



# Transit & Bus Committee Meeting

## July 2014

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### Committee Members

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

**Transit & Bus Committee Meeting**  
347 Madison Ave. - 5th Floor Board Room  
New York, NY 10017  
Monday, 7/28/2014  
9:30 - 10:30 AM ET

**1. PUBLIC COMMENT PERIOD**

**2. APPROVAL OF MINUTES – JUNE 23, 2014**

*June Committee Meeting Minutes - Page 4*

**3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 10*

**4. OPERATIONS PERFORMANCE SUMMARY**

**a. May Operations Report**

*May Operations Report - Page 18*

**5. FINANCIAL REPORTS**

**a. May NYCT Financial & Ridership Report**

*NYCT Financial Report - Page 55*

**b. May SIR Financial & Ridership Report**

*SIR Financial Report - Page 77*

**c. May MTA Bus Financial & Ridership Report**

*MTA Bus Financial Report - Page 88*

**d. Capital Program Status Report**

*Capital Program Status Report - Page 101*

**6. PROCUREMENTS**

*July Procurement Staff Summary & Resolution - Page 110*

**a. Non-Competitive**

*NYCT Non-Competitive Actions - Page 114*

**b. Competitive**

*NYCT Competitive Actions - Page 116*

**c. Ratifications**

*NYCT Ratifications - Page 127*

**7. ACTION ITEMS    Approve**

**a. ADA Accessibility**

*ADA Accessibility: 3 Stations -- Sea Beach & West End Lines - Page 131*

## **8. SERVICE CHANGES**

### **a. NYCT Bx24 Extension Approve**

*NYCT Bx24 Extension - Page 133*

### **b. NYCT Q17/27 Route Revision**

*NYCT Q17/27 Route Revision - Page 139*

### **c. MTA Bus Q113 Local and Q114 Limited Restructuring**

*MTA Bus Q113 Local and Q114 Limited Restructuring - Page 143*

## **9. SPECIAL REPORTS & PRESENTATIONS**

### **a. MetroCard Report**

*MetroCard Report - Page 148*

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

### **a. NYCT & MTA Bus EEO & Diversity Report**

*NYCT & MTA Bus EEO & Diversity Report - Page 152*

### **b. NYCT & MTA Bus EEO President's Report**

*NYCT & MTA Bus EEO President's Report - Page 163*

## **11. MTACC REPORT**

*MTACC Report - Page 171*

**Date of next meeting: September 22, 2014 at 10:30 AM**

**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**

**June 24, 2014**

Meeting Held at:

Metropolitan Transportation Authority  
347 Madison Avenue  
New York, New York 10017  
10:30 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair  
Hon. John H. Banks III, Vice-Chair  
Hon. Andrew Albert  
Hon. Allen P. Cappelli  
Hon. Ira Greenberg  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy

The following Members were absent:

Hon. Robert C. Bickford  
Hon. Mark Page  
Hon. David A. Paterson  
Hon. Jonathan A. Ballan  
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  
William DeSantis, Chief Procurement Officer, Materiel  
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

Joe Ann Brown thanked the Committee for restoring B37 bus service, and asked that restoration of the B51 bus also be considered.

Murray Bodin addressed the Committee on “change,” commenting positively on the MTA’s efforts to stay up to date, and noting with favor the appointment by Governor Cuomo of three new “forward thinking” Board Members.

## III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the May 19, 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 updated the Committee on the status of the investigation into the cause of the May 2<sup>nd</sup> derailment of the Manhattan bound  express train, informing Members that testing of the rail has confirmed that it met NYCT specifications and was not defective. He noted that the investigation into the cause of the derailment was ongoing, and that the Committee would be advised as further information became available.

SVP Leader reported to the Committee on the Department of Subways’ operating performance, noting that, effective June 8<sup>th</sup>, additional service would be added to the  line by reducing weekday headways from 3:00 pm to 9:00 pm, and that the  line would be extended from Myrtle Avenue to Essex Street on weekends. He also informed the Committee that service would be added to the , , , , , ,  and  lines in accordance with the service guidelines policy, noting that the increased frequency on the  line was made possible by CBTC running-time improvements using Automatic Train Operation.

SVP Leader reiterated NYCT’s commitment to understanding the dynamics of service delays and instituting programs to help mitigate such delays going forward, and remarked on the fact that the MDBF for the rail car fleet has increased since January of 2014 as a result of initiatives to address component reliability. SVP Leader also announced the appointment of Joseph Bromfield as Vice President and Chief Mechanical Officer for Car Equipment, informing Members that he will be responsible for continuing these initiatives.

President Bianco expressed his concern regarding the increase in delays reflected in the operating reports, emphasizing his commitment to maintaining “evenly spaced” subway service headways and exploring means to improve performance.

In response to a question from Member Albert, SVP Leader assured the Committee that the focus on wait assessment would not be at the expense of system delays overall.

Member Greenberg expressed his view that MDBF goals should be identified for each class of subway car, and that wait assessment goals for each subway line should be included in the Agenda. President Bianco noted that the 2014 wait assessment goal can be found in the Agenda.

Member Moerdler commented on the utility of using KPI statistics to gauge overall performance, and inquired as to the perceived cause of the poor performance on four of the subway lines. Noting the commendable efforts being made to ensure good service, he questioned whether the right goals were being set, and whether schedules needed to be reworked. President Bianco noted that the running times of trains and patterns of ridership have changed, and reiterated the importance of considering all relevant factors in any analysis.

In response to a question from Member Moerdler regarding platform doors, President Bianco noted that two initiatives, intrusion detection and platform door feasibility, are ongoing.

Noting that wait assessment is a better means of evaluating performance, Member Kay asked whether consideration should be given to doing away with on-time performance as a relevant indicator.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, noting that the M60 Select Bus Service route, launched on May 25th between the Upper West Side of Manhattan and LaGuardia Airport, has dedicated bus lanes currently in effect 24 hours a day, seven days a week on 125th street between Lenox Avenue and Second Avenue. President Irick commented that reports from the Customer Ambassador Program, through which MTA staff assists customers with off board fare payment, indicate that riders appear to be adjusting quickly to the SBS service. He also remarked that all buses on 125th street are traveling somewhat faster, and that the upcoming summer pick will include adjustments to bus running times and revenue trips to further improve reliability. He advised the Committee that as bus time and ridership data become available, a report on the M60's performance will be prepared by Operations Planning, as has been done on other SBS routes.

In response to a question from Member Moerdler, President Irick explained that there is no direct correlation between bus accidents and the number of customer injuries.

Vice President Kennedy presented the monthly Safety Report.

In response to Member Moerdler's concern regarding the role littering plays in causing track fires, Deputy Chief Coogan explained that the police issue summonses whenever such an infraction is observed. Chair Ferrer added that littering should be a specific focus of police activity. In response to a question from Member Cappelli, President Bianco noted that subway announcements are made regularly regarding the effect of littering on the incidence of track fires and delays in service. At Chair Ferrer's request, Deputy Chief Coogan agreed to present a plan to address the littering problem at the next Committee meeting. Member Kay added that perhaps policy measures need to be taken to supplement enforcement efforts.

Deputy Chief Coogan presented the NYPD Transit Bureau statistics.

In response to Member Moerdler's suggestion that additional officers be directed to subway stations identified as high crime locations in a recent article in the New York Daily News, Deputy Chief Coogan explained that weekly deployment meetings are already held by the NYPD to appropriately target areas warranting increased police presence.

## **B. Financial Reports**

President Bianco acknowledged the passage of the one year anniversary of the \$1.00 "green fee" applied to every new MetroCard purchase, reporting on how the fee has had beneficial effects on MTA finances and on the environment, as well as on the amount of litter in the system.

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

In response to a question from Member Albert, President Bianco agreed to advise the Committee of the number of MetroCards currently in circulation.

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

## **C. Procurements**

CPO DeSantis introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of five procurement action items totaling approximately \$4.5 Million in proposed expenditures, highlighting for the Committee two items relating to the Consolidated Revenue Facility.

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 that requiring a majority vote (Schedule G in the Agenda) was approved and forwarded to the full Board for consideration, as were its competitive procurements requiring a majority vote (Schedule G in the Agenda).

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

In response to a question from Member Moerdler, CPO DeSantis explained that the "significant adverse information" referenced in connection with Kratos Public Safety &

Security Solutions, Inc. related to a past audit issue involving a subsidiary company acquired by Kratos, adding that the subsidiary is not involved in any work on NYCT contracts.

## **V. Action Items**

SVP Smith presented two action items to the Committee for its approval: (1) the addition of leak mitigation at the South Ferry Terminal, and in the tunnel north of the Terminal, to the 2010-2014 Capital Program, and (2) the inclusion of additional Help Point locations to the 2010-2014 Capital Program.

In response to a question from Member Moerdler, SVP Smith informed the Committee that some of the referenced Help Point work would be performed in-house, and some by third party installers, including participants in the MTA's Small Business Mentoring Program. Member Moerdler indicated that he would like consideration to be given to having some of the work done by minority and women owned business enterprises.

In response to a question from Member Cappelli, SVP Smith advised the Committee that the duration of the referenced South Ferry work would be approximately 24 months from the date of contract award.

In response to a question from Member Albert, SVP Smith advised that information would continue to be posted in subway cars regarding how Help Points are operated, and agreed to consider the possibility of installing cameras in the Help Point equipment.

In response to a question from Member Kay, SVP Smith indicated that the FTA is still considering whether it will reimburse NYCT for the cost of the South Ferry leak mitigation work.

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

## **VI. Service Changes**

Peter Cafiero, Chief, Operations Planning, sought Committee approval for two service change action items: (1) the introduction of M12 local bus service to serve the west side of Manhattan between the West Village and Columbus Circle, proposed for implementation on August 31, 2014; and (2) the implementation of X21 Super Express bus service between Eltingville in Staten Island, and Midtown Manhattan.

In response to comments from Members Cappelli and Albert, Mr. Cafiero explained that the guideline for new bus routes, such as the M12, call for service every half an hour, noting, however, that this interval would be periodically re-evaluated. Member Greenberg suggested promoting the use of Bus Time to keep riders informed of arrival times.

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

Mr. Cafiero then presented to the Committee for its information the plan to make permanent three service changes: (1) M8 weekend bus service between the West and East Village; (2) Q31 weekend bus service between Bayside and Jamaica in Queens and (3) Q77 Sunday bus service between Laurelton and Jamaica in Queens. In addition, Mr. Cafiero presented for Committee approval the implementation of sixty-five routine bus schedule adjustments.

Member Moerdler requested that Mr. Cafiero revisit the calculation regarding the level of morning ridership on the Bx10 bus, noting that Community Board #10 has indicated that it is higher than represented.

Member Cappelli requested that consideration be given to increasing the span and frequency of service on the M8 bus route, and asked that the M8 be included in the service enhancement package for 2014.

Member Albert expressed his opinion that the M104 bus route should not be cut.

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

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

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

President Horodniceanu reported on the status of work at the Fulton Transit Center, as well as the status of the Second Avenue Subway and 7 Line Extension projects.

**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

#### July 2014

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

No Meetings Held

#### September 2014

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

#### October 2014

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

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

## Responsibility

### November 2014

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

### 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

### June 2015

No Items



## 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

### JULY 2014

#### EEO & Diversity Report

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

### AUGUST 2014

No Meetings Held

### SEPTEMBER 2014

#### 2014 NYC Transit Mid-Year Forecast Monthly Allocation

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

#### 2014 SIR Mid-Year Forecast Monthly Allocation

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

#### 2014 MTA Bus Mid-Year Forecast Monthly Allocation

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

#### 2015 NYC Transit Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### 2015 SIR Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### 2015 MTA Bus Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### Service Quality Indicators/PES Report

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

#### Elevator & Escalator Service Report

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

#### 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.

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

#### 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.

#### 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.

## 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.

## JANUARY 2015

### Approval of Committee Work Plan

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

## FEBRUARY 2015

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

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

### Preliminary Review of SIR 2014 Operating Results

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

### Preliminary Review of MTA Bus 2014 Operating Results

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

### Adopted Budget/Financial Plan 2015-2018

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

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

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

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

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

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

### 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.

## **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.

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

### 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.

### JUNE 2015

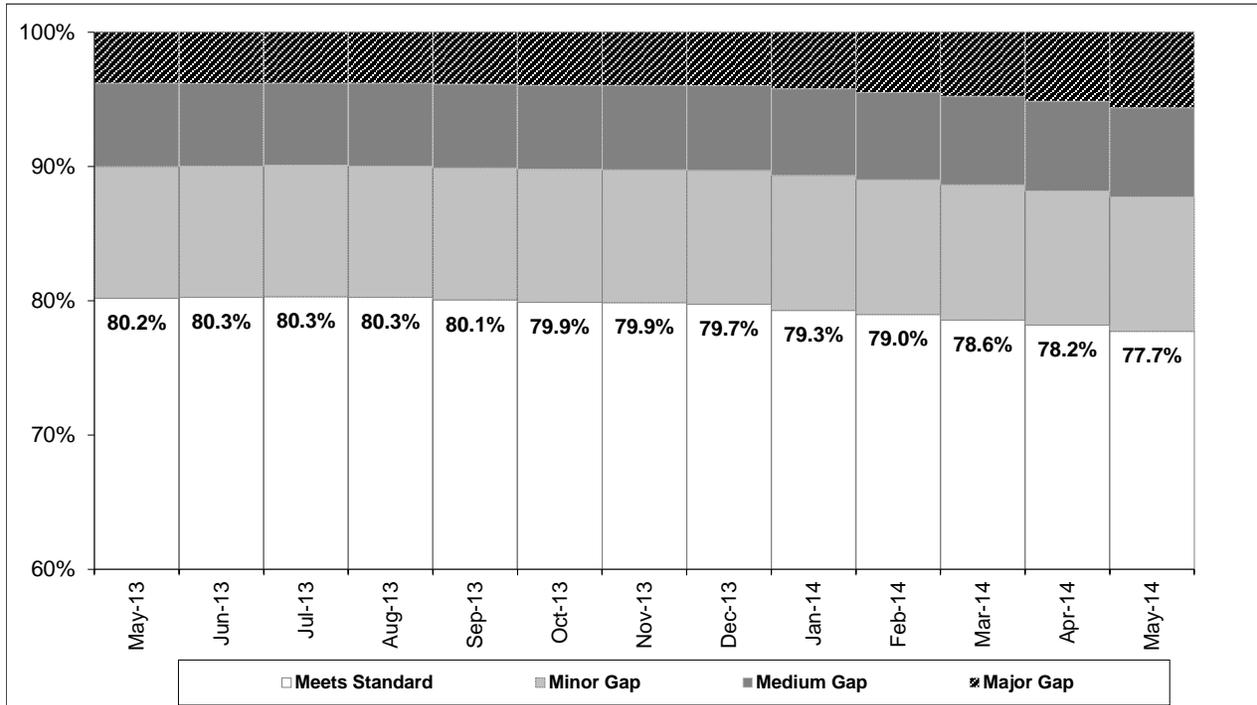
No Agenda Items

# Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2014			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
<b>System Wkday Wait Assessment (Charts 1-2)</b>				77.7%	80.2%	-2.5%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	73.3%	75.6%	-2.3%	73.9%	76.6%	-2.7%
A Division Weekday Wait Assessment - (All Lines)				74.2%	76.9%	-2.7%
B Division Weekday Wait Assessment	78.4%	82.8%	-4.4%	79.4%	81.7%	-2.3%
<b>System Wkend Wait Assessment (Chart 3)</b>				83.6%	85.2%	-1.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	83.8%	84.0%	-0.2%	84.5%	84.9%	-0.4%
A Division Weekend Wait Assessment - (All Lines)				83.4%	84.3%	-0.9%
B Division Weekend Wait Assessment	88.1%	85.6%	+2.5%	83.8%	85.8%	-2.0%
<b>System Wkday Terminal On-Time Performance (Charts 4-5)</b>	72.6%	83.3%	-10.7%	77.4%	82.8%	-5.4%
A Division Weekday Terminal On-Time Performance	67.4%	77.7%	-10.3%	71.4%	75.0%	-3.6%
B Division Weekday Terminal On-Time Performance	76.8%	87.9%	-11.1%	82.2%	88.2%	-6.0%
System Number of Terminal Delays (Chart 6)	45,444	28,399	+60.0%	37,662	24,727	+52.3%
<b>System Wkend Terminal OT Performance (Charts 7-8)</b>	80.9%	86.8%	-5.9%	83.6%	87.9%	-4.3%
A Division Weekend Terminal On-Time Performance	81.5%	81.7%	-0.2%	80.9%	81.5%	-0.6%
B Division Weekend Terminal On-Time Performance	80.5%	90.3%	-9.8%	85.5%	91.8%	-6.3%
System Number of Weekend Terminal Delays (Chart 9)	9,640	6,422	+50.1%	8,341	5,414	+54.1%
<b>Mean Distance Between Failures (Charts 10-11)</b>	140,518	206,211	-31.9%	135,472	165,445	-18.1%
A Division Mean Distance Between Failures	124,814	204,936	-39.1%	121,033	158,471	-23.6%
B Division Mean Distance Between Failures	154,755	207,186	-25.3%	148,681	171,010	-13.1%
<b>System Weekday Service-KPI (Charts 12-13)</b>	76.6%	83.2%	-6.6%	78.0%	83.2%	-5.2%
A Division Weekday Service-KPI	72.9%	79.7%	-6.8%	73.3%	78.8%	-5.5%
B Division Weekday Service-KPI	79.6%	85.4%	-5.8%	81.2%	85.5%	-4.3%
<b>System Weekday PES-KPI (Charts 14-16)</b>				91.6%	91.0%	+0.6%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	93.0%	93.1%	-0.1%	94.1%	92.6%	+1.5%
AM Rush On-Time Performance	94.7%	100.1%	-5.4%	95.3%	97.7%	-2.4%
PM Rush On-Time Performance	97.7%	99.8%	-2.1%	96.1%	96.4%	-0.3%
Percentage of Completed Trips	99.8%	99.6%	+0.2%	99.7%	99.4%	+0.3%
Mean Distance Between Failures	225,257	110,310	+104.2%	66,997	77,294	-13.3%
Staten Island Railway PES-KPI (Chart 17)				90.6%	92.3%	-1.7%

## 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>Jun '13 - May '14</b>	77.7%	10.0%	6.6%	5.6%	2014 GOAL: 80.7%
<b>Jun '12 - May '13</b>	80.2%	9.8%	6.2%	3.8%	2013 ACTUAL: 80.3%

**Chart 1**

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

Line	<u>Jun '13 - May '14</u>				<u>Jun '12 - May '13</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>GAP</u>			<u>Meets Standard</u>	<u>Headways* GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	80.5%	8.1%	5.7%	5.6%	83.5%	8.1%	4.7%	3.7%	-3.0%
②	71.5%	10.5%	9.4%	8.5%	73.9%	10.5%	8.6%	7.0%	-2.4%
③	76.7%	10.1%	7.3%	5.9%	77.5%	10.1%	6.9%	5.4%	-0.8%
④	72.2%	9.7%	8.6%	9.6%	74.4%	9.9%	7.8%	7.9%	-2.2%
⑤	69.0%	10.1%	9.4%	11.4%	71.9%	10.1%	8.4%	9.7%	-2.9%
⑥	73.5%	8.1%	7.8%	10.6%	78.5%	8.3%	6.2%	7.1%	-5.0%
⑦	76.3%	10.8%	7.1%	5.8%	78.8%	10.9%	6.8%	3.4%	-2.5%
Ⓢ 42nd	90.8%	4.2%	2.0%	3.0%	N/A	N/A	N/A	N/A	N/A
<b>Subdivision A**</b>	<b>74.2%</b>	<b>9.6%</b>	<b>7.9%</b>	<b>8.2%</b>	<b>76.9%</b>	<b>9.7%</b>	<b>7.0%</b>	<b>6.3%</b>	<b>-2.7%</b>
Ⓐ	68.6%	11.0%	9.4%	10.9%	74.5%	10.0%	9.6%	5.9%	-5.9%
Ⓑ	77.9%	11.3%	6.4%	4.4%	80.0%	11.5%	6.5%	2.0%	-2.1%
Ⓒ	79.9%	10.3%	5.9%	4.0%	84.0%	10.4%	3.8%	1.7%	-4.1%
Ⓓ	79.2%	11.0%	6.0%	3.8%	78.8%	12.9%	6.1%	2.2%	+0.4%
Ⓔ	72.4%	11.8%	8.9%	6.8%	76.3%	11.2%	8.2%	4.2%	-3.9%
Ⓕ	72.1%	10.3%	8.4%	9.1%	75.2%	10.5%	9.1%	5.1%	-3.1%
Ⓢ Fkln	96.6%	2.0%	0.9%	0.5%	97.2%	2.2%	0.5%	0.2%	-0.6%
Ⓖ	77.0%	11.5%	7.6%	3.8%	84.0%	11.1%	3.4%	1.5%	-7.0%
Ⓢ Rock	89.2%	7.3%	1.7%	1.8%	96.9%	2.4%	0.5%	0.2%	-7.7%
Ⓙ	79.5%	10.8%	5.9%	3.7%	81.9%	9.8%	5.7%	2.6%	-2.4%
Ⓛ	78.9%	11.4%	5.0%	4.7%	82.2%	10.8%	5.5%	1.6%	-3.3%
Ⓜ	78.2%	11.8%	6.2%	3.7%	78.2%	12.0%	7.4%	2.5%	+0.0%
Ⓝ	79.5%	10.2%	6.3%	3.9%	79.1%	11.0%	6.6%	3.3%	+0.4%
Ⓞ	78.7%	11.7%	7.2%	2.5%	79.8%	12.3%	5.4%	2.4%	-1.1%
Ⓡ	82.6%	10.1%	4.8%	2.5%	77.4%	9.8%	9.1%	3.7%	+5.2%
<b>Subdivision B</b>	<b>79.4%</b>	<b>10.2%</b>	<b>6.0%</b>	<b>4.4%</b>	<b>81.7%</b>	<b>9.9%</b>	<b>5.8%</b>	<b>2.6%</b>	<b>-2.3%</b>
<b>Systemwide**</b>	<b>77.7%</b>	<b>10.0%</b>	<b>6.6%</b>	<b>5.6%</b>	<b>80.2%</b>	<b>9.8%</b>	<b>6.2%</b>	<b>3.8%</b>	<b>-2.5%</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.

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

Line	Jun '13 - May '14				Jun '12 - May '13				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	89.5%	6.0%	2.8%	1.7%	85.0%	8.0%	4.2%	2.8%	+4.5%
2	81.7%	10.1%	5.7%	2.5%	83.6%	9.4%	4.6%	2.4%	-1.9%
3	88.5%	6.9%	2.8%	1.8%	87.4%	7.2%	2.8%	2.6%	+1.1%
4	79.1%	9.8%	6.5%	4.5%	80.8%	9.1%	5.7%	4.4%	-1.7%
5	83.9%	8.2%	4.4%	3.6%	87.6%	6.2%	3.7%	2.5%	-3.7%
6	84.4%	7.8%	4.7%	3.1%	85.2%	8.0%	3.9%	2.9%	-0.8%
7	76.8%	12.5%	7.1%	3.5%	80.7%	12.2%	5.6%	1.5%	-3.9%
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>83.4%</b>	<b>8.8%</b>	<b>4.9%</b>	<b>3.0%</b>	<b>84.3%</b>	<b>8.6%</b>	<b>4.4%</b>	<b>2.7%</b>	<b>-0.9%</b>
A	78.5%	11.4%	6.7%	3.5%	79.4%	11.0%	7.2%	2.4%	-0.9%
C	77.1%	8.9%	8.9%	5.1%	84.9%	9.5%	4.6%	0.9%	-7.8%
D	82.0%	12.0%	5.2%	0.8%	82.5%	11.1%	4.9%	1.5%	-0.5%
E	83.0%	11.5%	4.9%	0.6%	87.7%	8.4%	2.6%	1.3%	-4.7%
F	79.8%	11.8%	6.3%	2.1%	79.8%	11.6%	6.6%	2.0%	+0.0%
S Fkln	96.3%	3.4%	0.0%	0.3%	96.8%	3.0%	0.2%	0.0%	-0.5%
G	86.0%	8.7%	3.0%	2.3%	87.0%	7.8%	4.3%	0.9%	-1.0%
J Z	90.2%	6.1%	3.1%	0.6%	89.8%	8.6%	0.8%	0.8%	+0.4%
L	82.5%	9.3%	5.8%	2.4%	87.2%	9.2%	2.2%	1.5%	-4.7%
N	80.7%	10.7%	5.6%	3.0%	86.3%	8.1%	4.6%	1.0%	-5.6%
Q	86.4%	8.3%	4.2%	1.1%	83.0%	10.8%	4.6%	1.6%	+3.4%
R	82.7%	11.8%	4.2%	1.3%	84.9%	11.5%	2.6%	0.9%	-2.2%
<b>Sub Division B</b>	<b>83.8%</b>	<b>9.5%</b>	<b>4.8%</b>	<b>1.9%</b>	<b>85.8%</b>	<b>9.2%</b>	<b>3.8%</b>	<b>1.2%</b>	<b>-2.0%</b>
<b>Systemwide**</b>	<b>83.6%</b>	<b>9.2%</b>	<b>4.8%</b>	<b>2.3%</b>	<b>85.2%</b>	<b>9.0%</b>	<b>4.0%</b>	<b>1.8%</b>	<b>-1.6%</b>

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

\* **Headway Definitions**

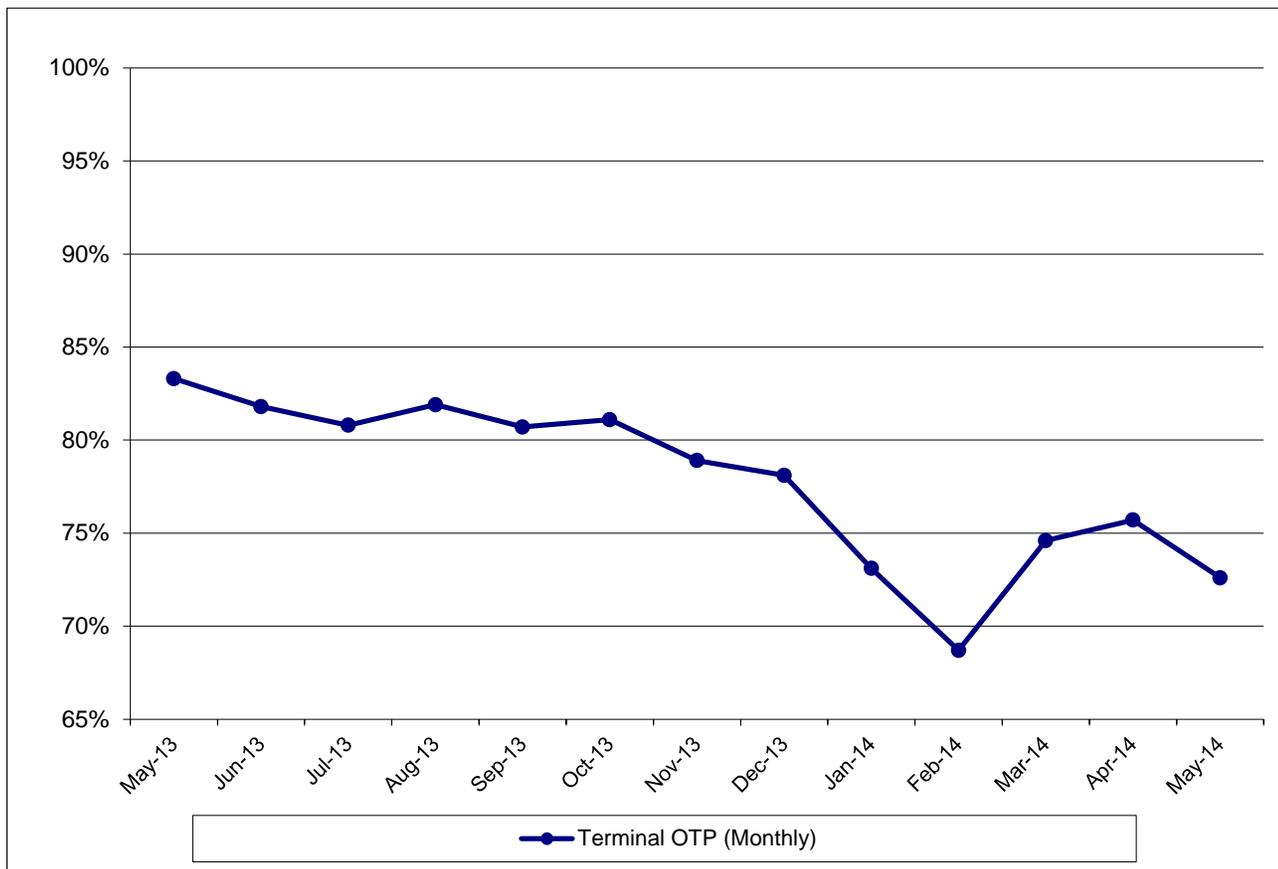
Minor Gap: from 25% to 50% over scheduled headway

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

May 2014: 72.6%  
 May 2013: 83.3%  
 12-Mon Avg: 77.4%  
 (Jun '13-May '14)

#### Subdivision A

##### Monthly Results

May 2014: 67.4%  
 May 2013: 77.7%  
 12-Mon Avg: 71.4%  
 (Jun '13-May '14)

#### Subdivision B

##### Monthly Results

May 2014: 76.8%  
 May 2013: 87.9%  
 12-Mon Avg: 82.2%  
 (Jun '13-May '14)

### Discussion of Results

In May 2014, Over Crowding (11,574 delays), Right Of Way (9,426 delays) and Track Gangs (9,105 delays), were the highest categories of delays, representing 66.2% of the total 45,444 delays.

**Chart 4**

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

<u>Line</u>	<u>Jun '13 - May '14</u>	<u>Jun '12 - May '13</u>	<u>% Difference</u>
①	80.6%	86.9%	-6.3%
②	48.0%	58.0%	-10.0%
③	66.2%	71.0%	-4.8%
④	46.6%	61.8%	-15.2%
⑤	48.9%	62.9%	-14.0%
⑥	62.7%	77.2%	-14.5%
⑦	87.8%	89.9%	-2.1%
Ⓢ 42 St	97.7%	N/A*	
<b>Subdivision A</b>	<b>71.4%</b>	<b>75.0%</b>	<b>-3.6%</b>
Ⓐ	77.1%	85.4%	-8.3%
Ⓑ	76.6%	87.8%	-11.2%
Ⓒ	87.9%	90.9%	-3.0%
Ⓓ	78.2%	88.1%	-9.9%
Ⓔ	74.7%	84.9%	-10.2%
Ⓕ	61.2%	79.3%	-18.1%
Ⓢ Fkln	98.7%	99.4%	-0.7%
Ⓖ	83.3%	88.4%	-5.1%
Ⓢ Rock	95.4%	98.0%	-2.6%
Ⓙ	91.1%	95.1%	-4.0%
Ⓛ	93.6%	94.9%	-1.3%
Ⓜ	80.7%	87.8%	-7.1%
Ⓝ	77.5%	82.1%	-4.6%
Ⓠ	82.6%	86.5%	-3.9%
Ⓡ	88.9%**	86.8%	+2.1%
<b>Subdivision B</b>	<b>82.2%</b>	<b>88.2%</b>	<b>-6.0%</b>
<b>Systemwide</b>	<b>77.4%</b>	<b>82.8%</b>	<b>-5.4%</b>

\* Performance data unavailable pending ATS system software upgrade.

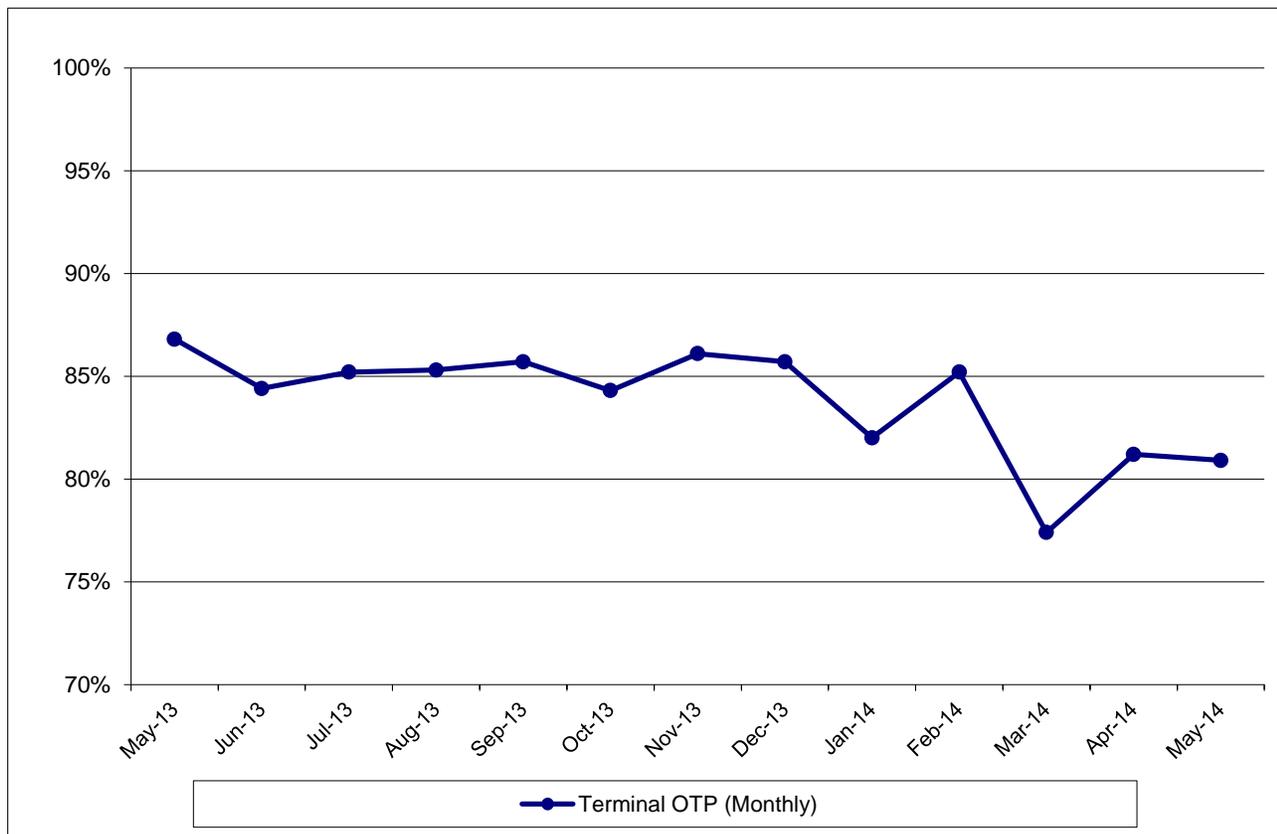
\*\* OTP for May 2014 was 95.0% for the Brooklyn segment and 70.6% for the Manhattan segment.

