaries & Wages	22.579	32.982	10.403	46.1	(20.915)	(18.268)	2.647	12.7
Health and Welfare	0.000	(6.496)	(6.496)	-	0.000	12.516	12.516	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.084)	0.000	0.0	(236.336)	(236.251)	0.085	0.0
Other Fringe Benefits	4.897	4.502	(0.395)	(8.1)	11.190	8.841	(2.349)	(21.0)
Total Fringe Benefits	(54.187)	(61.078)	(6.891)	(12.7)	(225.146)	(214.894)	10.252	4.6
GASB Account	(5.791)	(5.423)	0.368	6.4	(23.164)	(22.555)	0.609	2.6
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$37.399)</b>	<b>(\$33.519)</b>	<b>\$3.880</b>	<b>10.4</b>	<b>(\$269.225)</b>	<b>(\$255.717)</b>	<b>\$13.508</b>	<b>5.0</b>
Non-Labor:								
Electric Power	0.000	(1.365)	(1.365)	-	(0.001)	(4.147)	(4.146)	-
Fuel	0.000	(0.288)	(0.288)	-	0.000	(0.133)	(0.133)	-
Insurance	5.760	3.516	(2.244)	(39.0)	0.996	8.704	7.708	773.9
Claims	0.710	(0.357)	(1.067)	(150.3)	2.842	1.325	(1.517)	(53.4)
Paratransit Service Contracts	0.167	0.934	0.767	459.3	0.668	(0.940)	(1.608)	(240.7)
Mtce. and Other Operating Contracts	0.000	2.863	2.863	-	0.000	5.211	5.211	-
Professional Service Contracts	0.002	3.864	3.862	-	2.249	14.894	12.645	562.2
Materials & Supplies	(1.214)	(0.203)	1.011	83.3	(6.354)	(4.720)	1.634	25.7
Other Business Expenses	(0.001)	(1.411)	(1.410)	-	0.002	(2.092)	(2.094)	-
<b>Total Non-Labor Expenditures</b>	<b>\$5.424</b>	<b>\$7.553</b>	<b>\$2.129</b>	<b>39.3</b>	<b>\$0.402</b>	<b>\$18.102</b>	<b>\$17.700</b>	<b>-</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$31.975)</b>	<b>(\$25.966)</b>	<b>\$6.009</b>	<b>18.8</b>	<b>(\$268.823)</b>	<b>(\$237.615)</b>	<b>\$31.208</b>	<b>11.6</b>
Depreciation	121.000	120.332	(0.668)	(0.6)	478.000	482.007	4.007	0.8
OPEB Account	0.000	0.118	0.118	-	376.117	390.791	14.674	3.9
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$89.025</b>	<b>\$94.484</b>	<b>\$5.459</b>	<b>6.1</b>	<b>\$585.294</b>	<b>\$635.183</b>	<b>\$49.889</b>	<b>8.5</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$66.519</b>	<b>\$50.883</b>	<b>(\$15.636)</b>	<b>(23.5)</b>	<b>\$522.281</b>	<b>\$501.046</b>	<b>(\$21.235)</b>	<b>(4.1)</b>

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**  
**April 2014**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav)</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	57	59	(2)	
Law	267	260	7	
Office of the EVP	41	40	1	
Human Resources	219	244	(25)	
Office of Management and Budget	39	35	4	
Capital Planning & Budget	31	29	2	
Corporate Communications	253	241	12	
Technology & Information Services	446	422	24	
Non-Departmental	(51)	-	(51)	Negative budget represents vacancy provision
Labor Relations	96	85	11	
Materiel	253	243	10	
Controller	137	130	7	
<b>Total Administration</b>	<b>1,788</b>	<b>1,788</b>	<b>0</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,711	7,621	90	Oper. Supervisor/Tower Operator vacancies
Subways Operations Support	369	346	23	
Subways Stations	2,626	2,585	41	
<b>Sub-total Subways</b>	<b>10,706</b>	<b>10,552</b>	<b>154</b>	
Buses	10,603	10,458	145	Bus Operator vacancies
Paratransit	208	196	12	
Operations Planning	418	397	21	
Revenue Control	464	420	44	
<b>Total Operations</b>	<b>22,399</b>	<b>22,023</b>	<b>376</b>	
<b>Maintenance</b>				
Subways Operations Support	201	193	8	
Subways Engineering	312	332	(20)	
Subways Car Equipment	4,317	4,253	64	PTE, Oper. Supervisors & hourly vacancies
Subways Infrastructure	1,428	1,417	11	
Subways Elevators & Escalators	384	362	22	
Subways Stations	3,552	3,485	67	Due to hourly vacancies-mostly cleaners
Subways Track	2,725	2,695	30	
Subways Power	606	568	38	
Subways Signals	1,387	1,377	10	
Subways Electronic Maintenance	1,442	1,407	35	
<b>Sub-total Subways</b>	<b>16,354</b>	<b>16,089</b>	<b>265</b>	
Buses	3,751	3,765	(14)	
Revenue Control	137	137	0	
Supply Logistics	560	562	(2)	
System Safety	91	80	11	
<b>Total Maintenance</b>	<b>20,893</b>	<b>20,633</b>	<b>260</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,274	1,295	(21)	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,295</b>	<b>(21)</b>	
<b>Public Safety</b>				
Security	626	580	46	
<b>Total Public Safety</b>	<b>626</b>	<b>580</b>	<b>46</b>	
<b>Total Positions</b>	<b>46,980</b>	<b>46,319</b>	<b>661</b>	
Non-Reimbursable	42,088	42,000	88	
Reimbursable	4,892	4,319	573	
Total Full-Time	46,814	46,066	748	
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  
 April 2014

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	646	560	86	
Professional, Technical, Clerical	1,127	1,206	(79)	
Operational Hourlies	15	22	(7)	
<b>Total Administration</b>	<b>1,788</b>	<b>1,788</b>	<b>0</b>	
<b>Operations</b>				
Managers/Supervisors	2,588	2,503	85	
Professional, Technical, Clerical	490	475	15	
Operational Hourlies	19,321	19,045	276	
<b>Total Operations</b>	<b>22,399</b>	<b>22,023</b>	<b>376</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,818	3,719	99	
Professional, Technical, Clerical	1,026	996	30	
Operational Hourlies	16,049	15,918	131	
<b>Total Maintenance</b>	<b>20,893</b>	<b>20,633</b>	<b>260</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	329	317	12	
Professional, Technical, Clerical	943	976	(33)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,295</b>	<b>(21)</b>	
<b>Public Safety</b>				
Managers/Supervisors	253	223	30	
Professional, Technical, Clerical	39	32	7	
Operational Hourlies	334	325	9	
<b>Total Public Safety</b>	<b>626</b>	<b>580</b>	<b>46</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,634	7,322	312	
Professional, Technical, Clerical	3,625	3,685	(60)	
Operational Hourlies	35,721	35,312	409	
<b>Total Positions</b>	<b>46,980</b>	<b>46,319</b>	<b>661</b>	

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

	April						April Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	320,283	\$9.8	327,314	\$9.7	(7,031)	\$0.2 1.6%	1,266,301	\$38.9	1,276,030	\$37.8	(9,729)	\$1.1 2.9%
<u>Unscheduled Service</u>	228,870	\$7.0	307,282	\$7.5	(78,412)	(\$0.5) (7.4%)	831,936	\$25.5	1,396,454	\$33.2	(564,517)	(\$7.6) (29.9%)
<u>Programmatic/Routine Maintenance</u>	257,208	\$7.9	402,704	\$9.4	(145,496)	(\$1.5) (18.6%)	1,085,418	\$33.3	1,123,937	\$38.4	(38,519)	(\$5.1) (15.2%)
<u>Unscheduled Maintenance</u>	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	158,961	\$4.9	(139,096)	(\$4.3) *	79,460	\$2.4	471,315	\$14.5	(391,856)	(\$12.0) *
<u>Weather Emergencies</u>	14,687	\$0.5	16,504	\$0.5	(1,817)	(\$0.1) (14.2%)	193,132	\$5.9	718,780	\$22.4	(525,647)	(\$16.5) *
<u>Safety/Security/Law Enforcement</u>	9,589	\$0.3	10,972	\$0.3	(1,383)	(\$0.0) (14.4%)	38,378	\$1.2	39,846	\$1.2	(1,468)	(\$0.0) (3.8%)
<u>Other</u>	17,501	\$0.5	50,243	\$1.7	(32,742)	(\$1.2) *	67,072	\$2.1	89,207	\$2.8	(22,135)	(\$0.8) (36.9%)
Subtotal	868,002	\$26.7	1,273,980	\$34.0	(405,978)	(\$7.4) (27.6%)	3,561,698	\$109.4	5,115,569	\$150.3	(1,553,871)	(\$40.9) (37.4%)
<b>REIMBURSABLE OVERTIME</b>	180,274	\$5.7	333,551	\$10.8	(153,277)	(\$5.0) (87.9%)	722,890	\$23.0	1,042,828	\$33.8	(319,938)	(\$10.8) (47.0%)
<b>TOTAL OVERTIME</b>	<b>1,048,276</b>	<b>\$32.4</b>	<b>1,607,531</b>	<b>\$44.8</b>	<b>(559,255)</b>	<b>(\$12.4)</b> <b>(38.3%)</b>	<b>4,284,588</b>	<b>\$132.3</b>	<b>6,158,397</b>	<b>\$184.1</b>	<b>(1,873,809)</b>	<b>(\$51.7)</b> <b>(39.1%)</b>

Totals may not add due to rounding

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

\* Exceeds 100%

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

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(7,031)	\$0.2 (2.1%)		(9,729)	\$1.1 (2.7%)	Favorable underruns in schedule overtime due to vacancies in Subways and Buses
<u>Unscheduled Service</u>	(78,412)	(\$0.5) 7.1%		(564,517)	(\$7.6) 18.7%	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses and train operators in induction training.
<u>Programmatic/Routine Maintenance</u>	(145,496)	(\$1.5) 19.9%	Primarily due to inspection, testing and maintenance of signal systems and track defect backlogs.	(38,519)	(\$5.1) 12.4%	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>	(139,096)	(\$4.3) 58.0%	Mainly due to vacancy / absentee coverage for station agents, bus operators and includes correction of prior month calculation.	(391,856)	(\$12.0) 29.4%	Mainly due to vacancy / absentee coverage for station agents and bus operators.
<u>Weather Emergencies</u>	(1,817)	(\$0.1) .9%		(525,647)	(\$16.5) 40.3%	Due to adverse weather in January - March.
<u>Safety/Security/Law Enforcement</u>	(1,383)	(\$0.0) .6%		(1,468)	(\$0.0) .1%	
<u>Other</u>	(32,742)	(\$1.2) 15.7%		(22,135)	(\$0.8) 1.9%	
<b>Subtotal</b>	(405,978)	(\$7.4) 59.4%		(1,553,871)	(\$40.9) 79.1%	
<b>REIMBURSABLE OVERTIME</b>	(153,277)	(\$5.0) 40.6%	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.	(319,938)	(\$10.8) 20.9%	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.
<b>TOTAL OVERTIME</b>	<b>(559,255)</b>	<b>(\$12.4)</b>		<b>(1,873,809)</b>	<b>(\$51.7)</b>	

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

**April 2014**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.7 million in April, was less than \$0.1 million (2.1 percent) above the Adopted Budget (budget). Year-to-date, operating revenue was \$2.7 million, less than \$0.1 million (1.4 percent) under budget. The year-to-date underrun occurred mainly in other operating revenue due to the unfavorable timing of student fare reimbursements.

Total **ridership** in April 2014 was 360,993 riders, 2.6 percent (9,163 riders) above budget, and, year-to-date, total ridership was 1,407,719 riders, 1.4 percent (20,603 riders) below budget, due to severe winter weather. April 2014 average weekday ridership was 14,970, 3.5 percent (550 riders) lower than April 2013, as both Passover and Easter fell in March 2013 and in April 2014. Average weekday ridership for the twelve months ending April 2014 was 15,098, 2.8 percent (428 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 April by \$0.7 million (21.4 percent). Labor exceeded budget by \$0.8 million (33.2 percent), including an overrun in payroll expenses of \$0.4 million (28.8 percent), due to the unfavorable timing of expenses, and higher other fringe benefit expenses of \$0.3 million (over 100.0 percent), primarily from additional Workers' Compensation reserve requirements and higher interagency billings. Non-labor expenses were slightly favorable by \$0.1 million (4.8 percent), resulting from the favorable timing of maintenance contract expenses of \$0.2 million (77.4 percent), mostly offset by higher electric power expenses of \$0.1 million (21.5 percent), also caused by the timing of expenses. Year-to-date, expenses were unfavorable by \$1.0 million (6.8 percent). Labor expenses exceeded budget by \$0.6 million (6.3 percent), including overruns in other fringe benefits of \$0.5 million (over 100.0 percent), resulting mainly from higher Workers' Compensation reserve requirements, and overtime expenses of \$0.4 million (54.5 percent), due largely to the impact of adverse weather and maintenance, vacancy coverage and Sandy residual requirements, partly offset by payroll underruns of \$0.5 million (8.7 percent), due to timing and vacancies. Non-labor expenses were above budget by \$0.3 million (8.2 percent), due to the unfavorable timing of interagency insurance payments of \$0.2 million (29.8 percent) and higher materials & supplies expenses of \$0.1 million (13.2 percent), involving mostly higher maintenance material requirements.

Depreciation expenses year-to-date were \$0.2 million (7.4 percent) above budget.

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

The **operating cash deficit** (excluding subsidies) was \$8.7 million for April year-to-date, \$3.2 million (26.9 percent) favorable to budget, due mainly to the timing of labor payments.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.477	0.489	0.012	2.5	-	-	-	-	0.477	0.489	0.012	2.5
Other Operating Revenue	0.188	0.190	0.002	1.1	-	-	-	-	0.188	0.190	0.002	1.1
Capital and Other Reimbursements	-	-	-	-	0.440	0.235	(0.205)	(46.6)	0.440	0.235	(0.205)	(46.6)
<b>Total Revenue</b>	<b>\$ 0.665</b>	<b>\$ 0.679</b>	<b>\$ 0.014</b>	<b>2.1</b>	<b>\$ 0.440</b>	<b>\$ 0.235</b>	<b>\$ (0.205)</b>	<b>(46.6)</b>	<b>\$ 1.105</b>	<b>\$ 0.914</b>	<b>\$ (0.191)</b>	<b>(17.3)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.316	1.695	(0.379)	(28.8)	0.200	0.087	0.113	56.5	1.516	1.782	(0.266)	(17.5)
Overtime	0.168	0.135	0.033	19.6	0.025	0.029	(0.004)	(16.0)	0.193	0.164	0.029	15.0
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.484</b>	<b>\$ 1.830</b>	<b>\$ (0.346)</b>	<b>(23.3)</b>	<b>\$ 0.225</b>	<b>\$ 0.116</b>	<b>\$ 0.109</b>	<b>48.4</b>	<b>\$ 1.709</b>	<b>\$ 1.946</b>	<b>\$ (0.237)</b>	<b>(13.9)</b>
Health and Welfare	0.351	0.314	0.037	10.5	0.025	\$ -	0.025	100.0	0.376	0.314	0.062	16.5
OPEB Current Portion	0.071	0.061	0.010	14.1	-	0.001	(0.001)	-	0.071	0.062	0.009	12.7
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	0.455	(0.341)	(299.1)	0.005	\$ -	0.005	100.0	0.119	0.455	(0.336)	(282.4)
<b>Total Fringe Benefits</b>	<b>\$ 0.998</b>	<b>\$ 1.305</b>	<b>\$ (0.307)</b>	<b>(30.8)</b>	<b>\$ 0.035</b>	<b>\$ 0.001</b>	<b>\$ 0.034</b>	<b>97.1</b>	<b>\$ 1.033</b>	<b>\$ 1.306</b>	<b>\$ (0.273)</b>	<b>(26.4)</b>
Reimbursable Overhead	(0.180)	(0.069)	(0.111)	(61.7)	0.180	0.069	0.111	61.7	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.302</b>	<b>\$ 3.066</b>	<b>\$ (0.764)</b>	<b>(33.2)</b>	<b>\$ 0.440</b>	<b>\$ 0.186</b>	<b>\$ 0.254</b>	<b>57.7</b>	<b>\$ 2.742</b>	<b>\$ 3.252</b>	<b>\$ (0.510)</b>	<b>(18.6)</b>
Non-Labor:												
Electric Power	0.470	0.571	(0.101)	(21.5)	-	-	-	-	0.470	0.571	(0.101)	(21.5)
Fuel	0.030	0.058	(0.028)	(93.3)	-	-	-	-	0.030	0.058	(0.028)	(93.3)
Insurance	0.140	0.096	0.044	31.4	-	-	-	-	0.140	0.096	0.044	31.4
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	0.052	0.178	77.4	-	-	-	-	0.230	0.052	0.178	77.4
Professional Service Contracts	0.035	0.082	(0.047)	(134.3)	-	-	-	-	0.035	0.082	(0.047)	(134.3)
Materials & Supplies	0.127	0.113	0.014	11.0	-	0.049	(0.049)	-	0.127	0.162	(0.035)	(27.6)
Other Business Expenses	-	0.015	(0.015)	-	-	-	-	-	-	0.015	(0.015)	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.039</b>	<b>\$ 0.989</b>	<b>\$ 0.050</b>	<b>4.8</b>	<b>\$ -</b>	<b>\$ 0.049</b>	<b>\$ (0.049)</b>	<b>-</b>	<b>\$ 1.039</b>	<b>\$ 1.038</b>	<b>\$ 0.001</b>	<b>0.1</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.341</b>	<b>\$ 4.055</b>	<b>\$ (0.714)</b>	<b>(21.4)</b>	<b>\$ 0.440</b>	<b>\$ 0.235</b>	<b>\$ 0.205</b>	<b>46.6</b>	<b>\$ 3.781</b>	<b>\$ 4.290</b>	<b>\$ (0.509)</b>	<b>(13.5)</b>
Depreciation	0.675	0.740	(0.065)	(9.6)	-	-	-	-	0.675	0.740	(0.065)	(9.6)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 4.016</b>	<b>\$ 4.795</b>	<b>\$ (0.779)</b>	<b>(19.4)</b>	<b>\$ 0.440</b>	<b>\$ 0.235</b>	<b>\$ 0.205</b>	<b>46.6</b>	<b>\$ 4.456</b>	<b>\$ 5.030</b>	<b>\$ (0.574)</b>	<b>(12.9)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.351)</b>	<b>\$ (4.116)</b>	<b>\$ (0.765)</b>	<b>(22.8)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.351)</b>	<b>\$ (4.116)</b>	<b>\$ (0.765)</b>	<b>(22.8)</b>

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	1.842	1.837	(0.005)	(0.3)	-	-	-	-	1.842	1.837	0.005	(0.3)
Other Operating Revenue	0.898	0.865	(0.033)	(3.7)	-	-	-	-	0.898	0.865	0.033	(3.7)
Capital and Other Reimbursements	-	-	-	-	1.189	0.542	(0.647)	(54.4)	1.189	0.542	0.647	(54.4)
<b>Total Revenue</b>	<b>\$ 2.740</b>	<b>\$ 2.702</b>	<b>\$ (0.038)</b>	<b>(1.4)</b>	<b>\$ 1.189</b>	<b>\$ 0.542</b>	<b>\$ (0.647)</b>	<b>(54.4)</b>	<b>\$ 3.929</b>	<b>\$ 3.244</b>	<b>\$ (0.685)</b>	<b>(17.4)</b>
<b>Expenses</b>												
Labor:												
Payroll	5.921	5.405	0.516	8.7	0.500	0.205	0.295	59.0	6.421	5.610	0.811	12.6
Overtime	0.756	1.168	(0.412)	(54.5)	0.100	0.077	0.023	23.0	0.856	1.245	(0.389)	(45.4)
Total Salaries & Wages	<b>\$ 6.677</b>	<b>\$ 6.573</b>	<b>\$ 0.104</b>	<b>1.6</b>	<b>\$ 0.600</b>	<b>\$ 0.282</b>	<b>\$ 0.318</b>	<b>53.0</b>	<b>\$ 7.277</b>	<b>\$ 6.855</b>	<b>\$ 0.422</b>	<b>5.8</b>
Health and Welfare	1.404	1.278	0.126	9.0	0.100	-	0.100	100.0	1.504	1.278	0.226	15.0
OPEB Current Portion	0.284	0.286	(0.002)	(0.7)	-	0.005	(0.005)	-	0.284	0.291	(0.007)	(2.5)
Pensions	1.848	1.900	(0.052)	(2.8)	0.020	-	0.020	100.0	1.868	1.900	(0.032)	(1.7)
Other Fringe Benefits	0.513	1.052	(0.539)	(105.1)	0.019	-	0.019	100.0	0.532	1.052	(0.520)	(97.7)
Total Fringe Benefits	<b>\$ 4.049</b>	<b>\$ 4.516</b>	<b>\$ (0.467)</b>	<b>(11.5)</b>	<b>\$ 0.139</b>	<b>\$ 0.005</b>	<b>\$ 0.134</b>	<b>96.4</b>	<b>\$ 4.188</b>	<b>\$ 4.521</b>	<b>\$ (0.333)</b>	<b>(8.0)</b>
Reimbursable Overhead	(0.450)	(0.168)	(0.282)	(62.7)	0.450	0.168	0.282	62.7	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 10.276</b>	<b>\$ 10.921</b>	<b>\$ (0.645)</b>	<b>(6.3)</b>	<b>\$ 1.189</b>	<b>\$ 0.455</b>	<b>\$ 0.734</b>	<b>61.7</b>	<b>\$ 11.465</b>	<b>\$ 11.376</b>	<b>\$ 0.089</b>	<b>0.8</b>
Non-Labor:												
Electric Power	1.880	1.895	(0.015)	(0.8)	-	0.001	(0.001)	-	1.880	1.896	(0.016)	(0.9)
Fuel	0.120	0.233	(0.113)	(94.2)	-	-	-	-	0.120	0.233	(0.113)	(94.2)
Insurance	0.560	0.727	(0.167)	(29.8)	-	-	-	-	0.560	0.727	(0.167)	(29.8)
Claims	0.028	0.008	0.020	71.4	-	-	-	-	0.028	0.008	0.020	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.920	0.856	0.064	7.0	-	-	-	-	0.920	0.856	0.064	7.0
Professional Service Contracts	0.140	0.140	-	0.0	-	-	-	-	0.140	0.140	-	0.0
Materials & Supplies	0.508	0.575	(0.067)	(13.2)	-	0.086	(0.086)	-	0.508	0.661	(0.153)	(30.1)
Other Business Expenses	0.002	0.064	(0.062)	(3,100.0)	-	-	-	-	0.002	0.064	(0.062)	(3,100.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 4.158</b>	<b>\$ 4.498</b>	<b>\$ (0.340)</b>	<b>(8.2)</b>	<b>\$ -</b>	<b>\$ 0.087</b>	<b>\$ (0.087)</b>	<b>-</b>	<b>\$ 4.158</b>	<b>\$ 4.585</b>	<b>\$ (0.427)</b>	<b>(10.3)</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$ 14.434</b>	<b>\$ 15.419</b>	<b>\$ (0.985)</b>	<b>(6.8)</b>	<b>\$ 1.189</b>	<b>\$ 0.542</b>	<b>\$ 0.647</b>	<b>54.4</b>	<b>\$ 15.623</b>	<b>\$ 15.961</b>	<b>\$ (0.338)</b>	<b>(2.2)</b>
Depreciation	2.550	2.738	(0.188)	(7.4)	-	-	-	-	2.550	2.738	(0.188)	(7.4)
Other Post Employment Benefits	0.575	0.564	0.011	1.9	-	-	-	-	0.575	0.564	0.011	1.9
<b>Total Expenses</b>	<b>\$ 17.559</b>	<b>\$ 18.721</b>	<b>\$ (1.162)</b>	<b>(6.6)</b>	<b>\$ 1.189</b>	<b>\$ 0.542</b>	<b>\$ 0.647</b>	<b>54.4</b>	<b>\$ 18.748</b>	<b>\$ 19.263</b>	<b>\$ (0.515)</b>	<b>(2.7)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (14.819)</b>	<b>\$ (16.019)</b>	<b>\$ (1.200)</b>	<b>(8.1)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (14.819)</b>	<b>\$ (16.019)</b>	<b>\$ (1.200)</b>	<b>(8.1)</b>

Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.012	2.5	Higher ridership			
Other Operating Revenue	Non Reimb.				(0.033)	(3.7)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.379)	(28.8)	Mostly timing	0.516	8.7	Mostly timing and vacancies
Overtime	Non Reimb.	0.033	19.6	Largely the favorable timing of overtime requirements	(0.412)	(54.5)	Largely the impact of adverse weather, maintenance, vacancy coverage, and Sandy residual requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.047	11.1	Favorable timing of expenses	0.124	7.3	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.341)	over (100.0)	Mostly Workers' Compensation requirements and higher interagency billings	(0.539)	over (100.0)	Mostly Workers' Compensation requirements and higher interagency billings
Reimbursable Overhead	Non Reimb.	(0.111)	(61.7)	Reduced overhead credits, due largely to lower reimbursable work than planned	(0.282)	(62.7)	Due largely to lower reimbursable work than planned, due in part to adverse weather
Electric Power	Non Reimb.	(0.101)	(21.5)	Unfavorable timing of expenses			
Fuel	Non Reimb.	(0.028)	(93.3)	Unfavorable timing of non-revenue vehicle fuel expenses	(0.113)	(94.2)	Unfavorable timing of non-revenue vehicle fuel expenses
Insurance	Non Reimb.	0.044	31.4	The favorable timing of interagency payments	(0.167)	(29.8)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.178	77.4	The favorable timing of expenses	0.064	7.0	Favorable timing of the purchase of non-revenue vehicles
Professional Service Contracts	Non Reimb.	(0.047)	over (100.0)	The unfavorable timing of several professional service account expenses			
Materials and Supplies	Non Reimb.	0.014	11.0	The favorable timing of maintenance material expenses	(0.067)	(13.2)	Mostly higher maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.205)	(46.6)	Timing of Contractor requirements	(0.647)	(54.4)	Timing of Contractor requirements
Payroll	Reimb.	0.113	56.5	Timing of Contractor requirements	0.295	59.0	Timing of Contractor requirements
Overtime	Reimb.	(0.004)	(16.0)	Timing of Contractor requirements	0.023	23.0	Timing of Contractor requirements
Health and Welfare	Reimb.	0.025	100.0	Timing of Contractor requirements	0.100	100.0	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.477	0.494	0.017	3.6	1.842	1.802	(0.040)	(2.2)
Other Operating Revenue	0.188	0.004	(0.184)	(97.9)	0.898	1.654	0.756	84.2
Capital and Other Reimbursements	0.250	0.063	(0.187)	(74.8)	0.810	0.726	(0.084)	(10.4)
<b>Total Receipts</b>	<b>\$ 0.915</b>	<b>\$ 0.561</b>	<b>\$ (0.354)</b>	<b>(38.7)</b>	<b>\$ 3.550</b>	<b>\$ 4.182</b>	<b>\$ 0.632</b>	<b>17.8</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	1.416	1.493	(0.077)	(5.4)	6.221	4.670	1.551	24.9
Overtime	0.193	0.163	0.030	15.5	0.856	1.043	(0.187)	(21.8)
Health and Welfare	0.376	0.420	(0.044)	(11.7)	1.504	0.429	1.075	71.5
OPEB Current Portion	0.071	0.012	0.059	83.1	0.284	0.037	0.247	87.0
Pensions	0.467	0.500	(0.033)	(7.1)	1.868	2.000	(0.132)	(7.1)
Other Fringe Benefits	0.119	0.072	0.047	39.5	0.533	0.240	0.293	55.0
GASB Account	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.642</b>	<b>\$ 2.660</b>	<b>\$ (0.018)</b>	<b>(0.7)</b>	<b>\$ 11.266</b>	<b>\$ 8.419</b>	<b>\$ 2.847</b>	<b>25.3</b>
Non-Labor:								
Electric Power	0.470	0.572	(0.102)	(21.7)	1.880	2.019	(0.139)	(7.4)
Fuel	0.030	0.048	(0.018)	(60.0)	0.120	0.089	0.031	25.8
Insurance	0.140	0.039	0.101	72.1	0.560	0.375	0.185	33.0
Claims	0.007	-	0.007	100.0	0.028	-	0.028	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.104	0.126	54.8	0.920	1.053	(0.133)	(14.5)
Professional Service Contracts	0.035	0.069	(0.034)	(97.1)	0.140	0.160	(0.020)	(14.3)
Materials & Supplies	0.127	0.187	(0.060)	(47.2)	0.508	0.740	(0.232)	(45.7)
Other Business Expenditures	-	0.003	(0.003)	-	0.002	0.006	(0.004)	(200.0)
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.039</b>	<b>\$ 1.022</b>	<b>\$ 0.017</b>	<b>1.6</b>	<b>\$ 4.158</b>	<b>\$ 4.442</b>	<b>\$ (0.284)</b>	<b>(6.8)</b>
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 3.681</b>	<b>\$ 3.682</b>	<b>\$ (0.001)</b>	<b>(0.0)</b>	<b>\$ 15.424</b>	<b>\$ 12.861</b>	<b>\$ 2.563</b>	<b>16.6</b>
<b>Operating Cash Deficit</b>	<b>\$ (2.766)</b>	<b>\$ (3.121)</b>	<b>\$ (0.355)</b>	<b>(12.8)</b>	<b>\$ (11.874)</b>	<b>\$ (8.679)</b>	<b>\$ 3.195</b>	<b>26.9</b>

Table 5

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

<u>Operating Receipts or Disbursements</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
	<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Other Operating Revenue	(0.184)	(97.9%)	Mostly unfavorable timing of student fare reimbursements	0.756	84.2%	Mostly favorable timing of student fare reimbursements delayed from 2013
Capital and Other Reimbursements	(0.187)	(74.8%)	Due to lower reimbursable expenses than projected	(0.084)	(10.4%)	Due to lower reimbursable expenses than projected, mostly offset by the favorable timing of reimbursements delayed from 2013
Payroll	(0.077)	(5.4%)	The unfavorable timing of expenses	1.551	24.9%	Mainly the favorable timing of expenses and payments
Overtime	0.030	15.5%	The favorable timing of overtime requirements	(0.187)	(21.8%)	Largely the impact of adverse weather, maintenance, vacancy coverage, and Sandy residual requirements
Health and Welfare (including OPEB current payment)				1.322	73.9%	Favorable timing of payments
Pensions	(0.033)	(7.1%)	Unfavorable timing of payments			
Other Fringe Benefits	0.047	39.5%	Favorable timing of payments	0.293	55.0%	Favorable timing of payments
Electric Power	(0.102)	(21.7%)	Unfavorable timing of expenses	(0.139)	(7.4%)	Unfavorable timing of payments
Insurance	0.101	72.1%	The favorable timing of interagency payments	0.185	33.0%	The favorable timing of interagency payments
Maintenance Contracts	0.126	54.8%	The favorable timing of expenses	(0.133)	(14.5%)	The unfavorable timing of the purchase of non-revenue vehicles
Materials and Supplies	(0.060)	(47.2%)	The unfavorable timing of payments	(0.232)	(45.7%)	Higher maintenance material requirements and the unfavorable timing of payments

Table 6

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

	<u>Month</u>				<u>Year-to-Date</u>			
	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable)</u>		<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable)</u>	
			<u>Variance</u>	<u>Percent</u>			<u>Variance</u>	<u>Percent</u>
<b><u>Receipts</u></b>								
Farebox Revenue	0.000	0.005	0.005	-	0.000	(0.035)	(0.035)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.186)	(0.186)	-	0.000	0.789	0.789	-
Capital and Other Reimbursements	(0.190)	(0.172)	0.018	9.5	(0.379)	0.184	0.563	148.5
<b>Total Receipts</b>	<b>(\$0.190)</b>	<b>(\$0.353)</b>	<b>(\$0.163)</b>	<b>(85.8)</b>	<b>(\$0.379)</b>	<b>\$0.938</b>	<b>\$1.317</b>	<b>347.5</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	0.100	0.289	0.189	189.0	0.200	0.940	0.740	370.0
Overtime	0.000	0.001	0.001	-	0.000	0.202	0.202	-
Health and Welfare	0.000	(0.106)	(0.106)	-	0.000	0.849	0.849	-
OPEB Current Portion	0.000	0.050	0.050	-	0.000	0.254	0.254	-
Pensions	0.000	(0.025)	(0.025)	-	0.000	(0.100)	(0.100)	-
Other Fringe Benefits	0.000	0.383	0.383	-	(0.001)	0.812	0.813	81,300.0
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$0.100</b>	<b>\$0.592</b>	<b>\$0.492</b>	<b>492.0</b>	<b>\$0.199</b>	<b>\$2.957</b>	<b>\$2.758</b>	<b>1,385.9</b>
Non-Labor:								
Electric Power	0.000	(0.001)	(0.001)	-	0.000	(0.123)	(0.123)	-
Fuel	0.000	0.010	0.010	-	0.000	0.144	0.144	-
Insurance	0.000	0.057	0.057	-	0.000	0.352	0.352	-
Claims	0.000	0.002	0.002	-	0.000	0.008	0.008	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.052)	(0.052)	-	0.000	(0.197)	(0.197)	-
Professional Service Contracts	0.000	0.013	0.013	-	0.000	(0.020)	(0.020)	-
Materials & Supplies	0.000	(0.025)	(0.025)	-	0.000	(0.079)	(0.079)	-
Other Business Expenditures	0.000	0.012	0.012	-	0.000	0.058	0.058	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.016</b>	<b>\$0.016</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.143</b>	<b>\$0.143</b>	<b>-</b>
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.100</b>	<b>\$0.608</b>	<b>\$0.508</b>	<b>508.0</b>	<b>\$0.199</b>	<b>\$3.100</b>	<b>\$2.901</b>	<b>1,457.8</b>
Depreciation Adjustment	0.675	0.740	0.065	9.6	2.550	2.738	0.188	7.4
Other Post Employment Benefits	0.000	0.000	0.000	-	0.575	0.564	(0.011)	(1.9)
<b>Total Expenditures</b>	<b>\$0.775</b>	<b>\$1.348</b>	<b>\$0.573</b>	<b>73.9</b>	<b>\$3.324</b>	<b>\$6.402</b>	<b>\$3.078</b>	<b>92.6</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.585</b>	<b>\$0.995</b>	<b>\$0.410</b>	<b>70.1</b>	<b>\$2.945</b>	<b>\$7.340</b>	<b>\$4.395</b>	<b>149.2</b>

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	14	(1)
General Office	6	6	0
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>25</b>	<b>24</b>	<b>1</b>
<b>Operations</b>			
Transportation	91	92	(1)
<b>Total Operations</b>	<b>91</b>	<b>92</b>	<b>(1)</b>
<b>Maintenance</b>			
Mechanical	43	43	0
Electronics/Electrical	15	13	2
Power/Signals	26	23	3
Maintenance of Way	46	46	0
Infrastructure	25	24	1
<b>Total Maintenance</b>	<b>155</b>	<b>149</b>	<b>6</b>
<b>Engineering/Capital</b>			
Sandy Recovery	26	18	8
<b>Total Engineering Capital</b>	<b>26</b>	<b>18</b>	<b>8</b>
<b>Total Positions</b>	<b>297</b>	<b>283</b>	<b>14</b>
Non-Reimbursable	268	262	6
Reimbursable	29	21	8
Total Full-Time	297	283	14
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  
 April 2014

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	8	3	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>25</b>	<b>24</b>	<b>1</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	88	(5)	
<b>Total Operations</b>	<b>91</b>	<b>92</b>	<b>(1)</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	135	9	
<b>Total Maintenance</b>	<b>155</b>	<b>149</b>	<b>6</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	13	7	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>18</b>	<b>8</b>	
<b>Total Positions</b>				
Managers/Supervisors	31	33	(2)	
Professional, Technical, Clerical	19	14	5	
Operational Hourlies	247	236	11	
<b>Total Positions</b>	<b>297</b>	<b>283</b>	<b>14</b>	

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

<u>Month of April</u>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.352	0.361	0.009	2.6%	
<u>Year to Date</u>				
1.428	1.408	(0.021)	(1.4%)	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 April</u>				<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.015	(0.001)	(3.5%)	Passover and Easter fell in March 2013 and in April 2014
Average Weekend	0.006	0.008	0.002	33.0%	Service suspension on one weekend from Clifton to St. George in 2013
	<u>12-Month Rolling Average</u>				
Average Weekday	0.016	0.015	(0.000)	(2.8%)	Residual ridership losses from Sandy
Average Weekend	0.008	0.007	(0.001)	(7.4%)	Residual ridership losses from Sandy

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

**FINANCIAL AND RIDERSHIP REPORT****April 2014**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$18.5 million in April, \$0.6 million (3.3 percent) below budget. Farebox revenue was \$0.1 million (0.7 percent) under budget. Other operating revenue was \$0.5 million (23.5 percent) below budget, due to the unfavorable timing of Sandy recovery receipts. Year-to-date, operating revenue was \$3.4 million (4.6 percent) below budget, due to farebox revenue underruns of \$1.1 million (1.7 percent), caused mostly by adverse weather reducing ridership, and lower other operating revenue of \$2.3 million (26.1 percent), resulting from the timing of Sandy recovery receipts.

Total MTA Bus **ridership** in April 2014 was 10.6 million, 0.3 percent (less than 0.1 million riders) above budget. Year-to-date, ridership was 39.8 million, 3.3 percent (1.3 million riders) below budget. April 2014 average weekday ridership was 404,350, a decrease of 5.5 percent (23,619 riders) from April 2013. Average weekday ridership for the twelve months ending April 2014 was 399,887 riders, a decrease of 1.1 percent (4,424 riders).

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were \$51.1 million in April, \$2.3 million (4.6 percent) above budget. Labor expenses exceeded budget by \$1.7 million (4.7 percent), due primarily to payroll overruns of \$1.4 million (7.1 percent), caused by higher miscellaneous base pay and mischarges offset in other fringe benefits, and higher overtime expenses of \$1.2 million (32.2 percent), caused by vacancy/absentee coverage and fleet maintenance requirements. Non-labor expenses were unfavorable by \$0.5 million (4.3 percent), resulting from higher materials & supplies requirements of \$0.9 million (32.5 percent), mostly from the impact of adverse weather and bus maintenance needs, partly offset by the favorable timing of claims expenses of \$0.5 million (24.5 percent). Year-to-date, expenses exceeded budget by \$3.6 million (1.9 percent). Labor expenses were unfavorable by \$4.4 million (3.0 percent), including overtime overruns of \$4.5 million (30.2 percent), again due to vacancy/absentee coverage and fleet maintenance requirements, and higher payroll costs of \$3.8 million (5.1 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 \$2.6 million (10.5 percent). Non-labor expenses underran by \$0.8 million (1.7 percent), due to the favorable timing of \$1.8 million (24.5 percent) of claims expenses and \$1.2 million (17.6 percent) of maintenance contract expenses, and fuel efficiencies of \$0.9 million (6.4 percent), partly offset by higher materials & supplies expenses of \$1.9 million (17.0 percent), due to inclement weather and bus maintenance requirements.

Depreciation expenses year-to-date were \$2.0 million (14.5 percent) above budget. GASB #45 Other Post-Employment Benefits were \$18.4 million of accrued expenses year-to-date, \$0.6 million (3.0 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$143.2 million year-to-date, \$36.4 million (34.1 percent) above budget, due mainly to the timing of labor payments.

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 2014**  
(\$ 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
<b>Revenue</b>												
Farebox Revenue	\$ 16.969	\$ 16.845	\$ (0.124)	(0.7)	\$ -	\$ -	\$ -	-	\$ 16.969	\$ 16.845	\$ (0.124)	(0.7)
Other Operating Income	2.188	1.674	(0.514)	(23.5)	-	-	-	-	2.188	1.674	(0.514)	(23.5)
Capital and Other Reimbursements	-	-	-	-	0.721	0.466	(0.255)	(35.4)	0.721	0.466	(0.255)	(35.4)
<b>Total Revenue</b>	<b>\$ 19.157</b>	<b>\$ 18.519</b>	<b>\$ (0.638)</b>	<b>(3.3)</b>	<b>\$ 0.721</b>	<b>\$ 0.466</b>	<b>\$ (0.255)</b>	<b>(35.4)</b>	<b>\$ 19.878</b>	<b>\$ 18.985</b>	<b>\$ (0.893)</b>	<b>(4.5)</b>
<b>Labor:</b>												
Payroll	\$ 19.268	\$ 20.640	\$ (1.373)	(7.1)	\$ 0.470	\$ 0.206	\$ 0.264	56.2	\$ 19.738	\$ 20.846	\$ (1.108)	(5.6)
Overtime	3.777	4.995	(1.218)	(32.2)	-	-	-	-	3.777	4.995	(1.218)	(32.2)
Health and Welfare	4.422	4.005	0.417	9.4	0.086	0.059	0.027	31.7	4.508	4.064	0.444	9.8
OPEB Current Payment	1.681	1.500	0.181	10.8	-	-	-	-	1.681	1.500	0.181	10.8
Pensions	3.852	3.704	0.148	3.8	0.039	0.029	0.010	25.6	3.891	3.733	0.158	4.1
Other Fringe Benefits	3.877	3.781	0.096	2.5	0.038	0.029	0.009	23.7	3.915	3.810	0.105	2.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.002	(0.002)	-	-	0.002	(0.002)	-
<b>Total Labor Expenses</b>	<b>\$ 36.876</b>	<b>\$ 38.625</b>	<b>\$ (1.749)</b>	<b>(4.7)</b>	<b>\$ 0.634</b>	<b>\$ 0.325</b>	<b>\$ 0.309</b>	<b>48.7</b>	<b>\$ 37.510</b>	<b>\$ 38.950</b>	<b>\$ (1.440)</b>	<b>(3.8)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.106	\$ 0.193	\$ (0.087)	(82.1)	\$ -	\$ -	\$ -	-	\$ 0.106	\$ 0.193	\$ (0.087)	(82.1)
Fuel	3.400	3.332	0.068	2.0	-	-	-	-	3.400	3.332	0.068	2.0
Insurance	0.284	0.277	0.007	2.5	-	-	-	-	0.284	0.277	0.007	2.5
Claims	1.855	1.400	0.455	24.5	-	-	-	-	1.855	1.400	0.455	24.5
Maintenance and Other Operating Contracts	1.678	1.533	0.145	8.6	0.019	-	0.019	100.0	1.697	1.533	0.164	9.7
Professional Service Contracts	1.669	1.627	0.042	2.5	-	-	-	-	1.669	1.627	0.042	2.5
Materials & Supplies	2.802	3.712	(0.910)	(32.5)	0.068	0.141	(0.073)	*	2.870	3.853	(0.983)	(34.3)
Other Business Expense	0.165	0.394	(0.229)	*	-	-	-	-	0.165	0.394	(0.229)	*
<b>Total Non-Labor Expenses</b>	<b>\$ 11.958</b>	<b>\$ 12.468</b>	<b>\$ (0.510)</b>	<b>(4.3)</b>	<b>\$ 0.087</b>	<b>\$ 0.141</b>	<b>\$ (0.054)</b>	<b>(62.1)</b>	<b>\$ 12.045</b>	<b>\$ 12.609</b>	<b>\$ (0.564)</b>	<b>(4.7)</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 48.834</b>	<b>\$ 51.093</b>	<b>\$ (2.259)</b>	<b>(4.6)</b>	<b>\$ 0.721</b>	<b>\$ 0.466</b>	<b>\$ 0.255</b>	<b>35.3</b>	<b>\$ 49.555</b>	<b>\$ 51.559</b>	<b>\$ (2.004)</b>	<b>(4.0)</b>
Depreciation	3.520	4.035	(0.515)	(14.6)	-	-	-	-	3.520	4.035	(0.515)	(14.6)
OPEB Obligation	4.743	4.600	0.143	3.0	-	-	-	-	4.743	4.600	0.143	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 57.097</b>	<b>\$ 59.728</b>	<b>\$ (2.631)</b>	<b>(4.6)</b>	<b>\$ 0.721</b>	<b>\$ 0.466</b>	<b>\$ 0.255</b>	<b>35.3</b>	<b>\$ 57.818</b>	<b>\$ 60.194</b>	<b>\$ (2.376)</b>	<b>(4.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (37.940)</b>	<b>\$ (41.209)</b>	<b>\$ (3.269)</b>	<b>(8.6)</b>	<b>\$ 0.000</b>	<b>\$ -</b>	<b>\$ (0.000)</b>	<b>*</b>	<b>\$ (37.940)</b>	<b>\$ (41.209)</b>	<b>\$ (3.269)</b>	<b>(8.6)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 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
<b>Revenue</b>												
Farebox Revenue	\$ 65.187	\$ 64.047	\$ (1.140)	(1.7)	\$ -	\$ -	\$ -	-	\$ 65.187	\$ 64.047	\$ (1.140)	(1.7)
Other Operating Income	8.752	6.469	(2.283)	(26.1)	-	-	-	-	8.752	6.469	(2.283)	(26.1)
Capital and Other Reimbursements	-	-	-	-	2.818	2.258	(0.560)	(19.9)	2.818	2.258	(0.560)	(19.9)
<b>Total Revenue</b>	<b>\$ 73.939</b>	<b>\$ 70.516</b>	<b>\$ (3.423)</b>	<b>(4.6)</b>	<b>\$ 2.818</b>	<b>\$ 2.258</b>	<b>\$ (0.560)</b>	<b>(19.9)</b>	<b>\$ 76.757</b>	<b>\$ 72.774</b>	<b>\$ (3.983)</b>	<b>(5.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 75.318	\$ 79.152	\$ (3.834)	(5.1)	1.837	1.118	0.719	39.2	\$ 77.155	\$ 80.270	\$ (3.115)	(4.0)
Overtime	14.967	19.491	(4.524)	(30.2)	-	-	-	-	14.967	19.491	(4.524)	(30.2)
Health and Welfare	17.687	15.843	1.844	10.4	0.336	0.259	0.077	23.0	18.023	16.102	1.921	10.7
OPEB Current Payment	6.723	6.003	0.720	10.7	-	-	-	-	6.723	6.003	0.720	10.7
Pensions	15.057	14.992	0.065	0.4	0.153	0.214	(0.061)	(39.9)	15.210	15.206	0.004	0.0
Other Fringe Benefits	15.157	13.815	1.342	8.9	0.150	0.201	(0.051)	(34.0)	15.307	14.016	1.291	8.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.071	(0.071)	-	-	0.071	(0.071)	-
<b>Total Labor Expenses</b>	<b>\$ 144.908</b>	<b>\$ 149.296</b>	<b>\$ (4.388)</b>	<b>(3.0)</b>	<b>\$ 2.477</b>	<b>\$ 1.863</b>	<b>\$ 0.614</b>	<b>24.8</b>	<b>\$ 147.385</b>	<b>\$ 151.159</b>	<b>\$ (3.774)</b>	<b>(2.6)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.413	\$ 0.615	\$ (0.202)	(48.9)	\$ -	\$ -	\$ -	-	\$ 0.413	\$ 0.615	\$ (0.202)	(48.9)
Fuel	13.289	12.435	0.854	6.4	-	-	-	-	13.289	12.435	0.854	6.4
Insurance	1.136	1.109	0.027	2.4	-	-	-	-	1.136	1.109	0.027	2.4
Claims	7.420	5.600	1.820	24.5	-	-	-	-	7.420	5.600	1.820	24.5
Maintenance and Other Operating Contracts	6.559	5.404	1.155	17.6	0.074	-	0.074	100.0	6.633	5.404	1.229	18.5
Professional Service Contracts	6.524	6.937	(0.413)	(6.3)	-	-	-	-	6.524	6.937	(0.413)	(6.3)
Materials & Supplies	10.954	12.820	(1.866)	(17.0)	0.267	0.395	(0.128)	(47.9)	11.221	13.215	(1.994)	(17.8)
Other Business Expense	0.646	1.242	(0.596)	(92.3)	-	-	-	-	0.646	1.242	(0.596)	(92.3)
<b>Total Non-Labor Expenses</b>	<b>\$ 46.940</b>	<b>\$ 46.162</b>	<b>\$ 0.778</b>	<b>1.7</b>	<b>\$ 0.341</b>	<b>\$ 0.395</b>	<b>\$ (0.054)</b>	<b>(15.8)</b>	<b>\$ 47.281</b>	<b>\$ 46.557</b>	<b>\$ 0.724</b>	<b>1.5</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 191.848</b>	<b>\$ 195.458</b>	<b>\$ (3.610)</b>	<b>(1.9)</b>	<b>\$ 2.818</b>	<b>\$ 2.258</b>	<b>\$ 0.560</b>	<b>19.9</b>	<b>\$ 194.666</b>	<b>\$ 197.716</b>	<b>\$ (3.050)</b>	<b>(1.6)</b>
Depreciation	14.080	16.123	(2.043)	(14.5)	-	-	-	-	14.080	16.123	(2.043)	(14.5)
OPEB Obligation	18.972	18.400	0.572	3.0	-	-	-	-	18.972	18.400	0.572	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 224.900</b>	<b>\$ 229.981</b>	<b>\$ (5.081)</b>	<b>(2.3)</b>	<b>\$ 2.818</b>	<b>\$ 2.258</b>	<b>\$ 0.560</b>	<b>19.9</b>	<b>\$ 227.718</b>	<b>\$ 232.239</b>	<b>\$ (4.521)</b>	<b>(2.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (150.961)</b>	<b>\$ (159.465)</b>	<b>\$ (8.504)</b>	<b>(5.6)</b>	<b>\$ 0.000</b>	<b>\$ -</b>	<b>\$ (0.000)</b>	<b>(100.0)</b>	<b>\$ (150.961)</b>	<b>\$ (159.465)</b>	<b>\$ (8.504)</b>	<b>(5.6)</b>