**May 2014 Weekday Terminal Delays  
Systemwide Summary**

Categories	Delays
Over Crowding	11,574
Row Delays	9,426
Track Gangs	9,105
Sick Customer	3,111
Car Equipment	2,875
Work Equipment/G. O.	2,291
Police	1,498
Unruly Customer	1,032
Operational Diversions	987
Collision/Derailment	930
Fire	760
Employee	713
Inclement Weather	471
Infrastructure	389
External	281
<b>Total Delays</b>	<b>45,444</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**

May 2014: 80.9%  
 May 2013: 86.8%  
 12-Mon Avg: 83.6%  
 (Jun '13-May '14)

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

May 2014: 81.5%  
 May 2013: 81.7%  
 12-Mon Avg: 80.9%  
 (Jun '13-May '14)

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

May 2014: 80.5%  
 May 2013: 90.3%  
 12-Mon Avg: 85.5%  
 (Jun '13-May '14)

### Discussion of Results

In May 2014, Track Gangs (2,890 delays), Work Equipment/G.O. (1,951 delays), and Over Crowding (1,707 delays) were the highest categories of delays, representing 67.9% of the total 9,640 delays.

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

<u>Line</u>	<u>Jun '13 - May '14</u>	<u>Jun '12 - May '13</u>	<u>% Difference</u>
①	89.8%	81.0%	+8.8%
②	54.3%	66.1%	-11.8%
③	81.3%	82.4%	-1.1%
④	67.7%	72.7%	-5.0%
⑤	74.7%	89.4%	-14.7%
⑥	71.4%	79.3%	-7.9%
⑦	92.1%	94.8%	-2.7%
Ⓢ 42 St	99.1%	N/A*	
<b>Subdivision A</b>	<b>80.9%</b>	<b>81.5%</b>	<b>-0.6%</b>
Ⓐ	78.4%	86.3%	-7.9%
Ⓒ	74.8%	89.0%	-14.2%
Ⓓ	85.0%	91.5%	-6.5%
Ⓔ	77.2%	90.9%	-13.7%
Ⓕ	59.6%	82.1%	-22.5%
Ⓢ Fkln	99.0%	99.5%	-0.5%
Ⓖ	93.1%	95.5%	-2.4%
Ⓢ Rock	97.3%	98.7%	-1.4%
Ⓙ	95.8%	97.9%	-2.1%
Ⓛ	95.7%	96.7%	-1.0%
Ⓜ	97.7%	98.3%	-0.6%
Ⓝ	79.6%	84.8%	-5.2%
Ⓞ	91.4%	93.0%	-1.6%
Ⓡ	78.5%	91.4%	-12.9%
<b>Subdivision B</b>	<b>85.5%</b>	<b>91.8%</b>	<b>-6.3%</b>
<b>Systemwide</b>	<b>83.6%</b>	<b>87.9%</b>	<b>-4.3%</b>

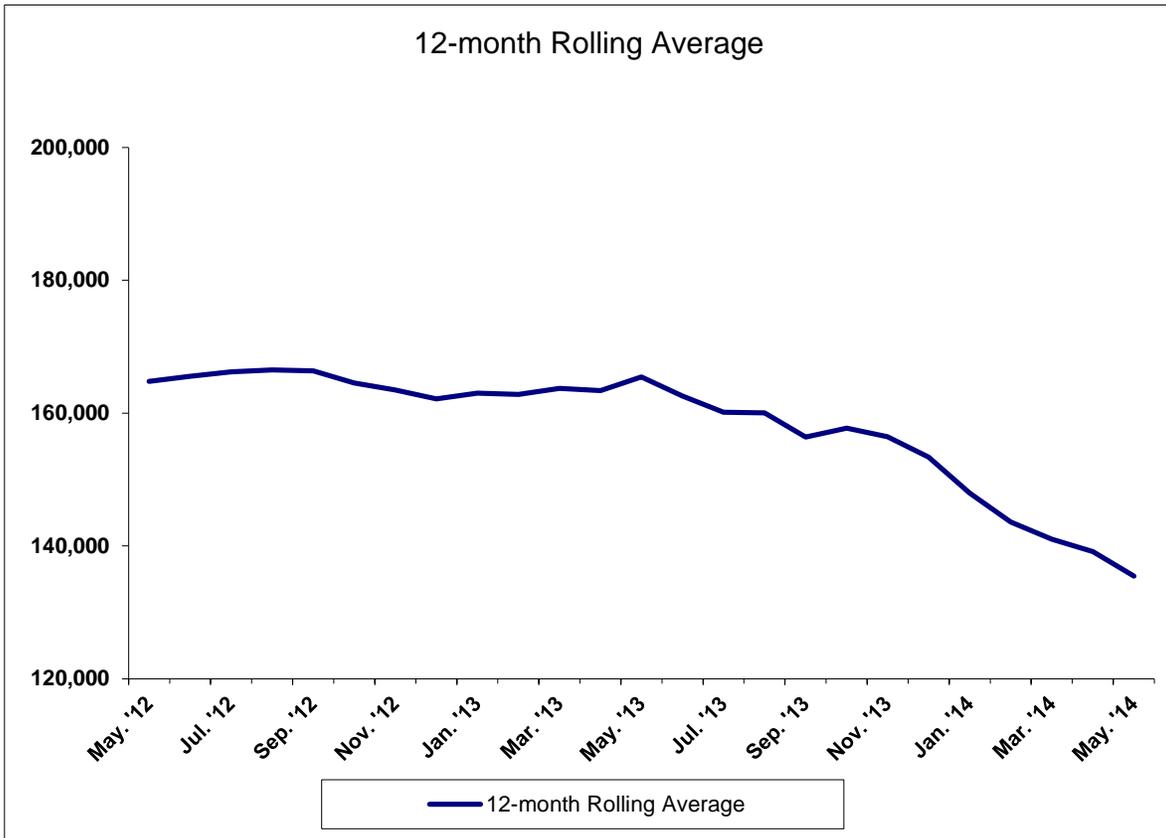
\* Performance data unavailable pending ATS system software upgrade.

**May 2014 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Track Gangs	2,890
Work Equipment/G. O.	1,951
Over Crowding	1,707
ROW Delays	946
Sick Customer	424
Car Equipment	374
Unruly Customer	333
Police	276
Employee	264
Operational Diversions	220
External	100
Infrastructure	57
Collision/Derailment	40
Fire	30
Inclement Weather	29
<b>Total Delays</b>	<b>9,640</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

May 2014: 140,518

May 2013: 206,211

### 12-Month Average

Jun 13 - May 14: 135,472

Jun 12 - May 13: 165,445

### Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

## Discussion of Results

MDBF in May 2014 decreased 31.9% from May 2013. Over the past year, the MDBF 12-month average decreased 18.1%.

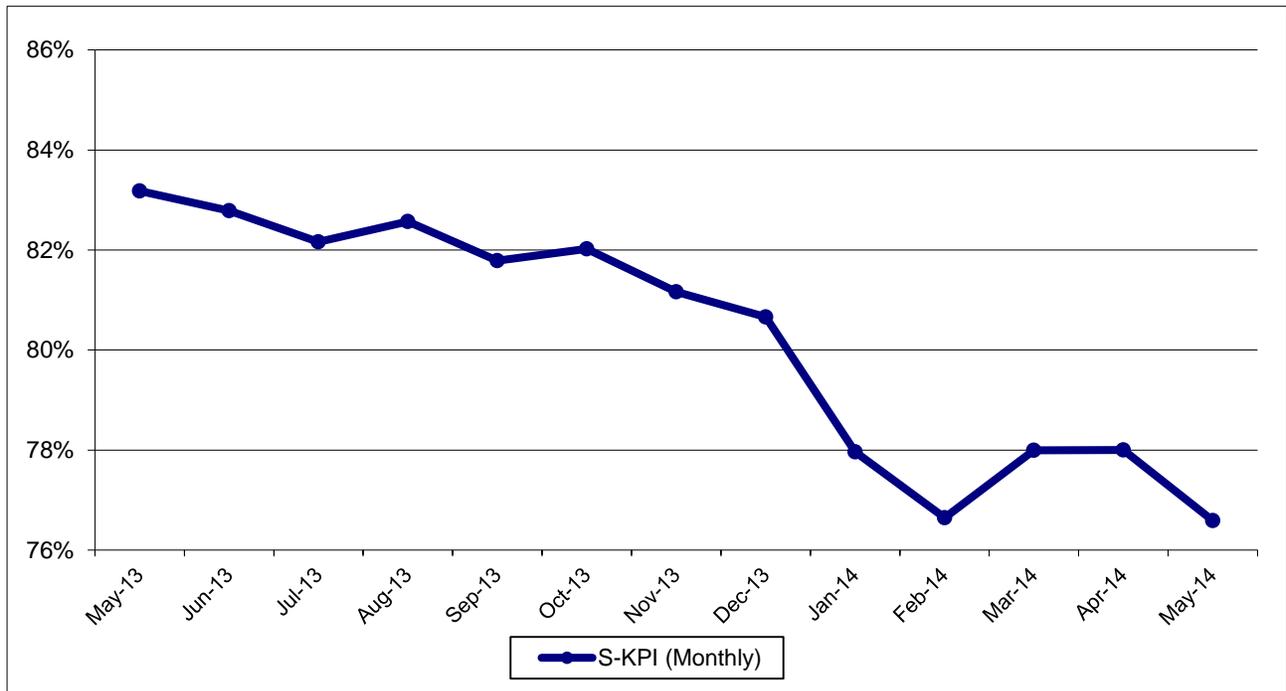
## Car Reliability

### Mean Distance Between Failures (Miles)

#### 12-Month Average MDBF

<b>Car Class</b>	<b># of Cars</b>	<b>May '14</b>	<b>May '13</b>	<b>% Change</b>
R32	222	49,675	60,138	<b>-17.40%</b>
R42	50	38,449	33,764	<b>13.88%</b>
R46	752	90,909	88,304	<b>2.95%</b>
R62	315	216,978	176,095	<b>23.22%</b>
R62A	824	133,656	155,793	<b>-14.21%</b>
R68	425	143,152	165,616	<b>-13.56%</b>
R68A	200	100,582	111,430	<b>-9.74%</b>
R142	1,030	125,854	189,371	<b>-33.54%</b>
R142A	535	84,040	119,008	<b>-29.38%</b>
R143	212	75,054	93,743	<b>-19.94%</b>
R160	1,662	375,156	560,531	<b>-33.07%</b>
R188	99	NA	NA	<b>NA</b>
FLEET	6,326	135,472	165,445	<b>-18.12%</b>

## 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

May 2014: 76.6%

May 2013: 83.2%

12 Mon Avg: 78.0%

(Jun '13 - May '14)

#### Subdivision A

##### Monthly Results

May 2014: 72.9%

May 2013: 79.7%

12 Mon Avg: 73.3%

(Jun '13 - May '14)

#### Subdivision B

##### Monthly Results

May 2014: 79.6%

May 2013: 85.4%

12 Mon Avg: 81.2%

(Jun '13 - May '14)

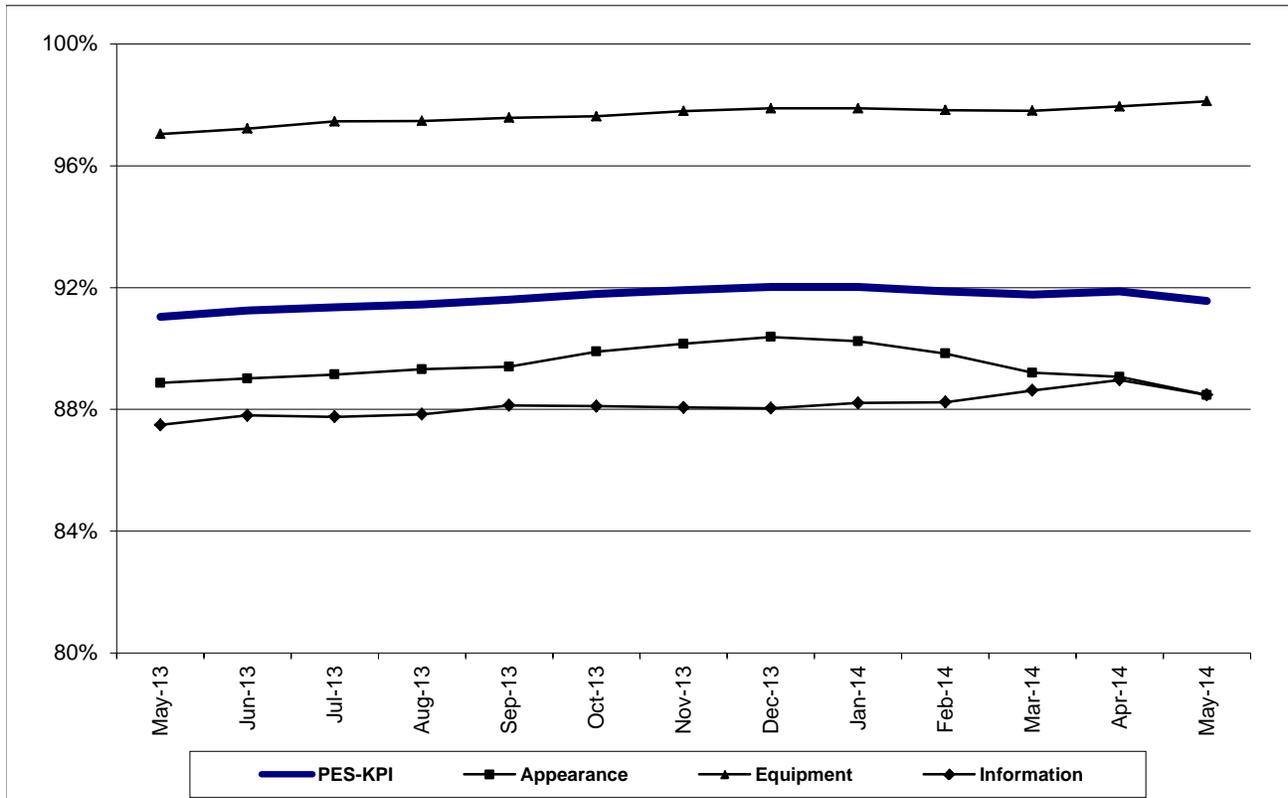
**Chart 12**

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

<u>Line</u>	<u>Jun '13 - May '14</u>	<u>Jun '12 - May '13</u>	<u>% Difference</u>
①	79.2%	84.1%	-4.9%
②	64.2%	71.4%	-7.2%
③	75.9%	77.8%	-1.9%
④	63.4%	73.2%	-9.8%
⑤	64.4%	72.0%	-7.6%
⑥	68.1%	77.4%	-9.3%
⑦	82.1%	84.3%	-2.2%
⑤ 42nd	84.7%	N/A	N/A
<b>SubDivision A</b>	<b>73.3%</b>	<b>78.8%</b>	<b>-5.5%</b>
①	70.2%	76.0%	-5.8%
②	77.1%	81.4%	-4.3%
③	77.6%	81.4%	-3.8%
④	81.0%	83.7%	-2.7%
⑤	75.9%	81.3%	-5.4%
⑥	71.6%	78.9%	-7.3%
⑤ Fkln	91.0%	90.3%	+0.7%
⑦	74.9%	82.1%	-7.2%
⑤ Rock	86.8%	93.9%	-7.1%
① ②	83.2%	87.7%	-4.5%
③	80.1%	83.8%	-3.7%
④	81.2%	83.2%	-2.0%
⑤	81.0%	82.1%	-1.1%
⑥	82.0%	83.9%	-1.9%
⑦	86.2%	77.0%	+9.2%
<b>SubDivision B</b>	<b>81.2%</b>	<b>85.5%</b>	<b>-4.3%</b>
<b>Systemwide</b>	<b>78.0%</b>	<b>83.2%</b>	<b>-5.2%</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>May 2014:</b>	<b>91.6%</b>	88.5%	98.1%	88.5%
<b>May 2013:</b>	<b>91.0%</b>	88.9%	97.0%	87.5%
<b>% Difference:</b>	<b>+0.6%</b>	-0.4%	+1.1%	+1.0%

## PES-KPI - Subway Car

Line	May 2014				May 2013				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.9%	93.8%	94.0%	91.0%	93.5%	95.8%	94.8%	89.9%	-0.6%
②	96.4%	92.8%	97.9%	98.5%	95.2%	95.3%	94.5%	95.8%	+1.2%
③	95.5%	94.5%	98.3%	93.6%	94.2%	94.1%	97.8%	90.6%	+1.3%
④	95.6%	92.4%	99.4%	95.0%	97.0%	96.2%	96.4%	98.3%	-1.4%
⑤	96.9%	95.4%	97.8%	97.4%	95.9%	95.1%	94.8%	98.0%	+1.0%
⑥	95.7%	92.1%	97.5%	97.5%	96.0%	92.5%	96.5%	99.2%	-0.3%
⑦	94.6%	96.0%	97.6%	90.1%	93.4%	95.3%	91.6%	93.3%	+1.2%
⑧ 42nd	96.2%	95.5%	99.1%	93.9%	94.2%	98.1%	95.1%	89.1%	+2.0%
SubDivision A	95.3%	93.9%	97.4%	94.6%	95.0%	95.1%	95.1%	94.8%	+0.3%
⑨ A	95.1%	94.5%	96.3%	94.3%	94.0%	96.0%	95.0%	91.1%	+1.1%
⑩ B	93.5%	93.0%	95.1%	92.4%	91.5%	89.5%	95.5%	89.4%	+2.0%
⑪ C	94.6%	94.8%	97.6%	91.5%	94.3%	94.5%	95.1%	93.3%	+0.3%
⑫ D	93.5%	91.6%	96.8%	92.2%	92.5%	91.8%	94.4%	91.3%	+1.0%
⑬ E	97.6%	94.5%	99.2%	99.3%	96.9%	94.9%	96.3%	99.4%	+0.7%
⑭ F	94.0%	91.7%	97.3%	93.2%	97.5%	95.3%	98.6%	98.8%	-3.5%
⑮ S Fkln	93.9%	94.3%	94.5%	92.7%	92.2%	92.3%	94.6%	89.5%	+1.7%
⑯ G	95.1%	95.6%	96.3%	93.2%	95.3%	96.0%	98.3%	91.5%	-0.2%
⑰ J/Z	95.1%	92.5%	94.9%	97.9%	96.3%	96.5%	93.4%	99.1%	-1.2%
⑱ L	96.4%	93.5%	97.9%	97.9%	95.9%	93.9%	95.9%	97.9%	+0.5%
⑲ M	96.2%	92.0%	98.5%	98.2%	95.3%	92.3%	96.2%	97.6%	+0.9%
⑳ N	94.7%	89.0%	99.0%	96.3%	96.1%	92.0%	97.6%	98.8%	-1.4%
㉑ Q	96.2%	89.8%	99.8%	99.0%	96.6%	93.5%	97.8%	98.7%	-0.4%
㉒ R	96.2%	92.5%	99.4%	96.7%	94.1%	95.0%	96.9%	90.4%	+2.1%
SubDivision B	95.3%	92.7%	97.6%	95.6%	95.1%	93.9%	96.2%	95.2%	+0.2%
Systemwide	95.3%	93.2%	97.5%	95.2%	95.1%	94.3%	95.8%	95.0%	+0.2%

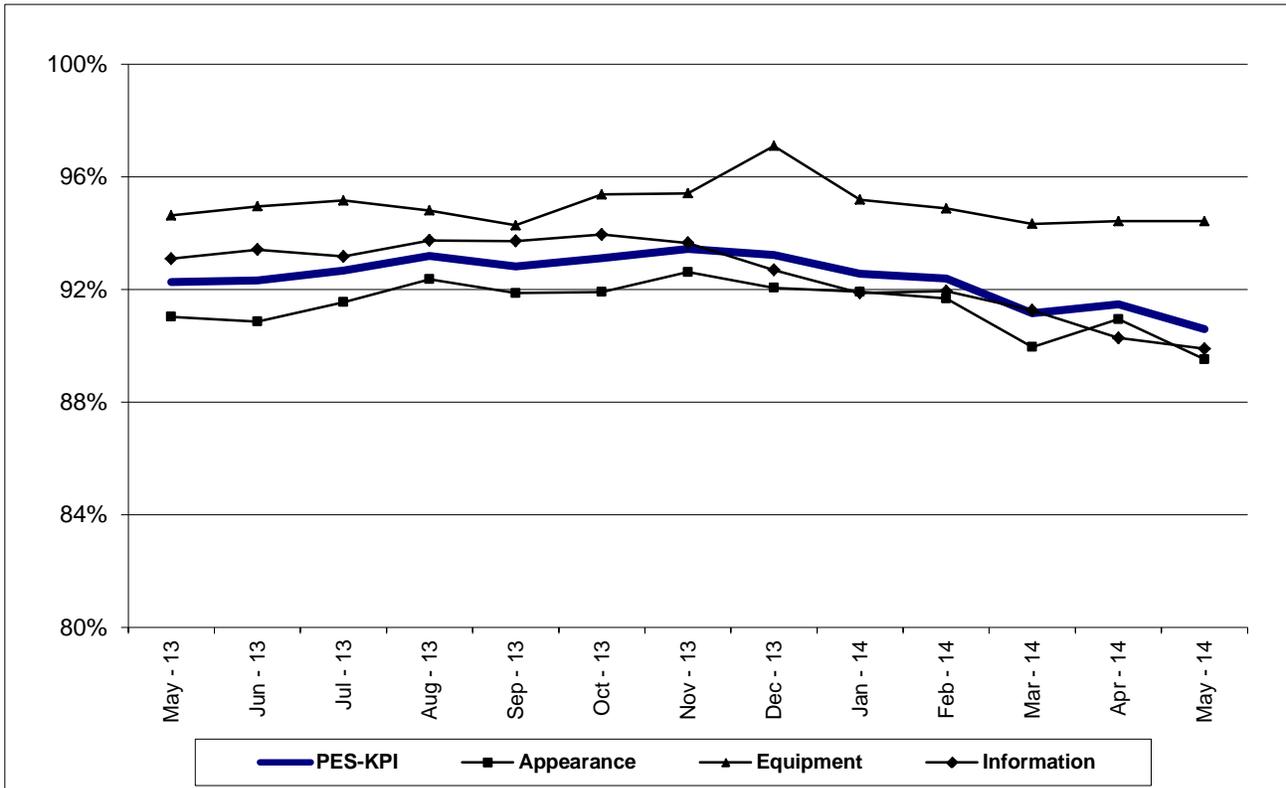
Chart 15

## PES-KPI - Station

<u>Borough</u>	<b>May 2014</b>				<b>May 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>87.0%</b>	82.2%	97.9%	81.8%	<b>85.8%</b>	82.2%	98.0%	78.1%	<b>+1.2%</b>
Manhattan	<b>87.2%</b>	80.7%	98.7%	83.5%	<b>87.2%</b>	82.1%	98.2%	82.5%	<b>+0.0%</b>
Brooklyn	<b>88.1%</b>	87.2%	99.1%	78.4%	<b>86.9%</b>	84.7%	98.4%	78.3%	<b>+1.2%</b>
Queens	<b>89.2%</b>	86.0%	98.7%	83.7%	<b>88.0%</b>	86.9%	98.7%	78.9%	<b>+1.2%</b>
<b>Systemwide</b>	<b>87.8%</b>	<b>84.2%</b>	<b>98.7%</b>	<b>81.5%</b>	<b>87.0%</b>	<b>83.8%</b>	<b>98.4%</b>	<b>79.7%</b>	<b>+0.8%</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>May 2014:</b>	<b>90.6%</b>	89.5%	94.4%	89.9%
<b>May 2013:</b>	<b>92.3%</b>	91.0%	94.6%	93.1%
<b>% Difference:</b>	<b>-1.7%</b>	-1.5%	-0.2%	-3.2%

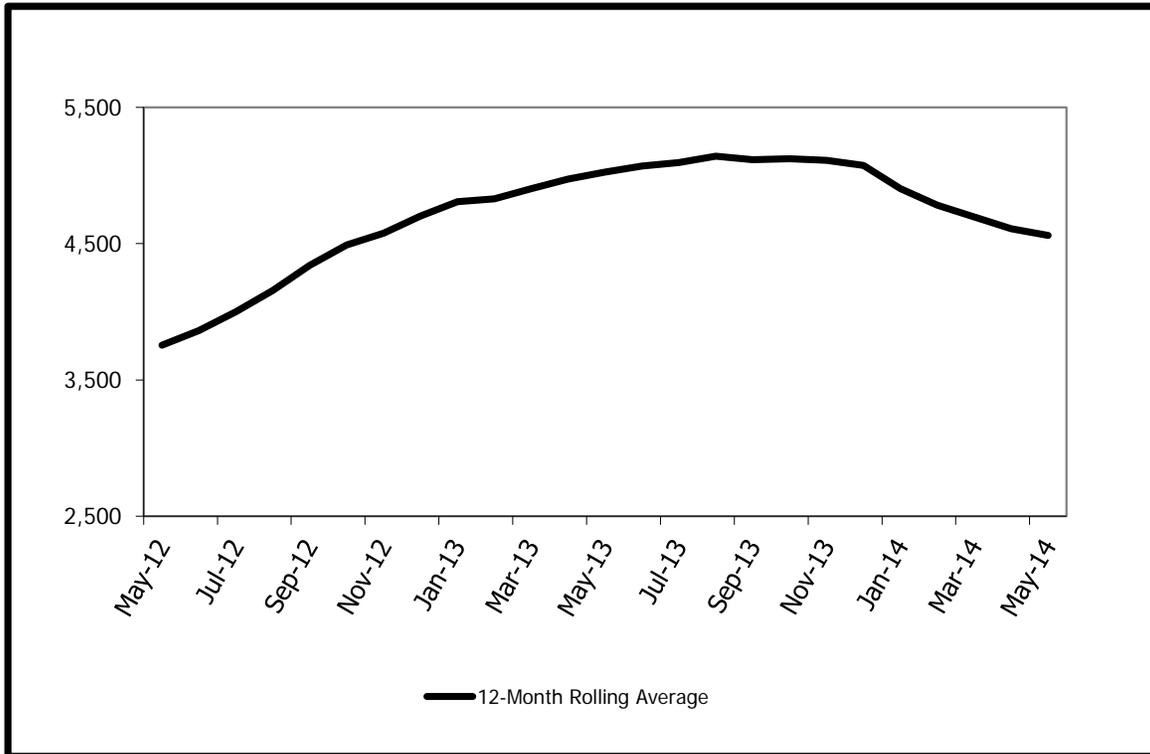
**Chart 17**

# Monthly Operations Report

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

<b>MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators</b>						
<b>Performance Indicator</b>	<b>Current Month: May 2014</b>			<b>12-Month Average</b>		
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
<b>System MDBF (chart 1)</b>	4,376	4,944	-11.5%	4,561	5,026	-9.3%
NYCT Bus	4,188	4,803	-12.8%	4,406	4,847	-9.1%
MTA Bus	5,124	5,467	-6.3%	5,139	5,707	-10.0%
<b>System MDBSI (chart 2)</b>	2,376	2,606	-8.8%	2,463	2,776	-11.3%
NYCT Bus	2,356	2,609	-9.7%	2,452	2,717	-9.7%
MTA Bus	2,444	2,597	-5.9%	2,497	2,986	-16.4%
<b>System Trips Completed (chart 3)</b>	98.79%	99.26%	-0.5%	98.96%	99.16%	-0.2%
NYCT Bus	99.02%	99.24%	-0.2%	99.10%	99.17%	-0.1%
MTA Bus	97.80%	99.33%	-1.5%	98.39%	99.11%	-0.7%
<b>System AM Pull Out (chart 4)</b>	99.07%	99.72%	-0.7%	99.34%	99.59%	-0.3%
NYCT Bus	99.39%	99.69%	-0.3%	99.56%	99.63%	-0.1%
MTA Bus	97.92%	99.86%	-1.9%	98.58%	99.45%	-0.9%
<b>System PM Pull Out (chart 5)</b>	99.42%	99.91%	-0.5%	99.65%	99.82%	-0.2%
NYCT Bus	99.75%	99.90%	-0.2%	99.81%	99.82%	-0.0%
MTA Bus	98.25%	99.94%	-1.7%	99.05%	99.82%	-0.8%
<b>System Buses &gt;= 12 years</b>	26%	28%				
NYCT Bus	30%	31%				
MTA Bus	10%	14%				
<b>System Fleet Age</b>	8.28	7.70				
NYCT Bus	8.45	7.91				
MTA Bus	7.66	6.99				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	94.13%	93.80%	+0.3%	93.92%	93.89%	+0.0%
Trips Requested	676,064	697,106	-3.0%	657,538	651,258	+1.0%
Trips Scheduled	597,079	625,613	-4.6%	579,761	586,754	-1.2%
Trips Completed	562,002	586,843	-4.2%	544,540	550,909	-1.2%
Early Cancellations as a Percentage of Trips Requested	10.78%	9.40%	+1.4%	11.04%	9.22%	+1.8%
Late Cancellations as a Percentage of Trips Scheduled	3.59%	3.93%	-0.3%	3.97%	3.85%	+0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.43%	1.59%	-0.2%	1.49%	1.81%	-0.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.86%	0.67%	+0.2%	0.62%	0.45%	+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	0.90%	0.86%	+0.0%	0.79%	0.68%	+0.1%
New Applications Received	3,136	3,242	-3.3%	3,026	2,747	+10.2%

## 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

May 2014: 4,376  
 May 2013: 4,944

### 12-Month Average

May 13 - May 14 4,561  
 May 12 - Apr 13 5,026

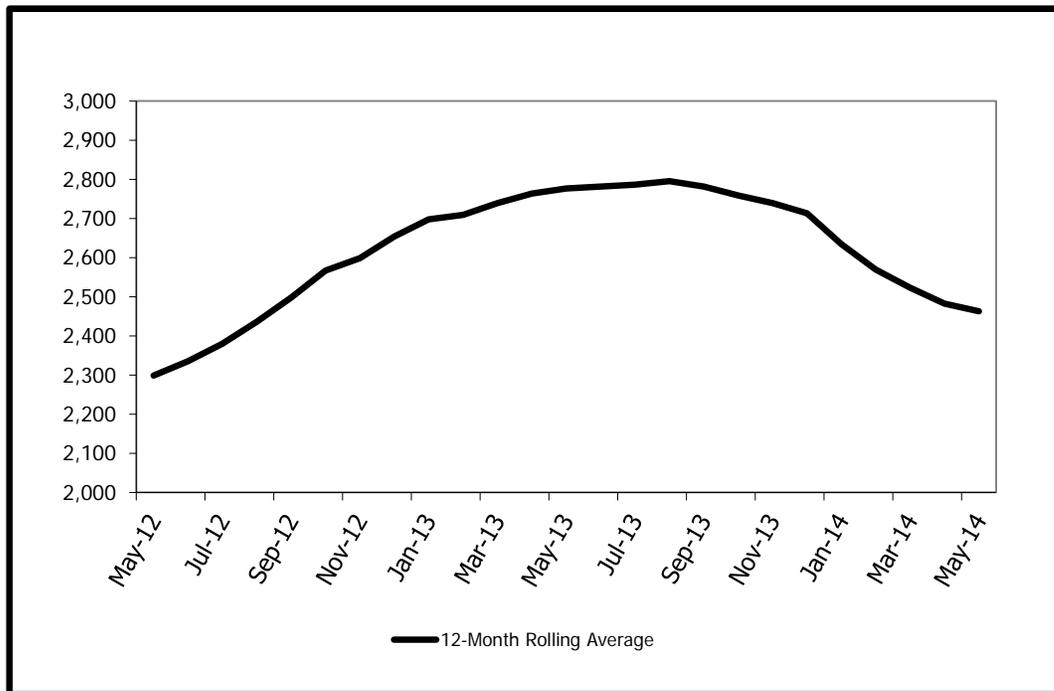
### Annual Results

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

May 2014: 2,376  
 May 2013: 2,606

### 12-Month Average

May 13 - May 14 2,463  
 May 12 - Apr 13 2,776

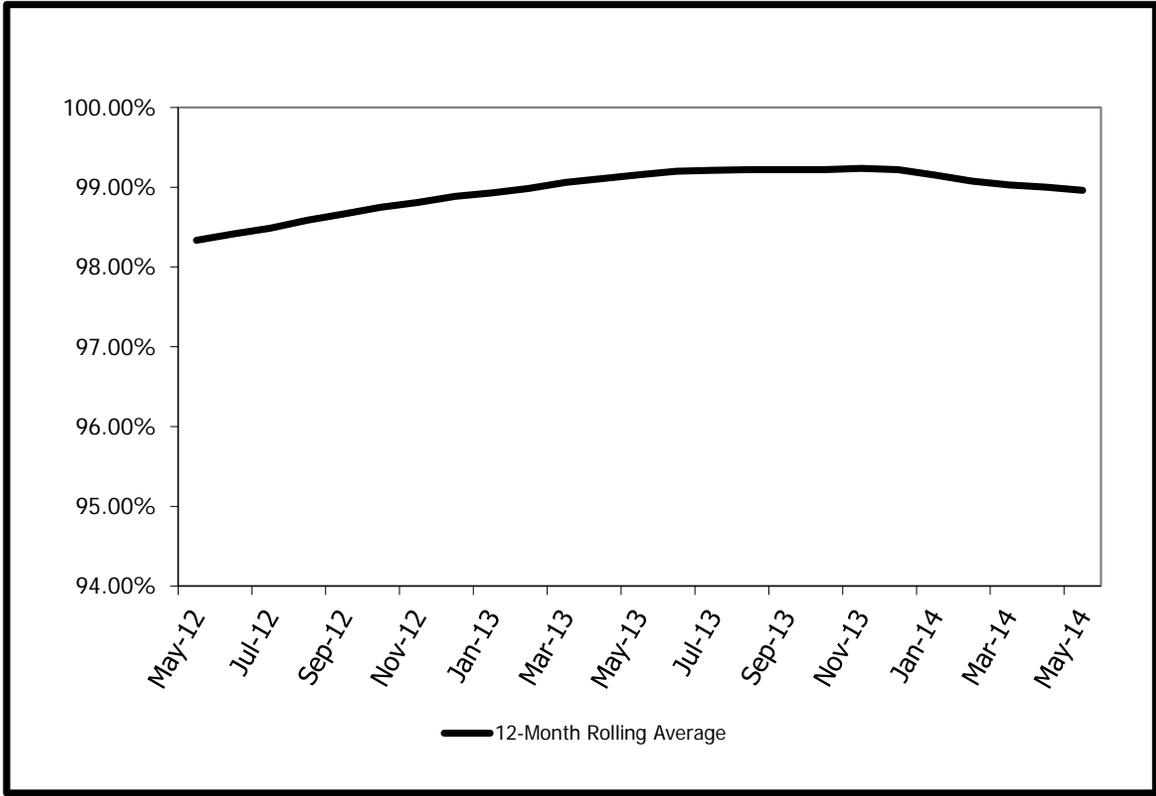
### Annual Results

2014 YTD: 2,272  
 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**

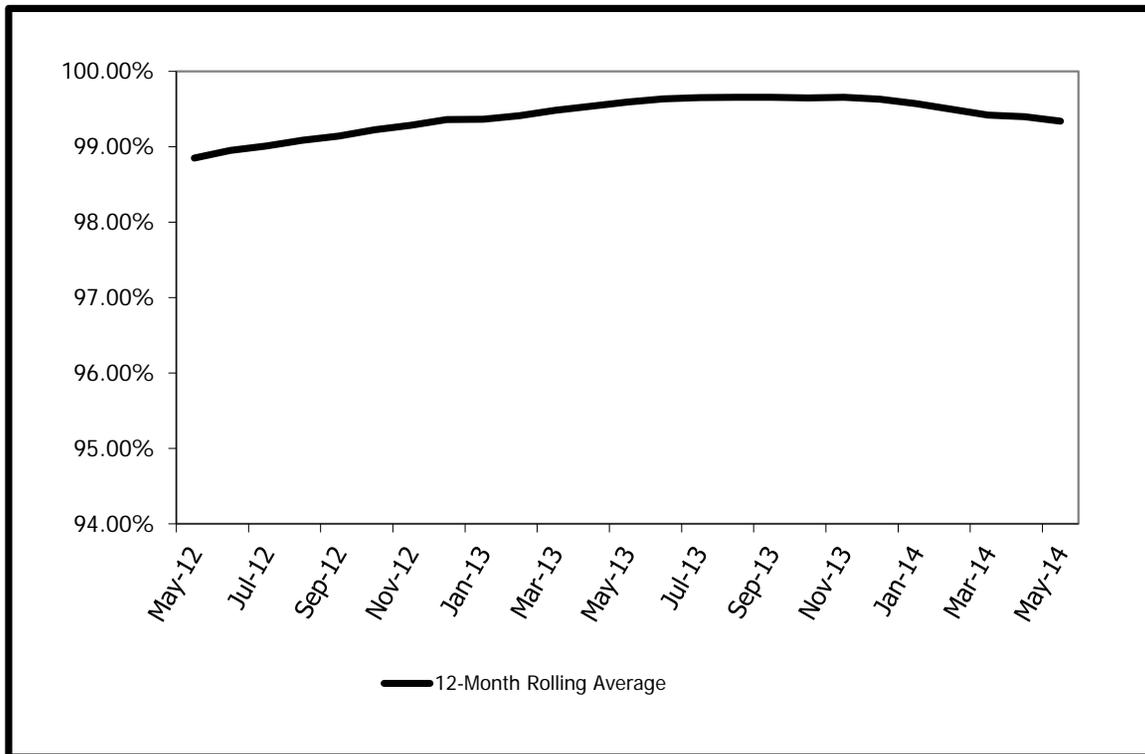
The percent of trips completed system wide for the 12-month period.

Monthly Results	12-Month Average	Annual Results
May 2014: 98.79%	May 13 - May 14 98.96%	2014 YTD: 98.66%
May 2013: 99.26%	May 12 - Apr 13 99.16%	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

May 2014: 99.07%  
 May 2013: 99.72%

### 12-Month Average

May 13 - May 14 99.34%  
 May 12 - Apr 13 99.59%

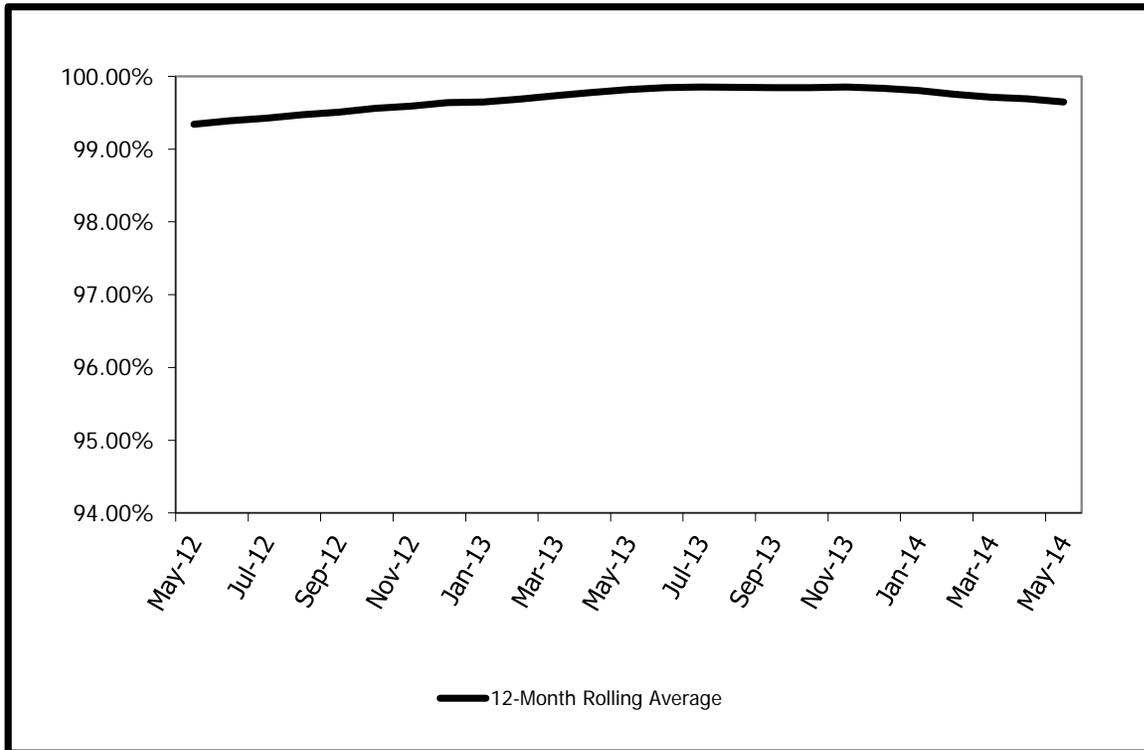
### Annual Results

2014 YTD: 98.99%  
 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

May 2014: 99.42%  
 May 2013: 99.91%

### 12-Month Average

May 13 - May 14 99.65%  
 May 12 - Apr 13 99.82%

### Annual Results

2014 YTD: 99.44%  
 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 May 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: May 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)	2.11	2.31	-8.5%	2.60	2.51	+3.6%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	2.08	2.29	-8.9%	2.60	2.51	+3.6%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	1	3	-66.7%
Subway Fires <sup>2</sup> (charts 5-6)	76	76	0.0%	974	824	+18.2%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	1.87	2.68	-30.0%	2.73	2.52	+8.2%

Bus Collisions Per Million Miles (chart 7)						
<b>Regional</b>	46.16	52.98	-12.9%	49.85	47.96	+4.0%
NYCT Bus	45.75	55.77	-18.0%	50.87	49.08	+3.6%
MTA Bus	47.49	43.89	+8.2%	46.60	44.32	+5.1%
Bus Collision Injuries per Million Miles (chart 8)						
<b>Regional</b>	7.88	6.25	+26.1%	7.21	5.96	+20.8%
NYCT Bus	7.41	6.50	+13.9%	7.80	6.15	+26.9%
MTA Bus	9.43	5.45	+73.2%	5.31	5.37	-1.2%
Bus Customer Accidents Per Million Customers (chart 9)						
<b>Regional</b>	1.34	1.00	+34.2%	1.07	1.04	+2.6%
NYCT Bus	1.45	0.93	+55.7%	1.13	1.03	+10.2%
MTA Bus	0.72	1.33	-46.4%	0.74	1.13	-34.6%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
<b>Regional</b>	1.42	1.02	+38.7%	1.15	1.09	+6.0%
NYCT Bus	1.55	0.96	+60.7%	1.21	1.07	+13.1%
MTA Bus	0.72	1.33	-46.4%	0.83	1.17	-29.3%
Bus Employee LT Accidents per 100 Employees (chart 11)						
NYCT Bus	4.89	6.87	-28.7%	5.24	5.41	-3.2%
MTA Bus	5.29	8.30	-36.3%	7.26	7.47	-2.9%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	2.65	3.82	-30.6%	3.26	3.21	+1.6%

Subways Crime Report						
Performance Indicator	Current Month: June 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	174	222	-21.6%	1,069	1,199	-10.8%
Robberies <sup>3,4</sup>	24	58	-58.6%	210	309	-32.0%

SIR Crime Report						
Performance Indicator	Current Month: June 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	2	5	-60.0%	7	14	-50.0%
Robberies <sup>3,4</sup>	2	3	-33.3%	4	7	-42.9%

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

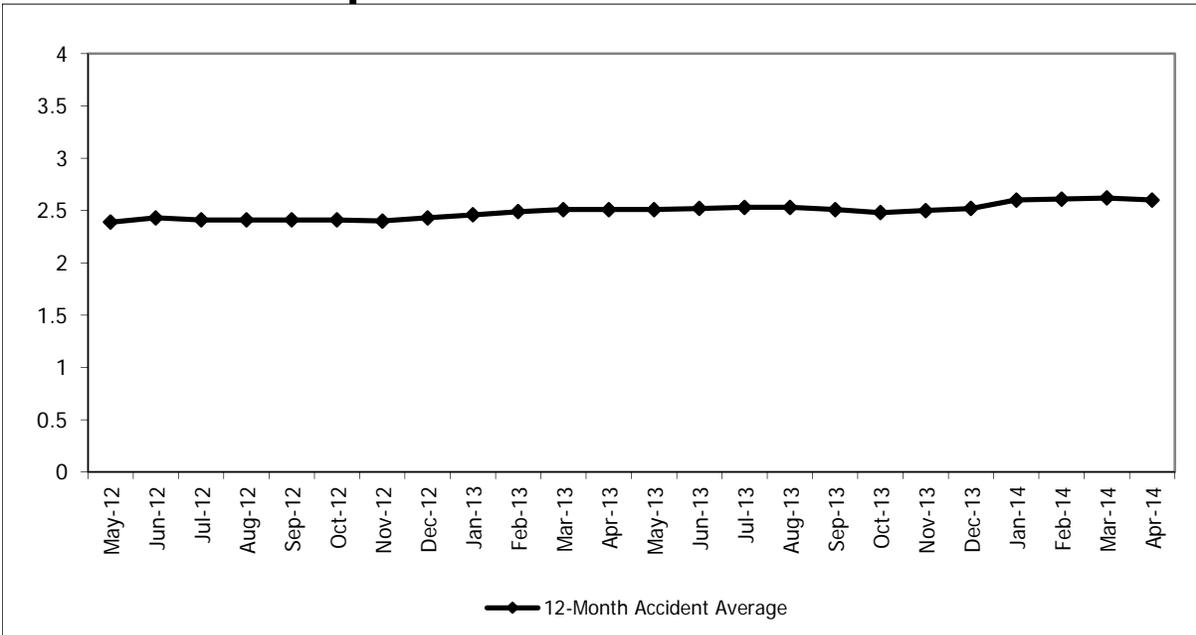
<sup>2</sup> 12-month figures shown are totals rather than averages.

<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 June 2014.

# Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

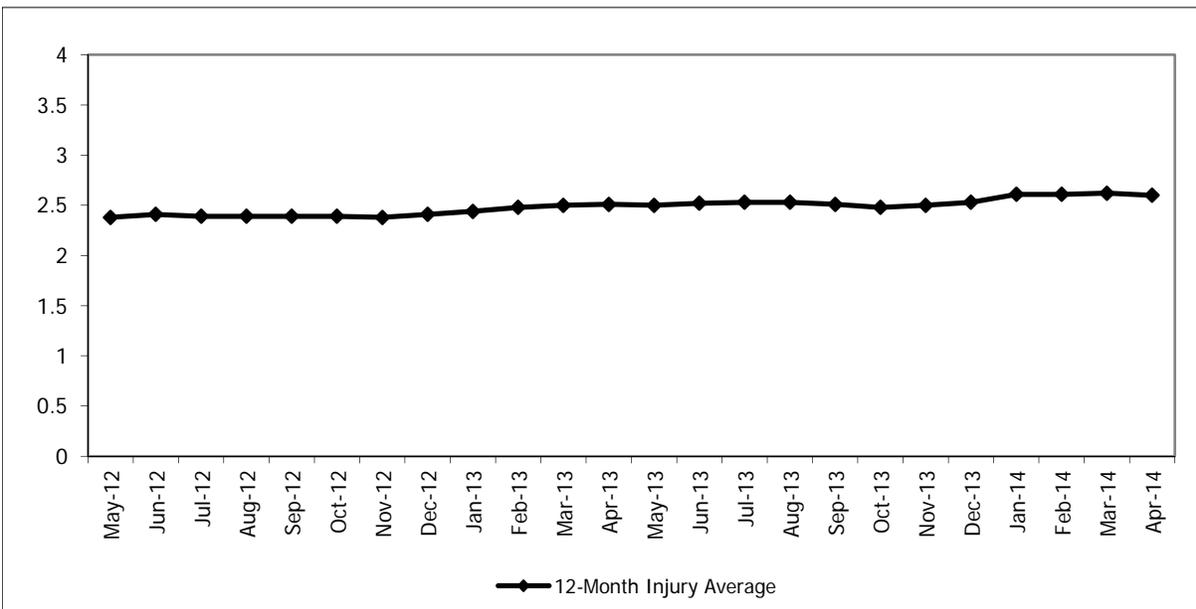
Apr 2014: 2.11  
Apr 2013: 2.31

### 12-Month Average

May 13 – Apr 14: 2.60  
May 12 – Apr 13: 2.51

### Annual Results

2014 YTD: 2.92  
2013 Actual: 2.52



### Monthly Results

Apr 2014: 2.08  
Apr 2013: 2.29

### 12-Month Average

May 13 – Apr 14: 2.60  
May 12 – Apr 13: 2.51

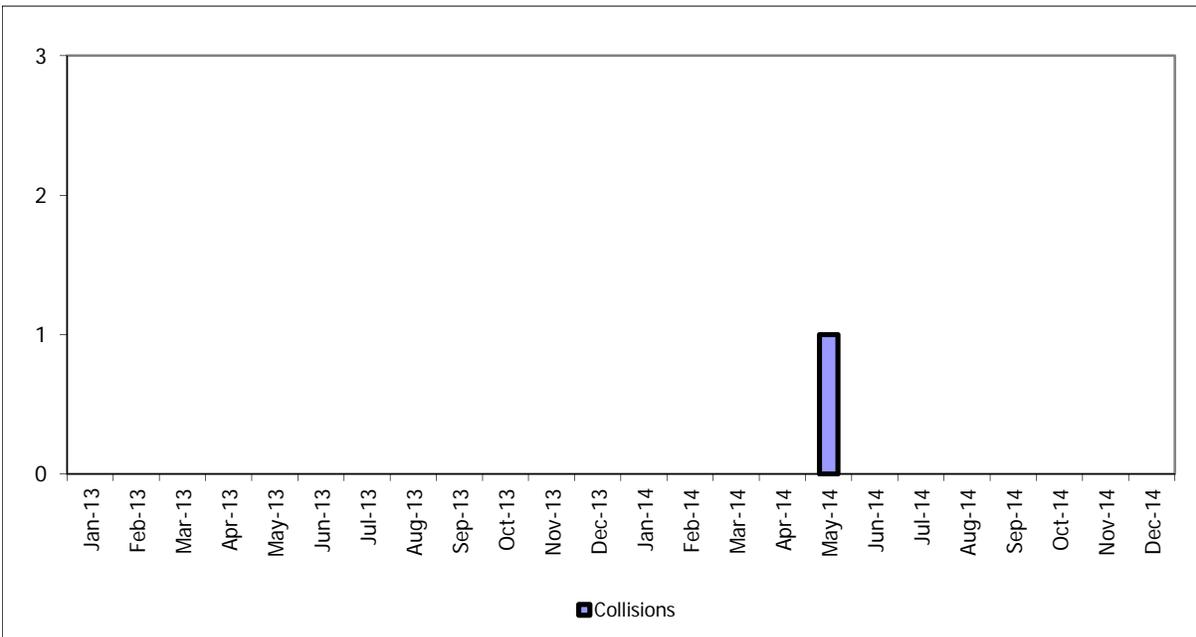
### Annual Results

2014 YTD: 2.89  
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

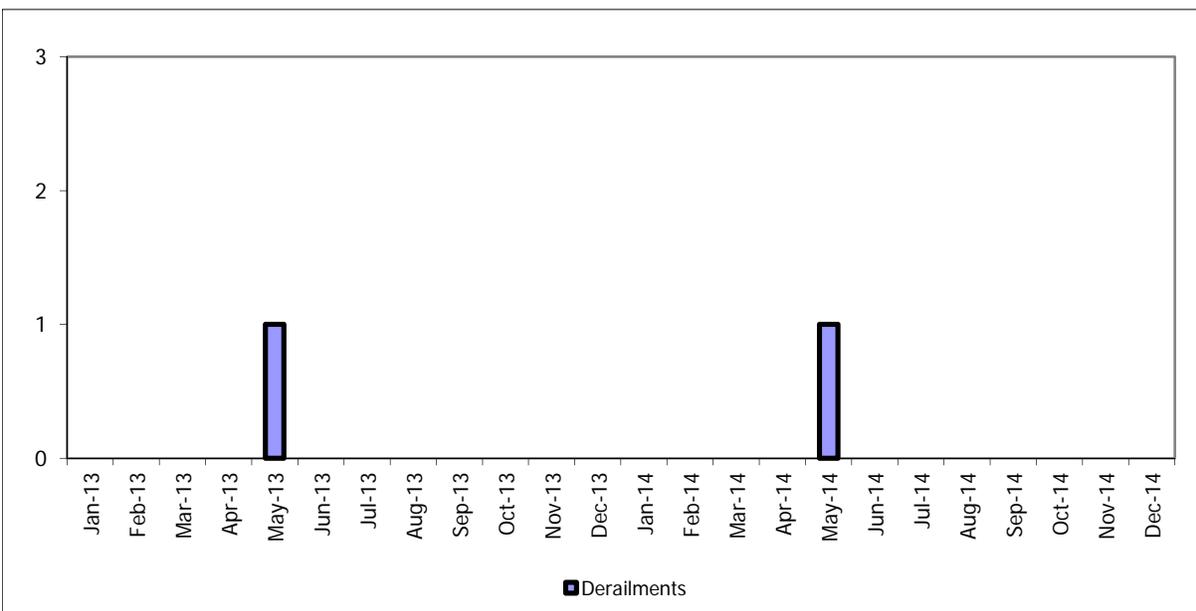
Jun 2014: 0  
Jun 2013: 0

### 12-Month Average

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

### Annual Results

2014 YTD: 1  
2013 Actual: 0



### Monthly Results

Jun 2014: 0  
Jun 2013: 0

### 12-Month Average

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

### Annual Results

2014 YTD: 1  
2013 Actual: 1

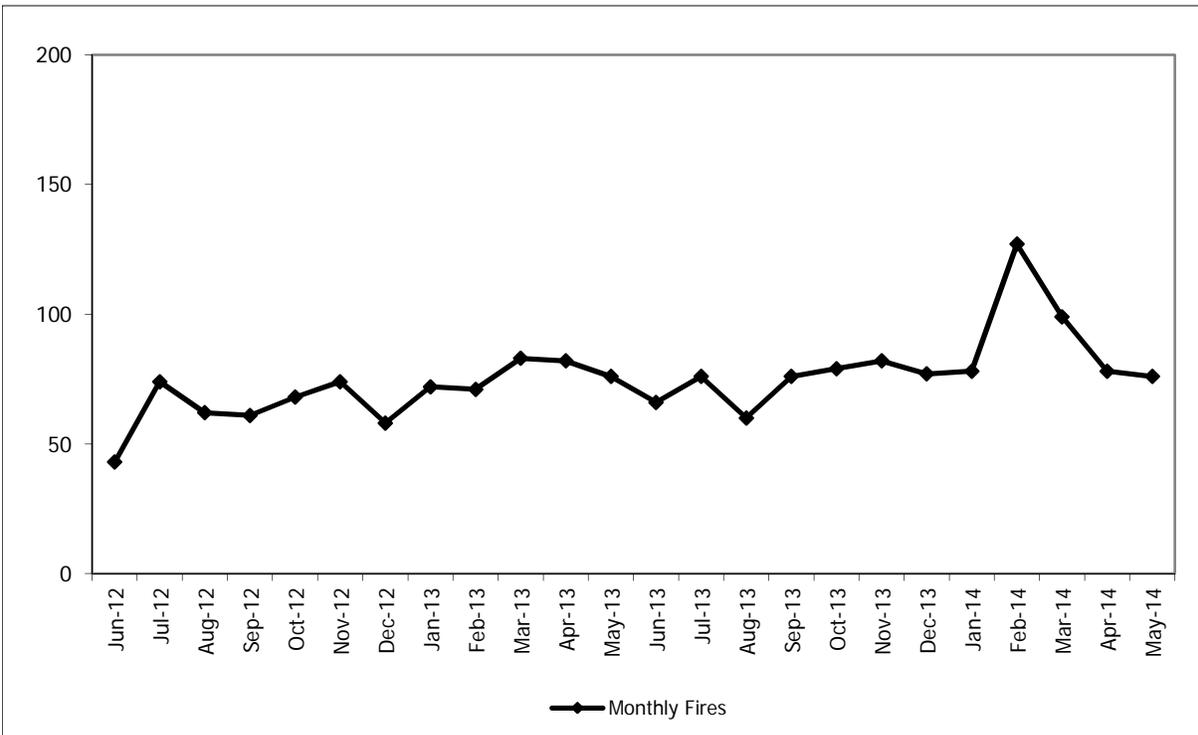
### Definitions

**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)

**Charts 3-4**

# Subway Fires



## Monthly Results

May 2014: 76  
 May 2013: 76

## 12-Month Average

Jun 13 – May 14: 974  
 Jun 12 – May 13: 824

## Annual Results

2014 YTD: 458  
 2013 Actual: 900

Chart 5

# Subway Fires

Fire severity is classified as follows:

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

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

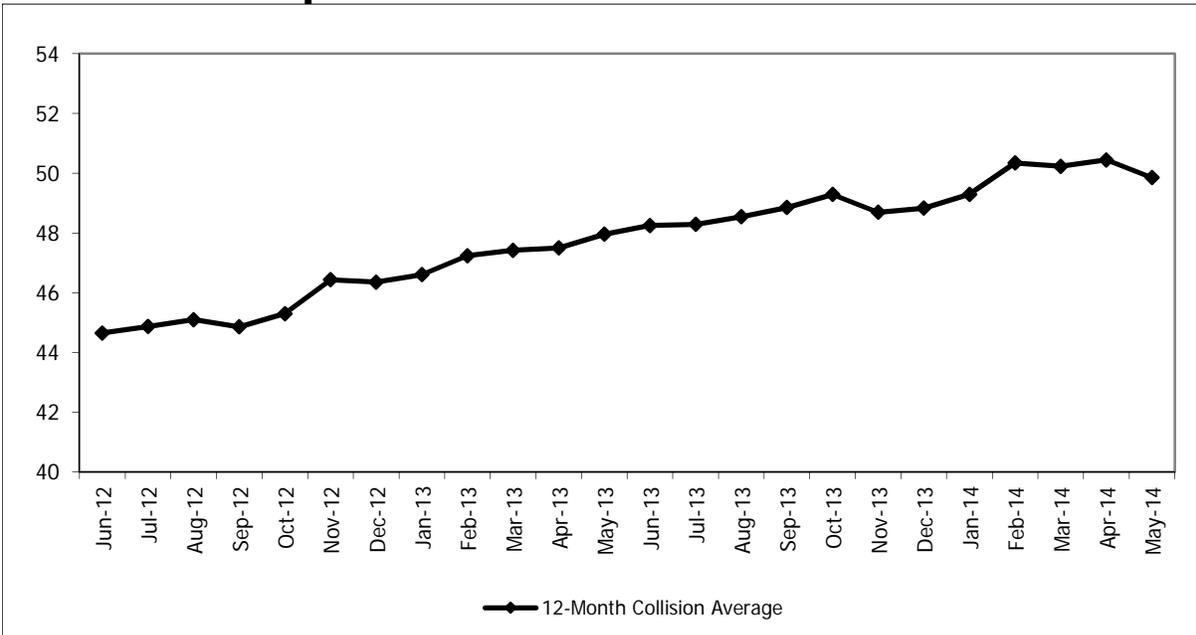
Low:	88.2%	Train:	14
Average:	11.8%	Right-of-way:	46
Above Average:	0.0%	Station:	13
High:	0.0%	Other:	3
		Total:	76

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

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
High Voltage Wiring:	3	Debris:	25	Debris:	11
Contact Shoe:	2	Insulator:	9	Electrical:	1
Brake Shoes:	2	Tie:	4	Light Fixture:	1
Resister:	2	Cable:	3		
Hot Wheels:	2	Equipment:	2		