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	April 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (0.124)	(0.7)	(a)	\$ (1.140)	(1.7)	Lower ridership due to inclement weather		
Other Operating Revenue	NR	\$ (0.514)	(23.5)	Unfavorable timing of Sandy Recovery Receipts	\$ (2.283)	(26.1)	Unfavorable timing of Sandy Recovery Receipts		
Capital and Other Reimbursements	R	\$ (0.255)	(35.4)	Timing of reimbursement receipts, delayed funding and vacancies	\$ (0.560)	(19.9)	Timing of reimbursement receipts, delayed funding and vacancies		
<b>Total Revenue Variance</b>		<b>\$ (0.893)</b>	<b>(4.5)</b>		<b>\$ (3.983)</b>	<b>(5.2)</b>			
Payroll	NR	\$ (1.373)	(7.1)	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	\$ (3.834)	(5.1)	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	\$ (1.218)	(32.2)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance	\$ (4.524)	(30.2)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance		
Health and Welfare (including OPEB)	NR	\$ 0.598	9.8	Favorable timing of expenses	\$ 2.564	10.5	Favorable timing of expenses		
Pension	NR	\$ 0.148	3.8	(a)	\$ 0.065	0.4	(a)		
Other Fringe Benefits	NR	\$ 0.096	2.5	(a)	\$ 1.342	8.9	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	\$ (0.087)	(82.1)	Greater than budgeted expenses	\$ (0.202)	(82.1)	Greater than budgeted expenses		
Fuel	NR	\$ 0.068	2.0	(a)	\$ 0.854	6.4	Mainly due to better fuel consumption efficiencies offset by higher rates		
Insurance	NR	\$ 0.007	2.5	(a)	\$ 0.027	2.4	(a)		
Claims	NR	\$ 0.455	24.5	Timing of expenses	\$ 1.820	24.5	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 0.145	8.6	Timing of expenses	\$ 1.155	17.6	Timing of expenses		
Professional Service Contracts	NR	\$ 0.042	2.5	(a)	\$ (0.413)	(6.3)	Greater than budgeted expenses due to prior period under accruals		
Materials & Supplies	NR	\$ (0.910)	(32.5)	Mainly due to impact of inclement weather and overage bus maintenance requirements	\$ (1.866)	(17.0)	Mainly due to impact of inclement weather and overage bus maintenance requirements		
Other Business Expense	NR	\$ (0.229)	*	Due to the mobility tax budgeted in Other Fringe Benefits	\$ (0.596)	(92.3)	Due to the mobility tax budgeted in Other Fringe Benefits		
Depreciation	NR	\$ (0.515)	(14.6)	Non cash expense	\$ (2.043)	(14.5)	Non cash expense		
Other Post Employment Benefits	NR	\$ 0.143	3.0	(a)	\$ 0.572	3.0	(a)		
Environmental Remediation		\$ -	-		\$ -	-			
Payroll	R	\$ 0.264	56.2	Timing of charges , delayed funding and vacancy	\$ 0.719	39.2	Timing of charges , delayed funding and vacancy		
Health and Welfare	R	\$ 0.027	31.7	Timing of charges	\$ 0.077	23.0	Timing of charges.		
Pension	R	\$ 0.010	25.6		\$ (0.061)	(39.9)			
Other Fringe Benefits	R	\$ 0.009	23.7		\$ (0.051)	(34.0)			
Maintenance and Other Operating Contracts	R	\$ 0.019	*	Timing of charges	\$ 0.074	*	Timing of charges		
Materials & Supplies	R	\$ (0.073)	*	Timing of charges	\$ (0.128)	*	Timing of charges		
<b>Total Expense Variance</b>		<b>\$ (2.376)</b>	<b>(4.1)</b>		<b>\$ (4.521)</b>	<b>(2.0)</b>			
<b>Net Variance</b>		<b>\$ (3.269)</b>	<b>(8.6)</b>		<b>\$ (8.504)</b>	<b>(5.6)</b>			

(a) - Variance less than 5%

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

(\$ in millions)

	April 2014				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<b>Receipts</b>									
Farebox Revenue	\$ 16.969	\$ 19.982	\$ 3.013	17.8	\$ 65.187	\$ 65.595	\$ 0.408	0.6	
Other Operating Revenue	2.188	3.639	1.451	66.3	8.752	6.918	(1.834)	(21.0)	
Capital and Other Reimbursements	1.106	0.987	(0.119)	(10.8)	4.424	2.475	(1.949)	(44.1)	
<b>Total Receipts</b>	<b>\$ 20.263</b>	<b>\$ 24.608</b>	<b>\$ 4.345</b>	<b>21.4</b>	<b>\$ 78.363</b>	<b>\$ 74.988</b>	<b>\$ (3.375)</b>	<b>(4.3)</b>	
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	\$ 17.859	\$ 41.349	\$ (23.491)	*	\$ 71.435	\$ 94.591	\$ (23.157)	(32.4)	
Overtime	3.777	4.995	(1.219)	(32.3)	14.967	19.491	(4.525)	(30.2)	
Health and Welfare	4.473	8.237	(3.764)	(84.1)	17.892	22.403	(4.511)	(25.2)	
OPEB Current Payment	1.681	1.500	0.181	10.8	6.724	6.183	0.541	8.0	
Pensions	3.832	3.704	0.128	3.3	15.328	14.429	0.899	5.9	
Other Fringe Benefits	3.024	5.173	(2.149)	(71.1)	12.096	14.235	(2.139)	(17.7)	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 34.645</b>	<b>\$ 64.958</b>	<b>\$ (30.313)</b>	<b>(87.5)</b>	<b>\$ 138.441</b>	<b>\$ 171.332</b>	<b>\$ (32.891)</b>	<b>(23.8)</b>	
<i>Non-Labor:</i>									
Electric Power	\$ 0.104	\$ -	\$ 0.104	100.0	\$ 0.416	\$ 0.144	\$ 0.272	65.4	
Fuel	3.361	3.001	0.360	10.7	13.443	13.521	(0.078)	(0.6)	
Insurance	0.284	-	0.284	100.0	1.136	2.508	(1.372)	*	
Claims	1.605	0.732	0.873	54.4	6.420	4.004	2.416	37.6	
Maintenance and Other Operating Contracts	1.677	4.323	(2.646)	*	6.708	7.746	(1.038)	(15.5)	
Professional Service Contracts	1.650	0.508	1.142	69.2	6.600	4.650	1.950	29.5	
Materials & Supplies	2.838	4.723	(1.885)	(66.4)	11.352	13.788	(2.436)	(21.5)	
Other Business Expenses	0.163	0.052	0.111	68.1	0.652	0.529	0.123	18.9	
<b>Total Non-Labor Expenditures</b>	<b>\$ 11.682</b>	<b>\$ 13.339</b>	<b>\$ (1.657)</b>	<b>(14.2)</b>	<b>\$ 46.727</b>	<b>\$ 46.890</b>	<b>\$ (0.163)</b>	<b>(0.3)</b>	
<b>Other Expenditure Adjustments :</b>									
Other	-	-	-	-	-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Total Expenditures</b>	<b>\$ 46.327</b>	<b>\$ 78.297</b>	<b>\$ (31.970)</b>	<b>(69.0)</b>	<b>\$ 185.168</b>	<b>\$ 218.222</b>	<b>\$ (33.054)</b>	<b>(17.9)</b>	
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (26.064)</b>	<b>\$ (53.689)</b>	<b>\$ (27.625)</b>	<b>*</b>	<b>\$ (106.805)</b>	<b>\$ (143.234)</b>	<b>\$ (36.429)</b>	<b>(34.1)</b>	

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	April 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 3.013	17.8	Receipts from prior periods	\$ 0.408	0.6	(a)
Other Operating Revenue	1.451	66.3	Timing of students reimbursements partially offset by Sandy recovery	(1.834)	(21.0)	Unfavorable timing of Sandy recovery
Capital and Other Reimbursements	(0.119)	(10.8)	Timing of reimbursement receipts and delayed funding	(1.949)	(44.1)	Timing of reimbursement receipts and delayed funding
<b>Total Receipts</b>	<b>\$ 4.345</b>	<b>21.4</b>		<b>\$ (3.375)</b>	<b>(4.3)</b>	
Payroll	\$ (23.491)	*	Mainly due to the payout of RWA settlement.	\$ (23.157)	(32.4)	Mainly due to the payout of RWA settlement.
Overtime	(1.219)	(32.3)	Mainly due to coverage for vacancies and absences, and overage bus maintenance requirements	(4.525)	(30.2)	Mainly due to coverage for vacancies and absences, overage bus maintenance requirements and the impact of inclement weather
Health and Welfare (including OPEB)	(3.583)	(58.2)	Payments for prior periods	(3.970)	(16.1)	Payments for prior periods
Pension	0.128	3.3	(a)	0.899	5.9	Timing of payments
Other Fringe Benefits	(2.149)	(71.1)	Payments for prior periods	(2.139)	(17.7)	Payments for prior periods
GASB	-	-		-	-	
Electric Power	0.104	100.0	Timing of payments	0.272	65.4	Timing of payments
Fuel	0.360	10.7	Timing of payments	(0.078)	(0.6)	(a)
Insurance	0.284	100.0	Timing of payments	(1.372)	*	Annual payment of insurance liability was made in January.
Claims	0.873	54.4	Timing of payments	2.416	37.6	Timing of payments
Maintenance and Other Operating Contracts	(2.646)	*	Payments for prior periods	(1.038)	(15.5)	Payments for prior periods
Professional Service Contracts	1.142	69.2	Timing of payments	1.950	29.5	Timing of payments
Materials & Supplies	(1.885)	(66.4)	Mainly due to impact of inclement weather and overage bus maintenance requirements	(2.436)	(21.5)	Mainly due to impact of inclement weather and overage bus maintenance requirements
Other Business Expenditure	0.111	68.1	Timing of payments	0.123	18.9	Timing of payments
<b>Total Expenditures</b>	<b>\$ (31.970)</b>	<b>(69.0)</b>		<b>\$ (33.054)</b>	<b>(17.9)</b>	
<b>Net Cash Variance</b>	<b>\$ (27.625)</b>			<b>\$ (36.429)</b>	<b>(34.1)</b>	

(a) - Variance less than 5%

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

	April 2014				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<b>Receipts</b>									
Farebox Revenue	\$ -	\$ 3.137	\$ 3.137	-	\$ -	\$ 1.548	\$ 1.548	-	
Other Operating Revenue	-	1.965	1.965	-	-	0.449	0.449	-	
Capital and Other Reimbursements	0.385	0.521	0.136	35.3	1.606	0.217	(1.389)	(86.5)	
<b>Total Receipts</b>	<b>\$ 0.385</b>	<b>\$ 5.623</b>	<b>\$ 5.238</b>	<b>*</b>	<b>\$ 1.606</b>	<b>\$ 2.214</b>	<b>\$ 0.608</b>	<b>37.8</b>	
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	\$ 1.879	\$ (20.503)	\$ (22.382)	*	\$ 5.720	\$ (14.321)	\$ (20.041)	*	
Overtime	0.001	-	(0.001)	(100.0)	0.000	-	(0.000)	(100.0)	
Health and Welfare	0.035	(4.173)	(4.208)	*	0.131	(6.301)	(6.432)	*	
OPEB Current Payment	-	-	-	-	(0.001)	(0.180)	(0.179)	*	
Pensions	0.059	0.029	(0.030)	(50.8)	(0.118)	0.777	0.895	*	
Other Fringe Benefits	0.891	(1.363)	(2.254)	*	3.211	(0.219)	(3.430)	*	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	0.002	0.002	-	-	0.071	0.071	-	
<b>Total Labor Expenditures</b>	<b>\$ 2.865</b>	<b>\$ (26.008)</b>	<b>\$ (28.873)</b>	<b>*</b>	<b>\$ 8.944</b>	<b>\$ (20.173)</b>	<b>\$ (29.117)</b>	<b>*</b>	
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ 0.002	\$ 0.193	0.191	*	\$ (0.003)	\$ 0.471	0.474	*	
Fuel for Buses and Trains	0.039	0.331	0.292	*	(0.154)	(1.086)	(0.932)	*	
Insurance	-	0.277	0.277	-	-	(1.399)	(1.399)	-	
Claims	0.250	0.668	0.419	*	1.000	1.596	0.597	59.7	
Maintenance and Other Operating Contracts	0.020	(2.790)	(2.810)	*	(0.075)	(2.342)	(2.267)	*	
Professional Service Contracts	0.019	1.119	1.101	*	(0.076)	2.287	2.364	*	
Materials & Supplies	0.032	(0.870)	(0.902)	*	(0.131)	(0.573)	(0.442)	*	
Other Business Expenditures	0.002	0.342	0.340	*	(0.006)	0.713	0.719	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.363</b>	<b>\$ (0.730)</b>	<b>\$ (1.093)</b>	<b>*</b>	<b>\$ 0.554</b>	<b>\$ (0.333)</b>	<b>\$ (0.887)</b>	<b>*</b>	
<b>Other Expenditure Adjustments :</b>									
Other	-	-	-	-	-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures :</b>									
'Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjts.</b>	<b>\$ 3.228</b>	<b>\$ (26.738)</b>	<b>\$ (29.966)</b>	<b>*</b>	<b>\$ 9.498</b>	<b>\$ (20.506)</b>	<b>\$ (30.004)</b>	<b>*</b>	
Depreciation Adjustment	3.520	4.035	0.515	14.6	14.080	16.123	2.043	14.5	
Other Post Employment Benefits	4.743	4.600	(0.143)	(3.0)	18.972	18.400	(0.572)	(3.0)	
Environmental Remediation	-	-	-	-	-	-	-	-	
<b>Total Expenses/Expenditures</b>	<b>\$ 11.491</b>	<b>\$ (18.103)</b>	<b>\$ (29.594)</b>	<b>*</b>	<b>\$ 42.550</b>	<b>\$ 14.017</b>	<b>\$ (28.533)</b>	<b>(67.1)</b>	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 11.876</b>	<b>\$ (12.480)</b>	<b>\$ (24.356)</b>	<b>*</b>	<b>\$ 44.156</b>	<b>\$ 16.231</b>	<b>\$ (27.925)</b>	<b>(63.2)</b>	

NOTE: Totals may not add due to rounding

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

	<u>April 2014</u>			<u>Year-to-date as of April 2014</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 16.969	\$ 16.845	\$ (0.124)	\$ 65.187	\$ 64.047	\$ (1.140)
<b>Total Farebox Revenue</b>	<b>\$ 16.969</b>	<b>\$ 16.845</b>	<b>\$ (0.124)</b>	<b>\$ 65.187</b>	<b>\$ 64.047</b>	<b>\$ (1.140)</b>
Other Revenue	\$ 2.188	\$ 1.674	\$ (0.514)	\$ 8.752	\$ 6.469	\$ (2.283)
Capital & Other	0.721	0.466	(0.255)	2.818	2.258	(0.560)
<b>Total Revenue</b>	<b>\$ 19.878</b>	<b>\$ 18.985</b>	<b>\$ (0.893)</b>	<b>\$ 76.757</b>	<b>\$ 72.774</b>	<b>\$ (3.983)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.528	10.559	0.031	41.132	39.786	(1.346)
<b>Total Ridership</b>	<b>10.528</b>	<b>10.559</b>	<b>0.031</b>	<b>41.132</b>	<b>39.786</b>	<b>(1.346)</b>

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	15	12	3	
Technology & Information Services	16	16	-	
Material	18	14	4	
Controller	15	19	(4)	
Office of the President	6	4	2	
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	
<b>Total Administration</b>	<b>144</b>	<b>117</b>	<b>27</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,211	2,163	48	Bus Operators vacancies to be filled
Office of the Executive VP	1	4	(3)	
Safety & Training	28	50	(22)	
Road Operations	116	111	5	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	19	2	
<b>Total Operations</b>	<b>2,429</b>	<b>2,397</b>	<b>32</b>	
<b>Maintenance</b>				
Buses	755	725	30	
Maintenance Support/CMF	156	162	(6)	
Facilities	73	43	30	Vacancies Replaced by MOU
Supply Logistics	92	91	1	
<b>Total Maintenance</b>	<b>1,076</b>	<b>1,021</b>	<b>55</b>	
Capital Program Management	37	31	6	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
Security	18	16	2	
<b>Total Public Safety</b>	<b>18</b>	<b>16</b>	<b>2</b>	
<b>Total Positions</b>	<b>3,704</b>	<b>3,582</b>	<b>122</b>	
Non-Reimbursable	3,640	3,527	113	
Reimbursable	64	55	9	
<b>Total Full-Time</b>	<b>3,689</b>	<b>3,565</b>	<b>124</b>	
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**  
**APRIL 2014**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	56	44	12	
Professional, Technical, Clerical	71	73	(2)	
Operational Hourlies	17	0	17	
<b>Total Administration</b>	<b>144</b>	<b>117</b>	<b>27</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	298	290	8	
Professional, Technical, Clerical	51	57	(6)	
Operational Hourlies	2,080	2,050	30	
<b>Total Operations</b>	<b>2,429</b>	<b>2,397</b>	<b>32</b>	Bus Operators vacancies to be filled
<b>Maintenance</b>				
Managers/Supervisors	205	198	7	
Professional, Technical, Clerical	17	15	2	
Operational Hourlies	854	808	46	
<b>Total Maintenance</b>	<b>1,076</b>	<b>1,021</b>	<b>55</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	0	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>31</b>	<b>6</b>	
<b>Public Safety</b>				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>18</b>	<b>16</b>	<b>2</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	594	559	35	
Professional, Technical, Clerical	159	163	(4)	
Operational Hourlies	2,951	2,860	91	
<b>Total Baseline Positions</b>	<b>3,704</b>	<b>3,582</b>	<b>122</b>	

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

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	49,845	\$2.1	50,687	\$2.3	(842)	(\$0.2)	194,520	\$8.2	197,732	\$8.4	(3,212)	(\$0.1)
					-1.7%	-10.2%					-1.7%	-1.4%
<u>Unscheduled Service</u>	6,907	\$0.3	8,061	\$0.4	(1,154)	(0.1)	27,495	\$1.1	25,693	\$1.1	1,802	0.1
					-16.7%	-28.7%					6.6%	5.0%
<u>Programmatic/Routine Maintenance</u>	14,949	\$0.6	26,559	\$1.2	(11,610)	(0.5)	61,623	\$2.6	94,264	\$4.1	(32,641)	(1.4)
					-77.7%	-83.2%					-53.0%	-54.2%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	14,143	\$0.6	24,855	\$1.0	(10,712)	(0.4)	54,666	\$2.4	86,106	\$3.6	(31,439)	(1.2)
					-75.7%	-69.9%					-57.5%	-48.1%
<u>Weather Emergencies</u>	3,013	\$0.1	1,614	\$0.1	1,399	0.0	11,848	\$0.4	53,520	\$2.2	(41,672)	(1.8)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	134	\$0.0	90	0.0	809	\$0.0	533	\$0.0	276	0.0
					40.2%	48.1%					34.1%	41.3%
<u>Other</u>	312	\$0.0	608	\$0.0	(296)	(0.0)	1,250	\$0.1	3,228	\$0.2	(1,978)	(0.1)
					*	*					*	*
Subtotal	89,394	\$3.8	112,518	\$5.0	(23,123)	(\$1.2)	352,213	\$15.0	461,077	\$19.5	(108,864)	(\$4.5)
					-25.9%	-32.3%					-30.9%	-30.2%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>89,394</b>	<b>\$3.8</b>	<b>112,518</b>	<b>\$5.0</b>	<b>(23,123)</b>	<b>(\$1.2)</b>	<b>352,213</b>	<b>\$15.0</b>	<b>461,077</b>	<b>\$19.5</b>	<b>(108,864)</b>	<b>(\$4.5)</b>
					-25.9%	-32.3%					-30.9%	-30.2%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(842)	(\$0.2)		(3,212)	(\$0.1)	
	-1.7%	-10.2%		-1.7%	-1.4%	
<u>Unscheduled Service</u>	(1,154)	(\$0.1)		1,802	\$0.1	
	-16.7%	-28.7%		6.6%	5.0%	
<u>Programmatic/Routine Maintenance</u>	(11,610)	(\$0.5)	Maintenance work for accelerated completion of defects found on scheduled inspections	(32,641)	(\$1.4)	Maintenance work for accelerated completion of defects found on scheduled inspections
	-77.7%	-83.2%		-53.0%	-54.2%	
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(10,712)	(\$0.4)	Vacancy and Absentee Coverage	(31,439)	(\$1.2)	Vacancy and Absentee Coverage
	-75.7%	-69.9%		-57.5%	-48.1%	
<u>Weather Emergencies</u>	1,399	\$0.0		(41,672)	(\$1.8)	
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>	90	\$0.0		276	\$0.0	
	40.2%	48.1%		34.1%	41.3%	
<u>Other</u>	(296)	(\$0.0)		(1,978)	(\$0.1)	
	*	*		*	*	
<b>Subtotal</b>	<b>(23,123)</b>	<b>(\$1.2)</b>		<b>(108,864)</b>	<b>(\$4.5)</b>	
	-25.9%	-32.3%		-30.9%	-30.2%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(23,123)</b>	<b>(\$1.2)</b>		<b>(108,864)</b>	<b>(\$4.5)</b>	

**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.



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through April 30, New York City Transit's performance against its 2014 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$48.8	\$51.9	106
<b>Design Completions</b>	78.0	53.8	69
<b>Awards</b>	867.7	660.7	76
<b>Substantial Completions</b>	512.8	343.7	67
<b>Closeouts</b>	683.8	127.0	19

During April, NYCT awarded projects totaling \$219.1 million including:

- modernization of the interlocking at 34<sup>th</sup> Street on the 6<sup>th</sup> Avenue Line in Manhattan;
- the third phase of an initiative to modify signal locations systemwide by incorporating new signal key-by timers; and
- mainline track replacement on the 8<sup>th</sup> Avenue Line in Manhattan.

During the same period, NYCT substantially completed projects totaling \$90.2 million including:

- the second phase of an initiative to modify signal locations systemwide by incorporating new signal key-by timers;
- the acceptance of 11 cars of a project to purchase 103 "A" Division Cars – R188 Option; and
- installation of ADA accessible elevators and other ADA improvements at the Forest Hills – 71 Avenue Station on the Queens Boulevard Line in Queens.

Also during April, NYCT started three design projects for \$1.6 million, completed six designs for \$18.6 million, and closed out two projects for \$10.3 million.

Capital Program Status  
April 2014  
(June 2014)

During April, NYCT awarded projects totaling \$219.1 million including a project to modernize the interlocking at 34<sup>th</sup> Street on the 6<sup>th</sup> Avenue Line in Manhattan for \$165.1 million. This project will improve the reliability of the interlocking and will include replacement with a new solid state interlocking and the construction of a new Master Tower, relay room and other rooms as required to house all associated equipment. This work will allow for the eventual implementation of Communications Based Train Control (CBTC) on this line.

Also during April, NYCT awarded the third phase of an initiative for \$13.6 million to incorporate new signal key-by timers into the existing circuits of all automatic and approach signals at the leaving end of station platforms. The upgrade is a mandatory safety feature which prevents rear-end accidents caused by an inadvertent “key-by” of any automatic or approach signal.

Additionally, NYCT awarded a mainline track replacement project on the 8<sup>th</sup> Avenue Line in Manhattan for \$12.8 million. Work includes 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.

During April, NYCT substantially completed projects totaling \$90.2 million, including the second phase of an initiative for \$29.9 million to incorporate new signal key-by timers into the existing circuits of all automatic and approach signals at the leaving end of station platforms. The upgrade is a mandatory safety feature which prevents rear-end accidents caused by an inadvertent “key-by” of any automatic or approach signal.

Also during April, NYCT completed the acceptance of 11 new rail cars of a project to purchase 103 “A” Division Cars – R188 Option for \$29.1 million. Of the 103 cars in the project, 44 cars have been accepted to date. 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.

Additionally, NYCT completed the installation of ADA accessible elevators and other ADA improvements at the Forest Hills – 71 Avenue Station on the Queens Boulevard Line in Queens for \$21.8 million. This station is an ADA Key Station. The project installed three ADA compliant elevators, provided new tactile platform edge warning strips, and new ADA compliant gates and signage. In addition, two new mezzanine to platform stairs were constructed.

Also during April, NYCT started three design projects for \$1.6 million, completed six designs for \$18.6 million, and closed out two projects for \$10.3 million.

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

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

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Mainline Track Replacement – 2013 Design and EFA	\$4.3	\$3.4	04/2014	0
Mainline Switches – 2013 Design and EFA	5.3	6.9	04/2014	0

**CAPITAL PROJECT MILESTONE SUMMARY  
2014  
(THROUGH APRIL 30, 2014)**

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

**April**

Design Starts	\$3.5	4	\$1.6	3	45.5	75.0
Design Completions	12.2	4	18.6	6	152.1	150.0
Construction Awards	132.8	15	219.1	12	165.0	80.0
Substantial Completions	99.5	12	90.2	6	90.7	50.0
Closeouts	67.5	10	10.3	2	15.3	20.0

**2014 Year-To-Date**

Design Starts	\$48.8	28	\$51.9	25	106.4	89.3
Design Completions	78.0	51	53.8	30	69.1	58.8
Construction Awards	867.7	67	660.7	48	76.1	71.6
Substantial Completions	512.8	53	343.7	36	67.0	67.9
Closeouts	683.8	63	127.0	19	18.6	30.2

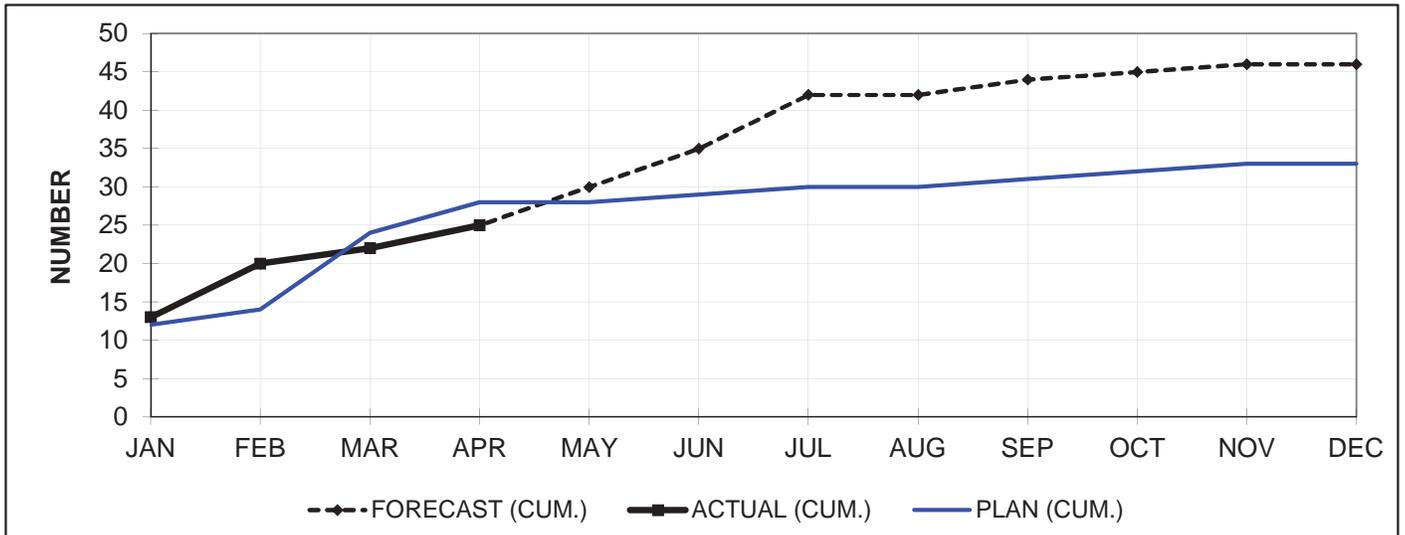
**2014 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$75.1	46	127.3	139.4
Design Completions	177.1	129	201.8	137	113.9	106.2
Construction Awards	3,606.9	218	3,380.4	228	93.7	104.6
Substantial Completions	2,132.7	189	2,120.5	185	99.4	97.9
Closeouts	3,697.3	202	3,583.2	189	96.9	93.6

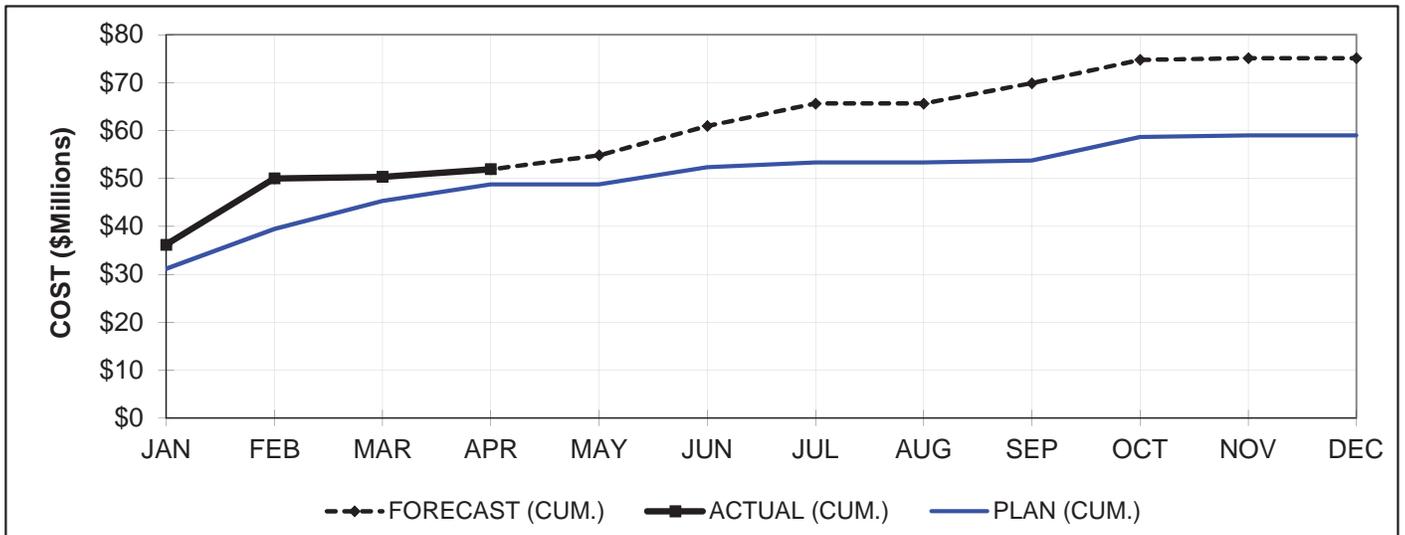
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

## 2014 Design Starts Charts

As of April 2014



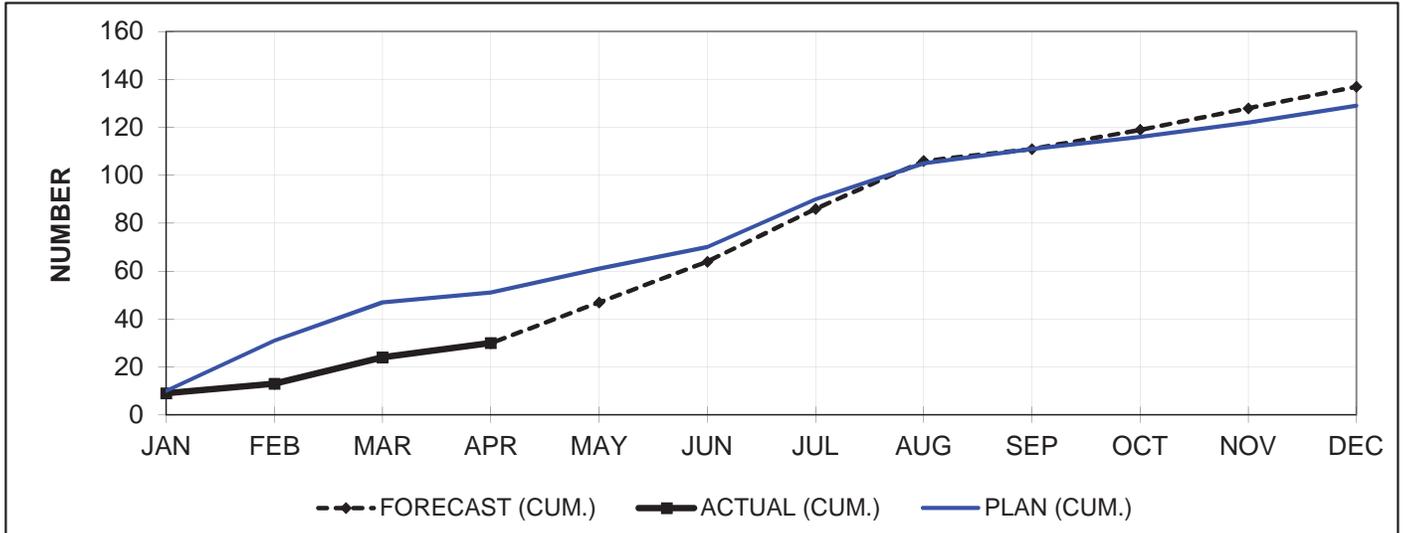
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					5	5	7	0	2	1	1	0
ACTUAL (NON-CUM.)	13	7	2	3								
PLAN (NON-CUM.)	12	2	10	4	0	1	1	0	1	1	1	0
FORECAST (CUM.)					30	35	42	42	44	45	46	46
ACTUAL (CUM.)	13	20	22	25								
PLAN (CUM.)	12	14	24	28	28	29	30	30	31	32	33	33



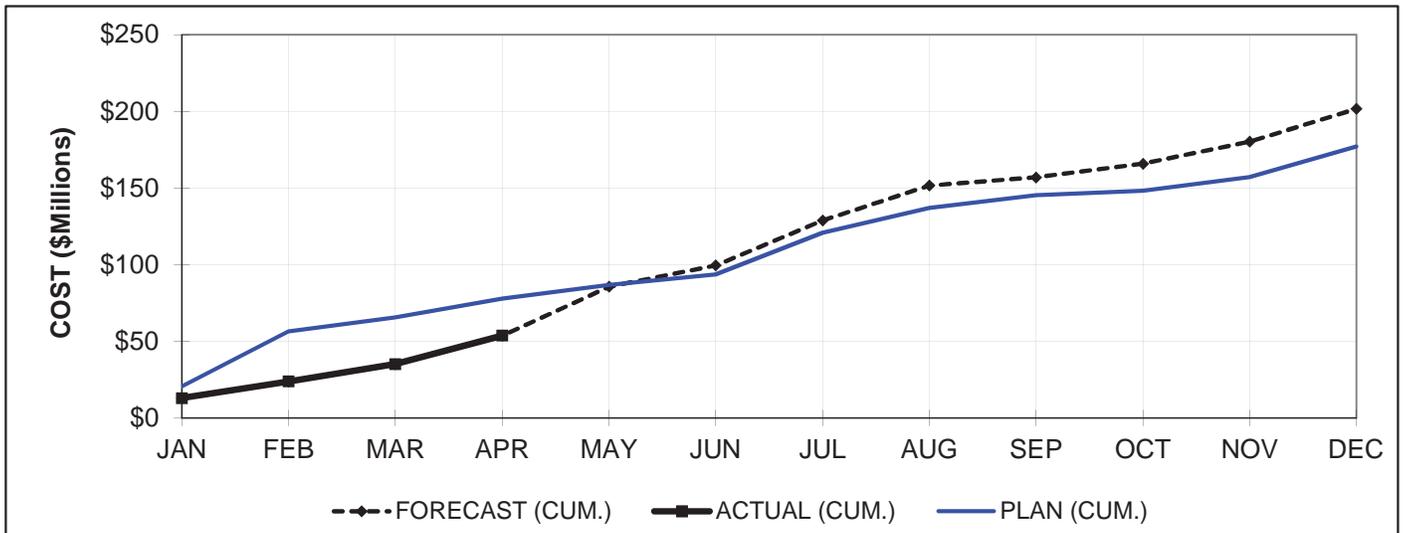
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					3.0	6.1	4.7	0.0	4.3	4.9	0.4	0.0
ACTUAL (NON-CUM.)	36.2	13.9	0.3	1.6								
PLAN (NON-CUM.)	31.2	8.3	5.8	3.5	0.0	3.6	1.0	0.0	0.4	4.9	0.4	0.0
FORECAST (CUM.)					54.9	61.0	65.7	65.7	69.9	74.8	75.1	75.1
ACTUAL (CUM.)	36.2	50.0	50.3	51.9								
PLAN (CUM.)	31.2	39.5	45.3	48.8	48.8	52.4	53.3	53.3	53.8	58.6	59.0	59.0

## 2014 Design Completions Charts

As of April 2014



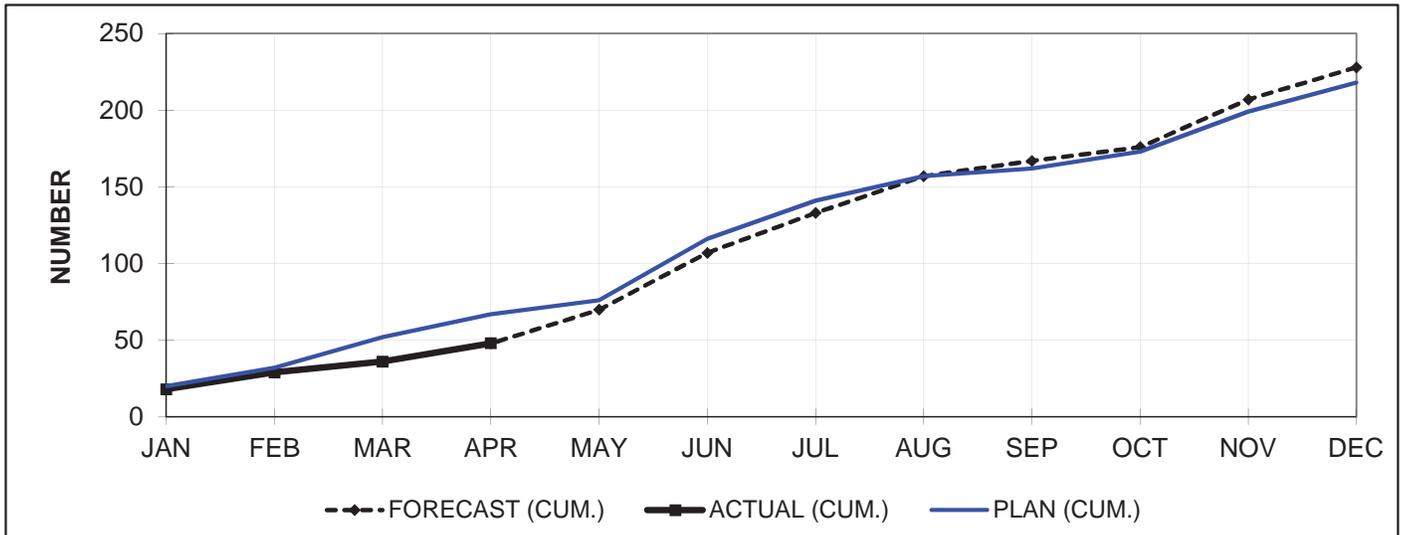
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					17	17	22	20	5	8	9	9
ACTUAL (NON-CUM.)	9	4	11	6								
PLAN (NON-CUM.)	10	21	16	4	10	9	20	15	6	5	6	7
FORECAST (CUM.)					47	64	86	106	111	119	128	137
ACTUAL (CUM.)	9	13	24	30								
PLAN (CUM.)	10	31	47	51	61	70	90	105	111	116	122	129



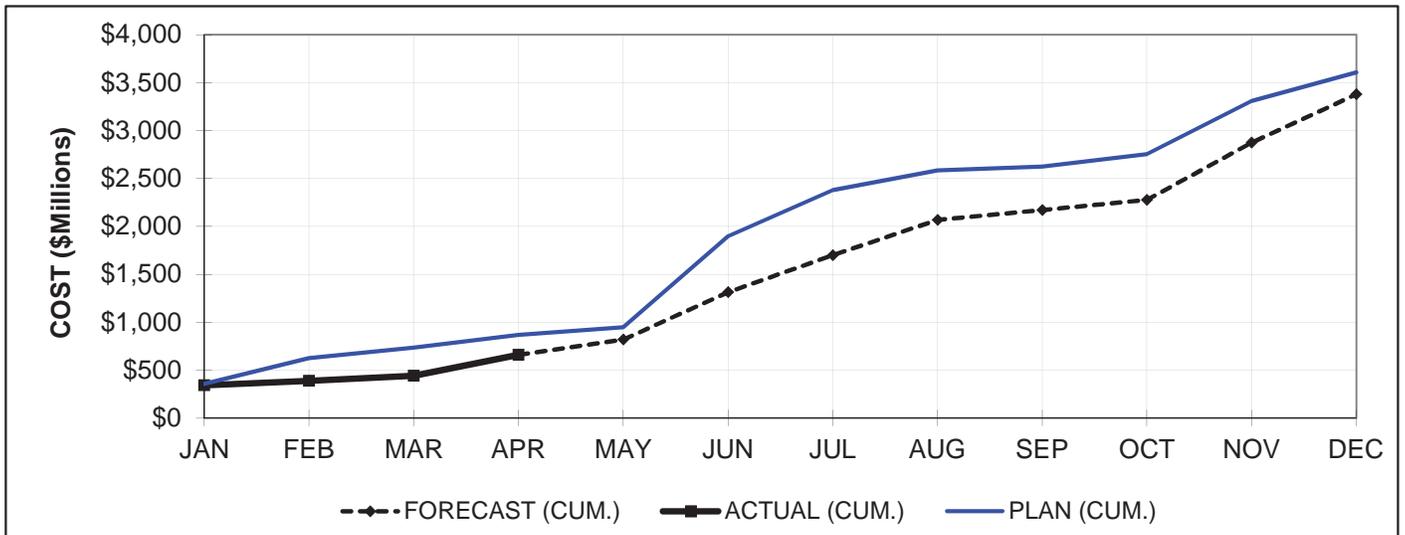
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					31.9	14.0	29.3	22.7	5.3	8.9	14.5	21.4
ACTUAL (NON-CUM.)	13.0	10.8	11.4	18.6								
PLAN (NON-CUM.)	20.7	35.9	9.1	12.2	8.9	6.8	27.1	16.3	8.2	2.8	9.1	19.9
FORECAST (CUM.)					85.7	99.7	129.0	151.7	157.0	166.0	180.4	201.8
ACTUAL (CUM.)	13.0	23.9	35.2	53.8								
PLAN (CUM.)	20.7	56.6	65.7	77.9	86.9	93.7	120.8	137.1	145.3	148.2	157.2	177.1

## 2014 Awards Charts

As of April 2014



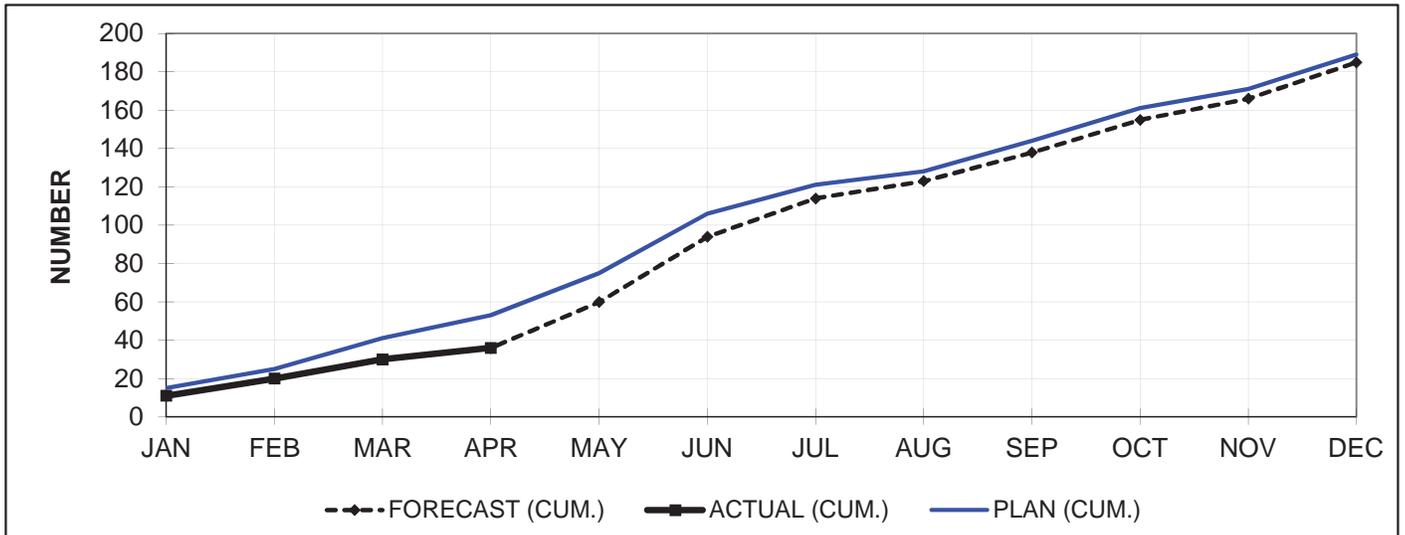
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					22	37	26	24	10	9	31	21
ACTUAL (NON-CUM.)	18	11	7	12								
PLAN (NON-CUM.)	20	12	20	15	9	40	25	16	5	11	26	19
FORECAST (CUM.)					70	107	133	157	167	176	207	228
ACTUAL (CUM.)	18	29	36	48								
PLAN (CUM.)	20	32	52	67	76	116	141	157	162	173	199	218



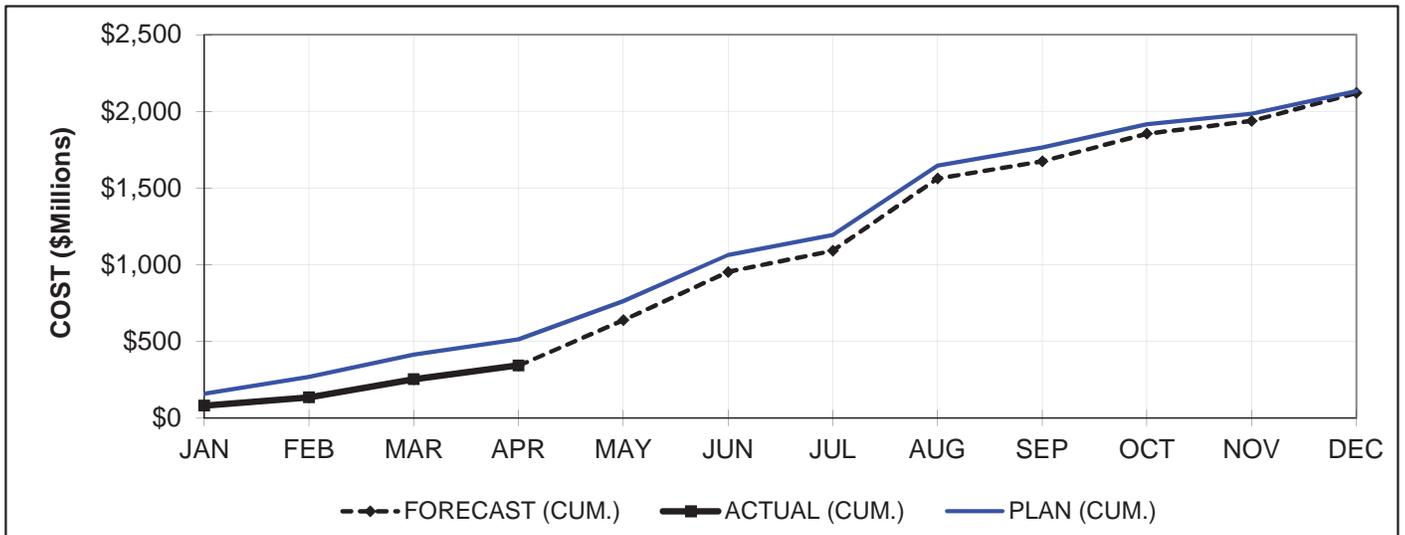
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					159.6	496.4	384.1	368.6	102.3	106.1	597.7	504.9
ACTUAL (NON-CUM.)	342.9	46.4	52.2	219.1								
PLAN (NON-CUM.)	355.7	270.8	108.5	132.8	80.3	948.0	483.2	204.3	40.9	130.6	552.4	299.5
FORECAST (CUM.)					820.3	1,316.7	1,700.8	2,069.4	2,171.7	2,277.8	2,875.5	3,380.4
ACTUAL (CUM.)	342.9	389.4	441.6	660.7								
PLAN (CUM.)	355.7	626.5	735.0	867.8	948.1	1,896.0	2,379.3	2,583.5	2,624.4	2,755.1	3,307.4	3,606.9

## 2014 Substantial Completions Charts

As of April 2014



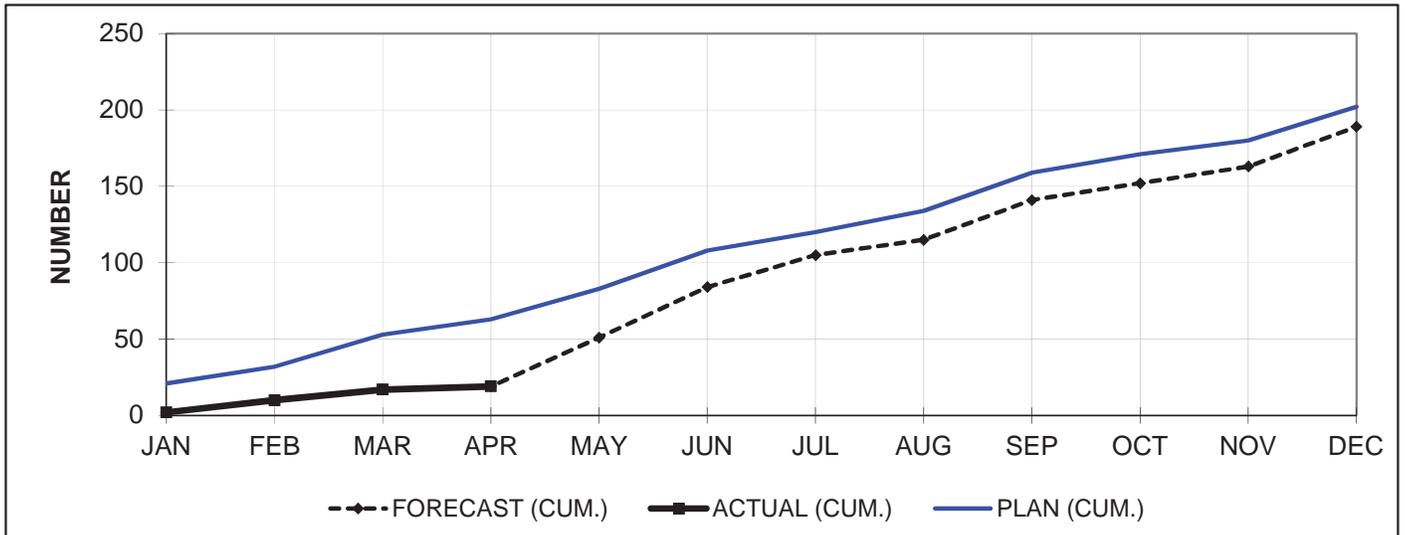
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					24	34	20	9	15	17	11	19
ACTUAL (NON-CUM.)	11	9	10	6								
PLAN (NON-CUM.)	15	10	16	12	22	31	15	7	16	17	10	18
FORECAST (CUM.)					60	94	114	123	138	155	166	185
ACTUAL (CUM.)	11	20	30	36								
PLAN (CUM.)	15	25	41	53	75	106	121	128	144	161	171	189



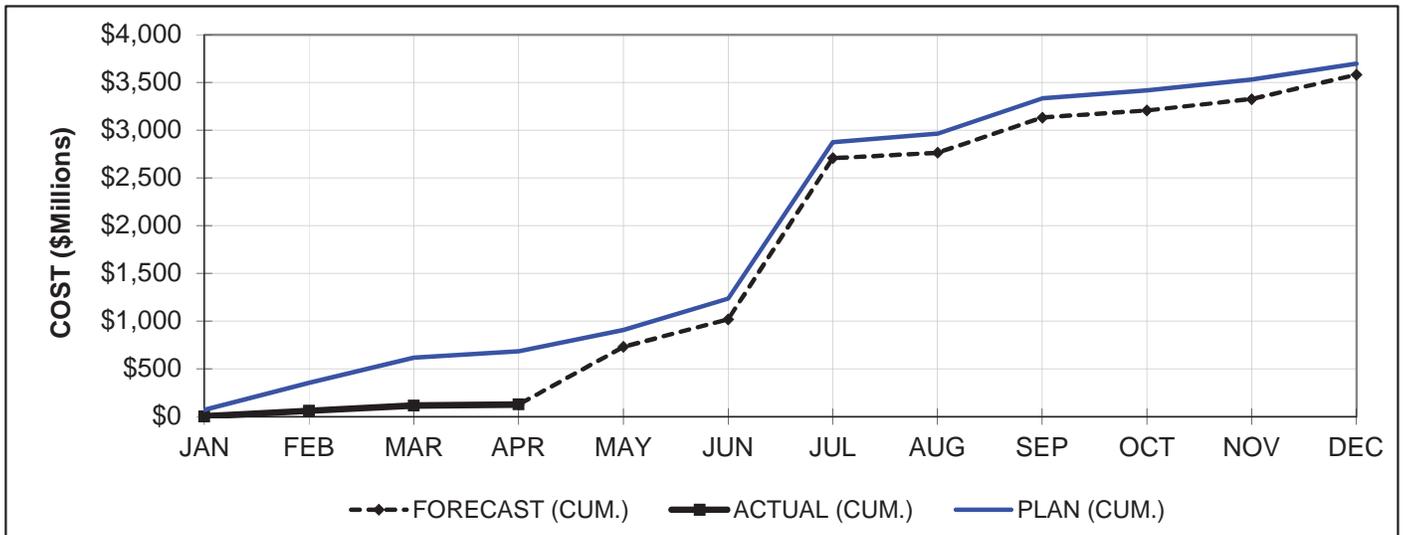
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					296.1	314.5	137.7	470.9	111.9	180.9	83.3	181.4
ACTUAL (NON-CUM.)	81.6	53.8	118.1	90.2								
PLAN (NON-CUM.)	158.3	109.9	145.2	99.5	249.3	300.3	131.3	453.1	118.2	151.0	68.6	148.2
FORECAST (CUM.)					639.9	954.3	1,092.0	1,562.9	1,674.8	1,855.8	1,939.1	2,120.5
ACTUAL (CUM.)	81.6	135.4	253.5	343.7								
PLAN (CUM.)	158.3	268.2	413.3	512.8	762.1	1,062.3	1,193.7	1,646.8	1,764.9	1,915.9	1,984.4	2,132.7

## 2014 Closeouts Charts

As of April 2014



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					32	33	21	10	26	11	11	26
ACTUAL (NON-CUM.)	2	8	7	2								
PLAN (NON-CUM.)	21	11	21	10	20	25	12	14	25	12	9	22
FORECAST (CUM.)					51	84	105	115	141	152	163	189
ACTUAL (CUM.)	2	10	17	19								
PLAN (CUM.)	21	32	53	63	83	108	120	134	159	171	180	202



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					604.0	288.9	1688.5	55.9	368.6	74.1	119.0	257.1
ACTUAL (NON-CUM.)	2.7	57.9	56.0	10.3								
PLAN (NON-CUM.)	71.5	282.1	262.6	67.5	223.6	329.4	1637.8	90.7	370.6	82.1	112.8	166.6
FORECAST (CUM.)					731.0	1,020.0	2,708.5	2,764.4	3,133.0	3,207.1	3,326.1	3,583.2
ACTUAL (CUM.)	2.7	60.7	116.7	127.0								
PLAN (CUM.)	71.5	353.6	616.3	683.8	907.4	1,236.7	2,874.6	2,965.3	3,335.8	3,417.9	3,530.6	3,697.3

## PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of \$4.5M.

**Subject** Request for Authorization to Award Various Procurements

**Department** Matériel Division – NYCT

**Department Head Name** Stephen M. Plochochi

**Department Head Signature**  


**Project Manager Name** Rose Davis

June 10, 2014

**Department** Law and Procurement – MTACC

**Department Head Name**

**Department Head Signature**

**Board Action**

Order	To	Date	Approval	Info	Other
1	Committee	6/23/14			
2	Board	6/25/14			

**Internal Approvals**

	Approval		Approval
	President NYCT		
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

**Internal Approvals (cont.)**

Order	Approval	Order	Approval	Order	Approval	Order	Approval

**PURPOSE:**

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

**DISCUSSION:**

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

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 0.3 M
• Cummins-Allison Corp.                      \$ 0.3 M		
 <u>Schedules Requiring Majority Vote:</u>		
Schedule G: Miscellaneous Service Contracts	1	\$ 0.2 M
• Emerson Network Power,                      \$ 0.2 M Liebert Services		
<b>SUBTOTAL</b>	<b>2</b>	<b>\$ 0.5 M</b>

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

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

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

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	3	\$ 4.0 M
	SUBTOTAL	\$ 4.0 M
	TOTAL	\$ 4.5 M

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

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

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

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

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

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

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

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

## **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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





**JUNE 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**G. Miscellaneous Service Contracts cont'd**

(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.)