**Chart 6**

# Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

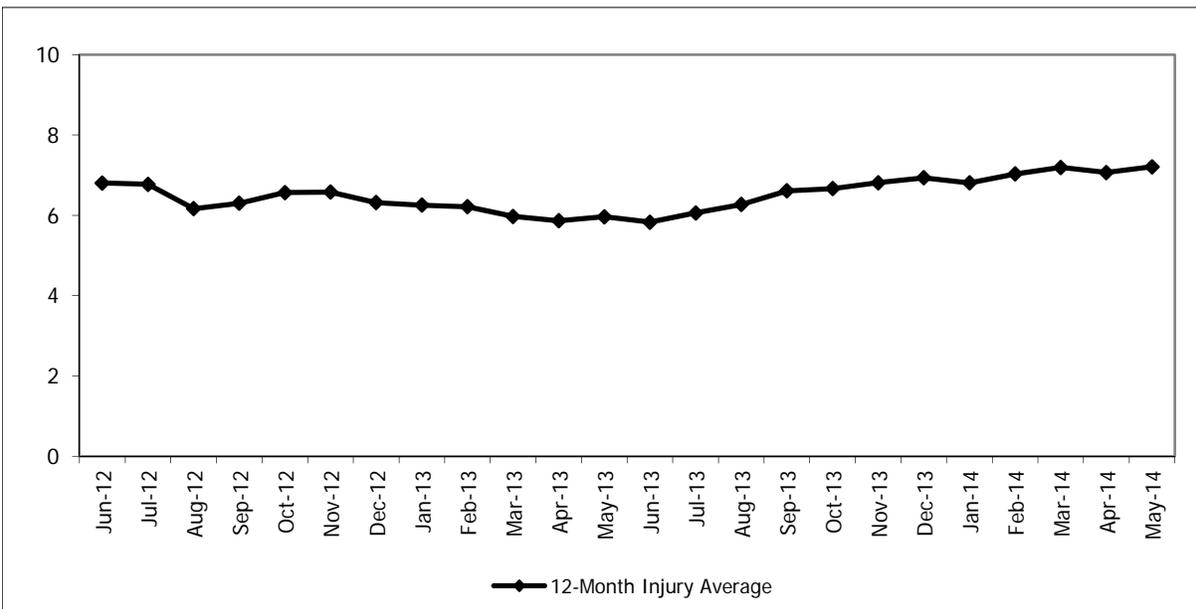
May 2014: 46.16  
 May 2013: 52.98

### 12-Month Average

Jun 13 – May 14: 49.85  
 Jun 12 – May 13: 47.96

### Annual Results

2014 YTD: 49.42  
 2013 Actual: 48.83



### Monthly Results

May 2014: 7.88  
 May 2013: 6.25

### 12-Month Average

Jun 13 – May 14: 7.21  
 Jun 12 – May 13: 5.96

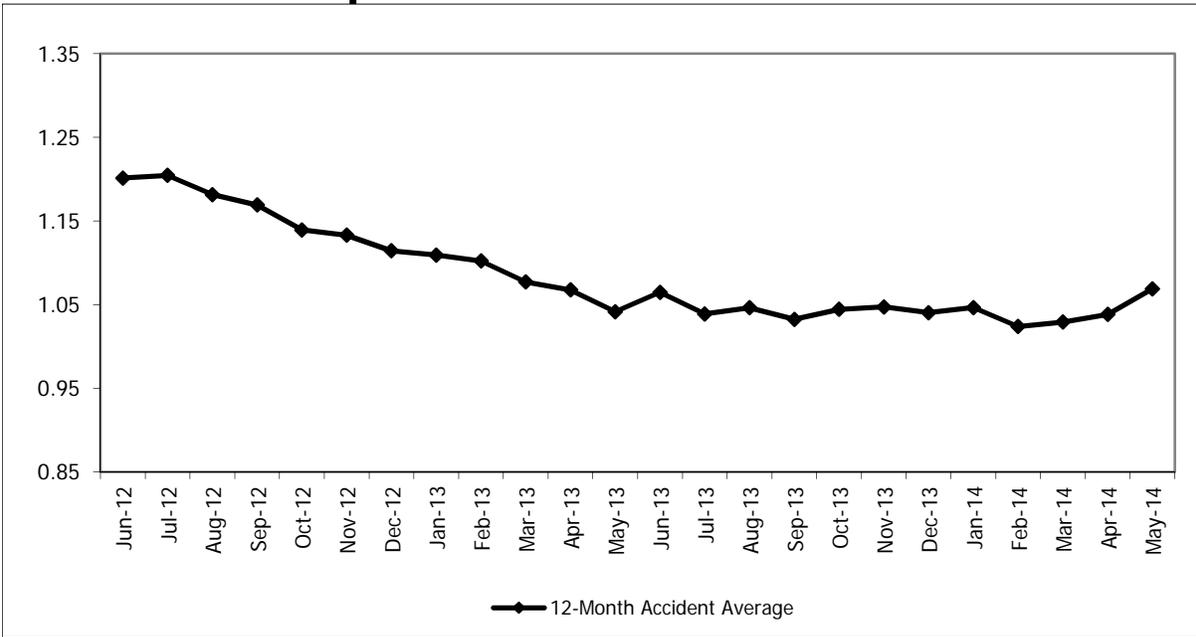
### Annual Results

2014 YTD: 5.99  
 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

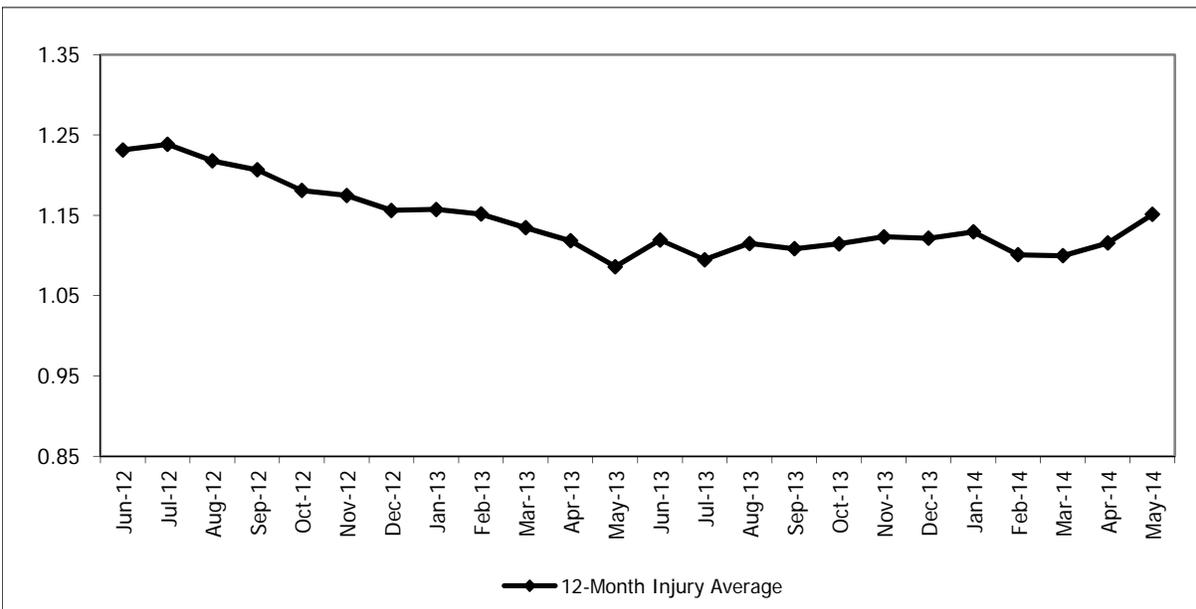
May 2014: 1.34  
May 2013: 1.00

### 12-Month Average

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

### Annual Results

2014 YTD: 0.99  
2013 Actual: 1.04



### Monthly Results

May 2014: 1.42  
May 2013: 1.02

### 12-Month Average

Jun 13 – May 14: 1.15  
Jun 12 – May 13: 1.09

### Annual Results

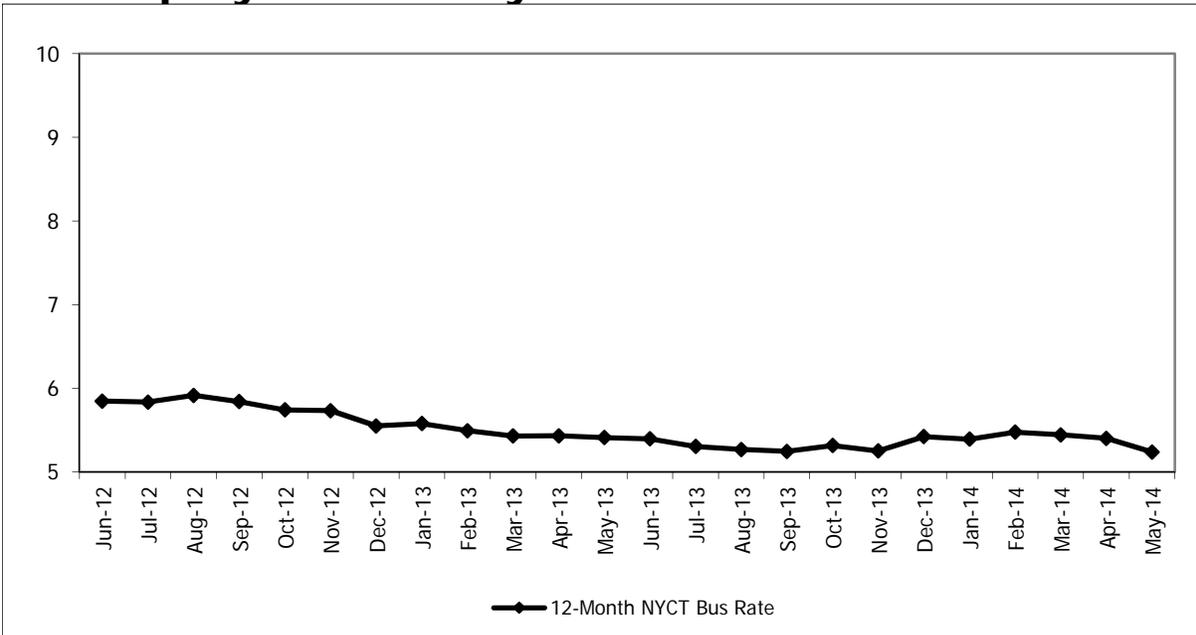
2014 YTD: 1.04  
2013 Actual: 1.12

### 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.

**Charts 9-10**

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



**Monthly Results**

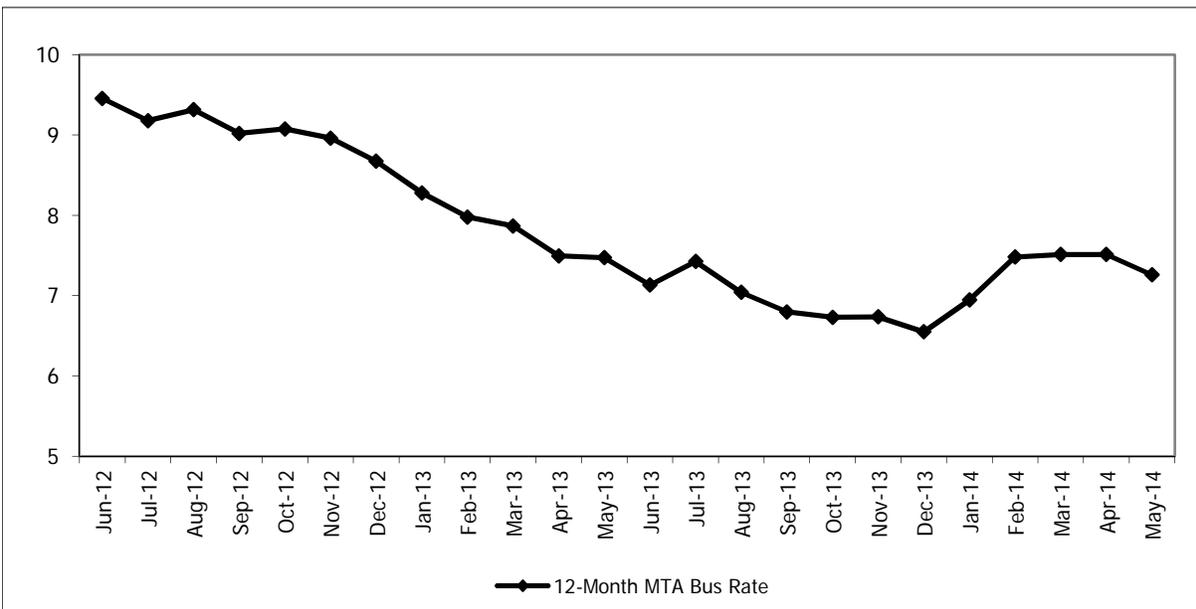
May 2014: 4.89  
May 2013: 6.87

**12-Month Average**

Jun 13 – May 14: 5.24  
Jun 12 – May 13: 5.41

**Annual Results**

2014 Goal: 5.06  
2013 Actual: 5.42



**Monthly Results**

May 2014: 5.29  
May 2013: 8.30

**12-Month Average**

Jun 13 – May 14: 7.26  
Jun 12 – May 13: 7.47

**Annual Results**

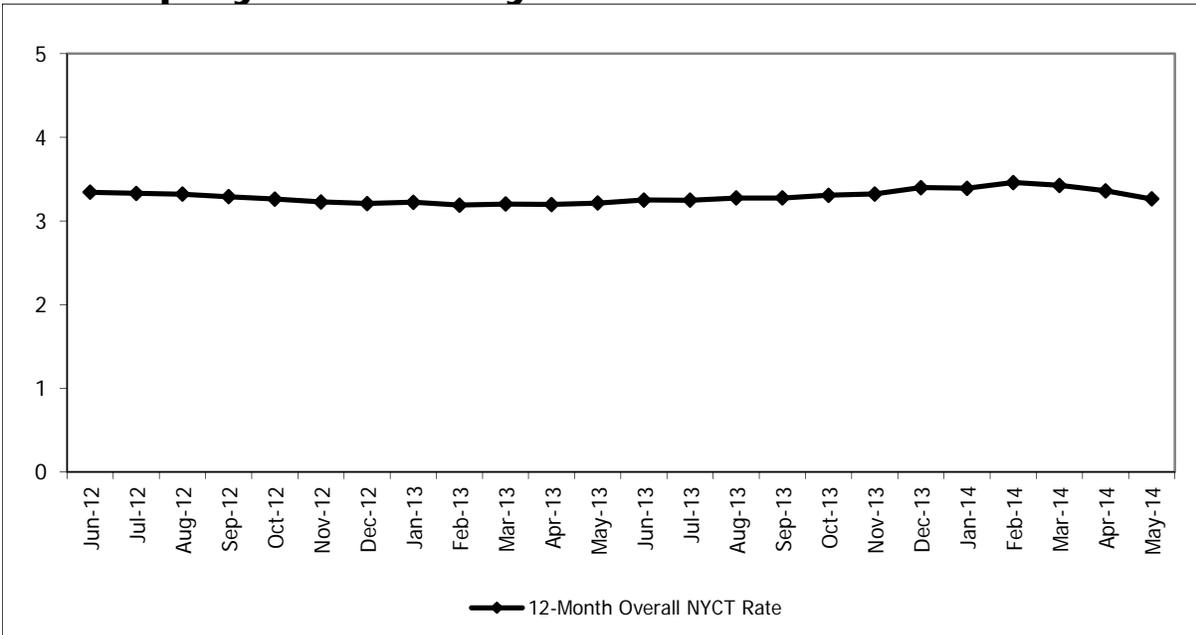
2014 Goal: 6.22  
2013 Actual: 6.55

**Definitions**

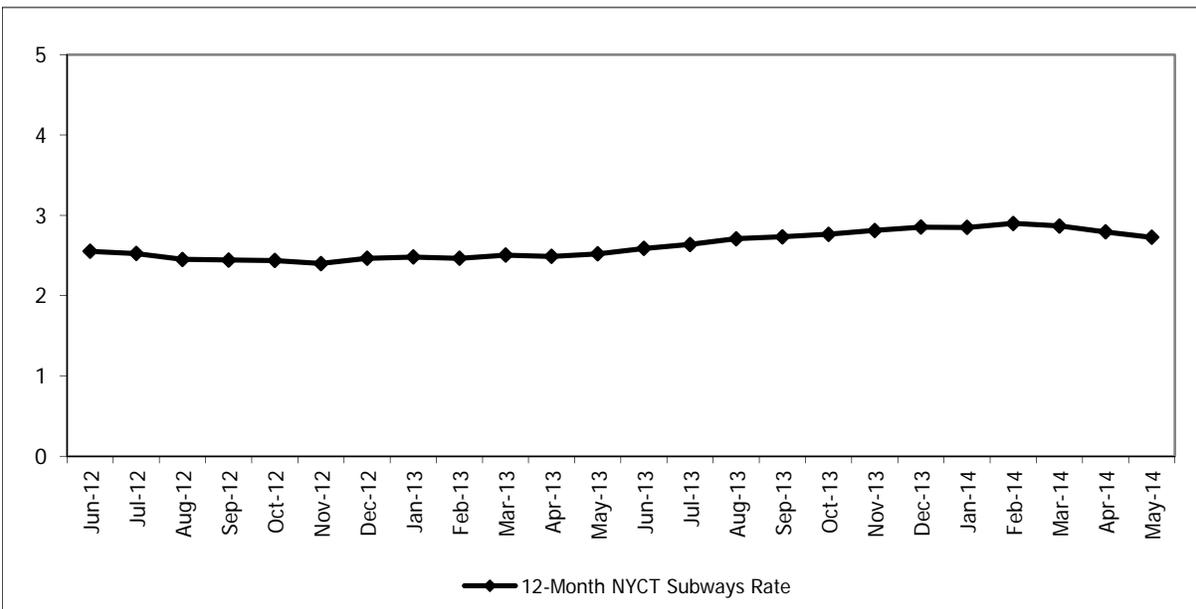
A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT Bus determinations come from NYCT's Law Department.)

Chart 11

# NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



Monthly Results	12-Month Average	Annual Results
May 2014: 2.65	Jun 13 – May 14: 3.26	2014 Goal: 3.20
May 2013: 3.82	Jun 12 – May 13: 3.21	2013 Actual: 3.40



Monthly Results	12-Month Average	Annual Results
May 2014: 1.87	Jun 13 – May 14: 2.73	2014 Goal: 2.71
May 2013: 2.68	Jun 12 – May 13: 2.52	2013 Actual: 2.90

### 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 JUNE**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
MURDER	1	1	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	24	58	-34	-58.6%
FELASSAULT	20	18	2	11.1%
BURGLARY	0	8	-8	-100.0%
GRLARCENY	129	137	-8	-5.8%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>174</u></b>	<b><u>222</u></b>	<b><u>-48</u></b>	<b><u>-21.6%</u></b>

*During June the daily Robbery average decreased from 1.9 to 0.8*

*During June the daily Major Felony average decreased from 7.4 to 5.8*

**CRIME STATISTICS JANUARY THRU JUNE**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
MURDER	1	1	0	0.0%
RAPE	5	3	2	66.7%
ROBBERY	210	309	-99	-32.0%
FELASSAULT	96	94	2	2.1%
BURGLARY	7	15	-8	-53.3%
GRLARCENY	750	777	-27	-3.5%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1069</u></b>	<b><u>1199</u></b>	<b><u>-130</u></b>	<b><u>-10.8%</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 6.6 to 5.9*

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



Police Department  
City of New York

**REPORT**

**JUNE ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	4070	4062	8	0.2%
TosArrest	1997	2344	-347	-14.8%
Summ	7703	7933	-230	-2.9%

**JANUARY - JUNE ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	27190	26826	364	1.4%
TosArrest	14258	15094	-836	-5.5%
Summ	45681	45612	69	0.2%

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



Police Department  
City of New York

## REPORT

	<i>JANUARY-JUNE</i>																	
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>
<i>Murder</i>	<i>1</i>	<i>0</i>	<i>4</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>	<i>4</i>	<i>1</i>	<i>2</i>	<i>2</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>1</i>
<i>Rape</i>	<i>1</i>	<i>8</i>	<i>0</i>	<i>3</i>	<i>1</i>	<i>0</i>	<i>2</i>	<i>1</i>	<i>3</i>	<i>3</i>	<i>0</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>6</i>	<i>3</i>	<i>5</i>
<i>Robbery</i>	<i>1046</i>	<i>961</i>	<i>852</i>	<i>683</i>	<i>641</i>	<i>624</i>	<i>588</i>	<i>532</i>	<i>622</i>	<i>490</i>	<i>421</i>	<i>384</i>	<i>346</i>	<i>361</i>	<i>354</i>	<i>444</i>	<i>309</i>	<i>210</i>
<i>Assault</i>	<i>229</i>	<i>248</i>	<i>211</i>	<i>178</i>	<i>143</i>	<i>145</i>	<i>143</i>	<i>142</i>	<i>129</i>	<i>97</i>	<i>100</i>	<i>87</i>	<i>91</i>	<i>105</i>	<i>106</i>	<i>98</i>	<i>94</i>	<i>96</i>
<i>Burglary</i>	<i>20</i>	<i>10</i>	<i>2</i>	<i>4</i>	<i>16</i>	<i>6</i>	<i>3</i>	<i>5</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>4</i>	<i>0</i>	<i>2</i>	<i>0</i>	<i>18</i>	<i>15</i>	<i>7</i>
<i>GL</i>	<i>1629</i>	<i>1273</i>	<i>1152</i>	<i>1205</i>	<i>1080</i>	<i>1017</i>	<i>823</i>	<i>882</i>	<i>907</i>	<i>679</i>	<i>609</i>	<i>640</i>	<i>563</i>	<i>561</i>	<i>707</i>	<i>815</i>	<i>777</i>	<i>750</i>
<i>TOTAL MAJOR FELONIES</i>	<i>2926</i>	<i>2500</i>	<i>2221</i>	<i>2074</i>	<i>1882</i>	<i>1792</i>	<i>1560</i>	<i>1564</i>	<i>1666</i>	<i>1271</i>	<i>1132</i>	<i>1119</i>	<i>1001</i>	<i>1029</i>	<i>1169</i>	<i>1381</i>	<i>1199</i>	<i>1069</i>
<i>Major Fel Per Day</i>	<i>16.17</i>	<i>13.81</i>	<i>12.27</i>	<i>11.46</i>	<i>10.40</i>	<i>9.90</i>	<i>8.62</i>	<i>8.64</i>	<i>9.20</i>	<i>7.02</i>	<i>6.25</i>	<i>6.18</i>	<i>5.53</i>	<i>5.69</i>	<i>6.46</i>	<i>7.63</i>	<i>6.62</i>	<i>5.91</i>



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Staten Island Rapid Transit

### June 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	5	-3	-60%

### Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	7	-3	-43%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	3	6	-3	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	14	-7	-50%



## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	May Results		May Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	7.3	2.1	1,694.5	1,701.8	7.3	0.4
Nonreimb. Exp. before Dep./OPEB	(9.5)	(1.8)	2,615.3	2,672.7	(57.4)	(2.2)
Net Cash Deficit*	(50.0)	(17.4)	(1,222.3)	(1,352.8)	(130.5)	(10.7)

\*Excludes Subsidies and Debt Service

May 2014 **farebox revenue** was \$360.2 million, \$7.3 million (2.1 percent) above budget. Subway revenue was \$3.5 million (1.3 percent) above budget, bus revenue was \$0.9 million (1.1 percent) below budget, and paratransit revenue was \$0.2 million (13.6 percent) below budget. Accrued fare media liability was \$5.0 million (more than 100 percent) above budget. Year-to-date revenue of \$1,701.8 million was \$7.3 million (0.4 percent) above budget. Subway revenue was \$6.5 million (0.5 percent) above budget, bus revenue was \$8.1 million (2.1 percent) below budget, and paratransit revenue was \$1.1 million (14.3 percent) below budget. Accrued fare media liability was \$10.0 million (58.2 percent) above budget. The May 2014 non-student **average fare** of \$1.765 decreased 0.7¢ from May 2013. The subway fare decreased 0.9¢, the local bus fare decreased 0.5¢, and the express bus fare decreased 8.2¢.

Total **ridership** in May 2014 of 213.5 million was 1.5 million (0.7 percent) above budget. Average weekday ridership in May 2014 was 8.1 million, an increase of 1.6 percent from May 2013. Average weekday ridership for the twelve months ending May 2014 was 7.7 million, an increase of 0.6 percent from the twelve months ending May 2013.

**Nonreimbursable expenses** before depreciation and OPEB in May exceeded budget by \$9.5 million (1.8 percent). Labor expenses were unfavorable by \$27.0 million (7.0 percent), due mainly to retroactive pattern labor accrual adjustments, consistent with the recent TWU labor contract settlement. This overrun was partly offset by health & welfare/OPEB current expense underruns and favorable overhead credits. Non-labor expenses were below budget by \$17.5 million (12.3 percent), due mostly to a significant chargeback of Workers' Compensation Board expenses arising from new legislation enabling the Board to implement a simplification of existing procedures. Year-to-date, nonreimbursable expenses were above budget by \$57.4 million (2.2 percent). Labor expenses were higher by \$59.7 million (3.1 percent), largely from higher overtime expenses and increased payroll expenses, due to the retroactive pattern labor accrual adjustments. Health & welfare/OPEB current expense underruns partly offset the above overruns. Non-labor expenses were favorable by a net \$2.3 million (0.3 percent), as the favorable Workers' Compensation Board chargeback described above was mostly offset by the unfavorable timing of several account expenses.

### Net Cash Deficit

The net cash deficit for May year-to-date was \$1,352.8 million, unfavorable to budget by \$130.5 million (10.7 percent), due mostly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses and capital reimbursements.

## FINANCIAL RESULTS

### Farebox Revenue

May 2014 Farebox Revenue - (\$ in millions)

	May				May Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	265.3	268.8	3.5	1.3%	1,276.1	1,282.6	6.5	0.5%
NYCT Bus	82.5	81.6	(0.9)	(1.1%)	393.7	385.5	(8.1)	(2.1%)
Paratransit	1.6	1.4	(0.2)	(13.6%)	7.6	6.5	(1.1)	(14.3%)
Subtotal	349.4	351.8	2.3	0.7%	1,677.3	1,674.7	(2.7)	(0.2%)
Fare Media Liability	3.4	8.4	5.0	145.6%	17.2	27.2	10.0	58.2%
<b>Total - NYCT</b>	<b>352.9</b>	<b>360.2</b>	<b>7.3</b>	<b>2.1%</b>	<b>1,694.5</b>	<b>1,701.8</b>	<b>7.3</b>	<b>0.4%</b>
MTA Bus Company	17.3	17.4	0.1	0.7%	82.5	81.4	(1.0)	(1.2%)
<i>Total - Regional Bus</i>	<i>99.8</i>	<i>99.0</i>	<i>(0.8)</i>	<i>(0.8%)</i>	<i>476.1</i>	<i>467.0</i>	<i>(9.1)</i>	<i>(1.9%)</i>

Note: Totals may not add due to rounding.

- The favorable May 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

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.859	1.850	(0.009)	(0.5%)	1.490	1.488	(0.002)	(0.1%)
Local Bus	1.474	1.469	(0.005)	(0.4%)	1.490	1.488	(0.002)	(0.1%)
Subway & Local Bus	1.756	1.749	(0.006)	(0.4%)	1.490	1.488	(0.002)	(0.1%)
Express Bus	5.034	4.952	(0.082)	(1.6%)	4.957	4.947	(0.011)	(0.2%)
Total	1.772	1.765	(0.007)	(0.4%)	1.776	1.757	(0.019)	(1.1%)

- The average fare decreases were mostly due to a gradual shift of customers from pay-per-ride MetroCards and 30-day passes to 7-day passes (which had the smallest percentage fare increase, and has the lowest average fare) 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 May average fare of \$1.12 was 26¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

In the month of May, other operating revenue was higher than budget by \$1.1 million (3.0 percent), due mostly to favorable results in paratransit Urban Tax revenue and Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue exceeded budget by \$8.1 million (4.6 percent), primarily from 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 May, nonreimbursable expenses before depreciation and OPEB exceeded budget by \$9.5 million (1.8 percent). Year-to-date, expenses were higher than budget by \$57.4 million (2.2 percent). The major causes of these variances are reviewed below:

**Labor expenses** in the month were unfavorable by \$27.0 million (7.0 percent), due mostly to higher payroll expenses of \$37.4 million (15.0 percent), caused by retroactive pattern labor accrual adjustments, consistent with the recent TWU labor contract settlement. Overtime expenses were higher by \$4.0 million (14.9 percent), mainly due to requirements for unscheduled service, maintenance of signal systems and for track defect backlogs and vacancy/absentee coverage. Partly offsetting the above overruns were lower health & welfare/OPEB current expenses of \$5.7 million (6.6 percent), due largely to vacancies and a favorable rate experience, and favorable reimbursable overhead credits of \$10.3 million (62.1 percent), resulting from higher reimbursable labor costs. Year-to-date, labor expenses were above budget by \$59.7 million (3.1 percent), including an overtime overrun of \$44.9 million (33.1 percent), caused by the impact of multiple snowstorms early in the year, vacancy/absentee coverage, unscheduled service and signals/track and bus maintenance requirements. Payroll expenses were higher by \$38.4 million (3.2 percent), due to retroactive pattern labor accrual adjustments, consistent with the recent TWU labor contract settlement. Health & welfare/OPEB current expenses underran by \$28.1 million (6.5 percent), primarily due to vacancies, a favorable rate experience, 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 below budget by \$17.5 million (12.3 percent). Professional service contract expenses underran by \$22.0 million (over 100.0 percent), representing a significant retroactive chargeback of Workers' Compensation Board expenses due to new legislation enabling the Board to implement a simplification of existing procedures. Paratransit service contract expenses were under budget by \$2.5 million (7.6 percent), due mostly to lower completed trips. Maintenance contract expenses exceeded budget by \$3.0 million (20.2 percent), largely from the unfavorable timing of vehicle purchases and building-related expenses. Electric power expenses were above budget by \$2.6 million (10.5 percent), due to the unfavorable timing of billing adjustments, partly offset by lower prices and consumption. Fuel expenses were higher than budget by \$1.5 million (10.3 percent), mainly resulting from the unfavorable timing of expenses, partly offset by lower consumption. Year-to-date, expenses were favorable by a net \$2.3 million (0.3 percent), including the following:

- Paratransit service contracts expenses were below budget by \$16.3 million (10.0 percent), due mainly to lower completed trips, caused in part by adverse weather early in the year.
- Professional service contract expenses were less than budget by \$3.8 million (7.7 percent), due to a significant retroactive chargeback of Workers' Compensation Board expenses due to new legislation enabling the Board to implement a simplification of existing procedures, mostly offset by the unfavorable timing of Information Technology-related expenses, several professional service account expenses including bond services, and office-related expenses.
- Other business expenses were less than budget by \$3.6 million (11.8 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 \$2.0 million (6.8 percent), mainly caused by the favorable timing of interagency payments.
- Materials and supplies expenses were over by \$9.4 million (7.9 percent), largely from the unfavorable timing of maintenance material requirements, partly offset by increased scrap sales.
- Electric power expenses were above budget by \$8.0 million (6.1 percent), due principally to the unfavorable timing of billing adjustments/expenses, partly offset by lower prices.
- Maintenance contracts exceeded budget by \$4.0 million (5.4 percent), primarily from the unfavorable timing of maintenance & repair and building-related expenses, partly offset by the favorable timing of vehicle purchases.
- Fuel expenses overran by \$2.1 million (2.7 percent), mostly involving the unfavorable timing of expenses and higher prices, partly offset by lower consumption.

**Depreciation expenses** year-to-date were \$612.5 million, \$12.5 million (2.1 percent) above budget.

**GASB#45 Other Post-Employment Benefits** was adopted by the MTA in 2007. For May 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 May year-to-date was \$1,352.8 million, unfavorable to budget by \$130.5 million (10.7 percent), due mostly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses and capital reimbursements.

### **Incumbents**

Excluding 228 temporary paid incumbents, there were 46,217 full-time paid incumbents at the end of May, an increase of 151 from April, and an increase of 353 from December 2013 (excluding 301 temporary December paid incumbents).

## RIDERSHIP RESULTS

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

	May				May Year-to-Date			
	Budget	Preliminary Actual	More/(Less)		Budget	Preliminary Actual	More/(Less)	
			Amount	Percent			Amount	Percent
Subway	150.4	152.8	2.4	1.6%	720.4	716.0	(4.4)	(0.6%)
NYCT Bus	60.8	60.0	(0.8)	(1.3%)	287.5	275.4	(12.0)	(4.2%)
Subtotal	211.2	212.8	1.6	0.8%	1,007.8	991.4	(16.4)	(1.6%)
Paratransit	0.9	0.8	(0.1)	(11.1%)	4.2	3.6	(0.6)	(14.2%)
<b>Total - NYCT</b>	<b>212.0</b>	<b>213.5</b>	<b>1.5</b>	<b>0.7%</b>	<b>1,012.0</b>	<b>995.0</b>	<b>(17.0)</b>	<b>(1.7%)</b>
MTA Bus Company	11.0	11.2	0.2	1.6%	52.1	51.0	(1.2)	(2.2%)
<i>Total - Regional Bus</i>	<i>71.8</i>	<i>71.2</i>	<i>(0.6)</i>	<i>(0.9%)</i>	<i>339.6</i>	<i>326.4</i>	<i>(13.2)</i>	<i>(3.9%)</i>

Notes: Totals may not add due to rounding.

- Paratransit ridership was affected by various initiatives that have reduced ridership growth below historic rates.
- The year-to-date subway and bus ridership variances are mainly due to multiple snowstorms in January and February.

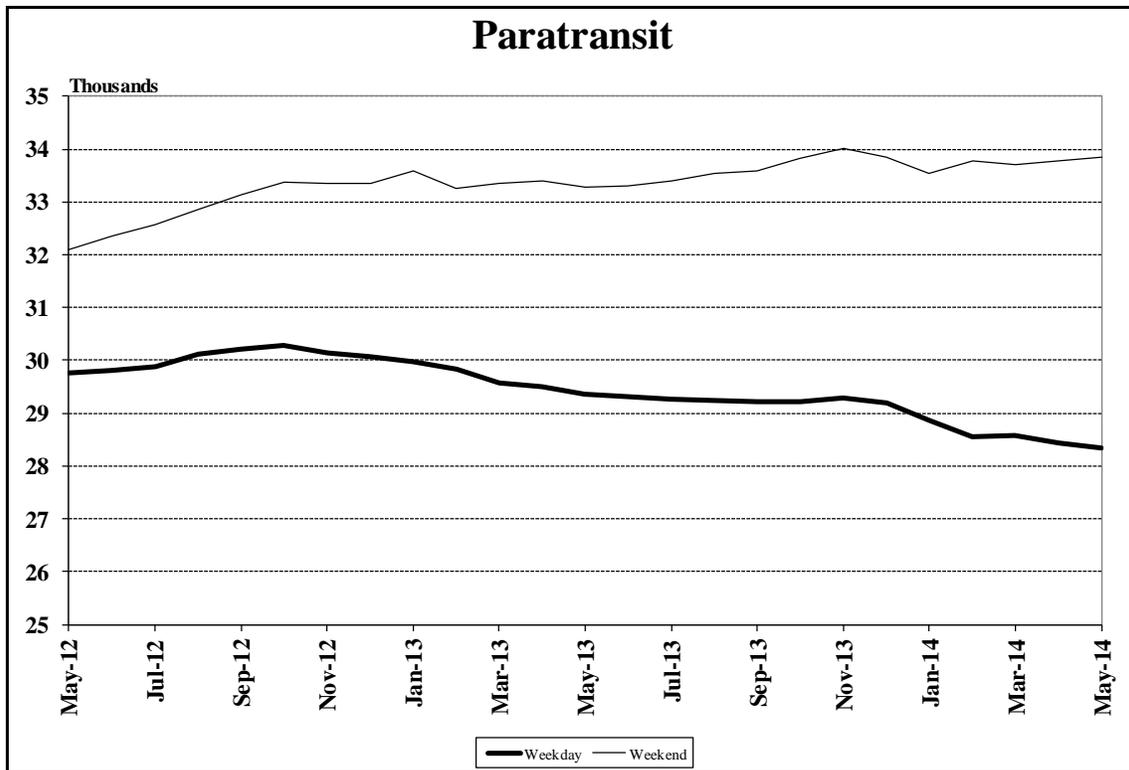
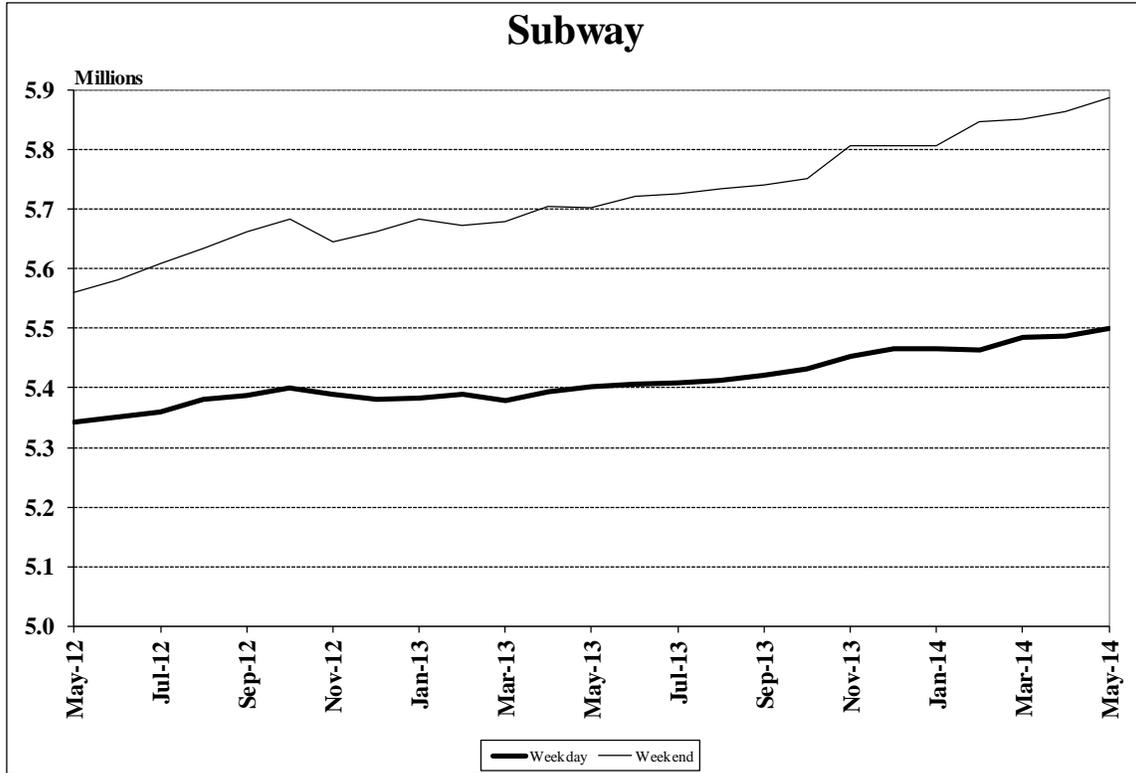
May Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary 2014	Change		2013	Preliminary 2014	Change	
			Amount	Percent			Amount	Percent
Subway	5,664	5,811	+147	+2.6%	5,855	6,129	+274	+4.7%
NYCT Local Bus	2,245	2,226	-19	-0.8%	2,287	2,426	+140	+6.1%
NYCT Express Bus	43	44	+1	+2.4%	11	12	+1	+12.0%
Paratransit	30	29	-1	-3.7%	35	36	+1	+2.8%
<b>TOTAL - NYCT</b>	<b>7,982</b>	<b>8,110</b>	<b>+128</b>	<b>+1.6%</b>	<b>8,188</b>	<b>8,604</b>	<b>+416</b>	<b>+5.1%</b>
MTABC Local Bus	398	399	+0	+0.1%	377	406	+29	+7.7%
MTABC Express Bus	34	33	-1	-2.5%	13	14	+0	+3.3%
Total - MTA Bus	432	432	-0	-0.1%	390	419	+30	+7.6%
<i>Total - Regional Bus</i>	<i>2,721</i>	<i>2,702</i>	<i>-18</i>	<i>-0.7%</i>	<i>2,687</i>	<i>2,858</i>	<i>171</i>	<i>+6.3%</i>
<b>12-Month Rolling Average</b>								
Subway	5,403	5,499	+96	+1.8%	5,703	5,887	+184	+3.2%
Local Bus	2,129	2,083	-46	-2.2%	2,301	2,319	+17	+0.8%
Express Bus	42	42	-0	-0.3%	11	12	+1	+10.1%
Paratransit	29	28	-1	-3.4%	33	34	+1	+1.7%
<b>TOTAL - NYCT</b>	<b>7,603</b>	<b>7,652</b>	<b>+49</b>	<b>+0.6%</b>	<b>8,048</b>	<b>8,252</b>	<b>+204</b>	<b>+2.5%</b>
MTABC Local Bus	372	368	-4	-1.0%	372	384	+12	+3.3%
MTABC Express Bus	34	32	-2	-6.2%	14	13	-1	-6.3%
Total - MTA Bus	406	400	-6	-1.4%	385	397	+12	+3.0%
<i>Total - Regional Bus</i>	<i>2,577</i>	<i>2,525</i>	<i>-52</i>	<i>-2.0%</i>	<i>2,698</i>	<i>2,728</i>	<i>30</i>	<i>+1.1%</i>

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

- May 2014 average weekday subway and total ridership was the highest of any month in over forty-five years.
- May 2014 average weekend subway and total ridership was the highest of any May in over forty-five years.

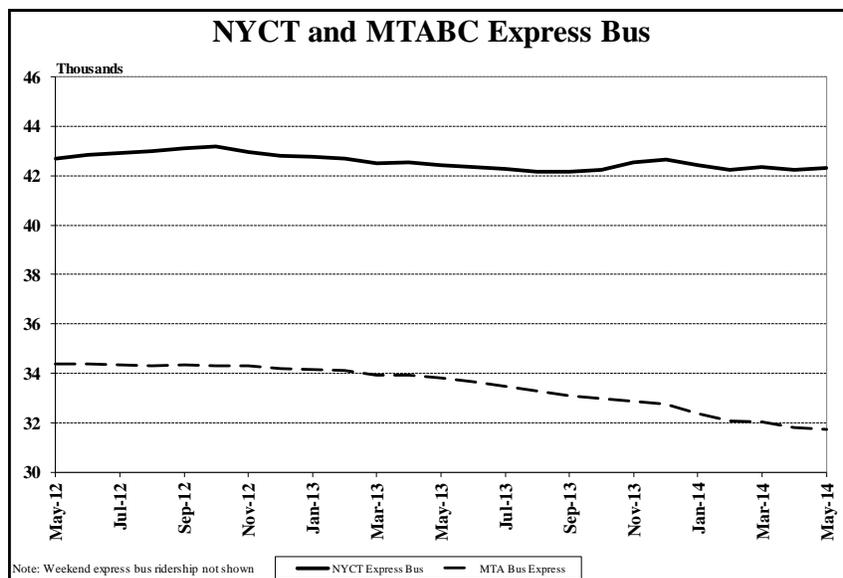
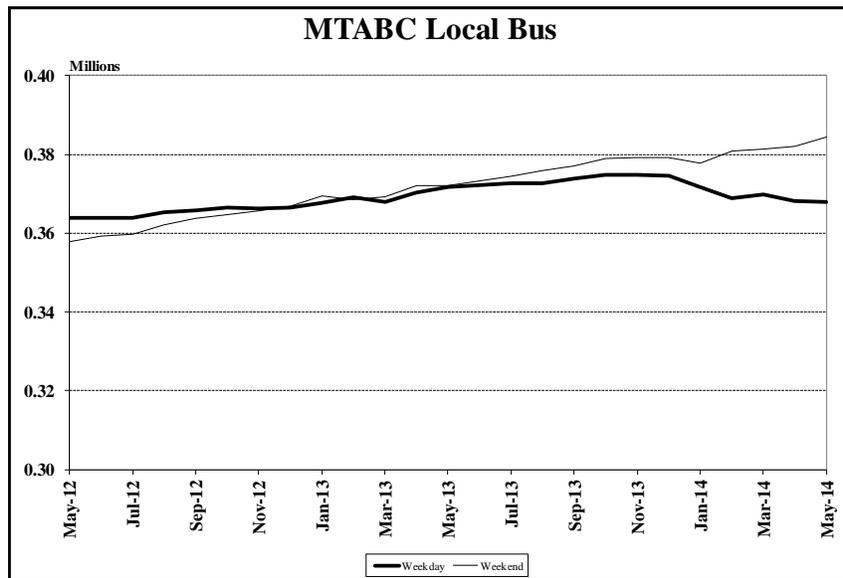
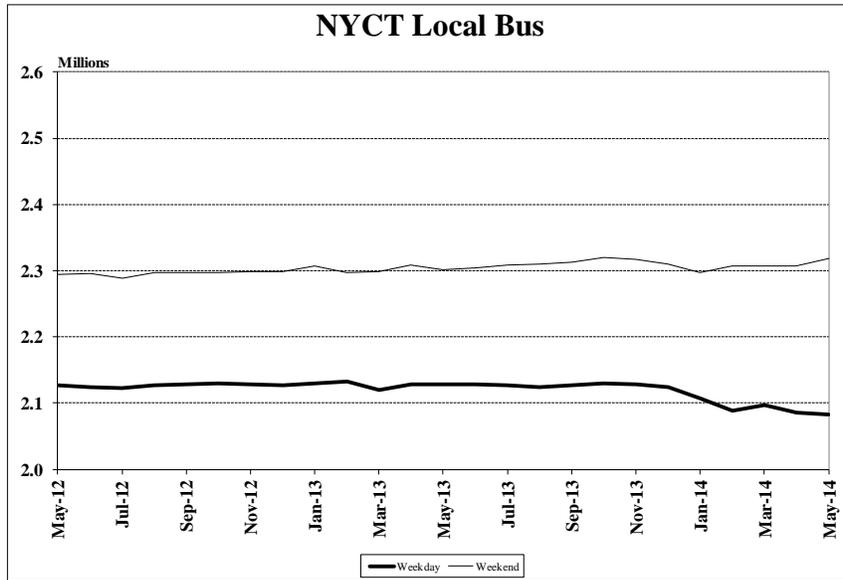
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From May 2013 to May 2014, only three area services did not have a ridership increase: NYCT Local Bus, NYCT Paratransit, and MTA Express Bus. The largest increase was on Long Island Rail Road (up 5.5 percent). Average weekend ridership increased on every area service except for PATH, which decreased 3.1 percent. 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>May-13</b>	<b>Preliminary May-14</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
NYCT Subway	5,664	5,811	+2.6%	+1.8%
NYCT Local Bus	2,245	2,226	-0.8%	-2.2%
NYCT Express Bus	43	44	+2.4%	-0.3%
NYCT Paratransit	30	29	-3.7%	-3.4%
Staten Island Railway	16	16	+3.5%	-1.9%
MTA Local Bus	398	399	+0.1%	-1.0%
MTA Express Bus	34	33	-2.5%	-6.2%
Long Island Rail Road	286	302	+5.5%	+2.9%
Metro-North Railroad	280	284	+1.6%	+0.8%
Staten Island Ferry	n/a	68	n/a	n/a
PATH	249	256	+2.5%	+6.4%
<u>Average Weekend</u>				
NYCT Subway	5,855	6,129	+4.7%	+3.2%
NYCT Local Bus	2,287	2,426	+6.1%	+0.8%
NYCT Express Bus	11	12	+12.0%	+10.1%
NYCT Paratransit	35	36	+2.8%	+1.7%
Staten Island Railway	8	9	+14.3%	-5.0%
MTA Local Bus	377	406	+7.7%	+3.3%
MTA Express Bus	13	14	+3.3%	-6.3%
Long Island Rail Road	182	198	+8.7%	+1.9%
Metro-North Railroad	204	212	+3.6%	-0.6%
Staten Island Ferry	n/a	100	n/a	n/a
PATH	204	197	-3.1%	+5.9%

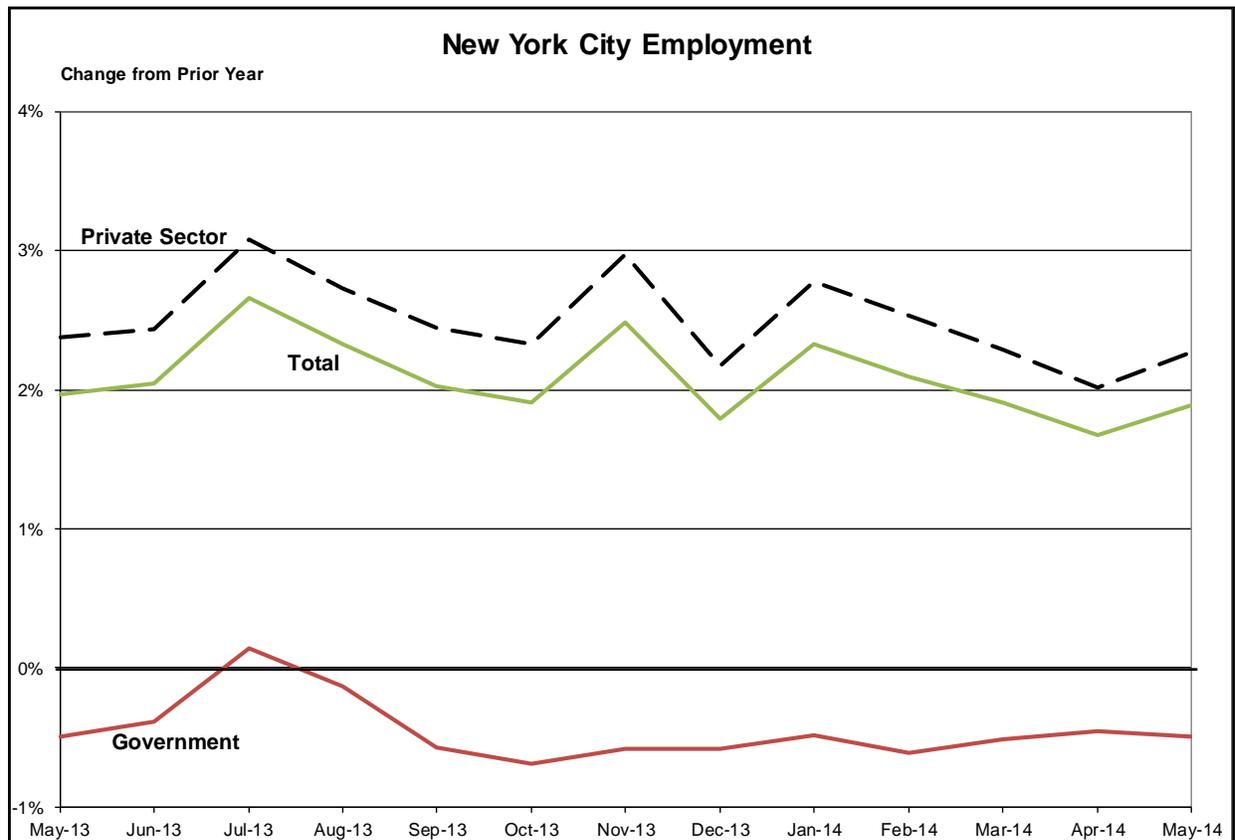
<b>MTA Bridges and Tunnels</b>				
<b>(thousands)</b>				
Average Weekday	835	850	+1.8%	+0.1%
Average Weekend	1,504	1,585	+5.4%	+1.6%

Note: Percentages are based on unrounded data.

## Economy

From May 2013 to May 2014, New York City employment increased 1.9 percent (75,000 jobs). Private sector employment increased 2.3 percent (77,700 jobs) and government employment decreased 0.5 percent (2,700 jobs). The only private employment sub-sector that decreased from May 2013 was manufacturing. The sub-sector with both the largest absolute and percentage increases was educational and health services (up 27,100 jobs or 3.3 percent).

As shown in the chart below, New York City private sector employment has grown at least 2 percent every month over the past year. Government employment has declined slightly in every month except for July 2013.



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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$265.339	\$268.794	\$3.455	1.3	\$0.000	\$0.000	\$0.000	-	\$265.339	\$268.794	\$3.455	1.3
Bus	82.518	81.609	(0.909)	(1.1)	0.000	0.000	0.000	-	82.518	81.609	(0.909)	(1.1)
Paratransit	1.577	1.362	(0.215)	(13.6)	0.000	0.000	0.000	-	1.577	1.362	(0.215)	(13.6)
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	352.869	360.200	7.331	2.1	0.000	0.000	0.000	-	352.869	360.200	7.331	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	9.042	9.042	0.000	0.0	0.000	0.000	0.000	-	9.042	9.042	0.000	0.0
Paratransit Reimbursement	14.748	15.880	1.132	7.7	0.000	0.000	0.000	-	14.748	15.880	1.132	7.7
Other	12.290	12.242	(0.048)	(0.4)	0.000	0.000	0.000	-	12.290	12.242	(0.048)	(0.4)
Total Other Operating Revenue	36.080	37.164	1.084	3.0	0.000	0.000	0.000	-	36.080	37.164	1.084	3.0
Capital and Other Reimbursements	0.000	0.000	0.000	-	78.695	110.705	32.010	40.7	78.695	110.705	32.010	40.7
<b>Total Revenue</b>	<b>\$388.949</b>	<b>\$397.364</b>	<b>\$8.415</b>	<b>2.2</b>	<b>\$78.695</b>	<b>\$110.705</b>	<b>\$32.010</b>	<b>40.7</b>	<b>\$467.644</b>	<b>\$508.069</b>	<b>\$40.425</b>	<b>8.6</b>
<b>Expenses</b>												
Labor:												
Payroll	249.778	287.207	(37.429)	(15.0)	33.949	37.786	(3.837)	(11.3)	283.727	324.993	(41.266)	(14.5)
Overtime	26.520	30.475	(3.955)	(14.9)	5.835	16.539	(10.704)	(183.4)	32.355	47.014	(14.659)	(45.3)
Total Salaries & Wages	276.298	317.682	(41.384)	(15.0)	39.784	54.325	(14.541)	(36.5)	316.082	372.007	(55.925)	(17.7)
Health and Welfare	57.505	48.397	9.108	15.8	2.256	1.972	0.284	12.6	59.761	50.369	9.392	15.7
OPEB Current Payment	29.046	32.445	(3.399)	(11.7)	0.000	0.000	0.000	-	29.046	32.445	(3.399)	(11.7)
Pensions	17.552	17.783	(0.231)	(1.3)	0.349	0.354	(0.005)	(1.4)	17.901	18.137	(0.236)	(1.3)
Other Fringe Benefits	24.151	25.510	(1.359)	(5.6)	11.258	15.704	(4.446)	(39.5)	35.409	41.214	(5.805)	(16.4)
Total Fringe Benefits	128.254	124.135	4.119	3.2	13.863	18.030	(4.167)	(30.1)	142.117	142.165	(0.048)	(0.0)
Reimbursable Overhead	(16.504)	(26.761)	10.257	62.1	16.504	26.761	(10.257)	(62.1)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$388.048</b>	<b>\$415.056</b>	<b>(\$27.008)</b>	<b>(7.0)</b>	<b>\$70.151</b>	<b>\$99.116</b>	<b>(\$28.965)</b>	<b>(41.3)</b>	<b>\$458.199</b>	<b>\$514.172</b>	<b>(\$55.973)</b>	<b>(12.2)</b>
Non-Labor:												
Electric Power	24.560	27.135	(2.575)	(10.5)	0.020	0.028	(0.008)	(40.0)	24.580	27.163	(2.583)	(10.5)
Fuel	14.602	16.112	(1.510)	(10.3)	0.002	0.002	0.000	0.0	14.604	16.114	(1.510)	(10.3)
Insurance	6.087	5.640	0.447	7.3	0.000	0.000	0.000	-	6.087	5.640	0.447	7.3
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	33.445	30.905	2.540	7.6	0.000	0.000	0.000	-	33.445	30.905	2.540	7.6
Mtce. and Other Operating Contracts	15.050	18.097	(3.047)	(20.2)	2.250	3.187	(0.937)	(41.6)	17.300	21.284	(3.984)	(23.0)
Professional Service Contracts	10.646	(11.320)	21.966	206.3	1.336	2.162	(0.826)	(61.8)	11.982	(9.158)	21.140	176.4
Materials & Supplies	23.906	23.407	0.499	2.1	4.614	5.624	(1.010)	(21.9)	28.520	29.031	(0.511)	(1.8)
Other Business Expenses	5.667	6.520	(0.853)	(15.1)	0.322	0.586	(0.264)	(82.0)	5.989	7.106	(1.117)	(18.7)
<b>Total Non-Labor Expenses</b>	<b>\$141.603</b>	<b>\$124.136</b>	<b>\$17.467</b>	<b>12.3</b>	<b>\$8.544</b>	<b>\$11.589</b>	<b>(\$3.045)</b>	<b>(35.6)</b>	<b>\$150.147</b>	<b>\$135.725</b>	<b>\$14.422</b>	<b>9.6</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>\$529.651</b>	<b>\$539.192</b>	<b>(\$9.541)</b>	<b>(1.8)</b>	<b>\$78.695</b>	<b>\$110.705</b>	<b>(\$32.010)</b>	<b>(40.7)</b>	<b>\$608.346</b>	<b>\$649.897</b>	<b>(\$41.551)</b>	<b>(6.8)</b>
Depreciation	122.000	130.455	(8.455)	(6.9)	0.000	0.000	0.000	-	122.000	130.455	(8.455)	(6.9)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$651.651</b>	<b>\$669.647</b>	<b>(\$17.996)</b>	<b>(2.8)</b>	<b>\$78.695</b>	<b>\$110.705</b>	<b>(\$32.010)</b>	<b>(40.7)</b>	<b>\$730.346</b>	<b>\$780.352</b>	<b>(\$50.006)</b>	<b>(6.8)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$262.702)</b>	<b>(\$272.283)</b>	<b>(\$9.581)</b>	<b>(3.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$262.702)</b>	<b>(\$272.283)</b>	<b>(\$9.581)</b>	<b>(3.6)</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  
 May 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	\$1,276.120	\$1,282.649	\$6.529	0.5	\$0.000	\$0.000	\$0.000	-	\$1,276.120	\$1,282.649	\$6.529	0.5
Bus	393.652	385.536	(8.116)	(2.1)	0.000	0.000	0.000	-	393.652	385.536	(8.116)	(2.1)
Paratransit	7.572	6.487	(1.085)	(14.3)	0.000	0.000	0.000	-	7.572	6.487	(1.085)	(14.3)
Fare Media Liability	17.175	27.175	10.000	58.2	0.000	0.000	0.000	-	17.175	27.175	10.000	58.2
Total Farebox Revenue	1,694.519	1,701.847	7.328	0.4	0.000	0.000	0.000	-	1,694.519	1,701.847	7.328	0.4
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	41.098	41.098	0.000	0.0	0.000	0.000	0.000	-	41.098	41.098	0.000	0.0
Paratransit Reimbursement	73.740	76.508	2.768	3.8	0.000	0.000	0.000	-	73.740	76.508	2.768	3.8
Other	61.450	66.811	5.361	8.7	0.000	0.000	0.000	-	61.450	66.811	5.361	8.7
Total Other Operating Revenue	176.288	184.417	8.129	4.6	0.000	0.000	0.000	-	176.288	184.417	8.129	4.6
Capital and Other Reimbursements	0.000	0.000	0.000	-	380.393	400.115	19.722	5.2	380.393	400.115	19.722	5.2
<b>Total Revenue</b>	<b>\$1,870.807</b>	<b>\$1,886.264</b>	<b>\$15.457</b>	<b>0.8</b>	<b>\$380.393</b>	<b>\$400.115</b>	<b>\$19.722</b>	<b>5.2</b>	<b>\$2,251.200</b>	<b>\$2,286.379</b>	<b>\$35.179</b>	<b>1.6</b>
<b>Expenses</b>												
Labor:												
Payroll	1,207.841	1,246.219	(38.378)	(3.2)	163.901	146.259	17.642	10.8	1,371.742	1,392.478	(20.736)	(1.5)
Overtime	135.875	180.793	(44.918)	(33.1)	28.822	50.292	(21.470)	(74.5)	164.697	231.085	(66.388)	(40.3)
Total Salaries & Wages	1,343.716	1,427.012	(83.296)	(6.2)	192.723	196.551	(3.828)	(2.0)	1,536.439	1,623.563	(87.124)	(5.7)
Health and Welfare	286.949	262.259	24.690	8.6	11.244	9.403	1.841	16.4	298.193	271.662	26.531	8.9
OPEB Current Payment	144.939	141.543	3.396	2.3	0.000	0.000	0.000	-	144.939	141.543	3.396	2.3
Pensions	87.758	88.938	(1.180)	(1.3)	1.745	1.768	(0.023)	(1.3)	89.503	90.706	(1.203)	(1.3)
Other Fringe Benefits	119.005	128.049	(9.044)	(7.6)	54.663	54.937	(0.274)	(0.5)	173.668	182.986	(9.318)	(5.4)
Total Fringe Benefits	638.651	620.789	17.862	2.8	67.652	66.108	1.544	2.3	706.303	686.897	19.406	2.7
Reimbursable Overhead	(80.153)	(85.871)	5.718	7.1	80.153	85.871	(5.718)	(7.1)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$1,902.214</b>	<b>\$1,961.930</b>	<b>(\$59.716)</b>	<b>(3.1)</b>	<b>\$340.528</b>	<b>\$348.530</b>	<b>(\$8.002)</b>	<b>(2.3)</b>	<b>\$2,242.742</b>	<b>\$2,310.460</b>	<b>(\$67.718)</b>	<b>(3.0)</b>
Non-Labor:												
Electric Power	131.962	139.961	(7.999)	(6.1)	0.106	0.149	(0.043)	(40.6)	132.068	140.110	(8.042)	(6.1)
Fuel	76.825	78.891	(2.066)	(2.7)	0.010	0.008	0.002	20.0	76.835	78.899	(2.064)	(2.7)
Insurance	30.312	28.264	2.048	6.8	0.000	0.000	0.000	-	30.312	28.264	2.048	6.8
Claims	38.202	38.201	0.001	0.0	0.000	0.000	0.000	-	38.202	38.201	0.001	0.0
Paratransit Service Contracts	163.389	147.058	16.331	10.0	0.000	0.722	(0.722)	-	163.389	147.780	15.609	9.6
Mtce. and Other Operating Contracts	74.108	78.128	(4.020)	(5.4)	10.876	14.929	(4.053)	(37.3)	84.984	93.057	(8.073)	(9.5)
Professional Service Contracts	49.446	45.622	3.824	7.7	6.289	10.575	(4.286)	(68.2)	55.735	56.197	(0.462)	(0.8)
Materials & Supplies	118.638	127.989	(9.351)	(7.9)	22.966	22.895	0.071	0.3	141.604	150.884	(9.280)	(6.6)
Other Business Expenses	30.216	26.665	3.551	11.8	(0.382)	2.307	(2.689)	(703.9)	29.834	28.972	0.862	2.9
<b>Total Non-Labor Expenses</b>	<b>\$713.098</b>	<b>\$710.779</b>	<b>\$2.319</b>	<b>0.3</b>	<b>\$39.865</b>	<b>\$51.585</b>	<b>(\$11.720)</b>	<b>(29.4)</b>	<b>\$752.963</b>	<b>\$762.364</b>	<b>(\$9.401)</b>	<b>(1.2)</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</b>	<b>\$3,591.429</b>	<b>\$3,675.962</b>	<b>(\$84.533)</b>	<b>(2.4)</b>	<b>\$380.393</b>	<b>\$400.115</b>	<b>(\$19.722)</b>	<b>(5.2)</b>	<b>\$3,971.822</b>	<b>\$4,076.077</b>	<b>(\$104.255)</b>	<b>(2.6)</b>
<b>before Depreciation and OPEB</b>	<b>\$2,615.312</b>	<b>\$2,672.709</b>	<b>(\$57.397)</b>	<b>(2.2)</b>	<b>\$380.393</b>	<b>\$400.115</b>	<b>(\$19.722)</b>	<b>(5.2)</b>	<b>\$2,995.705</b>	<b>\$3,072.824</b>	<b>(\$77.119)</b>	<b>(2.6)</b>
Depreciation	600.000	612.462	(12.462)	(2.1)	0.000	0.000	0.000	-	600.000	612.462	(12.462)	(2.1)
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>\$3,591.429</b>	<b>\$3,675.962</b>	<b>(\$84.533)</b>	<b>(2.4)</b>	<b>\$380.393</b>	<b>\$400.115</b>	<b>(\$19.722)</b>	<b>(5.2)</b>	<b>\$3,971.822</b>	<b>\$4,076.077</b>	<b>(\$104.255)</b>	<b>(2.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,720.622)</b>	<b>(\$1,789.698)</b>	<b>(\$69.076)</b>	<b>(4.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,720.622)</b>	<b>(\$1,789.698)</b>	<b>(\$69.076)</b>	<b>(4.0)</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**  
**May 2014**  
**(\$ in millions)**

<u>Generic Revenue or Expense Category</u>	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	7.3	2.1	Mainly higher fare media liability expired revenue, consistent with the March 2013 fare increase	7.3	0.4	Mainly higher fare media liability expired revenue, consistent with the March 2013 fare increase
Other Operating Revenue	NR	1.1	3.0	Mostly due to favorable results in paratransit Urban Tax revenue and Transit Adjudication Bureau (TAB) fees.	8.1	4.6	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	(37.4)	(15.0)	Due to retroactive pattern labor accrual adjustments, consistent with the recent TWU labor contract settlement	(38.4)	(3.2)	Due to retroactive pattern labor accrual adjustments, consistent with the recent TWU labor contract settlement
Overtime	NR	(4.0)	(14.9)	Mainly due to requirements for unscheduled service, maintenance of signal systems and for track defect backlogs, vacancy/absentee coverage and the F Train derailment in Queens	(44.9)	(33.1)	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	5.7	6.6	Mainly due to vacancies and a favorable rate experience	28.1	6.5	Vacancies, a favorable rate experience, and credits pertaining to a prior year claim settlement, a lower cost drug program, and a prior year Medicare refund.
Other Fringe Benefits	NR	(1.4)	(5.6)	Primarily higher FICA payments due to retroactive pattern labor adjustments, mostly offset by favorable direct overhead credits from reimbursable labor overruns	(9.0)	(7.6)	Primarily higher FICA payments, mostly from retroactive pattern labor adjustments
Reimbursable Overhead	NR	10.3	62.1	Mainly favorable overhead credits, resulting from higher reimbursable labor costs	5.7	7.1	Mainly favorable overhead credits from reimbursable labor overruns
Electric Power	NR	(2.6)	(10.5)	Largely the unfavorable timing of billing adjustments, partly offset by lower prices and consumption	(8.0)	(6.1)	Largely due to the unfavorable timing of billing adjustments/expenses, partly offset by lower prices
Fuel	NR	(1.5)	(10.3)	Mainly due to the unfavorable timing of expenses, partly offset by lower consumption	(2.1)	(2.7)	Mostly the unfavorable timing of expenses and higher prices, partly offset by lower consumption

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**May 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>	
Insurance	NR	0.4	7.3	The favorable timing of interagency payments	2.0	6.8	The favorable timing of interagency payments
Paratransit Service Contracts	NR	2.5	7.6	Mostly due to lower completed trips.	16.3	10.0	Mostly due to lower completed trips, caused in part by adverse weather early in the year.
Maintenance and Other Operating Contracts	NR	(3.0)	(20.2)	Largely the unfavorable timing of vehicle purchases and building-related expenses	(4.0)	(5.4)	Primarily the unfavorable timing of maintenance & repair and building-related expenses, partly offset by the favorable timing of vehicle purchases
Professional Service Contracts	NR	22.0	over 100.0	Mostly a significant retroactive chargeback of Workers' Compensation Board expenses due to new legislation enabling the Board to implement a simplification of existing procedures.	3.8	7.7	Mostly a significant retroactive chargeback of Workers' Compensation Board expenses, mostly offset by the unfavorable timing of Information Technology-related expenses, several professional service account expenses including bond services, and office-related expenses.
Materials and Supplies	NR				(9.4)	(7.9)	Largely the unfavorable timing of maintenance material requirements, partly offset by increased scrap sales.
Other Business Expenses	NR	(0.9)	(15.1)	Mainly the unfavorable timing of NYS Mobility Tax payments	3.6	11.8	Primarily the favorable timing of reimbursable project job closing adjustments, lower MVM debit/credit card fees, and reduced stationery expenses.
Depreciation	NR	(8.5)	(6.9)	The unfavorable timing of assets reaching beneficial use	(12.5)	(2.1)	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	32.0	40.7	Reimbursement increase consistent with higher reimbursable expenses	19.7	5.2	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	(3.8)	(11.3)	Mostly due to capital construction requirements.	17.6	10.8	Mostly due to capital construction and engineering underruns, caused in part by adverse weather early in the year

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**May 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>	
Overtime	R	(10.7)	over (100.0)	Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Montague and Greenpoint tunnels.	(21.5)	(74.5)	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.
Health & Welfare	R				1.8	16.4	Mainly due to payroll underruns
Other Fringe Benefits	R	(4.4)	(39.5)	Mainly higher overhead expenses, due to increased reimbursable labor costs			
Maintenance and Other Operating Contracts	R	(0.9)	(41.6)	Largely the unfavorable timing of building maintenance-related expenses and maintenance construction services expenses	(4.1)	(37.3)	Largely the unfavorable timing of building maintenance-related expenses and maintenance construction services expenses
Professional Service Contracts	R	(0.8)	(61.8)	Largely the unfavorable timing of Information Technology-related expenses	(4.3)	(68.2)	Mostly the unfavorable timing of Information Technology hardware expenses.
Materials & Supplies	R	(1.0)	(21.9)	Primarily the unfavorable timing of maintenance material requirements			
Other Business Expenses	R	(0.3)	(82.0)	Mostly miscellaneous purchases	(2.7)	over (100.0)	Mainly the unfavorable timing of reimbursable project job closing adjustments

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$357.329	\$350.442	(\$6.887)	(1.9)	\$1,703.078	\$1,701.139	(\$1.939)	(0.1)
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	6.313	6.313	-	6.312	6.313	0.001	0.0
Paratransit Reimbursement	42.938	2.917	(40.021)	(93.2)	94.690	20.207	(74.483)	(78.7)
Other	3.758	3.549	(0.209)	(5.6)	18.790	16.608	(2.182)	(11.6)
Total Other Operating Revenue	46.696	12.779	(33.917)	(72.6)	119.792	43.128	(76.664)	(64.0)
Capital and Other Reimbursements	78.695	90.986	12.291	15.6	380.393	354.113	(26.280)	(6.9)
<b>Total Receipts</b>	<b>\$482.720</b>	<b>\$454.207</b>	<b>(\$28.513)</b>	<b>(5.9)</b>	<b>\$2,203.263</b>	<b>\$2,098.380</b>	<b>(\$104.883)</b>	<b>(4.8)</b>
<b>Expenditures</b>								
Labor:								
Payroll	382.242	347.963	34.279	9.0	1,487.230	1,437.175	50.055	3.4
Overtime	31.376	60.196	(28.820)	(91.9)	167.658	240.808	(73.150)	(43.6)
Total Salaries & Wages	413.618	408.159	5.459	1.3	1,654.888	1,677.983	(23.095)	(1.4)
Health and Welfare	59.761	42.330	17.431	29.2	298.193	251.107	47.086	15.8
OPEB Current Payment	29.046	32.445	(3.399)	(11.7)	144.939	141.543	3.396	2.3
Pensions	76.985	77.221	(0.236)	(0.3)	384.924	386.041	(1.117)	(0.3)
Other Fringe Benefits	39.637	40.870	(1.233)	(3.1)	166.707	173.801	(7.094)	(4.3)
Total Fringe Benefits	205.429	192.866	12.563	6.1	994.763	952.492	42.271	4.2
GASB Account	5.791	6.093	(0.302)	(5.2)	28.955	28.648	0.307	1.1
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$624.838</b>	<b>\$607.118</b>	<b>\$17.720</b>	<b>2.8</b>	<b>\$2,678.606</b>	<b>\$2,659.123</b>	<b>\$19.483</b>	<b>0.7</b>
Non-Labor:								
Electric Power	24.580	28.431	(3.851)	(15.7)	132.068	145.525	(13.457)	(10.2)
Fuel	14.604	15.131	(0.527)	(3.6)	76.835	78.049	(1.214)	(1.6)
Insurance	0.157	19.779	(19.622)	-	23.386	33.699	(10.313)	(44.1)
Claims	6.930	7.556	(0.626)	(9.0)	34.648	36.792	(2.144)	(6.2)
Paratransit Service Contracts	33.278	30.691	2.587	7.8	162.554	148.506	14.048	8.6
Mtce. and Other Operating Contracts	17.300	17.406	(0.106)	(0.6)	84.984	83.968	1.016	1.2
Professional Service Contracts	11.981	14.336	(2.355)	(19.7)	53.485	64.797	(11.312)	(21.1)
Materials & Supplies	29.733	43.502	(13.769)	(46.3)	149.171	170.075	(20.904)	(14.0)
Other Business Expenditures	5.989	6.701	(0.712)	(11.9)	29.835	30.659	(0.824)	(2.8)
<b>Total Non-Labor Expenditures</b>	<b>\$144.552</b>	<b>\$183.533</b>	<b>(\$38.981)</b>	<b>(27.0)</b>	<b>\$746.966</b>	<b>\$792.070</b>	<b>(\$45.104)</b>	<b>(6.0)</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>\$769.390</b>	<b>\$790.651</b>	<b>(\$21.261)</b>	<b>(2.8)</b>	<b>\$3,425.572</b>	<b>\$3,451.193</b>	<b>(\$25.621)</b>	<b>(0.7)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$286.670)</b>	<b>(\$336.444)</b>	<b>(\$49.774)</b>	<b>(17.4)</b>	<b>(\$1,222.309)</b>	<b>(\$1,352.813)</b>	<b>(\$130.504)</b>	<b>(10.7)</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**  
**May 2014**  
**(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(6.9)	(1.9)	Mostly due to the unfavorable timing of the counting and depositing of cash			
Other Operating Receipts	(33.9)	(72.6)	Primarily due to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses	(76.7)	(64.0)	Primarily due to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses. Most of these reimbursements were received in June.
Capital and Other Reimbursements	12.3	15.6	Due primarily to higher reimbursable expenses, partly offset by the unfavorable timing of reimbursements	(26.3)	(6.9)	Due mainly to the unfavorable timing of reimbursements
Salaries & Wages				(23.1)	(1.4)	Mostly higher overtime expenditures, 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)	14.0	3.0	Mainly due to vacancies, a favorable rate experience and the favorable timing of payments	50.5	11.4	Vacancies, a favorable rate experience, and credits pertaining to a prior year claim settlement, a lower cost drug program, and a prior year Medicare refund along with the favorable timing of payments
Other Fringe Benefits	(1.2)	(3.1)	Largely higher FICA payments	(7.1)	(4.3)	Largely higher FICA payments
Electric Power	(3.9)	(15.7)	Largely the unfavorable timing of billing adjustments and payments, partly offset by lower prices and consumption	(13.5)	(10.2)	Largely due to the unfavorable timing of billing adjustments/expenses and payments, partly offset by lower prices
Insurance	(19.6)	n/a	Largely the unfavorable timing of interagency payments	(10.3)	(44.1)	Largely the favorable timing of interagency payments
Claims	(0.6)	(9.0)	The unfavorable timing of claims payouts	(2.1)	(6.2)	Higher claims payouts than anticipated
Paratransit Service Contracts	2.6	7.8	Mostly due to lower completed trips	14.0	8.6	Mostly due to lower completed trips, caused in part by adverse weather, partly offset by the unfavorable timing of payments
Professional Service Contracts	(2.4)	(19.7)	Mostly the unfavorable timing of payments	(11.3)	(21.1)	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	(13.8)	(46.3)	Largely the unfavorable timing of payments	(20.9)	(14.0)	Largely the unfavorable timing of maintenance material requirements and payments, partly offset by increased scrap sales