**5. The Olympic Glove & Safety Co., Inc.     \$181,495 (Est.)  
Two Bids/Low Bidder - Five-year contract  
IFB# 60883**

This contract is for the maintenance and repair of GfG Instrumentation (GfG) carbon monoxide monitors for NYC Transit Department of Buses (DOB) and MTA Bus Company (MTABC) with The Olympic Glove & Safety Co., Inc. (Olympic), a NYS-certified WBE, in the estimated amount of \$181,495.

The work involves monthly inspection, calibration, and as-needed repairs to seventeen GfG carbon monoxide monitors affixed to paint booths at thirteen DOB and four MTABC locations. These carbon monoxide detectors continuously monitor the presence of carbon monoxide in the intake air for personnel utilizing the paint booths. An audible alarm and light are activated if carbon monoxide reaches an unsafe level.

Due to the safety-sensitive work involved, the contract specifies that the work must be completed by vendors that are authorized by the original equipment manufacturer, GfG. Procurement contacted GfG and obtained a list of its factory authorized service providers in the Northeast, of which there were three. Bids were received from Olympic and Fremont Industrial Corporation and the third vendor indicated it does not have the necessary resources to meet the contract requirements at this time.

Olympic's bid of \$181,495 was 57% lower than the second bid. Olympic's bid was competitively priced based on its strong interest in this contract as it currently performs similar work for Con Edison and National Grid in the same area as the work to be performed under this contract. A qualification hearing was held and Olympic was deemed technically qualified based on its experience in this field, its comprehensive understanding of the contract requirements, and the fact that it is a factory authorized service provider.

Based upon the presence of effective price competition, Olympic's pricing is deemed fair and reasonable.

**Schedule A: Non-Competitive Purchases and Public Work Contracts**
**Item Number: 1**

<b>Vendor Name (&amp; Location)</b> Cummins-Allison Corporation (Kew Gardens, NY)
<b>Description</b> Purchase of 10 Jetsort Model 1601 Coin Sorters, spare parts, preventive and remedial maintenance, and onsite training
<b>Contract Term (including Options, if any)</b> July 1, 2014 – June 30, 2019
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole-Source Approval

<b>Contract Number</b> RFQ 75226	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$295,209 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Revenue Control, Michael Ellinas (Acting)	

**Discussion:**

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law Section 1209, subsection 9(b) due to the existence of a single responsible source and approve the award of a contract for the purchase of spare parts with onsite training of NYC Transit staff; an additional 10 Jetsort Model 1601 Coin Sorters; and preventive and remedial maintenance for eight other complex paper currency sorting and counting machines, to Cummins-Allison Corporation (Cummins) for \$295,209.

NYC Transit’s Division of Revenue Control uses an extensive fleet of Cummins coin and paper currency sorting and counting machines. In order to maintain this equipment with in-house staff, a contract is required for the purchase of whatever spare parts may be required and training of staff in order to perform these functions. In addition, NYC Transit will purchase 10 Jetsort Model 1601 Coin Sorter machines for \$25,598 (\$2,560 each) that will replace existing Cummins coin currency sorting and counting machines at the Consolidated Revenue Facility (CRF). The replaced machines will be relocated to the Maspeth Disaster Recovery site (DR) to provide that facility with full capability for revenue processing. The Jetsort Model 1601 Coin Sorter machines include one year of parts and labor warranty, and thereafter will be maintained by NYC Transit in-house personnel using the spare parts provision of this contract. The spare parts portion of the contract has a five-year budgeted estimate of \$140,000 and also covers other Cummins equipment at the CRF and DR, which includes not only the 10 new Jetsort Model 1601 Coin Sorter machines, but also 88 existing coin and paper currency sorting and counting machines purchased between 2003 and 2012. The parts portion of the contract will be utilized as required and there is no obligation to expend the entire budgeted value. The contract also provides for two five-day onsite maintenance training courses for Revenue Processing Coordinators and Revenue Equipment Maintainers. This contract will also provide for preventive and remedial maintenance of eight Cummins paper currency sorting and counting machines, which in-house staff does not maintain due to the highly specialized nature of these machines, as well as the complexity of their corresponding software.

Cummins is the sole distributor and manufacturer of these parts, coin and paper currency sorting and counting machines, their preventive and remedial maintenance, and training. The sole source purchase of Cummins spare parts and the additional coin sorter and counting machines is being requested in order to ensure consistency of operations by minimizing training of personnel in terms of machine usage and maintenance. Efficient operations can be maintained, as spare parts, including consumables which are kept on site, are only needed from a single manufacturer. Cummins’ coin and paper currency sorting and counting machines have been used by Revenue for more than 15 years, have been reliable and are interfaced into the Cummins Cash Settlement System. This system provides automated critical data transmission to NYC Transit’s Passenger Revenue Audit System which is utilized to reconcile Station Booth MetroCard sales.

Cummins’ initial proposal was \$302,471. After negotiations, Cummins reduced their proposal to \$295,209, which Procurement deems fair and reasonable and reflects discounts of 7% below Cummins’ Federal GSA Price List for the purchase of machines and 15% off Cummins’ Price List for parts.

**Schedule G: Miscellaneous Service Contracts**
**Item Number: 2**

<b>Vendor Name (&amp; Location)</b> Emerson Network Power, Leibert Services (Westerville, OH)
<b>Description</b> Maintenance and repair services to the Uninterruptible Power Supply System located at the Rail Control Center
<b>Contract Term (including Options, if any)</b> Three years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole-Source Approval

<b>Contract Number</b> RFQ 43424	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$241,990 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways, Joseph Leader	

**Discussion:**

This contract with Emerson Network Power, Leibert Services (Emerson) is for maintenance and repair services to the Uninterruptible Power Supply System at the Rail Control Center (RCC), consisting of two uninterruptible power supplies (UPS), one system control cabinet and six battery cabinets, for an estimated amount of \$241,990.

Under the contract, Emerson will provide scheduled preventive maintenance services, emergency repair services, and extraordinary repair services and parts for the aforementioned equipment. The contract also provides for the replacement of UPS batteries. This equipment was competitively procured as part of the design and construction of the RCC. The system protects the electrical panels of the Operating Theatre, Automatic Transfer Switch computer room, fiber optic room, security equipment room and non-Automatic Transfer Switch computer room by acting as the bridge between loss of utility power and the establishment of generator power during the brief period while the backup generators power up. These UPS systems are vital to providing continuous power to the Operating Theatre, making them a critical component of subway operation.

Emerson is the sole source provider of services to this system as the diagnostic software, which continuously monitors and reports on the functionality of the system, is proprietary to Emerson and Emerson does not authorize any other company to perform service on this equipment.

Although this work had previously been done as small, one-year contracts, negotiations for a longer term, three-year contract yielded lower pricing by revising the price schedule to better coincide with Emerson's standard service packages. Prices for comparable services will be reduced by approximately 31% and pricing for the battery replacement will be reduced by approximately 10%. Emerson's pricing has been deemed fair and reasonable.

**Schedule G: Miscellaneous Service Contracts**
**Item Number: 3**

<b>Vendor Name (&amp; Location)</b> Kratos Public Safety & Security Solutions, Inc. (Fairlawn, NJ)
<b>Description</b> Preventive and remedial maintenance of NYC Transit's security systems at two revenue facility sites and a remote site
<b>Contract Term (including Options, if any)</b> Three years with 2 one-year options
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> RFQ 62382	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$3,770,838 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Revenue Control, Michael Ellinas (Acting)	

**Discussion:**

This contract is for preventive and remedial maintenance of the security systems at NYC Transit's Consolidated Revenue Facility (CRF) shared by NYC Transit and MTA Bridges and Tunnels (B&T), a monitoring and access control station at a B&T remote site, and NYC Transit's Disaster Recovery site for three years with Kratos Public Safety & Security Solutions (Kratos) in the estimated amount of \$2,325,978. The contract also includes two options, each to extend the contract for one year, in the estimated amount of \$1,444,860 for a combined total estimated amount of \$3,770,838; of which 14.4% represents B&T's share of the costs and any applicable proportional amount for upgrades to the security systems at the CRF. Award of the options will be subject to the approval of the Assistant Chief Procurement Officer.

This is an all-inclusive service contract for inspection, testing and preventive and remedial maintenance of the security systems at the CRF, B&T remote site and NYC Transit's Disaster Recovery site. The contractor is required to ensure that all electronic intrusion detection and access control systems, CCTV equipment, and cameras are in good working order, and that related software is supported and current. The contract also provides for the training of the CRF's armed security guards on the operations of the security systems, as well as a mechanism via task orders to implement changes and enhancements to the security systems.

To satisfy these performance requirements, the contractor will maintain an inventory of spare parts at the CRF and at its facilities; provide a certified or factory-trained Resident Service Technician (RST) full-time at the CRF to perform necessary inspection, testing, and on-the-spot preventive and remedial maintenance; provide 24/7 on-call staff to support the RST, and provide services as needed outside the RST's normal working hours.

A Request for Proposals (RFP) was advertised, resulting in the receipt of four proposals. Based on evaluation of these proposals, two firms were eliminated due to their lack of appropriate resources and relevant experience and two firms, Kratos and Johnson Controls, were selected to give oral presentations after a site tour of their facilities was conducted by the selection committee. Based on the site tours and oral presentations, the selection committee, in conformance with the evaluation criteria listed in the RFP, chose Kratos, the incumbent, for negotiations. Johnson Controls was eliminated from further consideration as it did not have sufficient experienced resources, especially as it relates to comparable security system maintenance. Kratos' initial proposal was \$3,850,238 and, as a result of price negotiations submitted a Best and Final Offer (BAFO) of \$3,770,838. Based on the receipt of competitive pricing, Kratos' BAFO was found to be fair and reasonable. Compared to the current contract, Kratos' rates reflect an annual increase of less than 3% and will continue to be consistent with that rate throughout the contract term. These increases are in line with Producer Price Index and Prevailing Wage Rate changes.

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



# Staff Summary

<b>Subject</b> South Ferry Leak Mitigation
<b>Department</b> Capital Program Management
<b>Department Head Name</b> Frederick E. Smith
<b>Department Head Signature</b> 
<b>Program Manager Name</b> Alok Saha 

<b>Date</b> June 3, 2014
<b>Vendor Name</b>
<b>Contract Number</b> Various
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee				
2	Finance Committee				
3	MTA Board				

Internal Approvals			
Order	Approval	Order	Approval
1	SVP Subways 	5	Executive VP 
2	SVP Capital Program Mgmt 	6	President 
3	Director, OMB 		
4	VP Capital Planning & Budget 		

Purpose:

The purpose of this staff summary is to obtain MTA Board approval to add leak mitigation at South Ferry Terminal and in the tunnel north of the terminal to the 2010-2014 Capital Program. The project will be included as part of the contract for the Superstorm Sandy Recovery Project at South Ferry.

Discussion:

South Ferry Station is located in lower Manhattan near the Staten Island Ferry Terminal and Battery Park. It is the last station on the Broadway-7<sup>th</sup> Avenue (IRT) line and connects to Whitehall Street Station on the Broadway (BMT) line. South Ferry Station is next to the Hudson River in the Flood Zone "A" Evacuation Area, as demarcated by the NYC Office of Emergency Management. During Hurricane Sandy much of this station was completely submerged under water, extensively damaging the station and the equipment inside.

Prior to Sandy, the structural box that forms the terminal and a tunnel extending north to approximately station marker V4 209+21 began to suffer from water infiltration. These pre-storm conditions must be addressed as a part of the overall Sandy project for the station to protect against chronic water infiltration as well as future flood events. As the structural leaks were not caused by Sandy, repair of these conditions must be funded through the core program.

The following leak mitigation measures must be implemented:

- Grouting is to be performed over the entire length and height of both walls of the platform level of the station, at the interfaces of exterior walls and slabs, and over the entire length and height of exterior walls in mezzanine and concourse level rooms.
- Grouting also must be performed over the entire length and height of the identified tunnel section, along the joints of the tunnel walls and roof, and over the entire tunnel roof areas where other subway structures cross above.
- Power wash/scrape clean all cracks and construction joints to remove old grout and debris.
- Drill grout holes in accordance with mitigation plans. Use holes to inject cracks/construction joints and the interface between the exterior surface of the structure and adjacent soil and rock.
- After grouting, clean all waste material and remove all existing sediment and debris from trough in Tunnel Section invert and drains. Remove existing clogged weepholes and replace with new pressure/relief drainage system

Construction is expected to begin in September 2014.

The legal name of MTA New York City Transit is New York City Transit Authority



# Staff Summary

Alternatives:

An alternative to adding leak mitigation to this station in the current 2010-2014 program would be to include the work in a future capital program. To perform the grouting work at a later date, many of the finishes to be installed in the Sandy Repairs project would have to be removed and/or damaged. It also would leave the new equipment furnished during the Sandy Repairs at increased risk of water damage until the leak mitigation work was completed. The separate period of construction at the station would negatively impact cost, operations, and passenger service.

Impact on Funding:

The estimated cost of this work is \$20 million. Funding will be provided from program savings.

Recommendation:

It is recommended that the MTA Board approve the addition of this project, estimated at \$20 million, to the 2010-2014 program.

APPROVED FOR SUBMISSION TO THE BOARD

Carmen Bianco  
President

6.11.14

Date



# Staff Summary

<b>Subject</b> Installation of Help Points (HP) at 70 Additional Stations
<b>Department</b> Capital Program Management
<b>Department Head Name</b> Frederick E. Smith
<b>Department Head Signature</b> 
<b>Program Manager Name</b> Mark Bienstock

<b>Date</b> June 3, 2014
<b>Vendor Name</b>
<b>Contract Number</b> Various
<b>Table of Contents Ref #</b>

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

Internal Approvals					
Order	Approval	Order	Approval		
1	SVP Subways	5	Executive VP		
2	SVP Capital Program Mgmt	6	President		
3	Director, OMB				
4	VP Capital Planning & Budget				

### Purpose:

The purpose of this staff summary is to obtain MTA Board approval to advance additional Help Point locations in the 2010-2014 Capital Program. The project will be increased by 70 stations, from 152 to 222.

### Discussion:

Help Points (HP) are highly visible intercom devices allowing customers to speak directly to NYCT employees for emergency assistance and travel information. HP is designed to replace the existing Customer Assistance Intercoms (CAI) that are currently deployed in stations systemwide. HP offers superior visibility, connection times, and audio quality, compared to the existing CAI devices. In particular, HP will greatly enhance customer safety and security, by enabling customers to inform the Rail Control Center (RCC) instantaneously if an incident arises. RCC officials can then take appropriate action such as shutting off third rail power and deploying emergency responders.

Because of these safety/security benefits, NYCT is seeking to install HP at all 468 subway stations on an expedited basis. To date, funding has been identified to install HP at 152 stations:

- 102 stations were approved via previous MTA Board action on September 27, 2012, including four stations completed via pilot projects, five stations to be completed by MTA Capital Construction as part of Fulton Center, and 93 stations that were added to NYCT's 2010-2014 Capital Program.
- 16 stations are being addressed via the Mentoring Program project, which was added to the 2010-2014 Capital Program as part of the July 2013 Capital Plan Amendment.
- 34 stations are being addressed as part of separately-funded projects, including Station Renewal, Electronic Security System, and Legislative Reserve projects.

These 152 stations are being awarded under multiple contractual packages, with a goal of having approximately 100 stations fully completed by the end of 2014. Some packages will be awarded by agreement with Transit Wireless.

NYCT expects to complete the systemwide rollout of HP in the 2015-2019 Capital Program. However, to ensure that the rollout of this high-priority initiative proceeds without interruption, NYCT is requesting to advance 70 additional stations into the 2010-2014 Capital Program. These additional stations will be awarded under multiple packages in late 2014 and early 2015. The remaining 246 stations to complete the systemwide rollout will be programmed in 2015-2019.

The legal name of MTA New York City Transit is New York City Transit Authority



## Staff Summary

### Alternatives:

The alternative to HP installation is to continue operating the existing CAI devices. However, HP offers superior visibility, connection times, and audio quality, thereby improving safety, security, and the customer travel experience.

The alternative to advancing 70 additional stations into the 2010-2014 Capital Program is to include those stations in the 2015-2019 Capital Program. However, doing so would delay the rollout of HP, which is a high priority because of its safety and security benefits to customers.

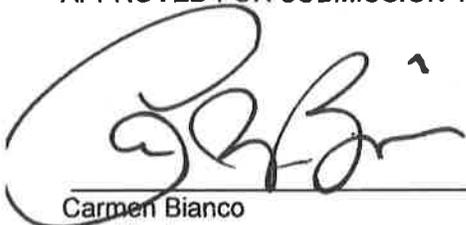
### Impact on Funding:

The estimated cost of these additional 70 stations is approximately \$0.5M each, or \$35M in total. This is in addition to the \$30 million already approved for the Help Points: 93 Stations project. Funding will be identified from program savings.

### Recommendation:

It is recommended that the MTA Board approve the addition of scope to the Help Points capital project, estimated at a total of \$35 million, to advance the installation of Help Points at 70 additional subway stations.

APPROVED FOR SUBMISSION TO THE BOARD



Carmen Bianco  
President

6.11.14

Date

# Report



## New York City Transit

### **SERVICE CHANGES:      IMPLEMENT M12**

#### **Service Issue**

As part of the 2012 Service Investments, M12 local bus service will be implemented between the West Village and Columbus Circle in Manhattan on August 31, 2014. The M12 will introduce service to a part of Manhattan's west side that has been developing rapidly with new commercial and residential uses and currently lacks north-south bus service. The new service was the subject of a public hearing on May 14, 2014.

The implementation of the M12 responds to requests from the community and elected officials for more west side Manhattan bus service. The M12 will provide an important connector for continuing development on the west side and the planned opening of the 7 train extension to 34<sup>th</sup> Street and 11<sup>th</sup> Avenue.

#### **Recommendation**

Implement the M12 between the West Village and Columbus Circle.

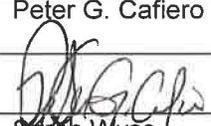
#### **Budget Impact**

The net operational cost associated with this service is \$1.6 million annually. Funding for the service was included in the 2012 Service Investments Package, approved by the MTA Board in July 2012.

#### **Proposed Implementation Date**

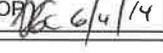
August 31, 2014.

# Staff Summary

Subject	Implement M12
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	June 4, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

**Purpose**

To obtain Presidential and MTA Board approval to implement the M12 between the West Village and Columbus Circle.

**Discussion**

As part of the 2012 Service Investments, M12 local bus service will be implemented between the West Village and Columbus Circle in Manhattan on August 31, 2014. The M12 will introduce service to a part of Manhattan’s west side that has been developing rapidly with new commercial and residential uses and currently lacks north-south bus service.

The new service was the subject of a public hearing on May 14, 2014. There were a number of written and oral comments on the M12, primarily in support of the service. However, many comments expressed dissatisfaction with the span (7:00 a.m. to 10:00 p.m.) and frequency (every 30 minutes) of the route. Service span and frequency will be monitored and adjusted as necessary.

The implementation of the M12 responds to requests from the community and elected officials for more west side Manhattan bus service. The M12 will provide an important connector for continuing development on the west side and the planned opening of the 7 train extension to 34th Street and 11th Avenue. Currently, a walk of up to a half-mile is required to reach the nearest local bus route (the M11) from the western shore of Manhattan.

The M12 is proposed to have a southern terminal on 8<sup>th</sup> Avenue at Jane Street adjacent to Abingdon Square in the West Village. It would travel northbound via 8<sup>th</sup> Avenue, West 14<sup>th</sup> Street, 10<sup>th</sup> Avenue, West 15<sup>th</sup> Street, 11<sup>th</sup> Avenue, West 24<sup>th</sup> Street, 12<sup>th</sup> Avenue, West 57<sup>th</sup> Street, 8<sup>th</sup> Avenue, and West 58<sup>th</sup> Street, terminating on West 58<sup>th</sup> Street at 7<sup>th</sup> Avenue. Southbound, it would travel via West 58<sup>th</sup> Street, 7<sup>th</sup> Avenue, West 57<sup>th</sup> Street, 11<sup>th</sup> Avenue, West 18<sup>th</sup> Street, 9<sup>th</sup> Avenue, Hudson Street, and 8<sup>th</sup> Avenue, terminating on 8<sup>th</sup> Avenue at Jane Street.

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These service changes are proposed to go into effect on August 31, 2014. The M12 is proposed to operate every 30 minutes between 7:00 a.m. and 10:00 p.m. seven days a week.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the M12 implementation would not result in a disproportionate impact on either minority or below-poverty populations.

### **Recommendation**

Implement the M12 between the West Village and Columbus Circle.

### **Alternatives to the Proposed Service Change**

1. *Do not implement the M12.* Does not address the requests of the community for more transit options on the rapidly growing west side of Manhattan.

### **Budget Impact**

The net operational cost associated with this service is \$1.6 million annually. Funding for the service was included in the 2012 Service Investments Package, approved by the MTA Board in July 2012.