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$4.460	(\$9.758)	(\$14.218)	(318.8)	\$8.559	(\$0.708)	(\$9.267)	(108.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(9.042)	(2.729)	6.313	69.8	(34.786)	(34.785)	0.001	0.0
Paratransit Reimbursement	28.190	(12.963)	(41.153)	(146.0)	20.950	(56.301)	(77.251)	(368.7)
Other	(8.532)	(8.693)	(0.161)	(1.9)	(42.660)	(50.203)	(7.543)	(17.7)
<b>Total Other Operating Revenue</b>	<b>10.616</b>	<b>(24.385)</b>	<b>(35.001)</b>	<b>(329.7)</b>	<b>(56.496)</b>	<b>(141.289)</b>	<b>(84.793)</b>	<b>(150.1)</b>
Capital and Other Reimbursements	0.000	(19.719)	(19.719)	-	0.000	(46.002)	(46.002)	-
<b>Total Receipts</b>	<b>\$15.076</b>	<b>(\$53.862)</b>	<b>(\$68.938)</b>	<b>(457.3)</b>	<b>(\$47.937)</b>	<b>(\$187.999)</b>	<b>(\$140.062)</b>	<b>(292.2)</b>
<b>Expenditures</b>								
Labor:								
Payroll	(98.515)	(22.970)	75.545	76.7	(115.488)	(44.697)	70.791	61.3
Overtime	0.979	(13.182)	(14.161)	-	(2.961)	(9.723)	(6.762)	(228.4)
Total Salaries & Wages	(97.536)	(36.152)	61.384	62.9	(118.449)	(54.420)	64.029	54.1
Health and Welfare	0.000	8.039	8.039	-	0.000	20.555	20.555	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.084)	(59.084)	0.000	0.0	(295.421)	(295.335)	0.086	0.0
Other Fringe Benefits	(4.228)	0.344	4.572	108.1	6.961	9.185	2.224	31.9
Total Fringe Benefits	(63.312)	(50.701)	12.611	19.9	(288.460)	(265.595)	22.865	7.9
GASB Account	(5.791)	(6.093)	(0.302)	(5.2)	(28.955)	(28.648)	0.307	1.1
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$166.639)</b>	<b>(\$92.946)</b>	<b>\$73.693</b>	<b>44.2</b>	<b>(\$435.864)</b>	<b>(\$348.663)</b>	<b>\$87.201</b>	<b>20.0</b>
Non-Labor:								
Electric Power	0.000	(1.268)	(1.268)	-	0.000	(5.415)	(5.415)	-
Fuel	0.000	0.983	0.983	-	0.000	0.850	0.850	-
Insurance	5.930	(14.139)	(20.069)	(338.4)	6.926	(5.435)	(12.361)	(178.5)
Claims	0.710	0.084	(0.626)	(88.2)	3.554	1.409	(2.145)	(60.4)
Paratransit Service Contracts	0.167	0.214	0.047	28.1	0.835	(0.726)	(1.561)	(186.9)
Mtce. and Other Operating Contracts	0.000	3.878	3.878	-	0.000	9.089	9.089	-
Professional Service Contracts	0.001	(23.494)	(23.495)	-	2.250	(8.600)	(10.850)	(482.2)
Materials & Supplies	(1.213)	(14.471)	(13.258)	-	(7.567)	(19.191)	(11.624)	(153.6)
Other Business Expenses	0.000	0.405	0.405	-	(0.001)	(1.687)	(1.686)	-
<b>Total Non-Labor Expenditures</b>	<b>\$5.595</b>	<b>(\$47.808)</b>	<b>(\$53.403)</b>	<b>-</b>	<b>\$5.997</b>	<b>(\$29.706)</b>	<b>(\$35.703)</b>	<b>(595.3)</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>(\$161.044)</b>	<b>(\$140.754)</b>	<b>\$20.290</b>	<b>12.6</b>	<b>(\$429.867)</b>	<b>(\$378.369)</b>	<b>\$51.498</b>	<b>12.0</b>
Depreciation	122.000	130.455	8.455	6.9	600.000	612.462	12.462	2.1
OPEB Account	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	-
<b>Total Expenditures</b>	<b>(\$39.044)</b>	<b>(\$10.299)</b>	<b>\$28.745</b>	<b>73.6</b>	<b>\$546.250</b>	<b>\$624.884</b>	<b>\$78.634</b>	<b>14.4</b>
<b>Total Cash Conversion Adjustments</b>	<b>(\$23.968)</b>	<b>(\$64.161)</b>	<b>(\$40.193)</b>	<b>(167.7)</b>	<b>\$498.313</b>	<b>\$436.885</b>	<b>(\$61.428)</b>	<b>(12.3)</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**  
**May 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	259	8	
Office of the EVP	41	41	0	
Human Resources	219	245	(26)	
Office of Management and Budget	39	36	3	
Capital Planning & Budget	31	29	2	
Corporate Communications	253	243	10	
Technology & Information Services	446	420	26	
Non-Departmental	(51)	-	(51)	Negative budget represents vacancy provision
Labor Relations	96	87	9	
Materiel	253	245	8	
Controller	137	131	6	
<b>Total Administration</b>	<b>1,788</b>	<b>1,795</b>	<b>(7)</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,805	7,772	33	Oper. Supervisor/Train & Tower Operator vacancies
Subways Operations Support	369	371	(2)	
Subways Stations	2,644	2,589	55	
<b>Sub-total Subways</b>	<b>10,818</b>	<b>10,732</b>	<b>86</b>	
Buses	10,639	10,572	67	
Paratransit	208	200	8	
Operations Planning	418	393	25	
Revenue Control	464	421	43	
<b>Total Operations</b>	<b>22,547</b>	<b>22,318</b>	<b>229</b>	
<b>Maintenance</b>				
Subways Operations Support	201	195	6	
Subways Engineering	312	332	(20)	
Subways Car Equipment	4,317	4,254	63	PTE, Oper. Supervisors & hourly vacancies
Subways Infrastructure	1,428	1,414	14	
Subways Elevators & Escalators	384	368	16	
Subways Stations	3,564	3,522	42	
Subways Track	2,725	2,724	1	
Subways Power	606	565	41	
Subways Signals	1,387	1,369	18	
Subways Electronic Maintenance	1,442	1,422	20	
<b>Sub-total Subways</b>	<b>16,366</b>	<b>16,165</b>	<b>201</b>	
Buses	3,751	3,763	(12)	
Revenue Control	137	137	0	
Supply Logistics	560	560	0	
System Safety	91	79	12	
<b>Total Maintenance</b>	<b>20,905</b>	<b>20,704</b>	<b>201</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,274	1,291	(17)	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,291</b>	<b>(17)</b>	
<b>Public Safety</b>				
Security	626	599	27	
<b>Total Public Safety</b>	<b>626</b>	<b>599</b>	<b>27</b>	
<b>Total Positions</b>	<b>47,140</b>	<b>46,707</b>	<b>433</b>	
Non-Reimbursable	42,201	41,310	891	
Reimbursable	4,939	5,397	(458)	
Total Full-Time	46,974	46,445	529	
Total Full-Time Equivalents	166	262	(96)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	646	558	88	
Professional, Technical, Clerical	1,127	1,215	(88)	
Operational Hourlies	15	22	(7)	
<b>Total Administration</b>	<b>1,788</b>	<b>1,795</b>	<b>(7)</b>	
<b>Operations</b>				
Managers/Supervisors	2,592	2,512	80	
Professional, Technical, Clerical	490	474	16	
Operational Hourlies	19,465	19,332	133	
<b>Total Operations</b>	<b>22,547</b>	<b>22,318</b>	<b>229</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,818	3,729	89	
Professional, Technical, Clerical	1,026	1,002	24	
Operational Hourlies	16,061	15,973	88	
<b>Total Maintenance</b>	<b>20,905</b>	<b>20,704</b>	<b>201</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	329	315	14	
Professional, Technical, Clerical	943	974	(31)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,291</b>	<b>(17)</b>	
<b>Public Safety</b>				
Managers/Supervisors	253	243	10	
Professional, Technical, Clerical	39	32	7	
Operational Hourlies	334	324	10	
<b>Total Public Safety</b>	<b>626</b>	<b>599</b>	<b>27</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,638	7,357	281	
Professional, Technical, Clerical	3,625	3,697	(72)	
Operational Hourlies	35,877	35,653	224	
<b>Total Positions</b>	<b>47,140</b>	<b>46,707</b>	<b>433</b>	

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

	May						May 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>	322,749	\$9.9	327,455	\$9.7	(4,706)	\$0.3 2.5%	1,589,050	\$48.8	1,581,760	\$46.7	7,291	\$2.1 4.2%
<u>Unscheduled Service</u>	232,623	\$7.1	334,289	\$11.8	(101,666)	(\$4.6) (64.8%)	1,064,560	\$32.7	1,727,748	\$44.7	(663,189)	(\$12.0) (36.7%)
<u>Programmatic/Routine Maintenance</u>	247,135	\$7.6	330,962	\$10.0	(83,828)	(\$2.4) (31.3%)	1,332,553	\$40.9	1,446,154	\$47.9	(113,601)	(\$7.0) (17.0%)
<u>Unscheduled Maintenance</u>	0	\$0.0	28,908	\$0.9	(28,908)	(\$0.9)	0	\$0.0	28,908	\$0.9	(28,908)	(\$0.9)
<u>Vacancy/Absentee Coverage</u>	19,865	\$0.6	44,458	\$1.4	(24,593)	(\$0.8) *	99,325	\$3.0	515,773	\$15.8	(416,448)	(\$12.8) *
<u>Weather Emergencies</u>	14,212	\$0.4	14,195	\$0.4	17	(\$0.0) (0.5%)	207,344	\$6.4	738,553	\$22.8	(531,209)	(\$16.5) *
<u>Safety/Security/Law Enforcement</u>	9,595	\$0.3	10,846	\$0.3	(1,251)	(\$0.0) (13.0%)	47,974	\$1.5	50,561	\$1.6	(2,587)	(\$0.1) (5.4%)
<u>Other</u>	17,579	\$0.5	(127,649)	(\$3.9)	145,227	\$4.5 *	84,650	\$2.6	(23,316)	\$0.4	107,966	\$2.2 *
Subtotal	863,758	\$26.5	963,464	\$30.5	(99,706)	(\$4.0) (15.0%)	4,425,456	\$135.9	6,066,142	\$180.8	(1,640,685)	(\$44.9) (33.1%)
<b>REIMBURSABLE OVERTIME</b>	183,498	\$5.8	241,433	\$16.5	(57,935)	(\$10.7) *	906,388	\$28.8	1,419,027	\$50.3	(512,639)	(\$21.4) (74.4%)
<b>TOTAL OVERTIME</b>	<b>1,047,256</b>	<b>\$32.4</b>	<b>1,204,898</b>	<b>\$47.0</b>	<b>(157,642)</b>	<b>(\$14.6)</b> <b>(45.2%)</b>	<b>5,331,844</b>	<b>\$164.7</b>	<b>7,485,169</b>	<b>\$231.1</b>	<b>(2,153,325)</b>	<b>(\$66.4)</b> <b>(40.3%)</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)

	May			May Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(4,706)	\$0.3 (6.3%)		7,291	\$2.1 (4.6%)	Favorable underruns in schedule overtime due to vacancies in Subways and Buses
<u>Unscheduled Service</u>	(101,666)	(\$4.6) 116.2%	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses and train operators in induction training	(663,189)	(\$12.0) 26.7%	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses and train operators in induction training.
<u>Programmatic/Routine Maintenance</u>	(83,828)	(\$2.4) 59.6%	Primarily due to inspection, testing and maintenance of signal systems and track defect backlogs.	(113,601)	(\$7.0) 15.5%	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>	(28,908)	(\$0.9) 23.2%	Unfavorable due to 65th Street F line Queens derailment.	(28,908)	(\$0.9) 2.1%	Unfavorable due to 65th Street F line Queens derailment.
<u>Vacancy/Absentee Coverage</u>	(24,593)	(\$0.8) 19.0%	Mainly due to vacancy / absentee coverage for station agents, bus operators and includes correction of prior month calculation.	(416,448)	(\$12.8) 28.5%	Mainly due to vacancy / absentee coverage for station agents and bus operators.
Weather Emergencies	17	(\$0.0) .1%		(531,209)	(\$16.5) 36.6%	Due to adverse weather in January - March.
<u>Safety/Security/Law Enforcement</u>	(1,251)	(\$0.0) 1.0%		(2,587)	(\$0.1) .2%	
<u>Other</u>	145,227	\$4.5 (112.6%)	The favorable variance in the other category is mainly due to timing of payhours versus general ledger, offset prior months' unfavorable variance	107,966	\$2.2 (5.0%)	The favorable variance in the other category is mainly due to timing of payhours versus general ledger, offset prior months' unfavorable variance
<b>Subtotal</b>	(99,706)	(\$4.0) 27.2%		(1,640,685)	(\$44.9) 67.7%	
<b>REIMBURSABLE OVERTIME</b>	(57,935)	(\$10.7) 72.8%	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.	(512,639)	(\$21.4) 32.3%	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>(157,642)</b>	<b>(\$14.6)</b>		<b>(2,153,325)</b>	<b>(\$66.4)</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**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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

**May 2014**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.7 million in May, was less than \$0.1 million (2.5 percent) above the Adopted Budget (budget). Year-to-date, operating revenue was \$3.4 million, less than \$0.1 million (0.6 percent) under budget.

Total **ridership** in May 2014 was 386,585 riders, 3.2 percent (12,035 riders) above budget, and, year-to-date, total ridership was 1,794,304 riders, 0.5 percent (8,568 riders) below budget, due to severe winter weather. May 2014 average weekday ridership was 16,337, 3.5 percent (553 riders) higher than May 2013, due to a higher ridership growth trend. Average weekday ridership for the twelve months ending May 2014 was 15,141, 1.9 percent (291 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 May by \$1.9 million (56.8 percent). Labor exceeded budget by \$2.4 million (over 100.0 percent), including higher payroll expenses of \$1.9 million (over 100.0 percent), due primarily to retroactive pattern labor adjustments, consistent with the recent TWU labor contract settlement, and reimbursable underruns. Other fringe benefits also overran by \$0.2 million (over 100.0 percent), caused primarily by Workers' Compensation requirements and the pattern labor adjustment impact. Non-labor expenses were favorable by \$0.5 million (47.9 percent), resulting mostly from an underrun in electric power expenses of \$0.3 million (72.1 percent), caused by the favorable timing of expenses and lower prices. Year-to-date, expenses were unfavorable by \$2.9 million (16.2 percent). Labor expenses exceeded budget by \$3.0 million (24.2 percent), due to a payroll overrun of \$1.4 million (19.7 percent), caused mostly by retroactive pattern labor adjustments, and higher overtime expenses of \$0.6 million (62.1 percent), resulting from adverse weather and for maintenance, vacancy coverage and Sandy residual requirements. Other fringe benefits was over by \$0.8 million (over 100.0 percent), largely from higher Workers' Compensation reserve requirements and pattern wage adjustments. Non-labor expenses were below budget by \$0.2 million (3.1 percent), due mainly to the favorable timing of electric power expenses of \$0.3 million (13.8 percent).

Depreciation expenses year-to-date were \$0.2 million (7.1 percent) above budget.

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

The **operating cash deficit** (excluding subsidies) was \$10.1 million for May year-to-date, \$4.5 million (30.7 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**  
**May 2014**  
**(\$ in millions)**

	<u>Nonreimbursable</u>				<u>Reimbursable</u>				<u>Total</u>			
	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Percent</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Percent</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Percent</u>
<b>Revenue</b>												
Farebox Revenue	0.483	0.503	0.020	4.1	-	-	-	-	0.483	0.503	0.020	4.1
Other Operating Revenue	0.237	0.235	(0.002)	(0.8)	-	-	-	-	0.237	0.235	(0.002)	(0.8)
Capital and Other Reimbursements	-	-	-	-	0.440	0.188	(0.252)	(57.3)	0.440	0.188	(0.252)	(57.3)
<b>Total Revenue</b>	<b>\$ 0.720</b>	<b>\$ 0.738</b>	<b>\$ 0.018</b>	<b>2.5</b>	<b>\$ 0.440</b>	<b>\$ 0.188</b>	<b>\$ (0.252)</b>	<b>(57.3)</b>	<b>\$ 1.160</b>	<b>\$ 0.926</b>	<b>\$ (0.234)</b>	<b>(20.2)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.316	3.258	(1.942)	(147.6)	0.200	0.045	0.155	77.5	1.516	3.303	(1.787)	(117.9)
Overtime	0.168	0.330	(0.162)	(96.4)	0.025	0.011	0.014	56.0	0.193	0.341	(0.148)	(76.7)
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.484</b>	<b>\$ 3.588</b>	<b>\$ (2.104)</b>	<b>(141.8)</b>	<b>\$ 0.225</b>	<b>\$ 0.056</b>	<b>\$ 0.169</b>	<b>75.1</b>	<b>\$ 1.709</b>	<b>\$ 3.644</b>	<b>\$ (1.935)</b>	<b>(113.2)</b>
Health and Welfare	0.351	(0.059)	0.410	116.8	0.025	\$ -	0.025	100.0	0.376	(0.059)	0.435	115.7
OPEB Current Portion	0.071	0.459	(0.388)	(546.5)	-	0.001	(0.001)	-	0.071	0.460	(0.389)	(547.9)
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	0.361	(0.247)	(216.7)	0.005	\$ -	0.005	100.0	0.119	0.361	(0.242)	(203.4)
<b>Total Fringe Benefits</b>	<b>\$ 0.998</b>	<b>\$ 1.236</b>	<b>\$ (0.238)</b>	<b>(23.8)</b>	<b>\$ 0.035</b>	<b>\$ 0.001</b>	<b>\$ 0.034</b>	<b>97.1</b>	<b>\$ 1.033</b>	<b>\$ 1.237</b>	<b>\$ (0.204)</b>	<b>(19.7)</b>
Reimbursable Overhead	(0.180)	(0.124)	(0.056)	(31.1)	0.180	0.124	0.056	31.1	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.302</b>	<b>\$ 4.700</b>	<b>\$ (2.398)</b>	<b>(104.2)</b>	<b>\$ 0.440</b>	<b>\$ 0.181</b>	<b>\$ 0.259</b>	<b>58.9</b>	<b>\$ 2.742</b>	<b>\$ 4.881</b>	<b>\$ (2.139)</b>	<b>(78.0)</b>
Non-Labor:												
Electric Power	0.470	0.131	0.339	72.1	-	-	-	-	0.470	0.131	0.339	72.1
Fuel	0.031	0.043	(0.012)	(38.7)	-	-	-	-	0.031	0.043	(0.012)	(38.7)
Insurance	0.140	0.022	0.118	84.3	-	-	-	-	0.140	0.022	0.118	84.3
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.096	0.134	58.3	-	-	-	-	0.230	0.096	0.134	58.3
Professional Service Contracts	0.035	0.067	(0.032)	(91.4)	-	-	-	-	0.035	0.067	(0.032)	(91.4)
Materials & Supplies	0.127	0.161	(0.034)	(26.8)	-	0.007	(0.007)	-	0.127	0.168	(0.041)	(32.3)
Other Business Expenses	0.001	0.020	(0.019)	(1,900.0)	-	-	-	-	0.001	0.020	(0.019)	(1,900.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 1.041</b>	<b>\$ 0.542</b>	<b>\$ 0.499</b>	<b>47.9</b>	<b>\$ -</b>	<b>\$ 0.007</b>	<b>\$ (0.007)</b>	<b>-</b>	<b>\$ 1.041</b>	<b>\$ 0.549</b>	<b>\$ 0.492</b>	<b>47.3</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</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.343</b>	<b>\$ 5.242</b>	<b>\$ (1.899)</b>	<b>(56.8)</b>	<b>\$ 0.440</b>	<b>\$ 0.188</b>	<b>\$ 0.252</b>	<b>57.3</b>	<b>\$ 3.783</b>	<b>\$ 5.430</b>	<b>\$ (1.647)</b>	<b>(43.5)</b>
Depreciation	0.700	0.742	(0.042)	(6.0)	-	-	-	-	0.700	0.742	(0.042)	(6.0)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 4.043</b>	<b>\$ 5.984</b>	<b>\$ (1.941)</b>	<b>(48.0)</b>	<b>\$ 0.440</b>	<b>\$ 0.188</b>	<b>\$ 0.252</b>	<b>57.3</b>	<b>\$ 4.483</b>	<b>\$ 6.172</b>	<b>\$ (1.689)</b>	<b>(37.7)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.323)</b>	<b>\$ (5.246)</b>	<b>\$ (1.923)</b>	<b>(57.9)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.323)</b>	<b>\$ (5.246)</b>	<b>\$ (1.923)</b>	<b>(57.9)</b>

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

	<u>Nonreimbursable</u>				<u>Reimbursable</u>				<u>Total</u>			
	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable)</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>			<u>Variance</u>	<u>Percent</u>
<b>Revenue</b>												
Farebox Revenue	2.325	2.340	0.015	0.6	-	-	-	-	2.325	2.340	0.015	0.6
Other Operating Revenue	1.135	1.100	(0.035)	(3.1)	-	-	-	-	1.135	1.100	(0.035)	(3.1)
Capital and Other Reimbursements	-	-	-	-	1.629	0.729	(0.900)	(55.2)	1.629	0.729	(0.900)	(55.2)
<b>Total Revenue</b>	<b>\$ 3.460</b>	<b>\$ 3.440</b>	<b>\$ (0.020)</b>	<b>(0.6)</b>	<b>\$ 1.629</b>	<b>\$ 0.729</b>	<b>\$ (0.900)</b>	<b>(55.2)</b>	<b>\$ 5.089</b>	<b>\$ 4.169</b>	<b>\$ (0.920)</b>	<b>(18.1)</b>
<b>Expenses</b>												
Labor:												
Payroll	7.237	8.663	(1.426)	(19.7)	0.700	0.250	0.450	64.3	7.937	8.913	(0.976)	(12.3)
Overtime	0.924	1.498	(0.574)	(62.1)	0.125	0.088	0.037	29.6	1.049	1.586	(0.537)	(51.2)
Total Salaries & Wages	<b>\$ 8.161</b>	<b>\$ 10.161</b>	<b>\$ (2.000)</b>	<b>(24.5)</b>	<b>\$ 0.825</b>	<b>\$ 0.338</b>	<b>\$ 0.487</b>	<b>59.0</b>	<b>\$ 8.986</b>	<b>\$ 10.499</b>	<b>\$ (1.513)</b>	<b>(16.8)</b>
Health and Welfare	1.755	1.237	0.518	29.5	0.125	\$ -	0.125	100.0	1.880	1.237	0.643	34.2
OPEB Current Portion	0.355	0.727	(0.372)	(104.8)	-	0.005	(0.005)	-	0.355	0.732	(0.377)	(106.2)
Pensions	2.310	2.375	(0.065)	(2.8)	0.025	\$ -	0.025	100.0	2.335	2.375	(0.040)	(1.7)
Other Fringe Benefits	0.627	1.413	(0.786)	(125.4)	0.025	\$ -	0.025	100.0	0.652	1.413	(0.761)	(116.7)
Total Fringe Benefits	<b>\$ 5.047</b>	<b>\$ 5.752</b>	<b>\$ (0.705)</b>	<b>(14.0)</b>	<b>\$ 0.175</b>	<b>\$ 0.005</b>	<b>\$ 0.170</b>	<b>97.1</b>	<b>\$ 5.222</b>	<b>\$ 5.757</b>	<b>\$ (0.535)</b>	<b>(10.2)</b>
Reimbursable Overhead	(0.630)	(0.292)	(0.338)	(53.7)	0.629	0.292	0.337	53.6	(0.001)	-	(0.001)	(100.0)
<b>Total Labor Expenses</b>	<b>\$ 12.578</b>	<b>\$ 15.621</b>	<b>\$ (3.043)</b>	<b>(24.2)</b>	<b>\$ 1.629</b>	<b>\$ 0.635</b>	<b>\$ 0.994</b>	<b>61.0</b>	<b>\$ 14.207</b>	<b>\$ 16.256</b>	<b>\$ (2.049)</b>	<b>(14.4)</b>
Non-Labor:												
Electric Power	2.350	2.026	0.324	13.8	-	0.001	(0.001)	-	2.350	2.027	0.323	13.7
Fuel	0.151	0.276	(0.125)	(82.8)	-	-	-	-	0.151	0.276	(0.125)	(82.8)
Insurance	0.700	0.749	(0.049)	(7.0)	-	-	-	-	0.700	0.749	(0.049)	(7.0)
Claims	0.035	0.010	0.025	71.4	-	-	-	-	0.035	0.010	0.025	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.150	0.952	0.198	17.2	-	-	-	-	1.150	0.952	0.198	17.2
Professional Service Contracts	0.175	0.207	(0.032)	(18.3)	-	-	-	-	0.175	0.207	(0.032)	(18.3)
Materials & Supplies	0.635	0.736	(0.101)	(15.9)	-	0.093	(0.093)	-	0.635	0.829	(0.194)	(30.6)
Other Business Expenses	0.003	0.084	(0.081)	(2,700.0)	-	-	-	-	0.003	0.084	(0.081)	(2,700.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 5.199</b>	<b>\$ 5.040</b>	<b>\$ 0.159</b>	<b>3.1</b>	<b>\$ -</b>	<b>\$ 0.094</b>	<b>\$ (0.094)</b>	<b>-</b>	<b>\$ 5.199</b>	<b>\$ 5.134</b>	<b>\$ 0.065</b>	<b>1.3</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</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 17.777</b>	<b>\$ 20.661</b>	<b>\$ (2.884)</b>	<b>(16.2)</b>	<b>\$ 1.629</b>	<b>\$ 0.729</b>	<b>\$ 0.900</b>	<b>55.2</b>	<b>\$ 19.406</b>	<b>\$ 21.390</b>	<b>\$ (1.984)</b>	<b>(10.2)</b>
Depreciation	3.250	3.480	(0.230)	(7.1)	-	-	-	-	3.250	3.480	(0.230)	(7.1)
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>\$ 21.602</b>	<b>\$ 24.705</b>	<b>\$ (3.103)</b>	<b>(14.4)</b>	<b>\$ 1.629</b>	<b>\$ 0.729</b>	<b>\$ 0.900</b>	<b>55.2</b>	<b>\$ 23.231</b>	<b>\$ 25.434</b>	<b>\$ (2.203)</b>	<b>(9.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(18.142)</b>	<b>\$(21.265)</b>	<b>\$ (3.123)</b>	<b>(17.2)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$(18.142)</b>	<b>\$(21.265)</b>	<b>\$ (3.123)</b>	<b>(17.2)</b>

Table 3

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**May 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.	0.020	4.1	Higher ridership			
Other Operating Revenue	Non Reimb.				(0.035)	(3.1)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(1.942)	over (100.0)	Retroactive pattern labor adjustments, consistent with the recent TWU labor contract settlement, and reimbursable labor underruns	(1.426)	(19.7)	Retroactive pattern labor adjustments, consistent with the recent TWU labor contract settlement, and reimbursable labor underruns
Overtime	Non Reimb.	(0.162)	(96.4)	Mostly additional maintenance, vacancy coverage and Sandy residual requirements	(0.574)	(62.1)	Largely the impact of adverse weather, maintenance, vacancy coverage, and Sandy requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.022	5.2	Favorable timing of expenses	0.146	6.9	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.247)	over (100.0)	Mostly Workers' Compensation requirements and retroactive pattern labor adjustments	(0.786)	over (100.0)	Mostly Workers' Compensation requirements and retroactive pattern labor adjustments
Reimbursable Overhead	Non Reimb.	(0.056)	(31.1)	Reduced overhead credits, due largely to lower reimbursable work than planned	(0.338)	(53.7)	Due largely to lower reimbursable work than planned, due in part to adverse weather
Electric Power	Non Reimb.	0.339	72.1	Favorable timing of expenses and lower prices	0.324	13.8	Favorable timing of expenses and lower prices
Fuel	Non Reimb.	(0.012)	(38.7)	Unfavorable timing of non-revenue vehicle fuel expenses	(0.125)	(82.8)	Unfavorable timing of non-revenue vehicle fuel expenses
Insurance	Non Reimb.	0.118	84.3	The favorable timing of interagency payments	(0.049)	(7.0)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.134	58.3	The favorable timing of expenses	0.198	17.2	Favorable timing of the purchase of non-revenue vehicles
Professional Service Contracts	Non Reimb.	(0.032)	(91.4)	The unfavorable timing of several professional service account expenses	(0.032)	(18.3)	The unfavorable timing of several professional service account expenses
Materials and Supplies	Non Reimb.	(0.034)	(26.8)	The unfavorable timing of maintenance material expenses	(0.101)	(15.9)	The unfavorable timing of maintenance material expenses
Capital and Other Reimbursements	Reimb.	(0.252)	(57.3)	Timing of Contractor requirements	(0.900)	(55.2)	Timing of Contractor requirements
Payroll	Reimb.	0.155	77.5	Timing of Contractor requirements	0.450	64.3	Timing of Contractor requirements
Overtime	Reimb.	0.014	56.0	Timing of Contractor requirements	0.037	29.6	Timing of Contractor requirements
Health and Welfare	Reimb.	0.025	100.0	Timing of Contractor requirements	0.125	100.0	Timing of Contractor requirements

Table 4

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

	<u>Month</u>				<u>Year-to-Date</u>			
	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	<u>Favorable (Unfavorable) Percent</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	<u>Favorable (Unfavorable) Percent</u>
<b>Receipts</b>								
Farebox Revenue	0.483	0.489	0.006	1.2	2.325	2.291	(0.034)	(1.5)
Other Operating Revenue	0.237	-	(0.237)	(100.0)	1.135	1.654	0.519	45.7
Capital and Other Reimbursements	0.345	0.608	0.263	76.2	1.155	1.334	0.179	15.5
<b>Total Receipts</b>	<b>\$ 1.065</b>	<b>\$ 1.097</b>	<b>\$ 0.032</b>	<b>3.0</b>	<b>\$ 4.615</b>	<b>\$ 5.279</b>	<b>\$ 0.664</b>	<b>14.4</b>
<b>Expenditures</b>								
Labor:								
Payroll	1.466	1.312	0.154	10.5	7.687	5.982	1.705	22.2
Overtime	0.193	0.320	(0.127)	(65.8)	1.049	1.363	(0.314)	(29.9)
Health and Welfare	0.376	0.004	0.372	98.9	1.880	0.433	1.447	77.0
OPEB Current Portion	0.071	0.005	0.066	93.0	0.355	0.042	0.313	88.2
Pensions	0.467	0.500	(0.033)	(7.1)	2.335	2.500	(0.165)	(7.1)
Other Fringe Benefits	0.119	0.040	0.079	66.4	0.652	0.280	0.372	57.1
GASB Account	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 2.692</b>	<b>\$ 2.181</b>	<b>\$ 0.511</b>	<b>19.0</b>	<b>\$ 13.958</b>	<b>\$ 10.600</b>	<b>\$ 3.358</b>	<b>24.1</b>
Non-Labor:								
Electric Power	0.470	0.001	0.469	99.8	2.350	2.020	0.330	14.0
Fuel	0.031	0.025	0.006	19.4	0.151	0.114	0.037	24.5
Insurance	0.140	0.015	0.125	89.3	0.700	0.390	0.310	44.3
Claims	0.007	-	0.007	100.0	0.035	-	0.035	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.107	0.123	53.5	1.150	1.160	(0.010)	(0.9)
Professional Service Contracts	0.035	0.025	0.010	28.6	0.175	0.185	(0.010)	(5.7)
Materials & Supplies	0.127	0.138	(0.011)	(8.7)	0.635	0.878	(0.243)	(38.3)
Other Business Expenditures	0.001	0.001	-	0.0	0.003	0.007	(0.004)	(133.3)
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.041</b>	<b>\$ 0.312</b>	<b>\$ 0.729</b>	<b>70.0</b>	<b>\$ 5.199</b>	<b>\$ 4.754</b>	<b>\$ 0.445</b>	<b>8.6</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>\$ 3.733</b>	<b>\$ 2.493</b>	<b>\$ 1.240</b>	<b>33.2</b>	<b>\$ 19.157</b>	<b>\$ 15.354</b>	<b>\$ 3.803</b>	<b>19.9</b>
<b>Operating Cash Deficit</b>	<b>\$ (2.668)</b>	<b>\$ (1.396)</b>	<b>\$ 1.272</b>	<b>47.7</b>	<b>\$ (14.542)</b>	<b>\$ (10.075)</b>	<b>\$ 4.467</b>	<b>30.7</b>

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

<b>Operating Receipts or Disbursements</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>	
Other Operating Revenue	(0.237)	(100.0%)	Mostly unfavorable timing of student fare reimbursements	0.519	45.7%	Mostly favorable timing of student fare reimbursements delayed from 2013
Capital and Other Reimbursements	0.263	76.2%	The favorable timing of reimbursements delayed from 2013	0.179	15.5%	Due to the favorable timing of reimbursements delayed from 2013, partly offset by lower reimbursable expenses than projected
Payroll	0.154	10.5%	The favorable timing of payments	1.705	22.2%	Mainly the favorable timing of payments
Overtime	(0.127)	(65.8%)	Mostly additional maintenance, vacancy coverage and Sandy residual requirements	(0.314)	(29.9%)	Largely the impact of adverse weather, maintenance, vacancy coverage, and Sandy residual requirements, partly offset by the favorable timing of payments
Health and Welfare (including OPEB current payment)	0.438	98.0%	Favorable timing of payments	1.760	78.7%	Favorable timing of payments
Pensions	(0.033)	(7.1%)	Unfavorable timing of payments	(0.165)	(7.1%)	Unfavorable timing of payments
Other Fringe Benefits	0.079	66.4%	Favorable timing of payments	0.372	57.1%	Favorable timing of payments
Electric Power	0.469	99.8%	Favorable timing of expenses and lower prices	0.330	14.0%	Favorable timing of expenses and lower prices
Insurance	0.125	89.3%	The favorable timing of interagency payments	0.310	44.3%	The favorable timing of interagency payments
Maintenance Contracts	0.123	53.5%	The favorable timing of expenses			
Materials and Supplies				(0.243)	(38.3%)	The unfavorable timing of maintenance material requirements and payments

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.000	(0.014)	(0.014)	-	0.000	(0.049)	(0.049)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.235)	(0.235)	-	0.000	0.554	0.554	-
Capital and Other Reimbursements	(0.095)	0.420	0.515	542.1	(0.474)	0.605	1.079	227.6
<b>Total Receipts</b>	<b>(\$0.095)</b>	<b>\$0.171</b>	<b>\$0.266</b>	<b>280.0</b>	<b>(\$0.474)</b>	<b>\$1.110</b>	<b>\$1.584</b>	<b>334.2</b>
<b>Expenditures</b>								
Labor:								
Payroll	0.050	1.991	1.941	3,882.0	0.250	2.931	2.681	1,072.4
Overtime	0.000	0.021	0.021	-	0.000	0.223	0.223	-
Health and Welfare	0.000	(0.063)	(0.063)	-	0.000	0.804	0.804	-
OPEB Current Portion	0.000	0.455	0.455	-	0.000	0.690	0.690	-
Pensions	0.000	(0.025)	(0.025)	-	0.000	(0.125)	(0.125)	-
Other Fringe Benefits	0.000	0.321	0.321	-	0.000	1.133	1.133	-
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	(0.001)	0.000	0.001	100.0
<b>Total Labor Expenditures</b>	<b>\$0.050</b>	<b>\$2.700</b>	<b>\$2.650</b>	<b>5,300.0</b>	<b>\$0.249</b>	<b>\$5.656</b>	<b>\$5.407</b>	<b>2,171.5</b>
Non-Labor:								
Electric Power	0.000	0.130	0.130	-	0.000	0.007	0.007	-
Fuel	0.000	0.018	0.018	-	0.000	0.162	0.162	-
Insurance	0.000	0.007	0.007	-	0.000	0.359	0.359	-
Claims	0.000	0.002	0.002	-	0.000	0.010	0.010	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.011)	(0.011)	-	0.000	(0.208)	(0.208)	-
Professional Service Contracts	0.000	0.042	0.042	-	0.000	0.022	0.022	-
Materials & Supplies	0.000	0.030	0.030	-	0.000	(0.049)	(0.049)	-
Other Business Expenditures	0.000	0.019	0.019	-	0.000	0.077	0.077	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.237</b>	<b>\$0.237</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.380</b>	<b>\$0.380</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</b>								
<b>before Depreciation and OPEB</b>	<b>\$0.050</b>	<b>\$2.937</b>	<b>\$2.887</b>	<b>5,774.0</b>	<b>\$0.249</b>	<b>\$6.036</b>	<b>\$5.787</b>	<b>2,324.1</b>
Depreciation Adjustment	0.700	0.742	0.042	6.0	3.250	3.480	0.230	7.1
Other Post Employment Benefits	0.000	0.000	0.000	-	0.575	0.564	(0.011)	(1.9)
<b>Total Expenditures</b>	<b>\$0.750</b>	<b>\$3.679</b>	<b>\$2.929</b>	<b>390.5</b>	<b>\$4.074</b>	<b>\$10.080</b>	<b>\$6.006</b>	<b>147.4</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.655</b>	<b>\$3.850</b>	<b>\$3.195</b>	<b>487.8</b>	<b>\$3.600</b>	<b>\$11.190</b>	<b>\$7.590</b>	<b>210.8</b>

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	13	0
General Office	6	6	0
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>
<b>Operations</b>			
Transportation	91	93	(2)
<b>Total Operations</b>	<b>91</b>	<b>93</b>	<b>(2)</b>
<b>Maintenance</b>			
Mechanical	43	43	0
Electronics/Electrical	15	13	2
Power/Signals	26	22	4
Maintenance of Way	46	46	0
Infrastructure	25	24	1
<b>Total Maintenance</b>	<b>155</b>	<b>148</b>	<b>7</b>
<b>Engineering/Capital</b>			
Sandy Recovery	26	24	2
<b>Total Engineering Capital</b>	<b>26</b>	<b>24</b>	<b>2</b>
<b>Total Positions</b>	<b>297</b>	<b>288</b>	<b>9</b>
Non-Reimbursable	268	261	7
Reimbursable	29	27	2
Total Full-Time	297	288	9
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  
 May 2014

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	14	15	(1)	
Professional, Technical, Clerical	11	8	3	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	83	89	(6)	
<b>Total Operations</b>	<b>91</b>	<b>93</b>	<b>(2)</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	134	10	
<b>Total Maintenance</b>	<b>155</b>	<b>148</b>	<b>7</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	4	2	2	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	20	0	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>24</b>	<b>2</b>	
<b>Total Positions</b>				
Managers/Supervisors	31	31	0	
Professional, Technical, Clerical	19	14	5	
Operational Hourlies	247	243	4	
<b>Total Positions</b>	<b>297</b>	<b>288</b>	<b>9</b>	

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

<b>Month of May</b>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.375	0.387	0.012	3.2%	Higher ridership growth than budgeted

<b>Year to Date</b>				
1.803	1.794	(0.009)	(0.5%)	

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)**

	<b>Month of May</b>				<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	0.001	3.5%	Higher ridership growth trend
Average Weekend	0.008	0.009	0.001	14.3%	Due in part to better weekend weather in 2014 and a higher ridership growth trend
	<b>12-Month Rolling Average</b>				
Average Weekday	0.015	0.015	(0.000)	(1.9%)	Residual ridership losses from Sandy
Average Weekend	0.008	0.007	(0.000)	(5.0%)	Residual ridership losses from Sandy

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

**FINANCIAL AND RIDERSHIP REPORT****May 2014**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$19.6 million in May, \$0.2 million (0.8 percent) above budget. Year-to-date, operating revenue was \$90.1 million, \$3.3 million (3.5 percent) below budget, due to farebox revenue underruns of \$1.0 million (1.2 percent), caused mostly by adverse weather reducing ridership early in the year, and lower other operating revenue of \$2.2 million (20.5 percent), resulting from the timing of Sandy recovery receipts.

Total MTA Bus **ridership** in May 2014 was 11.2 million, 1.6 percent (0.2 million riders) above budget. Year-to-date, ridership was 51.0 million, 2.2 percent (1.2 million riders) below budget. May 2014 average weekday ridership was 431,848, a decrease of 0.1 percent (396 riders) from May 2013. Average weekday ridership for the twelve months ending May 2014 was 399,726, a decrease of 1.4 percent (5,811 riders).

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were \$51.4 million in May, \$2.5 million (5.2 percent) above budget. Labor expenses exceeded budget by \$2.6 million (7.1 percent), due primarily to payroll overruns of \$1.4 million (7.0 percent), caused by higher miscellaneous base pay, reimbursable underruns charged to non-reimbursable due to delayed capital funding, partly offset by vacancies. Overtime expenses were also higher by \$1.1 million (27.8 percent), caused by vacancy/absentee coverage and fleet maintenance requirements. Non-labor expenses were favorable by a net \$0.1 million (0.7 percent). Claims expenses underran by \$0.5 million (24.5 percent) due to timing, and fuel expenses were lower by \$0.3 million (9.9 percent), due mainly to lower consumption. An overrun of \$0.4 million (15.9 percent) in materials was caused by overage bus maintenance requirements. Year-to-date, expenses exceeded budget by \$6.2 million (2.6 percent). Labor expenses were unfavorable by \$7.0 million (3.9 percent), including overtime overruns of \$5.6 million (29.7 percent), again due to vacancy/absentee coverage and fleet maintenance requirements, and higher payroll costs of \$5.2 million (5.5 percent), caused mostly by higher miscellaneous base pay, interagency charges, and delayed capital funding resulting in reimbursable employees being charged to non-reimbursable. Health & welfare/OPEB current expenses underran by \$2.8 million (9.1 percent) due to timing. Non-reimbursable expenses were under budget by \$0.9 million (1.5 percent), due to the favorable timing of claims expenses of \$2.3 million (24.5 percent) and maintenance contract expenses of \$1.1 million (13.7 percent), partly offset by higher materials expenses of \$2.3 million (16.8 percent), due to inclement weather early in the year and overage bus maintenance requirements.

Depreciation expenses year-to-date were \$2.5 million (14.5 percent) above budget. GASB #45 Other Post-Employment Benefits were \$23.0 million of accrued expenses recorded year-to-date, \$0.7 million (3.0 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$173.4 million year-to-date, \$40.7 million (30.7 percent) above budget, due mainly to the payout of an ATU 1179 labor contract settlement and higher overtime requirements.

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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	\$ 17.272	\$ 17.390	\$ 0.118	0.7	\$ -	\$ -	\$ -	-	\$ 17.272	\$ 17.390	\$ 0.118	0.7
Other Operating Income	2.188	2.227	0.039	1.8	-	-	-	-	2.188	2.227	0.039	1.8
Capital and Other Reimbursements	-	-	-	-	0.721	0.371	(0.350)	(48.5)	0.721	0.371	(0.350)	(48.5)
<b>Total Revenue</b>	<b>\$ 19.460</b>	<b>\$ 19.617</b>	<b>\$ 0.157</b>	<b>0.8</b>	<b>\$ 0.721</b>	<b>\$ 0.371</b>	<b>\$ (0.350)</b>	<b>(48.5)</b>	<b>\$ 20.181</b>	<b>\$ 19.988</b>	<b>\$ (0.193)</b>	<b>(1.0)</b>
<b>Labor:</b>												
Payroll	\$ 19,268	\$ 20,622	\$ (1,355)	(7.0)	\$ 0.470	\$ 0.153	\$ 0.317	67.4	\$ 19,738	\$ 20,775	\$ (1,038)	(5.3)
Overtime	3,848	4,918	(1,071)	(27.8)	-	-	-	-	3,848	4,918	(1,071)	(27.8)
Health and Welfare	4,422	4,008	0,414	9.4	0,086	0,047	0,039	45.3	4,508	4,055	0,453	10.0
OPEB Current Payment	1,681	1,894	(0,213)	(12.7)	-	-	-	-	1,681	1,894	(0,213)	(12.7)
Pensions	3,852	3,701	0,151	3.9	0,039	0,024	0,015	38.5	3,891	3,725	0,166	4.3
Other Fringe Benefits	3,877	4,423	(0,546)	(14.1)	0,039	0,023	0,016	41.0	3,916	4,446	(0,530)	(13.5)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0,013	(0,013)	-	-	0,013	(0,013)	-
<b>Total Labor Expenses</b>	<b>\$ 36.947</b>	<b>\$ 39.566</b>	<b>\$ (2.619)</b>	<b>(7.1)</b>	<b>\$ 0.634</b>	<b>\$ 0.260</b>	<b>\$ 0.374</b>	<b>59.0</b>	<b>\$ 37.581</b>	<b>\$ 39.826</b>	<b>\$ (2.245)</b>	<b>(6.0)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.106	\$ 0.156	\$ (0.050)	(47.2)	\$ -	\$ -	\$ -	-	\$ 0.106	\$ 0.156	\$ (0.050)	(47.2)
Fuel	3.400	3.065	0.335	9.9	-	-	-	-	3.400	3.065	0.335	9.9
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	1.706	(0.028)	(1.7)	0.019	-	0.019	100.0	1.697	1.706	(0.009)	(0.5)
Professional Service Contracts	1.669	1.757	(0.088)	(5.3)	-	-	-	-	1.669	1.757	(0.088)	(5.3)
Materials & Supplies	2.802	3.248	(0.446)	(15.9)	0.068	0.111	(0.043)	(63.2)	2.870	3.359	(0.489)	(17.0)
Other Business Expense	0.165	0.272	(0.107)	(64.8)	-	-	-	-	0.165	0.272	(0.107)	(64.8)
<b>Total Non-Labor Expenses</b>	<b>\$ 11.959</b>	<b>\$ 11.881</b>	<b>\$ 0.078</b>	<b>0.7</b>	<b>\$ 0.087</b>	<b>\$ 0.111</b>	<b>\$ (0.024)</b>	<b>(27.6)</b>	<b>\$ 12.046</b>	<b>\$ 11.992</b>	<b>\$ 0.054</b>	<b>0.4</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>\$ 48.906</b>	<b>\$ 51.447</b>	<b>\$ (2.541)</b>	<b>(5.2)</b>	<b>\$ 0.721</b>	<b>\$ 0.371</b>	<b>\$ 0.350</b>	<b>48.5</b>	<b>\$ 49.627</b>	<b>\$ 51.818</b>	<b>\$ (2.191)</b>	<b>(4.4)</b>
Depreciation	3.520	4.024	(0.504)	(14.3)	-	-	-	-	3.520	4.024	(0.504)	(14.3)
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>\$ 57.169</b>	<b>\$ 60.071</b>	<b>\$ (2.902)</b>	<b>(5.1)</b>	<b>\$ 0.721</b>	<b>\$ 0.371</b>	<b>\$ 0.350</b>	<b>48.5</b>	<b>\$ 57.890</b>	<b>\$ 60.442</b>	<b>\$ (2.552)</b>	<b>(4.4)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (37.709)</b>	<b>\$ (40.454)</b>	<b>\$ (2.745)</b>	<b>(7.3)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (37.709)</b>	<b>\$ (40.454)</b>	<b>\$ (2.745)</b>	<b>(7.3)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2014 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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	\$ 82.459	\$ 81.437	\$ (1.022)	(1.2)	\$ -	\$ -	\$ -	-	\$ 82.459	\$ 81.437	\$ (1.022)	(1.2)
Other Operating Income	10.940	8.696	(2.244)	(20.5)	-	-	-	-	10.940	8.696	(2.244)	(20.5)
Capital and Other Reimbursements	-	-	-	-	3.539	2.629	(0.910)	(25.7)	3.539	2.629	(0.910)	(25.7)
<b>Total Revenue</b>	<b>\$ 93.399</b>	<b>\$ 90.133</b>	<b>\$ (3.266)</b>	<b>(3.5)</b>	<b>\$ 3.539</b>	<b>\$ 2.629</b>	<b>\$ (0.910)</b>	<b>(25.7)</b>	<b>\$ 96.938</b>	<b>\$ 92.762</b>	<b>\$ (4.176)</b>	<b>(4.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 94.585	\$ 99.774	\$ (5.189)	(5.5)	2.307	1.271	1.036	44.9	\$ 96.892	\$ 101.045	\$ (4.153)	(4.3)
Overtime	18.815	24.409	(5.595)	(29.7)	-	-	-	-	18.815	24.409	(5.595)	(29.7)
Health and Welfare	22.109	19.851	2.258	10.2	0.422	0.306	0.116	27.6	22.531	20.157	2.374	10.5
OPEB Current Payment	8.404	7.897	0.507	6.0	-	-	-	-	8.404	7.897	0.507	6.0
Pensions	18.909	18.693	0.216	1.1	0.192	0.238	(0.046)	(24.0)	19.101	18.931	0.170	0.9
Other Fringe Benefits	19.034	18.238	0.796	4.2	0.189	0.224	(0.035)	(18.5)	19.223	18.462	0.761	4.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.084	(0.084)	-	-	0.084	(0.084)	-
<b>Total Labor Expenses</b>	<b>\$ 181.855</b>	<b>\$ 188.862</b>	<b>\$ (7.007)</b>	<b>(3.9)</b>	<b>\$ 3.111</b>	<b>\$ 2.123</b>	<b>\$ 0.988</b>	<b>31.8</b>	<b>\$ 184.966</b>	<b>\$ 190.985</b>	<b>\$ (6.019)</b>	<b>(3.3)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.519	\$ 0.771	\$ (0.252)	(48.6)	\$ -	\$ -	\$ -	-	\$ 0.519	\$ 0.771	\$ (0.252)	(48.6)
Fuel	16.689	15.500	1.189	7.1	-	-	-	-	16.689	15.500	1.189	7.1
Insurance	1.420	1.386	0.034	2.4	-	-	-	-	1.420	1.386	0.034	2.4
Claims	9.275	7.000	2.275	24.5	-	-	-	-	9.275	7.000	2.275	24.5
Maintenance and Other Operating Contracts	8.237	7.110	1.127	13.7	0.093	-	0.093	100.0	8.330	7.110	1.220	14.6
Professional Service Contracts	8.193	8.694	(0.501)	(6.1)	-	-	-	-	8.193	8.694	(0.501)	(6.1)
Materials & Supplies	13.756	16.068	(2.312)	(16.8)	0.335	0.506	(0.171)	(51.0)	14.091	16.574	(2.483)	(17.6)
Other Business Expense	0.811	1.514	(0.703)	(86.7)	-	-	-	-	0.811	1.514	(0.703)	(86.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 58.899</b>	<b>\$ 58.043</b>	<b>\$ 0.856</b>	<b>1.5</b>	<b>\$ 0.428</b>	<b>\$ 0.506</b>	<b>\$ (0.078)</b>	<b>(18.2)</b>	<b>\$ 59.327</b>	<b>\$ 58.549</b>	<b>\$ 0.778</b>	<b>1.3</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>\$ 240.754</b>	<b>\$ 246.905</b>	<b>\$ (6.151)</b>	<b>(2.6)</b>	<b>\$ 3.539</b>	<b>\$ 2.629</b>	<b>\$ 0.910</b>	<b>25.7</b>	<b>\$ 244.293</b>	<b>\$ 249.534</b>	<b>\$ (5.241)</b>	<b>(2.1)</b>
Depreciation	17.600	20.147	(2.547)	(14.5)	-	-	-	-	17.600	20.147	(2.547)	(14.5)
OPEB Obligation	23.715	23.000	0.715	3.0	-	-	-	-	23.715	23.000	0.715	3.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 282.069</b>	<b>\$ 290.052</b>	<b>\$ (7.983)</b>	<b>(2.8)</b>	<b>\$ 3.539</b>	<b>\$ 2.629</b>	<b>\$ 0.910</b>	<b>25.7</b>	<b>\$ 285.608</b>	<b>\$ 292.681</b>	<b>\$ (7.073)</b>	<b>(2.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (188.670)</b>	<b>\$ (199.919)</b>	<b>\$ (11.249)</b>	<b>(6.0)</b>	<b>\$ 0.000</b>	<b>\$ -</b>	<b>\$ (0.000)</b>	<b>(100.0)</b>	<b>\$ (188.670)</b>	<b>\$ (199.919)</b>	<b>\$ (11.249)</b>	<b>(6.0)</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	May 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.118	0.7	(a)	\$ (1.022)	(1.2)	Lower ridership due to inclement weather		
Other Operating Revenue	NR	\$ 0.039	1.8	Favorable Student Fare Reimbursement offset by delay in Tropical Storm Recovery Receipts	\$ (2.244)	(20.5)	Unfavorable timing of Sandy Recovery Receipts		
Capital and Other Reimbursements	R	\$ (0.350)	(48.5)	Timing of reimbursement receipts, delayed funding and vacancies	\$ (0.910)	(25.7)	Timing of reimbursement receipts, delayed funding and vacancies		
<b>Total Revenue Variance</b>		<b>\$ (0.193)</b>	<b>(1.0)</b>		<b>\$ (4.176)</b>	<b>(4.3)</b>			
Payroll	NR	\$ (1.355)	(7.0)	Greater than budgeted miscellaneous base pay, reimbursable employees charged to non-reimbursable due to delayed Capital funding allocation, offset by vacancies	\$ (5.189)	(5.5)	Greater than budgeted miscellaneous base pay, inter-agency charges, reimbursable employees charged to non-reimbursable due to delayed Capital funding allocation, offset by vacancies		
Overtime	NR	\$ (1.071)	(27.8)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance	\$ (5.595)	(29.7)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance		
Health and Welfare (including OPEB)	NR	\$ 0.201	3.3	Favorable timing of expenses	\$ 2.765	9.1	Favorable timing of expenses		
Pension	NR	\$ 0.151	3.9	(a)	\$ 0.216	1.1	(a)		
Other Fringe Benefits	NR	\$ (0.546)	(14.1)	Expenses from prior periods	\$ 0.796	4.2	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	\$ (0.050)	(47.2)	Greater than budgeted expenses	\$ (0.252)	(47.2)	Greater than budgeted expenses		
Fuel	NR	\$ 0.335	9.9	Mainly due to better fuel consumption efficiencies offset by higher rates	\$ 1.189	7.1	Mainly due to better fuel consumption efficiencies offset by higher rates		
Insurance	NR	\$ 0.007	2.5	(a)	\$ 0.034	2.4	(a)		
Claims	NR	\$ 0.455	24.5	Timing of expenses	\$ 2.275	24.5	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ (0.028)	(1.7)	(a)	\$ 1.127	13.7	Timing of expenses		
Professional Service Contracts	NR	\$ (0.088)	(5.3)	(a)	\$ (0.501)	(6.1)	Greater than budgeted expenses due to prior period under accruals		
Materials & Supplies	NR	\$ (0.446)	(15.9)	Mainly due to overage bus maintenance requirements	\$ (2.312)	(16.8)	Mainly due to impact of inclement weather and overage bus maintenance requirements		
Other Business Expense	NR	\$ (0.107)	(64.8)	Due to the mobility tax budgeted in Other Fringe Benefits	\$ (0.703)	(86.7)	Due to the mobility tax budgeted in Other Fringe Benefits		
Depreciation	NR	\$ (0.504)	(14.3)	Non cash expense	\$ (2.547)	(14.5)	Non cash expense		
Other Post Employment Benefits	NR	\$ 0.143	3.0	(a)	\$ 0.715	3.0	(a)		
Environmental Remediation		\$ -	-		\$ -	-			
Payroll	R	\$ 0.317	67.4	Timing of charges and vacancies	\$ 1.036	44.9	Timing of charges and vacancies		
Health and Welfare	R	\$ 0.039	45.3		\$ 0.116	27.6			
Pension	R	\$ 0.015	38.5	Timing of charges	\$ (0.046)	(24.0)	Timing of charges.		
Other Fringe Benefits	R	\$ 0.016	41.0		\$ (0.035)	(18.5)			
Maintenance and Other Operating Contracts	R	\$ 0.019	*	Timing of charges	\$ 0.093	*	Timing of charges		
Materials & Supplies	R	\$ (0.043)	*	Timing of charges	\$ (0.171)	*	Timing of charges		
<b>Total Expense Variance</b>		<b>\$ (2.552)</b>	<b>(4.4)</b>		<b>\$ (7.073)</b>	<b>(2.5)</b>			
<b>Net Variance</b>		<b>\$ (2.745)</b>	<b>(7.3)</b>		<b>\$ (11.249)</b>	<b>(6.0)</b>			

(a) - Variance less than 5%

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

(\$ in millions)

	May 2014				Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<b>Receipts</b>									
Farebox Revenue	\$ 17.272	\$ 16.004	\$ (1.268)	(7.3)	\$ 82.459	\$ 81.599	\$ (0.860)	(1.0)	
Other Operating Revenue	2.188	1.850	(0.338)	(15.4)	10.940	8.768	(2.172)	(19.9)	
Capital and Other Reimbursements	1.106	1.503	0.397	35.9	5.530	3.978	(1.552)	(28.1)	
<b>Total Receipts</b>	<b>\$ 20.566</b>	<b>\$ 19.357</b>	<b>\$ (1.209)</b>	<b>(5.9)</b>	<b>\$ 98.929</b>	<b>\$ 94.345</b>	<b>\$ (4.584)</b>	<b>(4.6)</b>	
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	\$ 17.859	\$ 22.280	\$ (4.422)	(24.8)	\$ 89.293	\$ 116.871	\$ (27.578)	(30.9)	
Overtime	3.848	4.918	(1.071)	(27.8)	18.814	24.409	(5.595)	(29.7)	
Health and Welfare	4.473	4.591	(0.118)	(2.6)	22.365	26.994	(4.629)	(20.7)	
OPEB Current Payment	1.681	1.681	-	0.0	8.405	7.864	0.541	6.4	
Pensions	3.832	3.701	0.131	3.4	19.160	18.130	1.030	5.4	
Other Fringe Benefits	3.024	3.835	(0.811)	(26.8)	15.120	18.070	(2.950)	(19.5)	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 34.716</b>	<b>\$ 41.006</b>	<b>\$ (6.290)</b>	<b>(18.1)</b>	<b>\$ 173.157</b>	<b>\$ 212.338</b>	<b>\$ (39.181)</b>	<b>(22.6)</b>	
<i>Non-Labor:</i>									
Electric Power	\$ 0.104	\$ -	\$ 0.104	100.0	\$ 0.520	\$ 0.144	\$ 0.376	72.3	
Fuel	3.361	3.117	0.244	7.3	16.804	16.638	0.166	1.0	
Insurance	0.284	-	0.284	100.0	1.420	2.508	(1.088)	(76.6)	
Claims	1.605	0.559	1.046	65.2	8.025	4.563	3.462	43.1	
Maintenance and Other Operating Contracts	1.677	1.436	0.241	14.4	8.385	9.182	(0.797)	(9.5)	
Professional Service Contracts	1.650	0.563	1.087	65.9	8.250	5.213	3.037	36.8	
Materials & Supplies	2.838	2.747	0.091	3.2	14.190	16.535	(2.345)	(16.5)	
Other Business Expenses	0.163	0.075	0.088	54.0	0.815	0.604	0.211	25.9	
<b>Total Non-Labor Expenditures</b>	<b>\$ 11.682</b>	<b>\$ 8.497</b>	<b>\$ 3.185</b>	<b>27.3</b>	<b>\$ 58.409</b>	<b>\$ 55.387</b>	<b>\$ 3.022</b>	<b>5.2</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>\$ 46.398</b>	<b>\$ 49.503</b>	<b>\$ (3.105)</b>	<b>(6.7)</b>	<b>\$ 231.566</b>	<b>\$ 267.725</b>	<b>\$ (36.159)</b>	<b>(15.6)</b>	
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (25.832)</b>	<b>\$ (30.146)</b>	<b>\$ (4.314)</b>	<b>(16.7)</b>	<b>\$ (132.637)</b>	<b>\$ (173.380)</b>	<b>\$ (40.743)</b>	<b>(30.7)</b>	

NOTE: Totals may not add due to rounding

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

	May 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Operating Receipts or Disbursements</b>						
Farebox Revenue	\$ (1.268)	(7.3)	Delay in receipts.	\$ (0.860)	(1.0)	(a)
Other Operating Revenue	(0.338)	(15.4)	Delayed Tropical Storm Sandy recovery receipts partially offset by students reimbursements	(2.172)	(19.9)	Unfavorable timing of Sandy recovery
Capital and Other Reimbursements	0.397	35.9	Timing of reimbursement receipts	(1.552)	(28.1)	Timing of reimbursement receipts
<b>Total Receipts</b>	<b>\$ (1.209)</b>	<b>(5.9)</b>		<b>\$ (4.584)</b>	<b>(4.6)</b>	
Payroll	\$ (4.422)	(24.8)	Mainly due to the payout of ATU 1179 RWA settlement.	\$ (27.578)	(30.9)	Mainly due to the payout of ATU 1179 RWA settlement.
Overtime	(1.071)	(27.8)	Mainly due to coverage for vacancies and absences, and overage bus maintenance requirements	(5.595)	(29.7)	Mainly due to coverage for vacancies and absences, overage bus maintenance requirements and the impact of inclement weather
Health and Welfare (including OPEB)	(0.118)	(1.9)	(a)	(4.088)	(13.3)	Payments for prior periods
Pension	0.131	3.4	(a)	1.030	5.4	Timing of payments
Other Fringe Benefits	(0.811)	(26.8)	Payments for prior periods	(2.950)	(19.5)	Payments for prior periods
GASB	-	-		-	-	
Electric Power	0.104	100.0	Timing of payments	0.376	72.3	Timing of payments
Fuel	0.244	7.3	Timing of payments	0.166	1.0	(a)
Insurance	0.284	100.0	Timing of payments	(1.088)	(76.6)	Annual payment of insurance liability was made in January.
Claims	1.046	65.2	Timing of payments	3.462	43.1	Timing of payments
Maintenance and Other Operating Contracts	0.241	14.4	Timing of payments	(0.797)	(9.5)	Payments for prior periods
Professional Service Contracts	1.087	65.9	Timing of payments	3.037	36.8	Timing of payments
Materials & Supplies	0.091	3.2	Mainly due to impact of inclement weather and overage bus maintenance requirements	(2.345)	(16.5)	Mainly due to impact of inclement weather and overage bus maintenance requirements
Other Business Expenditure	0.088	54.0	Timing of payments	0.211	25.9	Timing of payments
<b>Total Expenditures</b>	<b>\$ (3.105)</b>	<b>(6.7)</b>		<b>\$ (36.159)</b>	<b>(15.6)</b>	
<b>Net Cash Variance</b>	<b>\$ (4.314)</b>	<b>(16.7)</b>		<b>\$ (40.743)</b>	<b>(30.7)</b>	

(a) - Variance less than 5%

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

(\$ in millions)

	May 2014				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ -	\$ (1.386)	\$ (1.386)	-	\$ -	\$ 0.162	\$ 0.162	-
Other Operating Revenue	-	(0.377)	(0.377)	-	-	0.072	0.072	-
Capital and Other Reimbursements	0.385	1.132	0.747	*	1.991	1.349	(0.642)	(32.2)
<b>Total Receipts</b>	<b>\$ 0.385</b>	<b>\$ (0.631)</b>	<b>\$ (1.016)</b>	<b>*</b>	<b>\$ 1.991</b>	<b>\$ 1.583</b>	<b>\$ (0.408)</b>	<b>(20.5)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 1.879	\$ (1.505)	\$ (3.384)	*	\$ 7.599	\$ (15.826)	\$ (23.425)	*
Overtime	-	-	-	-	0.000	-	(0.000)	(100.0)
Health and Welfare	0.035	(0.536)	(0.571)	*	0.166	(6.837)	(7.003)	*
OPEB Current Payment	-	0.213	0.213	-	(0.001)	0.033	0.034	*
Pensions	0.059	0.024	(0.035)	(59.3)	(0.059)	0.801	0.860	*
Other Fringe Benefits	0.892	0.611	(0.281)	(31.5)	4.103	0.392	(3.711)	(90.4)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	0.013	0.013	-	-	0.084	0.084	-
<b>Total Labor Expenditures</b>	<b>\$ 2.865</b>	<b>\$ (1.180)</b>	<b>\$ (4.045)</b>	<b>*</b>	<b>\$ 11.809</b>	<b>\$ (21.353)</b>	<b>\$ (33.162)</b>	<b>*</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ 0.002	\$ 0.156	0.154	*	\$ (0.001)	\$ 0.627	0.628	*
Fuel for Buses and Trains	0.039	(0.052)	(0.091)	*	(0.115)	(1.138)	(1.023)	*
Insurance	-	0.277	0.277	-	-	(1.122)	(1.122)	-
Claims	0.250	0.841	0.591	*	1.250	2.437	1.188	95.0
Maintenance and Other Operating Contracts	0.020	0.270	0.250	*	(0.055)	(2.072)	(2.017)	*
Professional Service Contracts	0.019	1.194	1.175	*	(0.057)	3.481	3.539	*
Materials & Supplies	0.032	0.612	0.580	*	(0.099)	0.039	0.138	*
Other Business Expenditures	0.002	0.197	0.195	*	(0.004)	0.910	0.914	*
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.364</b>	<b>\$ 3.495</b>	<b>\$ 3.131</b>	<b>*</b>	<b>\$ 0.918</b>	<b>\$ 3.162</b>	<b>\$ 2.244</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: Expenditure	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ 3.229</b>	<b>\$ 2.315</b>	<b>\$ (0.914)</b>	<b>(28.3)</b>	<b>\$ 12.727</b>	<b>\$ (18.191)</b>	<b>\$ (30.918)</b>	<b>*</b>
Depreciation Adjustment	3.520	4.024	0.504	14.3	17.600	20.147	2.547	14.5
Other Post Employment Benefits	4.743	4.600	(0.143)	(3.0)	23.715	23.000	(0.715)	(3.0)
Environmental Remediation	-	-	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$ 11.492</b>	<b>\$ 10.939</b>	<b>\$ (0.553)</b>	<b>(4.8)</b>	<b>\$ 54.042</b>	<b>\$ 24.956</b>	<b>\$ (29.086)</b>	<b>(53.8)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ 11.877</b>	<b>\$ 10.308</b>	<b>\$ (1.569)</b>	<b>(13.2)</b>	<b>\$ 56.033</b>	<b>\$ 26.539</b>	<b>\$ (29.494)</b>	<b>(52.6)</b>