### **Proposed Implementation Date**

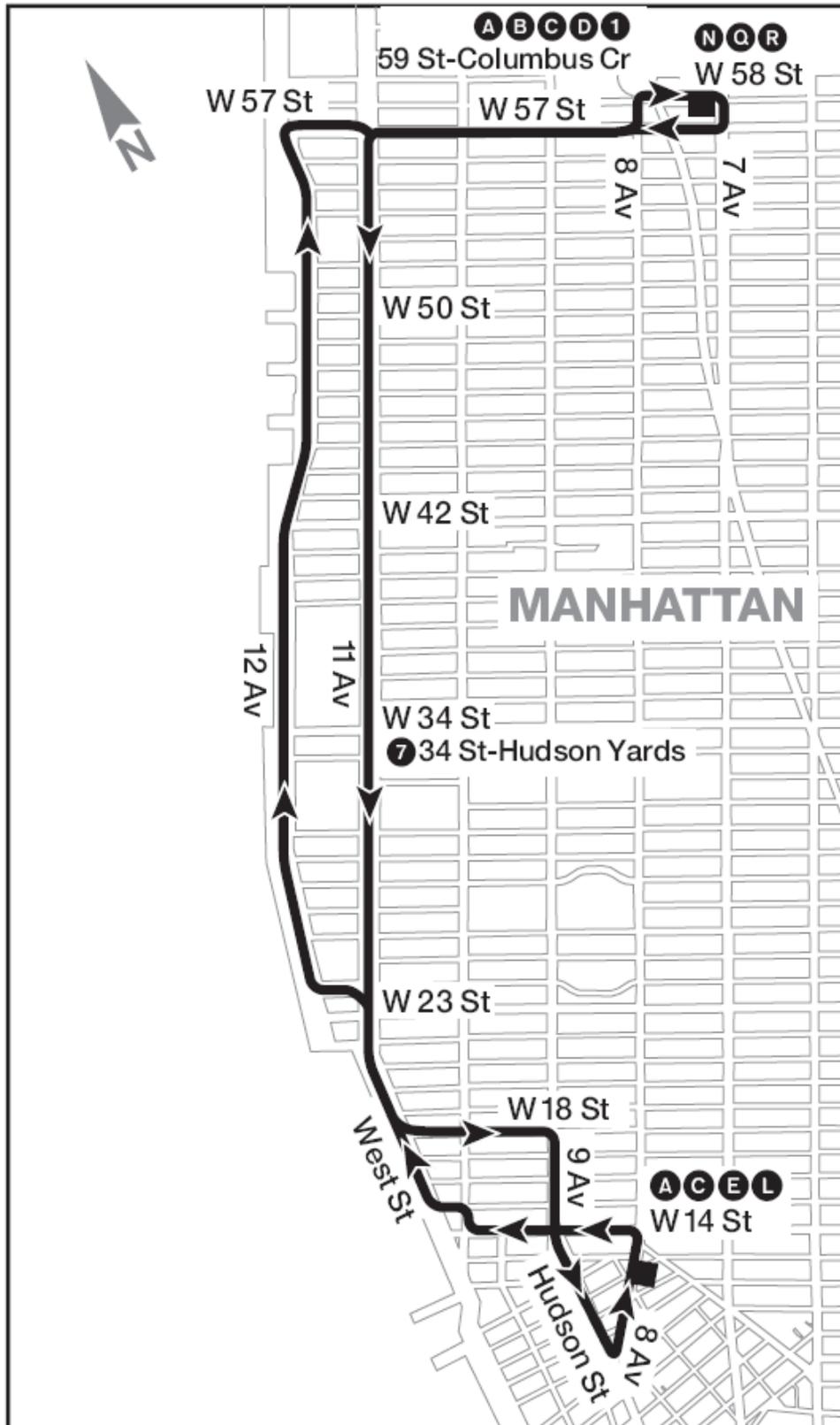
August 31, 2014.

Approved for submission to the Board:



Carmen Bianco  
President

Figure 1 – M12 Bus Service



## **BOARD RESOLUTION**

WHEREAS, in a Staff Summary dated June 4, 2014, the Chief of Operations Planning has recommended the following action as a part of the 2012 Service Investments:

- Implement the M12 between the West Village and Columbus Circle.

WHEREAS, a public hearing was held on the proposed change on May 14, 2014 and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and

WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached to it, the Board has determined that the proposed changes are funded as part of the 2012 Service Investments;

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

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

## Public Comments on the M12 Service June 2, 2014

### Summary of Public Comments and Staff Responses

As part of the 2012 Service Investments, M12 local bus service will be implemented between the West Village and Columbus Circle in Manhattan on August 31, 2014. The M12 will introduce service to a part of Manhattan's west side that has been developing rapidly with new commercial and residential uses and currently lacks north-south bus service.

The new service was the subject of a public hearing on May 14, 2014 at 347 Madison Avenue. Community members were invited to submit oral and written comments on the proposed plan.

This document summarizes oral comments received at the May 14, 2014 public hearing and written comments submitted to the MTA. For the purposes of the Staff Summary, the only comments listed below are those directly related to the M12 proposal. Comments are paraphrased for clarity. Following each comment is the New York City Transit staff response where necessary.

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**Comment:** Numerous commenters expressed general support for the M12.

**Comment:** Instead of a new route which would require another bus and driver, the M10 or M31 could be extended.

**Response:** Extending either of these routes would still require additional buses and drivers unless the frequency on the rest of the route was reduced. Additionally, extending the routes would reduce reliability and on-time performance.

**Comment:** The M12 should operate later at night.

**Response:** The M12 will operate between 7:00 a.m. and 10:00 p.m., which corresponds to the activity hours of most of the ridership generators that the M12 will be serving. Service span and frequency will be monitored and adjusted as necessary.

**Comment:** The M12 should run more frequently than every half hour

**Response:** The operating frequency was determined based on expected demand and funding availability. Service span and frequency will be monitored and adjusted as necessary.

**Comment:** The M12 should use hybrid-electric or compressed natural gas buses, which have the added benefit of a lower floor to facilitate better access for seniors or those using push chairs or wheelchairs.

**Response:** Specific bus assignments are determined by availability, proximity, and time of day. The majority of local buses operating out of Manhattan depots are low floor buses.

### **Public Comments on the M12 Service**

Page 2 of 2

June 2, 2014

**Comment:** The M12 duplicates part of the M11.

**Response:** The M12 and M11 only overlap at the northern and southern terminals. While there will be some overlap in service area between the two routes, the M12 will serve a new market that is in some areas a half-mile from the nearest M11 stop.

**Comment:** The M12 should go to lower Manhattan.

**Response:** Efforts to terminate the M12 in SoHo were met with extensive community opposition. Additionally, extending the M12 further to downtown Manhattan would duplicate existing bus routes. The primary purpose of the M12 was to fill a gap in coverage on the rapidly developing west side of Manhattan.

# Report



## New York City Transit

### **SERVICE CHANGES:      IMPLEMENT X21**

#### **Service Issue**

As part of the 2013 Service Investments, X21 Super Express bus service will be implemented between Eltingville in Staten Island and Midtown Manhattan on September 2, 2014. The X21 will operate during morning and evening peak hours, making a limited number of stops and offering a significant time savings for many commuters using existing Staten Island express buses. The new service was the subject of a public hearing on May 14, 2014.

The implementation of the X21 responds to requests from south shore residents of Staten Island and elected officials for a more direct express bus trip into Midtown Manhattan. In 2012 NYC Transit began operating the X22A Super Express, a peak hour variant of the X22 with fewer bus stops and a more direct route into Manhattan. The X22A has been very popular with customers and the X21 will bring the Super Express concept to Eltingville.

#### **Recommendation**

Implement the X21 Super Express between Eltingville and Midtown Manhattan.

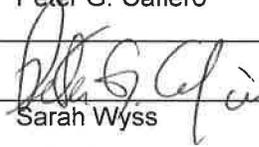
#### **Budget Impact**

The net operational cost associated with this service is \$800,000 annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

#### **Proposed Implementation Date**

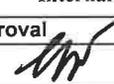
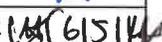
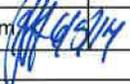
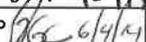
September 2, 2014.

# Staff Summary

Subject	Implement X21
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	June 4, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

## Purpose

To obtain Presidential and MTA Board approval to implement the X21 Super Express between Eltingville in Staten Island and Midtown Manhattan.

## Discussion

As part of the 2013 Service Investments, X21 Super Express bus service will be implemented between Eltingville in Staten Island and Midtown Manhattan on September 2, 2014. The X21 will operate during morning and evening peak hours, making a limited number of stops and offering a significant time savings for many commuters using existing Staten Island express buses.

The new service was the subject of a public hearing on May 14, 2014. There were a number of written and oral comments on the X21, including significant support for a faster trip between the South Shore of Staten Island and Manhattan. There were some concerns with the proposal, including the limited number of trips that will be offered. Given the funding levels for this project and bus availability, five trips each direction are currently planned for the X21. More trips could be added in the future if the route is successful and additional bus and funding capacity is available. Additionally, there was concern about the decision to terminate the route on 42<sup>nd</sup> Street rather than traveling further uptown as some express bus routes do. The X21 is designed to travel the length of 42nd Street in order to connect with all north-south subway and bus lines. Given the amount of traffic congestion in Manhattan, particularly during peak hours, a free transfer from the X21 to a subway line will nearly always be the fastest way to reach a Midtown Manhattan destination.

The implementation of the X21 responds to requests from south shore residents of Staten Island and elected officials for a more direct express bus trip into Midtown Manhattan. In 2012 NYC Transit began operating the X22A Super Express, a peak hour variant of the X22 with fewer bus stops and a more direct route into Manhattan. The X22A has been very popular with customers and the X21 will bring the Super Express concept to Eltingville.

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The X21 is proposed to have a southern terminal in the bus loop on Hylan Boulevard at Richmond Avenue and travel northbound via Hylan Boulevard, Richmond Avenue, Eltingville Transit Center, Arthur Kill Road, the West Shore Expressway, and Goethals Bridge to the Lincoln Tunnel via the New Jersey Turnpike. In Manhattan, the X21 would exit the Lincoln Tunnel and travel via Dyer Avenue, 42<sup>nd</sup> Street, FDR Drive, and 41<sup>st</sup> Street, terminating on 41<sup>st</sup> Street at 1<sup>st</sup> Avenue. Traveling toward Staten Island it would use 41<sup>st</sup> Street, 1<sup>st</sup> Avenue, 42<sup>nd</sup> Street, 9<sup>th</sup> Avenue, and 41<sup>st</sup> Street to enter the Lincoln Tunnel and return to Staten Island through New Jersey. After crossing the Goethals Bridge into Staten Island, it would travel via the West Shore Expressway, Arthur Kill Road, Eltingville Transit Center, Richmond Avenue, and Hylan Boulevard to terminate in the bus loop on Hylan Boulevard at Richmond Avenue.

These service changes are proposed to go into effect on September 2, 2014. The X21 is proposed to operate every 30 minutes on weekdays between 5:30 a.m. and 7:30 a.m. (toward Manhattan) and 4:00 p.m. and 6:00 p.m. (toward Staten Island).

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the X21 implementation would not result in a disproportionate impact on either minority or below-poverty populations.

### **Recommendation**

Implement the X21 Super Express between Eltingville and Midtown Manhattan.

### **Alternatives to the Proposed Service Change**

1. *Do not implement the X21.* Does not address the requests of the community for a faster alternative to existing South Shore express buses for commuting into Midtown Manhattan.

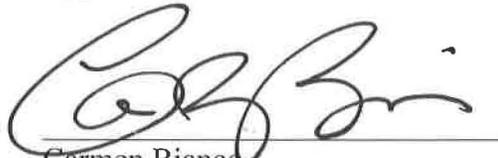
### **Budget Impact**

The net operational cost associated with this service is \$800,000 annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

### **Proposed Implementation Date**

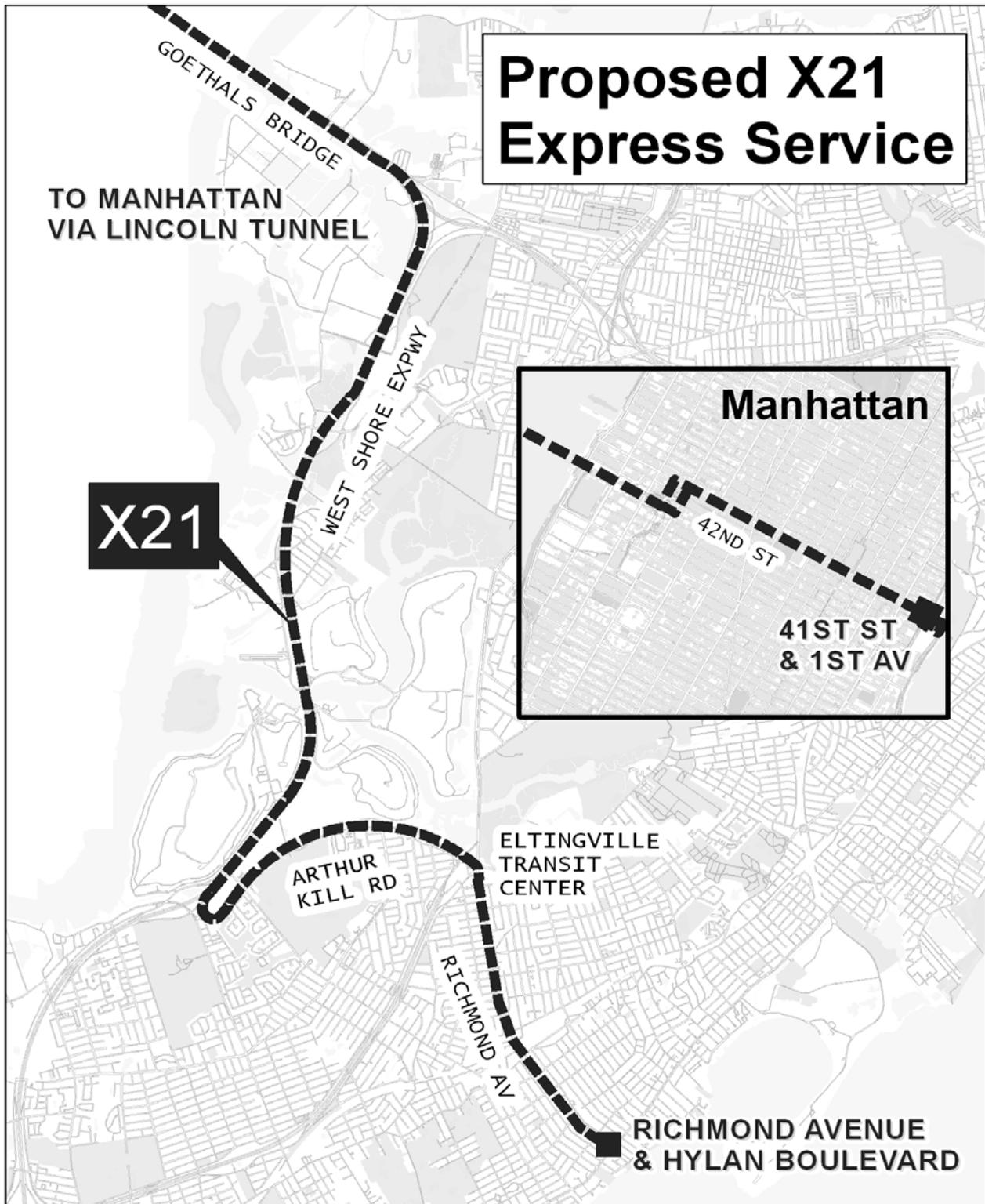
September 2, 2014.

Approved for submission to the Board:



Carmen Bianco  
President

Figure 1 – X21 Express Bus Service



## **BOARD RESOLUTION**

WHEREAS, in a Staff Summary dated June 4, 2014, the Chief of Operations Planning has recommended the following action as a part of the 2013 Service Investments:

- Implement the X21 Super Express between Eltingville and Midtown Manhattan.

WHEREAS, a public hearing was held on the proposed change on May 14, 2014 and a summary of public comment and NYC Transit staff response accompanied the Staff Summary; and

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

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

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

## Public Comments on the X21 Service June 2, 2014

### Summary of Public Comments and Staff Responses

As part of the 2013 Service Investments, X21 express bus service will be implemented between Eltingville in Staten Island and Midtown Manhattan on September 2, 2014. The X21 will operate during morning and evening peak hours, making a limited number of stops and offering a significant time savings for many commuters using existing Staten Island express buses.

The new service was the subject of a public hearing on May 14, 2014 at 347 Madison Avenue. Community members were invited to submit oral and written comments on the proposed plan.

This document summarizes oral comments received at the May 14, 2014 public hearing and written comments submitted to the MTA. For the purposes of the Staff Summary, the only comments listed below are those directly related to the X21 proposal. Comments are paraphrased for clarity. Following each comment is the New York City Transit staff response where necessary.

---

**Comment:** Multiple commenters expressed general support for a new Staten Island express bus option, noting that it should make their commute faster.

**Comment:** Five trips on the X21 is not enough.

**Response:** Given the funding levels for this project and bus availability, five trips each direction are currently planned for the X21. More trips could be added in the future if the route is successful and additional bus and funding capacity are available.

**Comment:** The South Shore should not be getting new express bus service when the North Shore needs it more.

**Response:** South Shore express bus customers currently have a significantly longer commute into Manhattan than North Shore express bus customers due to a greater distance from Manhattan and more indirect routes to access the Goethals Bridge or Verrazano-Narrows Bridge. The purpose of the X21 is to provide an alternative for South Shore commuters who are unsatisfied with the length of their trip.

**Comment:** The X21 will not carry enough customers.

**Response:** There has been a high amount of demand for this service. Additionally, a similar service, the X22A, has been very successful.

## Public Comments on the X21 Service

### Page 2 of 2

June 2, 2014

**Comment:** The X21 should not terminate at East 42<sup>nd</sup> Street and 1<sup>st</sup> Avenue because it will not have enough ridership. The ridership is north of East 42<sup>nd</sup> Street to East 57<sup>th</sup> Street where more people work. The X21 should be extended to terminate at East 59<sup>th</sup> Street and Madison Avenue in the morning rush and begin at East 59<sup>th</sup> Street and 5<sup>th</sup> Avenue in the evening rush.

**Response:** The X21 is designed to travel the length of 42<sup>nd</sup> Street in order to connect with all north-south subway and bus lines. Given the amount of traffic congestion in Manhattan, particularly during peak hours, a free transfer from the X21 to a subway line will nearly always be the fastest way to reach a Manhattan destination. Additionally, lengthening the bus route to 59<sup>th</sup> Street will increase the operating cost of the service beyond what has been budgeted.

**Comment:** Since the X21 is planned to begin at Richmond Avenue and Hylan Boulevard, would it be possible to use the bus turn around loop as the boarding area?

**Response:** The bus loop on Hylan Boulevard is a boarding area and is currently planned to be the first stop on the X21.

# Report



## New York City Transit

### **SERVICE CHANGES: MAKE PERMANENT M8 WEEKEND SERVICE**

#### **Service Issue**

As part of the 2013 Service Investments, weekend service on the M8 bus route was instituted on April 6, 2014 between the West Village and East Village in Manhattan. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing on May 14, 2014. Public comments were supportive of weekend service on the M8, with some requesting a higher frequency and longer span.

The M8 serves an important commercial corridor and is currently the only Manhattan local bus route to not have permanent weekend operation. There have been ongoing requests for better weekend transit service from residents and elected officials in neighborhoods along the route.

#### **Recommendation**

Make permanent the M8 weekend bus service between the West Village and East Village.

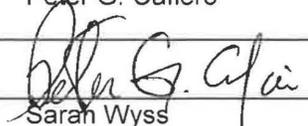
#### **Budget Impact**

The net operational cost associated with this service is \$400,000 annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

#### **Proposed Implementation Date**

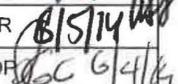
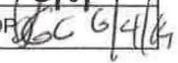
This service has been in operation since April 6, 2014.

# Staff Summary

Subject	Make Permanent M8 Weekend Service
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	June 4, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

## Purpose

To obtain Presidential approval and to inform the Board of NYCT's intention to make the new M8 weekend bus service permanent.

## Discussion

As part of the 2013 Service Investments, the MTA Board approved implementing new M8 weekend service between the West Village and East Village in Manhattan. The M8 had previously operated on weekends until the service reductions of June 2010. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing held at 347 Madison Avenue on May 14, 2014. Oral and written comments supported the addition of weekend service, with some requesting a higher frequency and longer span.

The new M8 weekend service was introduced to serve an important commercial corridor. Previously, the M8 was the only Manhattan local bus route to not operate on weekends. There have been ongoing requests for better crosstown weekend transit service from residents and elected officials in neighborhoods along the route.

Weekend M8 service was introduced on April 6, 2014 and operates every 30 minutes between 7:00 a.m. and 1:00 a.m. In April 2014, the M8 averaged 528 riders on Saturdays and 493 on Sundays, and ridership is expected to increase as more customers become aware that weekend service has returned.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the M8 weekend service would not result in a disproportionate impact on either minority or below-poverty populations.

The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services, and has approved the analysis of this proposed change.

**Recommendation**

Make permanent the M8 weekend bus service between the West Village and East Village.

**Alternatives to the Proposed Service Change**

1. *Do not make the experimental M8 weekend service permanent.* Does not address the requests of the community for improved weekend transit service.

**Budget Impact**

This service costs approximately \$400,000 annually.

**Proposed Implementation Date**

This service has been in operation since April 6, 2014.

Approved:

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

Carmen Bianco  
President

Figure 1 – M8 Weekend Service



## **Public Comments on the M8 Weekend Service June 2, 2014**

### Summary of Public Comments and Staff Responses

As part of the 2013 Service Investments, weekend service on the M8 bus route was instituted on April 6, 2014 on an experimental basis between the West Village and East Village in Manhattan.

The new service was the subject of a public hearing on May 14, 2014 at 347 Madison Avenue. Community members were invited to submit oral and written comments on the proposed plan.

This document summarizes oral comments received at the May 14, 2014 public hearing and written comments submitted to the MTA. For the purposes of the Staff Summary, the only comments listed below are those directly related to the M8 proposal. Comments are paraphrased for clarity. Following each comment is the New York City Transit staff response where necessary.

---

**Comment:** Numerous commenters including bus riders and elected officials expressed support for the M8 and urged the MTA to make permanent the service on weekends.

**Comment:** Please provide more frequent service and later hours.

**Response:** NYCT will monitor ridership on the route and will adjust frequencies and spans to meet guidelines as needed.

# Report



## New York City Transit

### **SERVICE CHANGES: MAKE PERMANENT Q31 WEEKEND SERVICE**

#### **Service Issue**

As part of the 2013 Service Investments, weekend service on the Q31 bus route was instituted on April 6, 2014 between Bayside and Jamaica in Queens. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing on May 14, 2014. Public comments were supportive of weekend service on the Q31.

The Q31 serves a variety of commercial, residential, and educational destinations and connects to numerous transit lines including the intermodal hub at Jamaica. It is the only NYC Transit-operated local bus route in Queens without weekend service. There have been ongoing requests for better weekend transit service from residents and elected officials in neighborhoods along the route.

#### **Recommendation**

Make permanent the Q31 weekend bus service between Bayside and Jamaica.

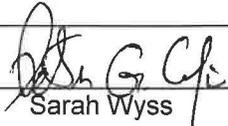
#### **Budget Impact**

The net operational cost associated with this service is \$420,000 annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

#### **Proposed Implementation Date**

This service has been in operation since April 6, 2014.

# Staff Summary

Subject	Make Permanent Q31 Weekend Service
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	June 4, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

## Purpose

To obtain Presidential approval and to inform the Board of NYCT's intention to make the new Q31 weekend bus service permanent.

## Discussion

As part of the 2013 Service Investments, weekend service on the Q31 bus route was instituted on April 6, 2014 between Bayside and Jamaica in Queens. The Q31 previously operated on weekends until the service reductions of June 2010. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing held at 347 Madison Avenue on May 14, 2014. Oral and written comments supported the addition of weekend service.

The Q31 serves a variety of commercial, residential, and educational destinations and connects to numerous transit lines including the intermodal hub at Jamaica. It is the only NYC Transit-operated local bus route in Queens without weekend service. There have been ongoing requests for better weekend transit service from residents and elected officials in neighborhoods along the route.

Weekend Q31 service was introduced on April 6, 2014 and operates every 20 to 30 minutes. On Saturdays, northbound trips operate between 8:00 am and 7:00 pm and southbound trips between 9:00 am and 8:00 pm. On Sundays, northbound trips operate between 9:00 am and 7:00 pm and southbound trips between 10:00 am and 7:30 pm. In April 2014, the Q31 averaged 671 riders on Saturdays and 619 on Sundays, and ridership is expected to increase as more customers become aware that weekend service has returned.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the Q31 weekend service would not

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result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services, and has approved the analysis of this proposed change.

### **Recommendation**

Make permanent the Q31 weekend bus service between Bayside and Jamaica.

### **Alternatives to the Proposed Service Change**

1. *Do not make the experimental Q31 weekend service permanent.* Does not address the requests of the community for improved weekend transit service.

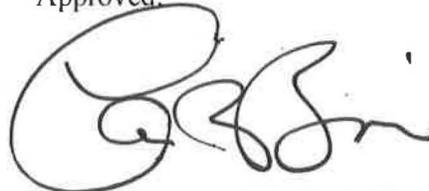
### **Budget Impact**

This service costs approximately \$420,000 annually.

### **Proposed Implementation Date**

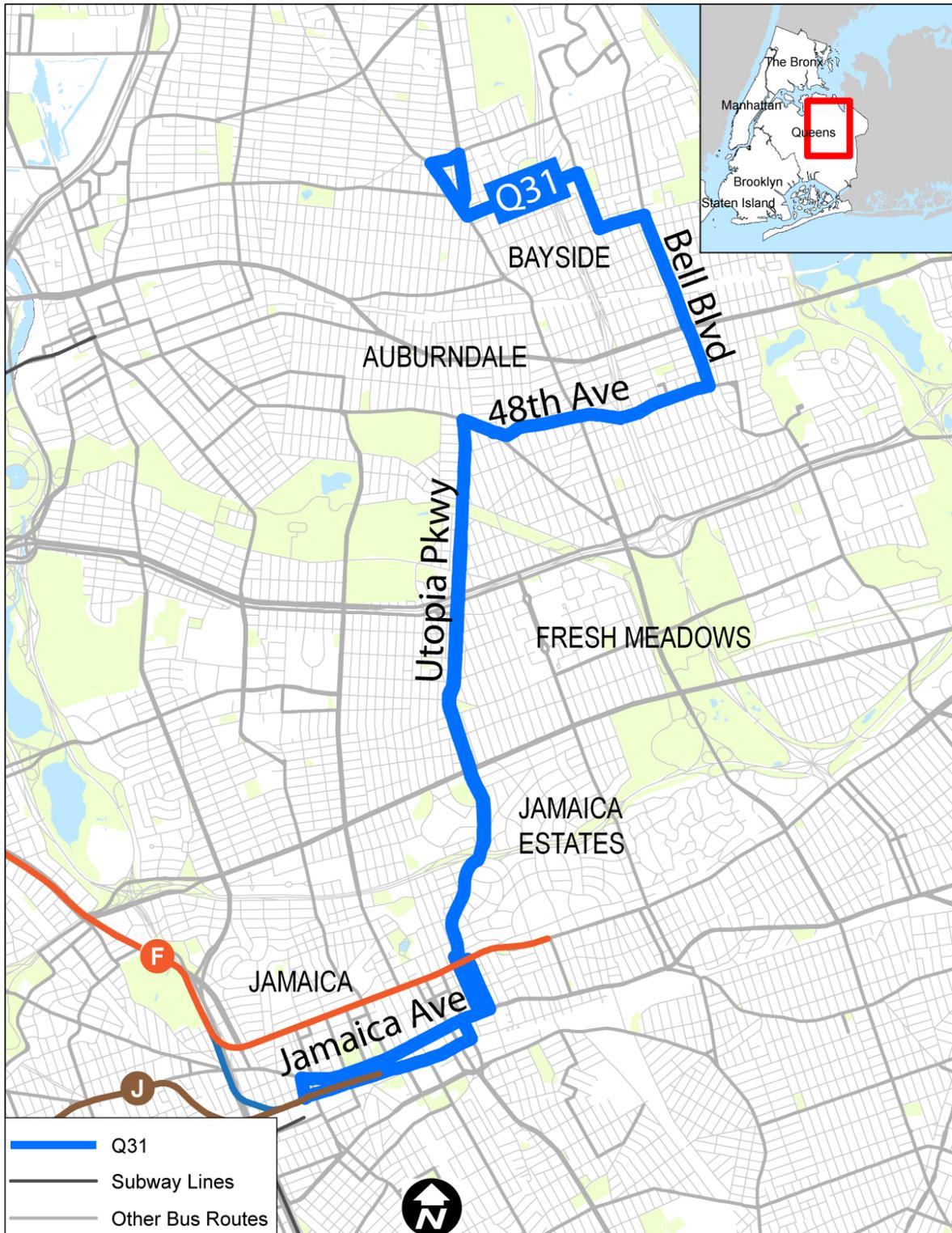
This service has been in operation since April 6, 2014.

Approved:



Carmen Bianco  
President

# Figure 1 - Q31 Weekend Service



## **Public Comments on the Q31 Weekend Service June 2, 2014**

### Summary of Public Comments and Staff Responses

As part of the 2013 Service Investments, weekend service on the Q31 bus route was instituted on April 6, 2014 on an experimental basis between Bayside and Jamaica in Queens.

The new service was the subject of a public hearing on May 14, 2014 at 347 Madison Avenue. Community members were invited to submit oral and written comments on the proposed plan.

This document summarizes oral comments received at the May 14, 2014 public hearing and written comments submitted to the MTA. For the purposes of the Staff Summary, the only comments listed below are those directly related to the Q31 proposal. Comments are paraphrased for clarity. Following each comment is the New York City Transit staff response where necessary.

---

**Comment:** Numerous commenters including bus riders, elected officials and the ATU expressed support for the Q31 and urged the MTA to make permanent the service on weekends.

# Report



## New York City Transit

### **SERVICE CHANGES: MAKE PERMANENT Q77 SUNDAY SERVICE**

#### **Service Issue**

As part of the 2013 Service Investments, Sunday service on the Q77 bus route was instituted on April 6, 2014 between Laurelton and Jamaica in Queens. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing on May 14, 2014. Public comments were supportive of Sunday service on the Q77.

The Q77 is currently the only NYC Transit local bus route that operates six days a week and there has been steadily growing demand for Sunday service.

#### **Recommendation**

Make permanent the Q77 Sunday bus service between Laurelton and Jamaica.

#### **Budget Impact**

The net operational cost associated with this service is \$160,000 annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

#### **Proposed Implementation Date**

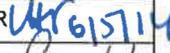
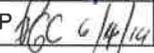
This service has been in operation since April 6, 2014.

# Staff Summary

Subject	Make Permanent Q77 Sunday Service
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	June 4, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

## Purpose

To obtain Presidential approval and to inform the Board of NYCT's intention to make the new Q77 Sunday service permanent.

## Discussion

As part of the 2013 Service Investments, Sunday service on the Q77 bus route was instituted on April 6, 2014 between Laurelton and Jamaica in Queens. According to NYC Transit service guidelines, a new day of service must be implemented on an experimental basis and a public hearing must be held following the initiation of the experiment. The new service was the subject of a public hearing held at 347 Madison Avenue on May 14, 2014. Oral and written comments supported the addition of Sunday service.

The Q77 is currently the only NYC Transit local bus route that operates six days a week and there has been steadily growing demand for Sunday service.

Sunday Q77 service was introduced on April 6, 2014 and operates every 30 minutes between 7:00 a.m. and 10:00 p.m. In April 2014, the Q77 averaged 756 riders on Sundays, and ridership is expected to increase as more customers become aware that Sunday service has returned.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the Q77 Sunday service would not result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services, and has approved the analysis of this proposed change.

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

**Recommendation**

Make permanent the Q77 Sunday bus service between Laurelton and Jamaica.

**Alternatives to the Proposed Service Change**

1. *Do not make the experimental Q77 Sunday service permanent.* Does not address the requests of the community for improved weekend transit service.

**Budget Impact**

This service costs approximately \$160,000 annually.

**Proposed Implementation Date**

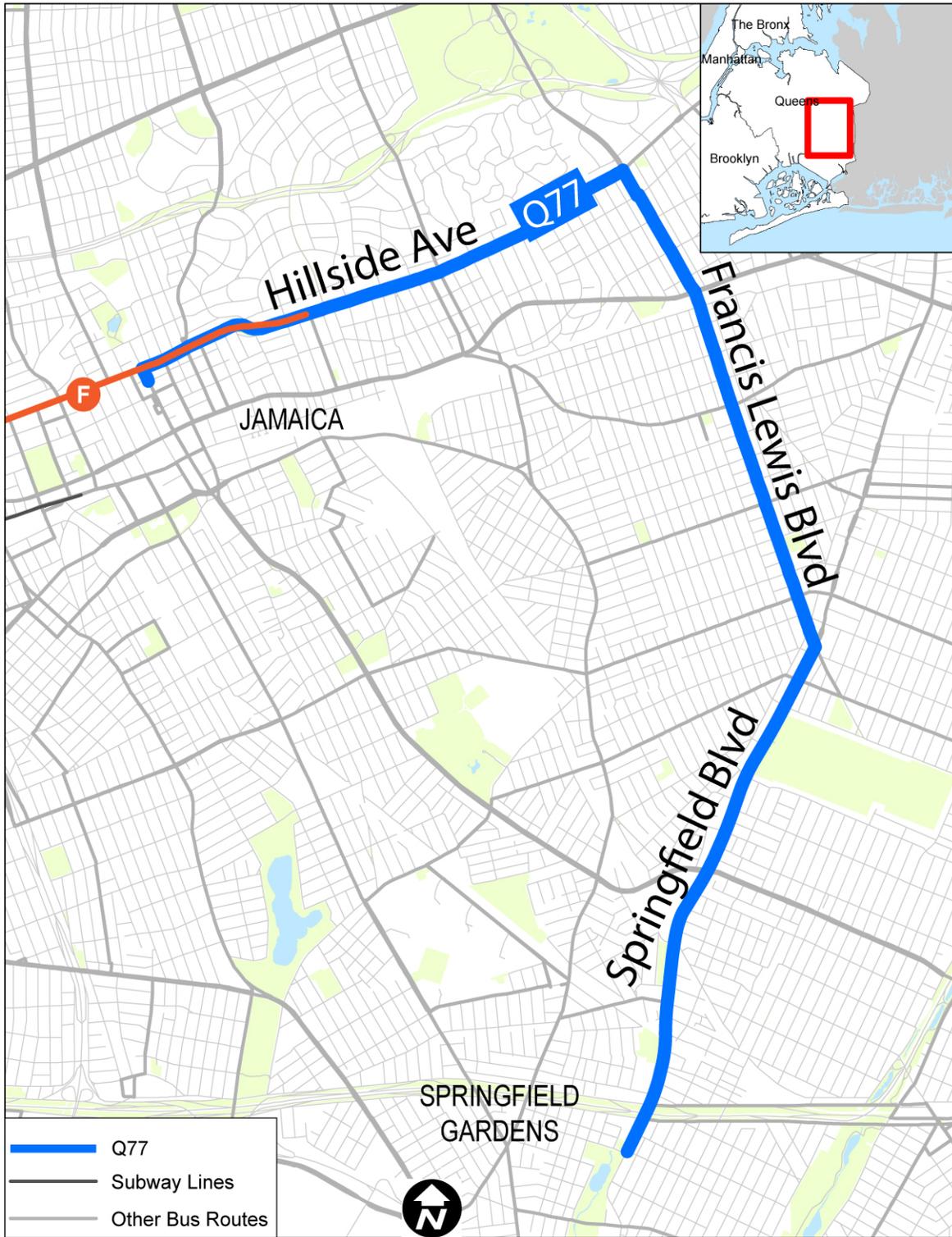
This service has been in operation since April 6, 2014.

Approved:



\_\_\_\_\_  
Carmen Bianco  
President

Figure 1 - Q77 Sunday Service



## **Public Comments on the Q77 Sunday Service June 2, 2014**

### Summary of Public Comments and Staff Responses

As part of the 2013 Service Investments, Sunday service on the Q77 bus route was instituted on April 6, 2014 on an experimental basis between Laurelton and Jamaica in Queens.

The new service was the subject of a public hearing on May 14, 2014 at 347 Madison Avenue. Community members were invited to submit oral and written comments on the proposed plan.

This document summarizes oral comments received at the May 14, 2014 public hearing and written comments submitted to the MTA. For the purposes of the Staff Summary, the only comments listed below are those directly related to the Q77 proposal. Comments are paraphrased for clarity. Following each comment is the New York City Transit staff response where necessary.

---

**Comment:** Numerous commenters including bus riders, elected officials and the ATU expressed support for the Q77 and urged the MTA to make the service permanent on weekends.

## **SERVICE CHANGES:      BUS SCHEDULE CHANGES EFFECTIVE September 2014**

### **Service Issue**

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

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

### **Recommendation**

Sixty-five bus schedule changes (on 55 routes) are proposed for implementation in September 2014.

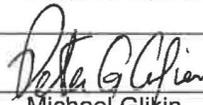
### **Budget Impact**

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

### **Proposed Implementation Date**

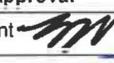
September 2014.

# Staff Summary

<b>Subject</b>	Bus Schedule Changes Effective September 2014
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Peter G. Cafiero
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Michael Glikin

<b>Date</b>	June 2, 2014
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

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

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

## Purpose

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

## Discussion

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

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

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## Recommendation

Sixty-five bus schedule changes (on 55 routes) have been identified for implementation in September 2014 (see Attachment 1).

1. Thirty-six of the 65 bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. The remaining 29 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.

## Alternative to the Proposed Service Change

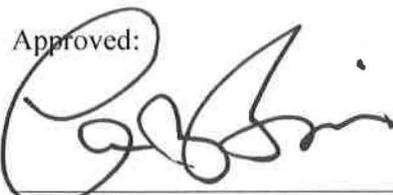
*Do nothing.* NYCT would not make service level adjustments to better meet customer demand.

## Budget Impact

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

## Proposed Implementation Date

September 2014.

Approved:   
Carmen Bianco  
President

**Attachment 1**  
**Sept 2014 - Page 1 of 2**

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Change												
B6	2.5	3	67%	86%	4.5	5.5	66%	79%	3	4	59%	78%	4	4.5	71%	81%	-7.9%
B43	9	8	110%	94%	15	20	62%	83%	12	12	96%	96%	12	15	61%	76%	-4.3%
B60	7	8	72%	81%	12	15	68%	85%	9	9	77%	77%	12	15	63%	79%	-5.2%
B82	4	3.5	96%	90%	5.5	5	80%	74%	4.5	4	97%	84%	9	9	99%	99%	+3.0%
Bx1/2*	4.5	4	106%	88%	4	4.5	76%	86%	4	4	72%	72%	5	6	34%	41%	-0.4%
Bx9	4	4	91%	91%	10	9	96%	83%	5	5	85%	85%	8	9	69%	69%	-2.0%
Bx10	5	5.5	74%	80%	12	12	86%	86%	9	9	92%	92%	15	12	108%	87%	+0.9%
Bx11	5	4.5	103%	95%	10	9	101%	87%	4.5	4.5	88%	88%	12	10	100%	83%	+6.8%
Bx15	3.5	3	89%	83%	5	5.5	83%	91%	4	4.5	75%	82%	5.5	6	67%	73%	-4.1%
Bx21	7	6	111%	100%	10	9	84%	72%	9	8	103%	90%	12	12	93%	93%	+3.2%
Bx27	5	4	118%	101%	12	12	82%	82%	7	6	91%	82%	9	8	109%	93%	+2.9%
Bx35	4	3.5	111%	98%	8	7	104%	86%	6	5.5	110%	100%	9	8	107%	91%	+10.8%
Bx36	3	2.5	110%	100%	8	7	103%	85%	5	4	121%	94%	6	6	100%	100%	+2.0%
M104	10	10	73%	73%	8	9	68%	80%	8	9	76%	88%	10	12	61%	73%	-11.6%
Q46	3	2.5	102%	97%	7	8	84%	92%	4	3.5	97%	91%	7	8	87%	96%	-1.2%
X1	8	8	82%	82%	15	15	80%	80%	5	4	103%	95%	8	9	84%	96%	+0.5%
X2	6	6	94%	94%	-	-	-	-	10	9	102%	88%	-	-	-	-	+2.0%
X5	6	7	81%	90%	-	-	-	-	9	9	94%	94%	15	15	88%	88%	-3.5%
X7	4	5	86%	92%	-	-	-	-	7	8	82%	92%	-	-	-	-	-5.3%
X8	12	15	60%	76%	-	-	-	-	15	20	60%	80%	-	-	-	-	-6.7%
X9	6	7	78%	86%	-	-	-	-	9	10	58%	68%	-	-	-	-	-5.2%
X11	9	9	93%	93%	-	-	-	-	10	12	76%	91%	-	-	-	-	-3.5%
X12	5	5	97%	97%	-	-	-	-	10	8	117%	88%	30	30	69%	69%	+5.3%
X14	10	10	85%	85%	-	-	-	-	9	10	75%	88%	-	-	-	-	-3.1%
X17J	4.5	4.5	97%	97%	-	-	-	-	9	8	104%	91%	-	-	-	-	+2.9%
X19	10	10	74%	74%	-	-	-	-	12	10	98%	87%	-	-	-	-	+2.6%
X22	6	5.5	107%	97%	-	-	-	-	10	9	99%	85%	30	30	96%	96%	+9.4%
X30	8	9	66%	75%	-	-	-	-	12	12	92%	92%	-	-	-	-	-3.6%
X31	10	10	87%	87%	-	-	-	-	15	12	104%	83%	-	-	-	-	+4.3%
X42	10	10	97%	97%	-	-	-	-	12	10	104%	86%	-	-	-	-	+6.6%

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

\* Grand Concourse Corridor

**Attachment 1  
September 2014 - Page 2 of 2**

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

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed													
Route	Current	Proposed	Current	Proposed	Change												
B12	8	9	71%	84%	8	8	95%	95%	8	7	100%	82%	10	9	113%	97%	+1.5%
B15	12	9	107%	76%	9	7	128%	90%	8	9	82%	96%	9	8	81%	70%	+13.0%
B43	20	15	109%	82%	12	12	93%	93%	12	15	64%	81%	15	20	68%	91%	-2.5%
B45	15	20	46%	61%	10	12	63%	75%	10	12	64%	77%	15	15	77%	77%	-9.4%
B65	20	20	75%	75%	15	20	63%	83%	15	20	63%	83%	15	20	70%	94%	-9.9%
Bx17	20	15	124%	93%	15	12	111%	88%	12	10	106%	88%	15	12	101%	81%	+6.6%
Bx21	15	15	94%	94%	15	12	113%	91%	10	9	91%	78%	12	12	99%	99%	+5.4%
M1/2/3/4**	4.5	4.5	58%	58%	4	3	105%	88%	3.5	2.5	110%	90%	3.5	3.5	65%	65%	+6.5%
M23	15	15	83%	83%	10	12	74%	89%	9	10	66%	77%	12	15	45%	81%	-8.7%
Q24	12	12	96%	96%	12	12	79%	79%	12	15	66%	83%	12	15	78%	97%	-7.8%
Q76	30	30***	119%	60%	30	30	92%	92%	30	30	97%	97%	30	30	57%	57%	+1.5%
S48	20	15	106%	79%	15	15	88%	88%	12	12	96%	96%	30	15	149%	74%	+12.9%

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed													
Route	Current	Proposed	Current	Proposed	Change												
B15	10	10	75%	75%	10	9	113%	97%	9	9	80%	80%	9	9	93%	93%	+2.3%
B68	12	12	96%	96%	8	10	61%	81%	10	12	65%	78%	10	12	59%	71%	-11.3%
Bx1/2*	12	12	86%	86%	8	9	73%	83%	7	8	81%	91%	10	10	79%	79%	-3.2%
Bx12	12	15	46%	86%	12	15	46%	89%	12	12	64%	64%	15	15	73%	73%	-2.1%
Bx12 - SBS	12	12	79%	79%	9	9	80%	80%	7	8	61%	68%	12	12	84%	84%	-4.4%
Bx26	20	20	54%	54%	15	20	57%	76%	20	15	104%	78%	20	20	71%	71%	-3.8%
M1/2/3/4**	5	5	56%	84%	3.5	3	99%	89%	3.5	3	101%	82%	4.5	4.5	55%	55%	+6.5%
M9	20	20	83%	83%	20	15	138%	83%	20	20	70%	70%	20	20	60%	60%	+4.6%
M31	20	20	37%	37%	10	12	70%	84%	12	15	51%	64%	20	20	46%	46%	-6.1%
M35	15	15	83%	83%	15	12	130%	67%	20	15	122%	92%	20	20	95%	95%	+3.3%
M79	15	15	97%	97%	7	8	70%	79%	8	9	73%	84%	12	15	34%	78%	-6.9%
Q88	30	20	104%	69%	15	12	103%	82%	15	12	112%	89%	20	15	130%	97%	+19.1%
X1	30	20	118%	70%	20	20	64%	64%	20	20	73%	73%	30	20	116%	69%	+14.4%
X10	30	30	93%	93%	30	30	73%	73%	30	30	71%	71%	60	30	153%	58%	+2.0%
X17	60	30	133%	50%	60	30	153%	58%	60	30	130%	49%	60	30	123%	46%	+53.3%

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

\* Grand Concourse Corridor

\*\* Fifth Avenue/Madison Avenue corridor

\*\*\* Additional early morning trip



## **SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report**

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>April 2013</u>	<u>April 2014*</u>	<u>Difference</u>
Cash	2.9%	2.6%	(0.3%)
Single-Ride Ticket	0.9%	0.8%	(0.1%)
Bonus Pay-Per-Ride	43.8%	43.1%	(0.8%)
Non-Bonus Pay-Per-Ride	3.1%	3.2%	0.1%
7-Day Farecard	18.6%	20.6%	2.0%
30-Day Farecard	<u>30.6%</u>	<u>29.7%</u>	(1.0%)
Total	100.0%	100.0%	

\* Preliminary

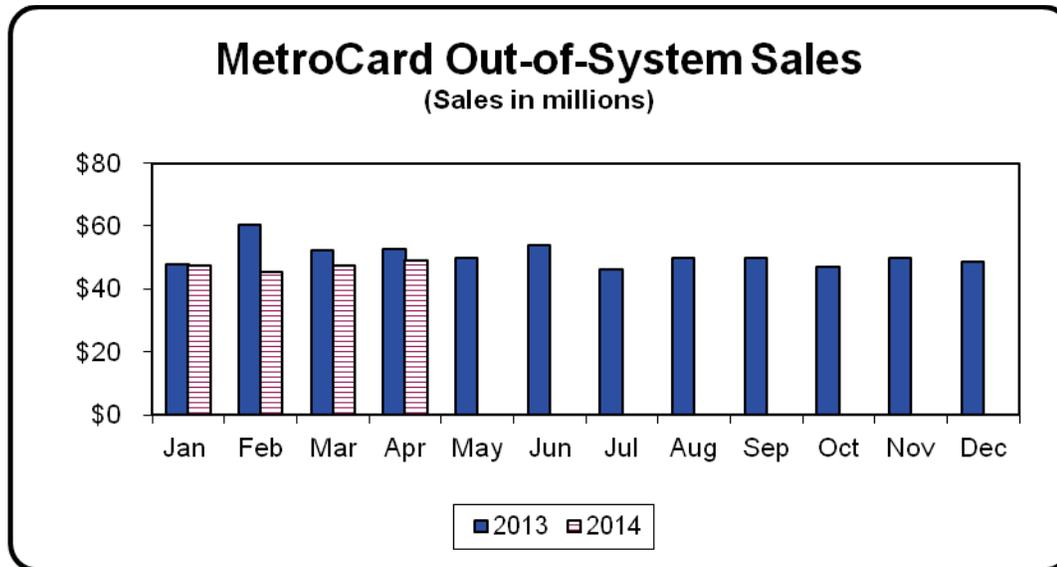
*Note: Percentages may not add due to rounding.*

### **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 April 2014 was 4,648, a 16.31 percent decrease from the same period last year. The average value of a credit issued was \$69.01.

## MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.1 million in April 2014, a 6.8 percent decrease compared to April of 2013. Year-to-date sales totaled \$189.6 million, a 10.9 percent decrease compared to the same period last year.



### *Retail Sales*

There were 4,431 active out-of-system sales and distribution locations for MetroCards, generating \$25.2 million in sales revenue during April 2014.

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

Sales of 179,735 MetroCards valued at approximately \$15.6 million were made in April 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$86.76. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 58,932 for April 2014, generating an additional \$6.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$89.1 million, a 12 percent decrease when compared to last year.

## Mobile Sales Program

In April 2014, the Mobile Sales unit completed 197 site visits, of which 141 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$116,000 in revenue was generated. In April 2014, the Mobile Sales unit assisted and enabled 1,786 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at York College Disability Awareness (Queens).

### **Reduced-Fare Program**

During April 2014 enrollment in the Reduced-Fare Program increased by 6,037 new customers, while 652 customers left the program. The total number of customers in the program is 893,731. Seniors account for 728,007 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 165,724 customers. Of those, a total of 36,075 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 \$7.5 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In April 2014, the EasyPay Reduced Fare program enrollment totaled 137,622 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 April 2014, the EasyPay Xpress PPR program enrollment totaled 67,012 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 25 trips per month, with an average monthly bill of \$62.

### **EasyPay Xpress Unlimited Program**

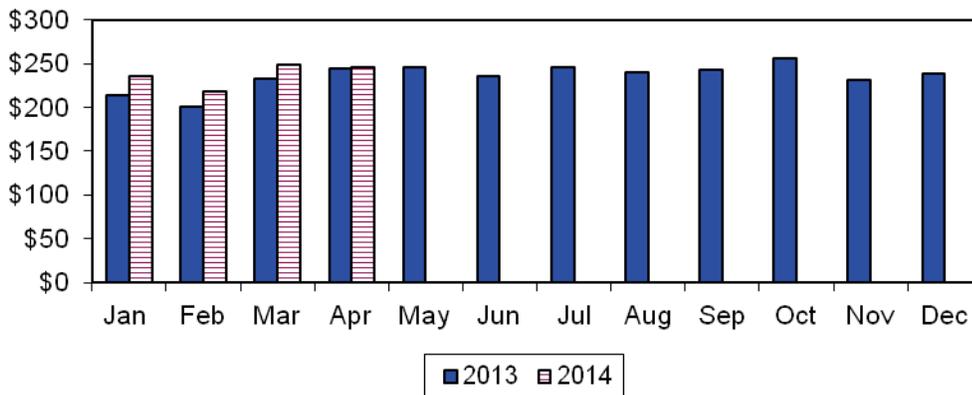
In April 2014, the EasyPay Xpress Unlimited program enrollment totaled 12,758 accounts. During this month, active Xpress Unlimited customers accounted for approximately 624,000 subway and local bus rides with \$1.2 million charged to their accounts. Each active account averaged 54 trips per month with a fixed monthly bill of \$112.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during April 2014 totaled \$245.5 million, on a base of 15.0 million customer transactions. This represents a 6.4 percent increase in year-to-date vending machine sales compared to the same period last year. During April 2014, MEMs accounted for 1,952,127 transactions resulting in \$49,362,945 in sales. Debit/credit card purchases accounted for 75.0 percent of total vending machine revenue, while cash purchases accounted for 25.0 percent. Debit/credit card transactions account for 49.2 percent of total vending machine transactions, while cash transactions account for 50.8 percent. The average credit sale was \$28.51, more than three times the average cash sale of \$8.04. The average debit sale was \$20.30.

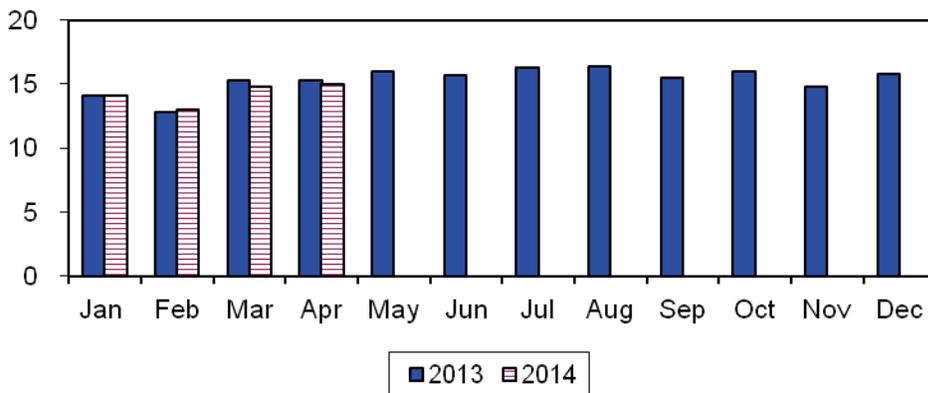
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



## Fulton Center Active and Future Construction Contracts

### Report to the Transit Committee - June 2014

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

	Budget	Expenditures
Construction	\$ 939.1	\$ 839.7
Design	105.3	104.3
Construction Management	134.7	106.1
Real Estate	220.9	206.6
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,256.7</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Substantial Completion
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	\$210.3	\$202.7	\$7.6	\$179.2	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

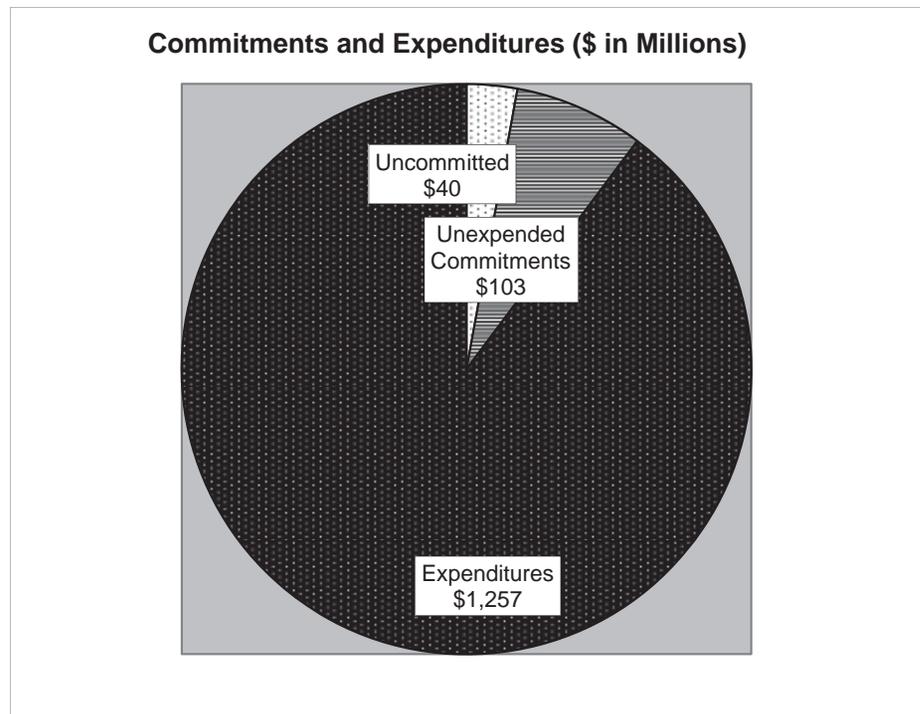
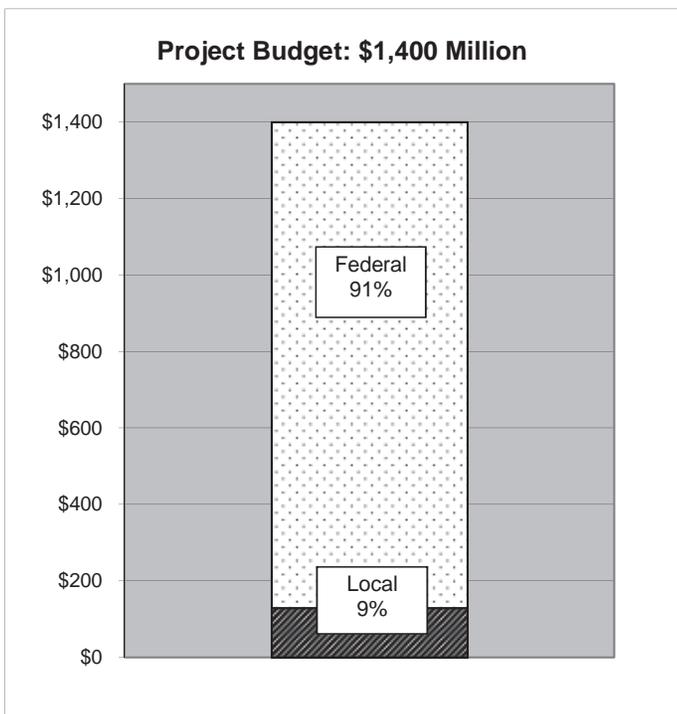
\* The Fulton Center Opening date is currently under review.

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

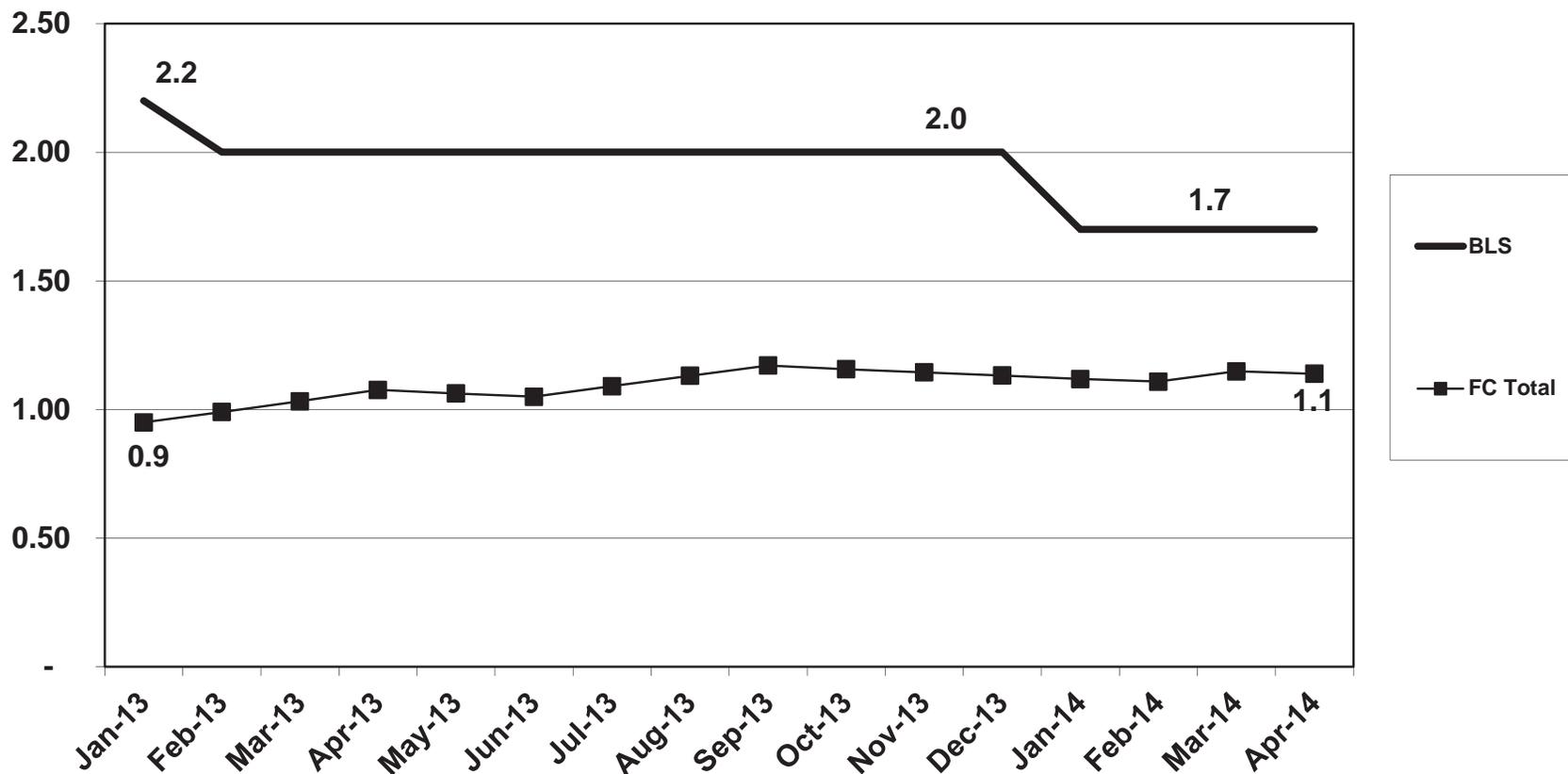
## Fulton Center Status

Report to the Transit Committee - June 2014  
(data thru May 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	\$ 936	\$ 40	\$ 843
FTA Reserve (2000-2004)	-	-	-	-	-	-	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	413
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,270</b>	<b>\$ 1,360</b>	<b>\$ 40</b>	<b>\$ 1,257</b>



### 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 - June 2014

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

	Budget	Expenditures
Final Design	\$ 117.4	114.3
Construction	1,892.5	1,725.9
Construction Management	44.0	33.8
Subway Project Reserve	46.9	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,874.0</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	222.9
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,096.9</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,149.9</b>

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	December-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
<b>Systems, Finishes, and Core &amp; Shell of Site A (Vent Building)</b>							
<i>Skanska/Railworks JV</i>	\$542.4	\$529.2	\$13.1	\$445.4	Aug-2011	Jun-2014	Dec-2014
<b>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes<sup>††</sup></b>							
<i>John P. Picone Inc.</i>	\$92.3	\$84.7	\$7.6	\$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.

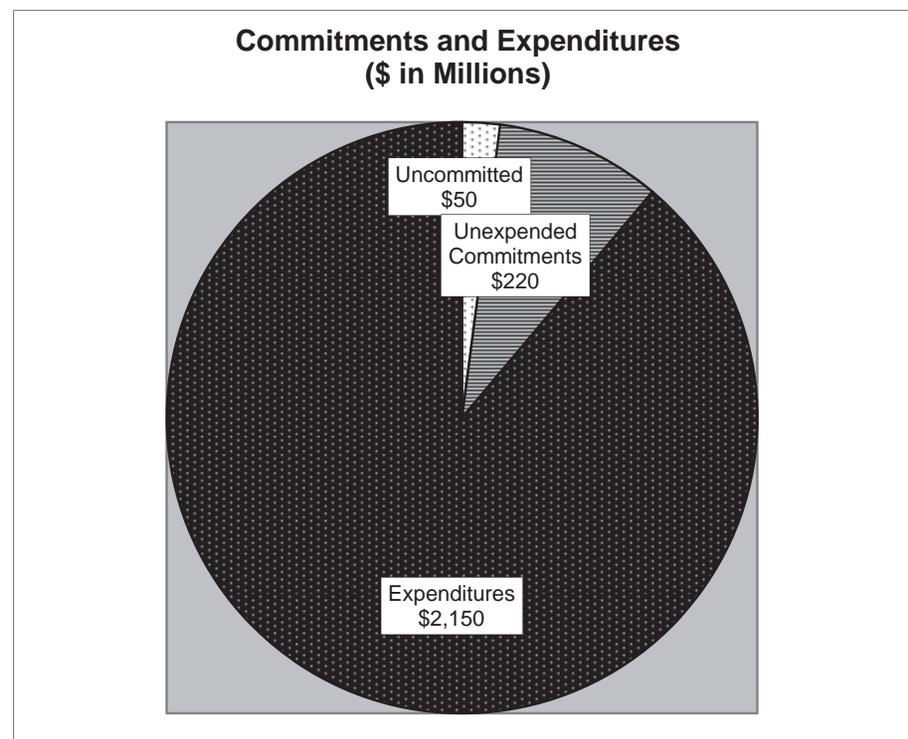
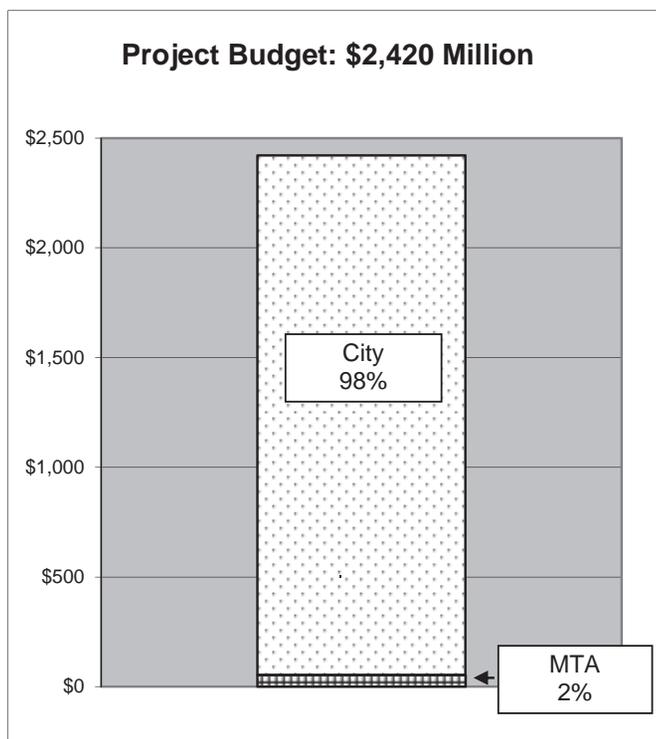
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

## 7 Line Extension Status

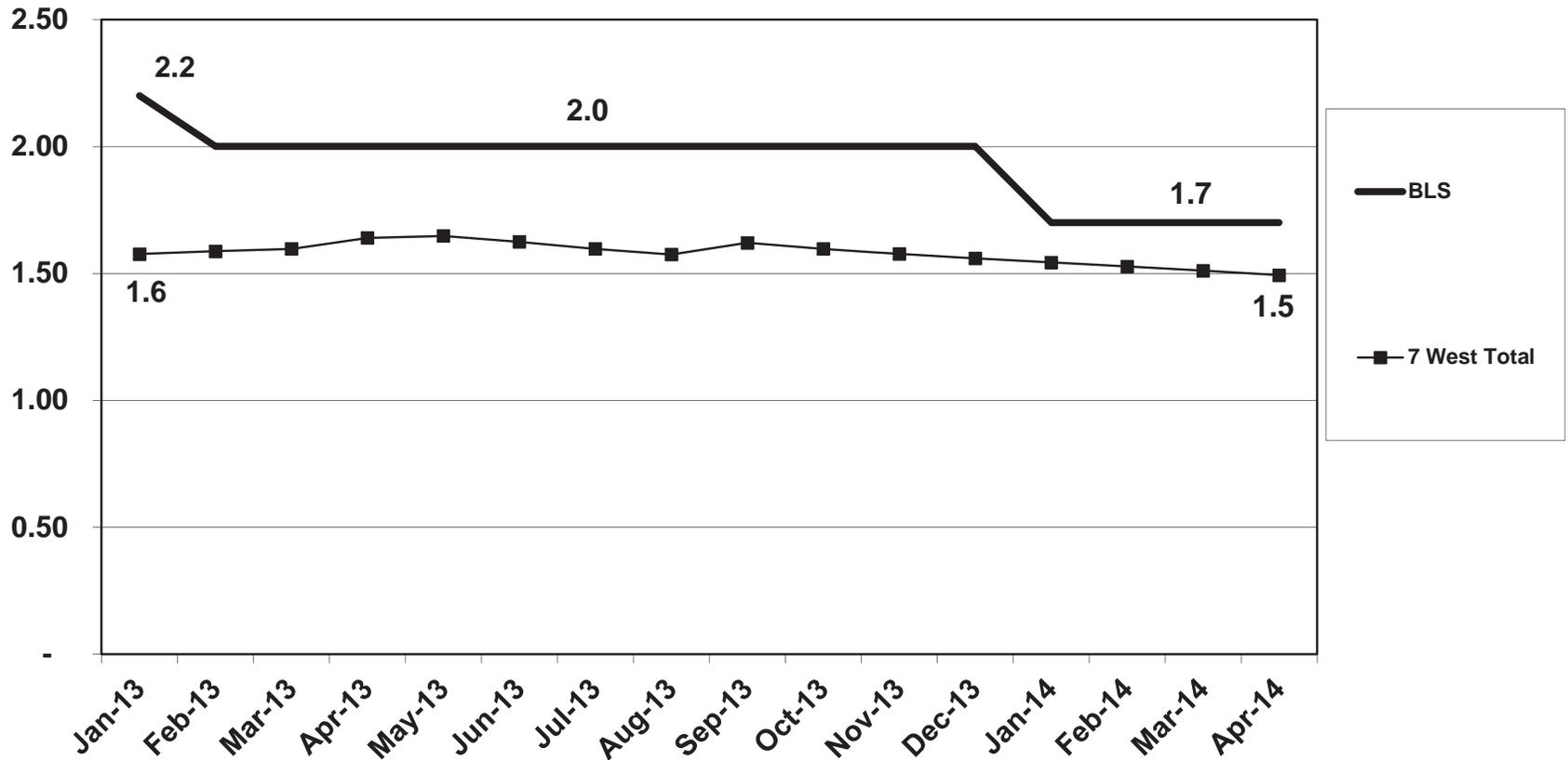
**Report to the Transit Committee - June 2014**  
(data thru May 2014)

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,317	2,317	50	2,097
<b>Total Authorized</b>	<b>\$ 2,420</b>	<b>\$ 53</b>	<b>\$ 2,367</b>	<b>\$ 2,317</b>	<b>\$ 2,370</b>	<b>\$ 50</b>	<b>\$ 2,150</b>

\* 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 - June 2014

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

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 2,027.2
Design	497.7	466.6
Construction Management	221.3	126.2
Real Estate	281.5	221.2
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 2,841.3</b>

	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	\$185.9	\$5.0	\$132.0	Jul-2010	Jan-2011	May-2014	Aug-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$317.7	\$14.4	\$271.0	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	\$66.0	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$347.3	\$333.4	\$13.9	\$117.1	Mar-2011	Jun-2012	Dec-2015	Jul-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$259.1	\$17.3	\$24.8	Nov-2012	Feb-2013	Nov-2015	Jun-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$208.4	\$14.6	\$6.5	Oct-2013	Jun-2013	May-2016	May-2016

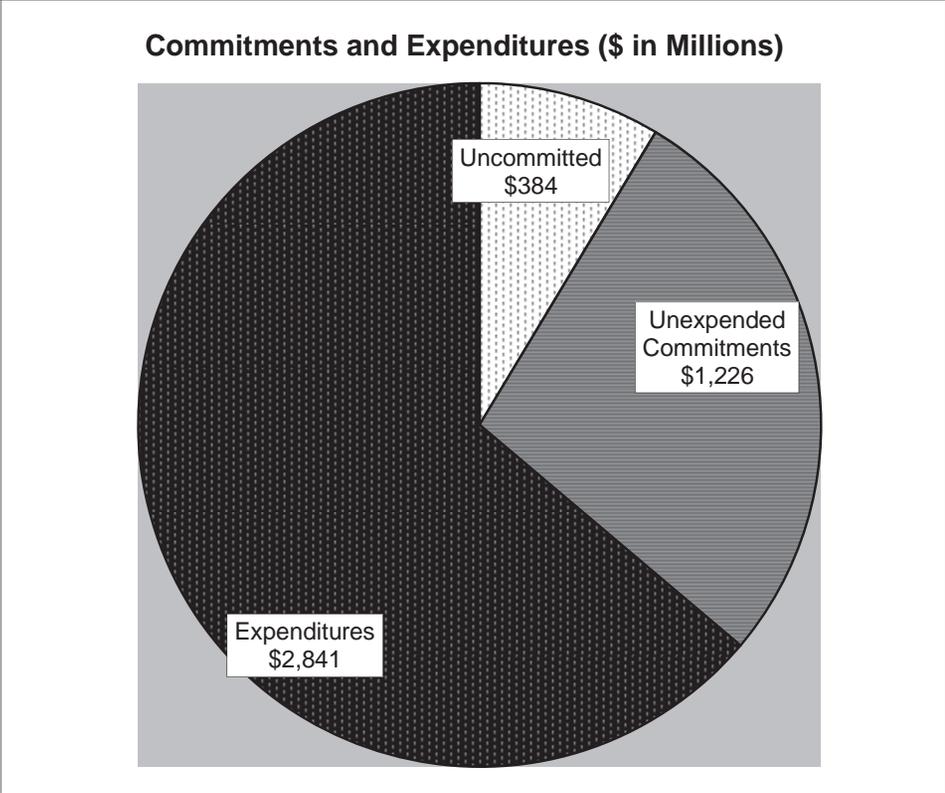
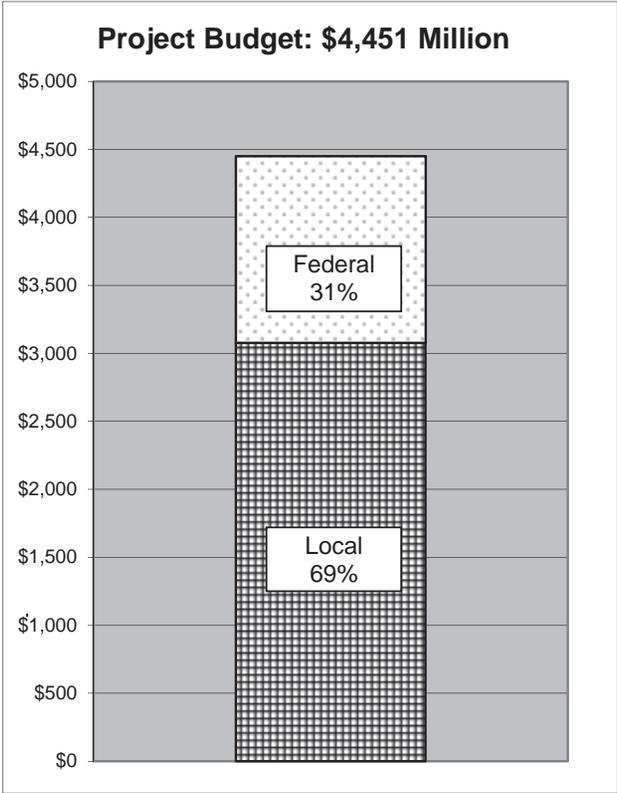
\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

# Second Avenue Subway (Phase 1) Status

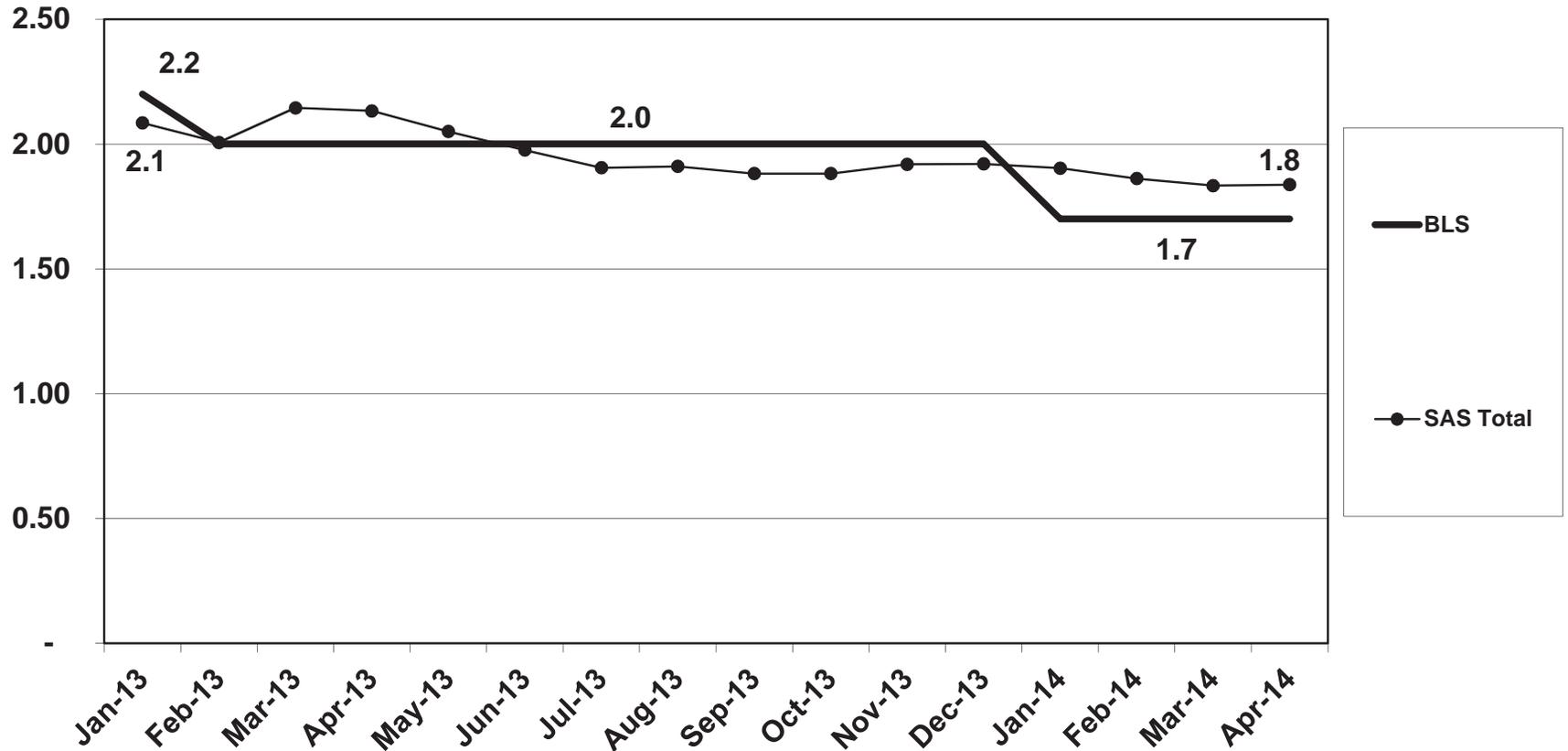
Report to the Transit Committee - June 2014

(data thru May 2014)

MTA Capital Program \$ in Millions	<u>Funding Sources</u>			<u>Status of Commitments</u>			
	Budgeted	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	1,837	77	1,445
2010-2014	1,487	1,487	-	-	1,182	305	363
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,067	\$ 384	\$ 2,841



**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)