NOTE: Totals may not add due to rounding

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

	<u>May 2014</u>			<u>Year-to-date as of May 2014</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 17.272	\$ 17.390	\$ 0.118	\$ 82.459	\$ 81.437	\$ (1.022)
<b>Total Farebox Revenue</b>	<b>\$ 17.272</b>	<b>\$ 17.390</b>	<b>\$ 0.118</b>	<b>\$ 82.459</b>	<b>\$ 81.437</b>	<b>\$ (1.022)</b>
Other Revenue	\$ 2.188	\$ 2.227	\$ 0.039	\$ 10.940	\$ 8.696	\$ (2.244)
Capital & Other	0.721	0.371	(0.350)	3.539	2.629	(0.910)
<b>Total Revenue</b>	<b>\$ 20.181</b>	<b>\$ 19.988</b>	<b>\$ (0.193)</b>	<b>\$ 96.938</b>	<b>\$ 92.762</b>	<b>\$ (4.176)</b>
<b><u>Ridership</u></b>						
Fixed Route	11.006	11.187	0.181	52.138	50.973	(1.165)
<b>Total Ridership</b>	<b>11.006</b>	<b>11.187</b>	<b>0.181</b>	<b>52.138</b>	<b>50.973</b>	<b>(1.165)</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**  
**MAY 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	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	3	1	
Strategic Office	12	11	1	
Non-Departmental	17	-	17	
<b>Total Administration</b>	<b>144</b>	<b>118</b>	<b>26</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,211	2,167	44	Bus Operators vacancies to be filled
Office of the Executive VP	1	4	(3)	
Safety & Training	28	78	(50)	Student Operators to fill vacancy
Road Operations	116	110	6	
Transportation Support	20	21	(1)	
Operations Planning	32	30	2	
Revenue Control	21	19	2	
<b>Total Operations</b>	<b>2,429</b>	<b>2,429</b>	<b>-</b>	
<b>Maintenance</b>				
Buses	755	732	23	
Maintenance Support/CMF	156	166	(10)	
Facilities	73	46	27	Vacancies Replaced by MOU
Supply Logistics	92	92	-	
<b>Total Maintenance</b>	<b>1,076</b>	<b>1,036</b>	<b>40</b>	
Capital Program Management	37	29	8	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>29</b>	<b>8</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>3,628</b>	<b>76</b>	
Non-Reimbursable	3,640	3,574	66	
Reimbursable	64	54	10	
<b>Total Full-Time</b>	<b>3,689</b>	<b>3,612</b>	<b>77</b>	
Total Full-Time Equivalents	15	16	(1)	

**MTA BUS COMPANY**  
**February Financial Plan - 2014 Adopted Budget**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**MAY 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	74	(3)	
Operational Hourlies	17	0	17	
<b>Total Administration</b>	<b>144</b>	<b>118</b>	<b>26</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	298	292	6	
Professional, Technical, Clerical	51	58	(7)	
Operational Hourlies	2,080	2,079	1	
<b>Total Operations</b>	<b>2,429</b>	<b>2,429</b>	<b>-</b>	
<b>Maintenance</b>				
Managers/Supervisors	205	201	4	
Professional, Technical, Clerical	17	18	(1)	
Operational Hourlies	854	817	37	
<b>Total Maintenance</b>	<b>1,076</b>	<b>1,036</b>	<b>40</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	0	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>29</b>	<b>8</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	562	32	
Professional, Technical, Clerical	159	168	(9)	
Operational Hourlies	2,951	2,898	53	
<b>Total Baseline Positions</b>	<b>3,704</b>	<b>3,628</b>	<b>76</b>	

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

	May						May 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>	50,220	\$2.1	49,321	\$2.4	899	(\$0.3)	244,741	\$10.4	247,053	\$10.8	(2,313)	(\$0.4)
					1.8%	-12.8%					-0.9%	-4.0%
<u>Unscheduled Service</u>	7,078	\$0.3	8,156	\$0.4	(1,078)	(0.1)	34,573	\$1.4	33,849	\$1.4	724	(0.0)
					-15.2%	-28.5%					2.1%	-1.2%
<u>Programmatic/Routine Maintenance</u>	15,232	\$0.7	24,494	\$1.1	(9,262)	(0.4)	76,856	\$3.3	118,758	\$5.1	(41,902)	(1.8)
					-60.8%	-60.5%					-54.5%	-54.8%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	14,862	\$0.6	24,891	\$1.1	(10,029)	(0.4)	69,529	\$3.0	110,997	\$4.6	(41,468)	(1.6)
					-67.5%	-65.1%					-59.6%	-51.5%
<u>Weather Emergencies</u>	3,060	\$0.1	195	\$0.0	2,865	0.1	14,908	\$0.5	53,716	\$2.2	(38,807)	(1.7)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	156	\$0.0	76	0.0	1,041	\$0.0	689	\$0.0	352	0.0
					32.7%	41.0%					33.8%	41.2%
<u>Other</u>	323	\$0.0	564	\$0.0	(241)	(0.0)	1,573	\$0.1	3,792	\$0.2	(2,219)	(0.1)
					*	*					*	*
Subtotal	91,008	\$3.8	107,778	\$4.9	(16,770)	(\$1.1)	443,221	\$18.8	568,855	\$24.4	(125,634)	(\$5.6)
					-18.4%	-27.8%					-28.3%	-29.7%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>91,008</b>	<b>\$3.8</b>	<b>107,778</b>	<b>\$4.9</b>	<b>(16,770)</b>	<b>(\$1.1)</b>	<b>443,221</b>	<b>\$18.8</b>	<b>568,855</b>	<b>\$24.4</b>	<b>(125,634)</b>	<b>(\$5.6)</b>
					-18.4%	-27.8%					-28.3%	-29.7%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	899 1.8%	(\$0.3) -12.8%		(2,313) -0.9%	(\$0.4) -4.0%	
<u>Unscheduled Service</u>	(1,078) -15.2%	(\$0.1) -28.5%		724 2.1%	(\$0.0) -1.2%	
<u>Programmatic/Routine Maintenance</u>	(9,262) -60.8%	(\$0.4) -60.5%	Maintenance work for accelerated completion of defects found on scheduled inspections	(41,902) -54.5%	(\$1.8) -54.8%	Maintenance work for accelerated completion of defects found on scheduled inspections
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(10,029) -67.5%	(\$0.4) -65.1%	Vacancy and Absentee Coverage	(41,468) -59.6%	(\$1.6) -51.5%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	2,865 *	\$0.1 *		(38,807) *	(\$1.7) *	Impact of winter storms
<u>Safety/Security/Law Enforcement</u>	76 32.7%	\$0.0 41.0%		352 33.8%	\$0.0 41.2%	
<u>Other</u>	(241) *	(\$0.0) *		(2,219) *	(\$0.1) *	
<b>Subtotal</b>	<b>(16,770) -18.4%</b>	<b>(\$1.1) -27.8%</b>		<b>(125,634) -28.3%</b>	<b>(\$5.6) -29.7%</b>	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<b>TOTAL OVERTIME</b>	<b>(16,770)</b>	<b>(\$1.1)</b>		<b>(125,634)</b>	<b>(\$5.6)</b>	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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 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>
<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 May 31, New York City Transit's performance against its 2014 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$48.8	\$67.0	137
<b>Design Completions</b>	86.9	62.0	71
<b>Awards</b>	948.1	805.1	85
<b>Substantial Completions</b>	762.1	471.1	62
<b>Closeouts</b>	907.4	174.1	19

During May, NYCT awarded projects totaling \$131.9 million including:

- mainline track replacement on the Concourse Line in the Bronx and mainline track and switch replacement on the White Plains Road Line in the Bronx;
- the installation of a Passenger Station Local Area Network (PSLAN) at 30 stations throughout the transit system that will support important communications infrastructure; and
- station renewal and ADA improvements at the Ozone Park-Lefferts Boulevard Station on the Liberty Avenue Line in Queens.

During the same period, NYCT substantially completed projects totaling \$127.2 million including:

- mainline track replacement on the Fulton and Sea Beach Lines in Brooklyn and the 6<sup>th</sup> Avenue Line in Manhattan;
- the installation of a Station Time (ST) aspect on sections of the Lexington Avenue Line express tracks in Manhattan that will allow trains to operate on shorter headway; and
- ADA accessible elevators and other ADA improvements at the Utica Avenue Station on the Fulton Line in Brooklyn.

Also during May, NYCT started seven design projects for \$9.3 million, completed three designs for \$7.0 million, and closed out five projects for \$50.2 million.

Capital Program Status  
May 2014  
(July 2014)

During May, NYCT awarded projects totaling \$131.9 million including three projects to replace mainline track on the Concourse Line in the Bronx and mainline track and switches on the White Plains Road Line in the Bronx for \$40.4 million. Track work includes the replacement of materials such as contact rail, running rails, ties, ballast, and associated equipment that have reached the end of their useful life. Locations for switch replacement are based on the switch condition survey. Work includes, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable, including positive and negative connections, and any associated signal and equipment work.

Also during May, NYCT awarded a project for \$26.5 million to install a Passenger Station Local Area Network (PSLAN) at 30 stations throughout the transit system. This project is one phase of a multi-phase project to provide a communications infrastructure that will support several of NYCT's important new technology initiatives including new electronic fare collection, Help Point intercoms and next train arrival signs.

Additionally, NYCT awarded the renewal of and ADA improvements at the Ozone Park-Lefferts Boulevard Station on the Liberty Avenue Line in Queens for \$23.5 million. Renewal work will include repair or replacement of stairs, mezzanine components and platform components such as floors, columns and windscreens, as required. The station will also be painted. This station is an ADA Key Station. The project will install two ADA compliant elevators, and provide new tactile platform edge warning strips, and new ADA compliant gates and signage.

During May, NYCT substantially completed projects totaling \$127.2 million, including three projects for \$42.8 million to replace mainline track on the Fulton and Sea Beach Lines in Brooklyn and the 6<sup>th</sup> Avenue Line in Manhattan. Work included the replacement of materials such as contact rail, running rails, ties, ballast, and associated equipment that have reached the end of their useful life.

Also during May, NYCT completed a \$28.4 million project to increase peak-period capacity on selected segments of the Lexington Avenue Line express tracks in Manhattan, used by the 4 and 5 trains. The installation of a Station Time (ST) aspect will allow trains to operate on shorter headways and will alert train operators to the activation of the ST feature and would make them more confident that the ST signal will clear if they are traveling at or below the posted speed.

Additionally, NYCT completed a \$14.1 million project to install ADA accessible elevators and other ADA improvements at the Utica Avenue Station on the Fulton Line in Brooklyn. 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.

Also during May, NYCT started seven design projects for \$9.3 million, completed three designs for \$7.0 million, and closed out five projects for \$50.2 million.

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

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

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Station Ventilators: Phase 3 – 7 Locations/Canarsie and 6 Avenue Lines	\$3.6	\$3.5	03/2013	14
Mainline Track Replacement 2013 - Broadway Line IRT Upper Manhattan	6.6	6.6	02/2014	3
Street Stairs: 7 Avenue / 6 Avenue (S1-S4) (SBMP)	1.2	1.2	03/2014	2
Track Force Account – 2013	35.0	35.0	05/2014	0
Station Structural Remediation: 9 Avenue / West End Line Lower Level	2.5	\$3.8	06/2014	(1)

The closeout of the Station Ventilators: 7 Locations/Canarsie and 6 Avenue Lines project was delayed by 14 months in order to complete punch list work.

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

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

**May**

Design Starts	\$0.0	0	\$9.3	7	N/A	N/A
Design Completions	8.9	10	7.0	3	78.6	30.0
Construction Awards	80.3	9	131.9	12	164.2	133.3
Substantial Completions	249.3	22	127.2	14	51.0	63.6
Closeouts	223.6	20	50.2	5	22.4	25.0

**2014 Year-To-Date**

Design Starts	\$48.8	28	\$67.0	32	137.4	114.3
Design Completions	86.9	61	62.0	35	71.4	57.4
Construction Awards	948.1	76	805.1	65	84.9	85.5
Substantial Completions	762.1	75	471.1	50	61.8	66.7
Closeouts	907.4	83	174.1	23	19.2	27.7

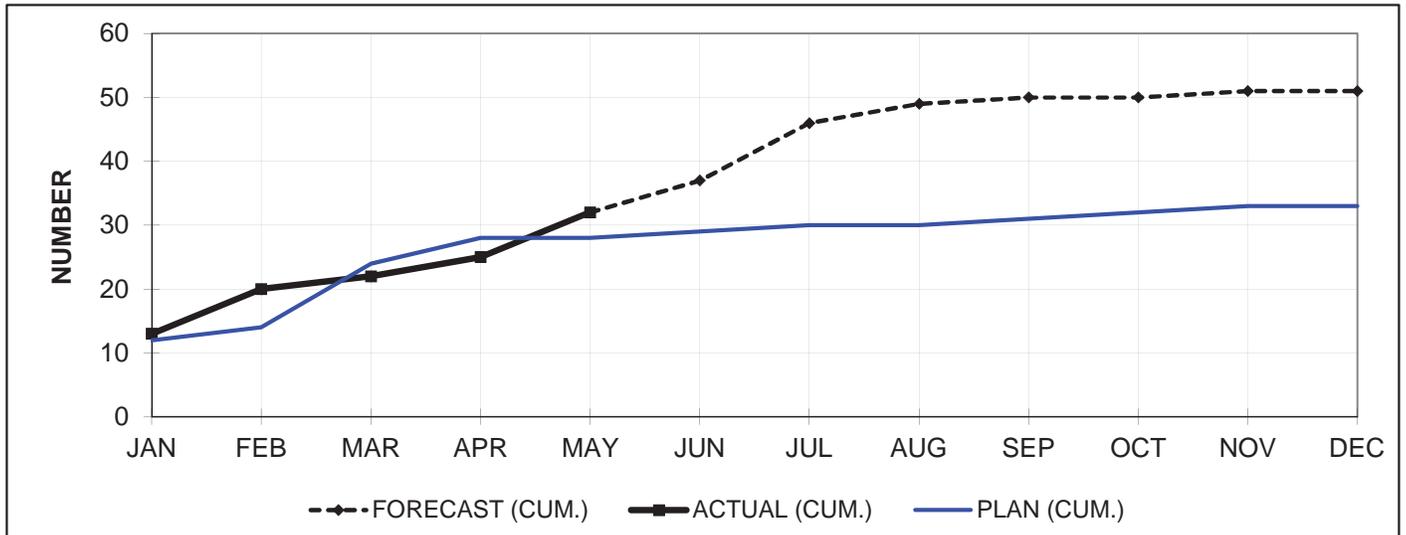
**2014 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$97.4	51	165.0	154.5
Design Completions	177.1	129	205.3	136	115.9	105.4
Construction Awards	3,606.9	218	3,368.5	229	93.4	105.0
Substantial Completions	2,132.7	189	2,123.9	186	99.6	98.4
Closeouts	3,697.3	202	3,526.8	187	95.4	92.6

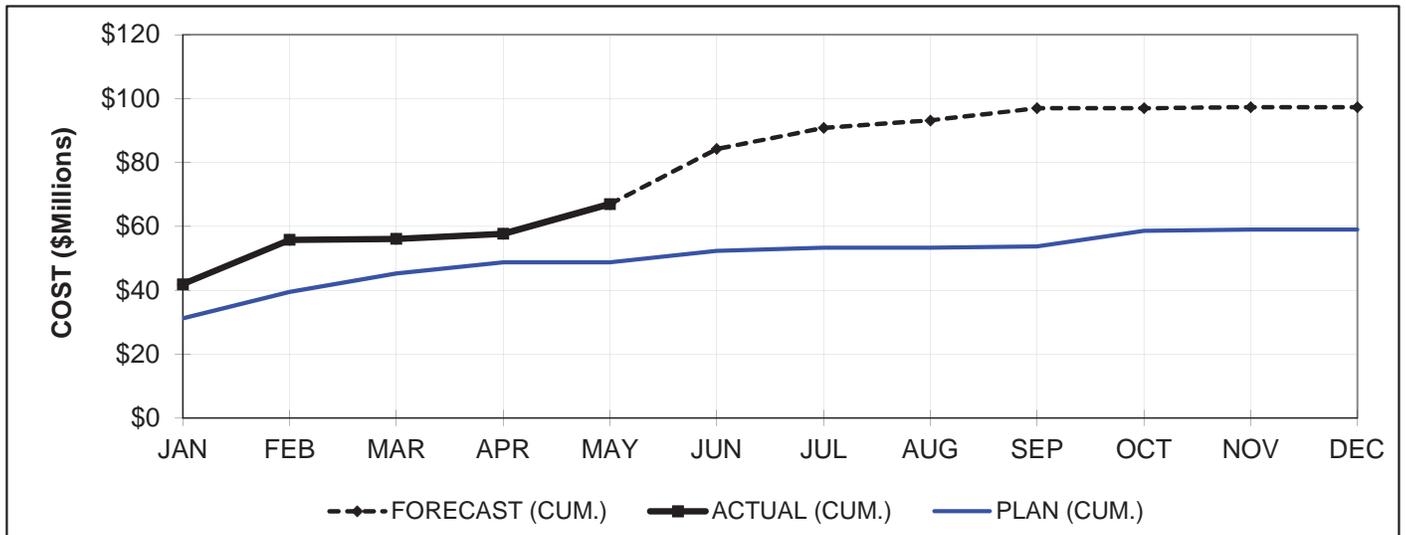
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

## 2014 Design Starts Charts

As of May 2014



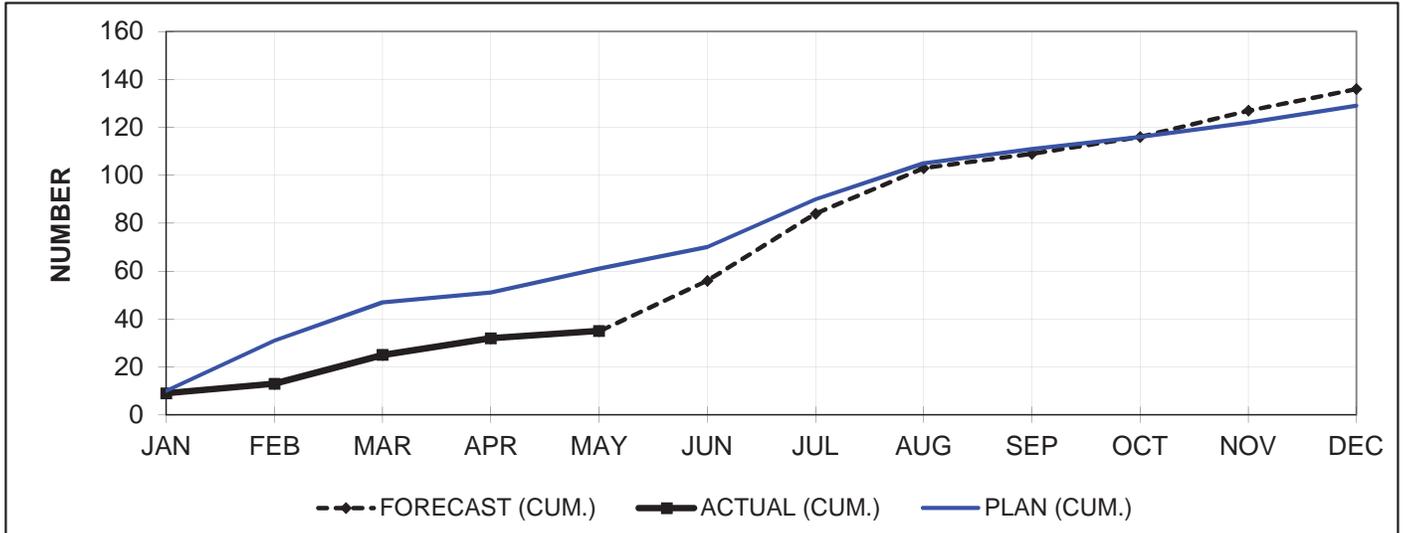
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						5	9	3	1	0	1	0
ACTUAL (NON-CUM.)	13	7	2	3	7							
PLAN (NON-CUM.)	12	2	10	4	0	1	1	0	1	1	1	0
FORECAST (CUM.)						37	46	49	50	50	51	51
ACTUAL (CUM.)	13	20	22	25	32							
PLAN (CUM.)	12	14	24	28	28	29	30	30	31	32	33	33



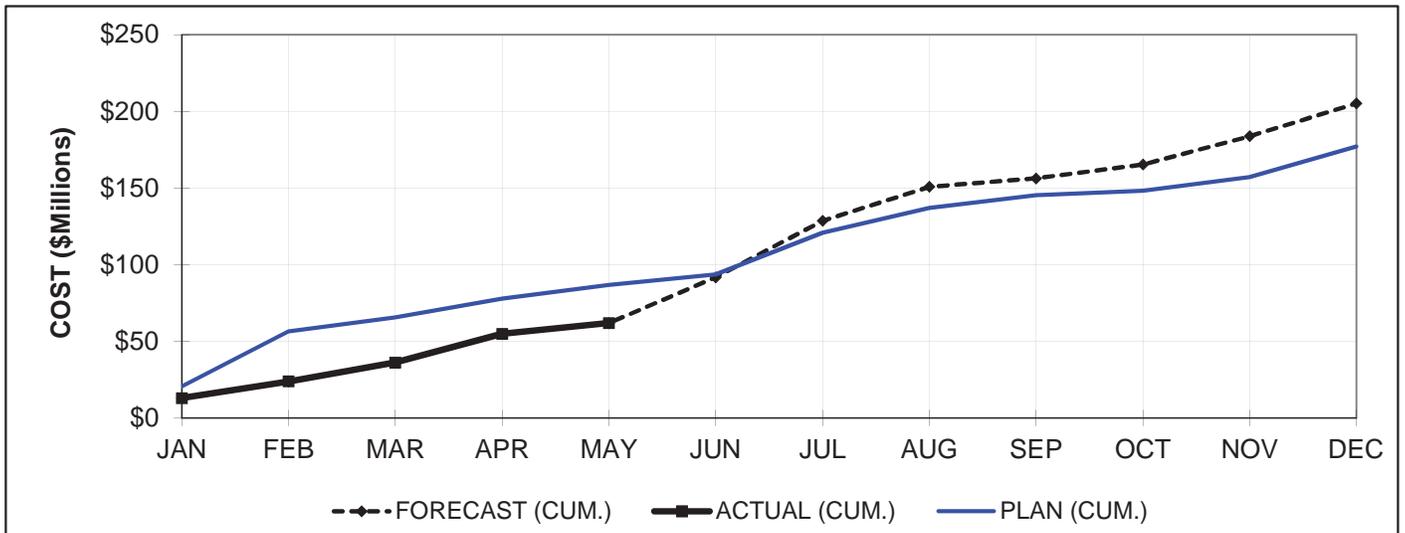
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						17.3	6.5	2.4	3.8	0.0	0.4	0.0
ACTUAL (NON-CUM.)	41.9	13.9	0.3	1.6	9.3							
PLAN (NON-CUM.)	31.2	8.3	5.8	3.5	0.0	3.6	1.0	0.0	0.4	4.9	0.4	0.0
FORECAST (CUM.)						84.3	90.8	93.2	97.0	97.0	97.4	97.4
ACTUAL (CUM.)	41.9	55.8	56.1	57.7	67.0							
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 May 2014



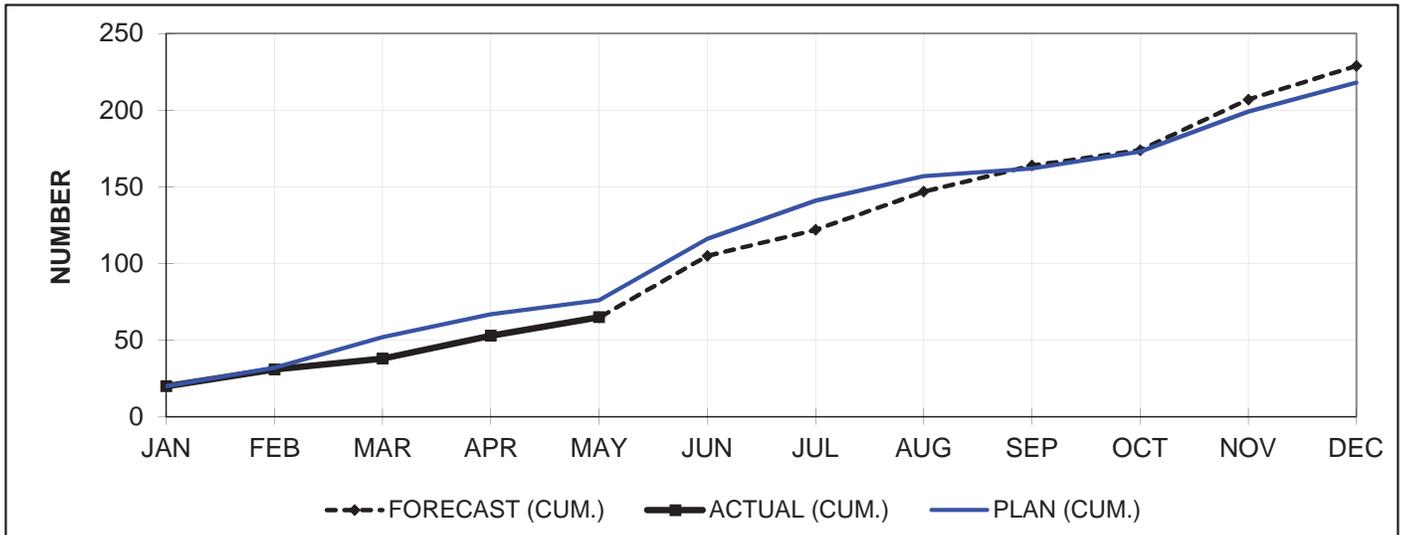
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						21	28	19	6	7	11	9
ACTUAL (NON-CUM.)	9	4	12	7	3							
PLAN (NON-CUM.)	10	21	16	4	10	9	20	15	6	5	6	7
FORECAST (CUM.)						56	84	103	109	116	127	136
ACTUAL (CUM.)	9	13	25	32	35							
PLAN (CUM.)	10	31	47	51	61	70	90	105	111	116	122	129



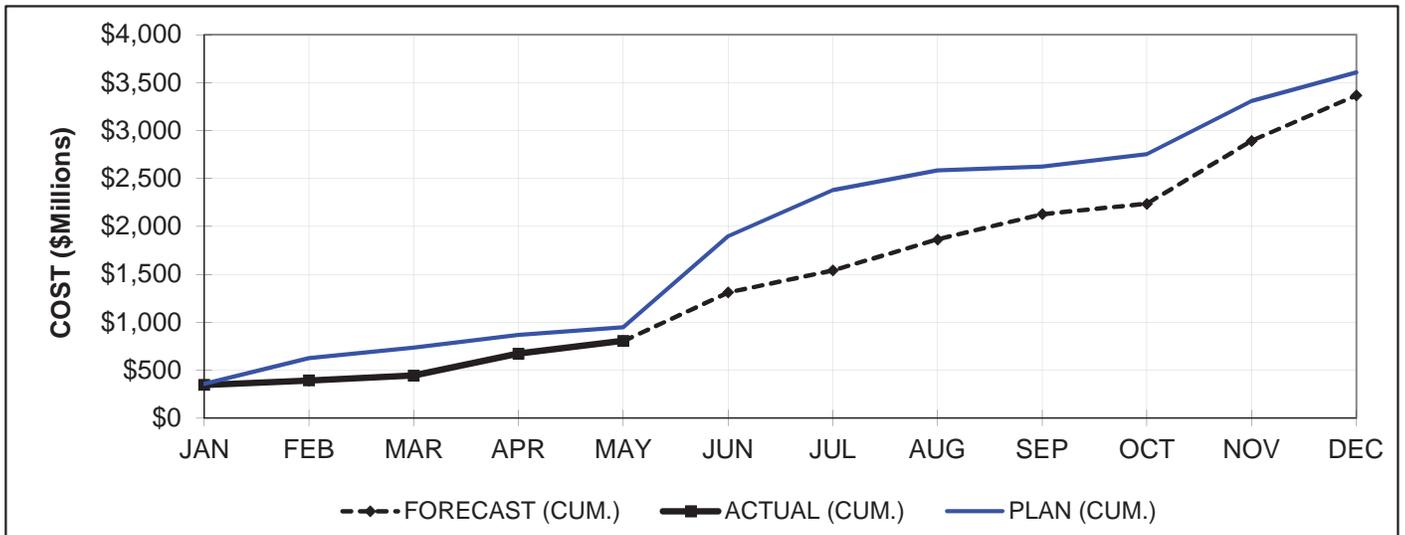
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						29.9	36.8	22.3	5.4	9.0	18.5	21.4
ACTUAL (NON-CUM.)	13.0	10.8	12.4	18.7	7.0							
PLAN (NON-CUM.)	20.7	35.9	9.1	12.2	8.9	6.8	27.1	16.3	8.2	2.8	9.1	19.9
FORECAST (CUM.)						91.9	128.7	151.0	156.4	165.4	183.9	205.3
ACTUAL (CUM.)	13.0	23.9	36.3	55.0	62.0							
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 May 2014



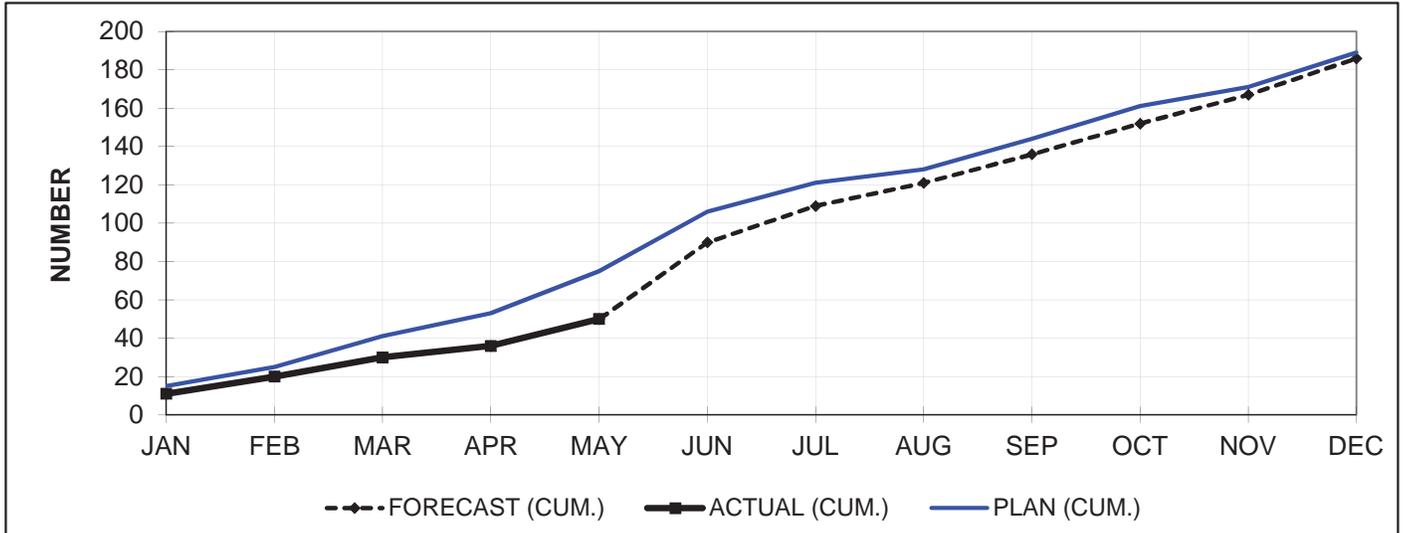
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						40	17	25	17	10	33	22
ACTUAL (NON-CUM.)	20	11	7	15	12							
PLAN (NON-CUM.)	20	12	20	15	9	40	25	16	5	11	26	19
FORECAST (CUM.)						105	122	147	164	174	207	229
ACTUAL (CUM.)	20	31	38	53	65							
PLAN (CUM.)	20	32	52	67	76	116	141	157	162	173	199	218



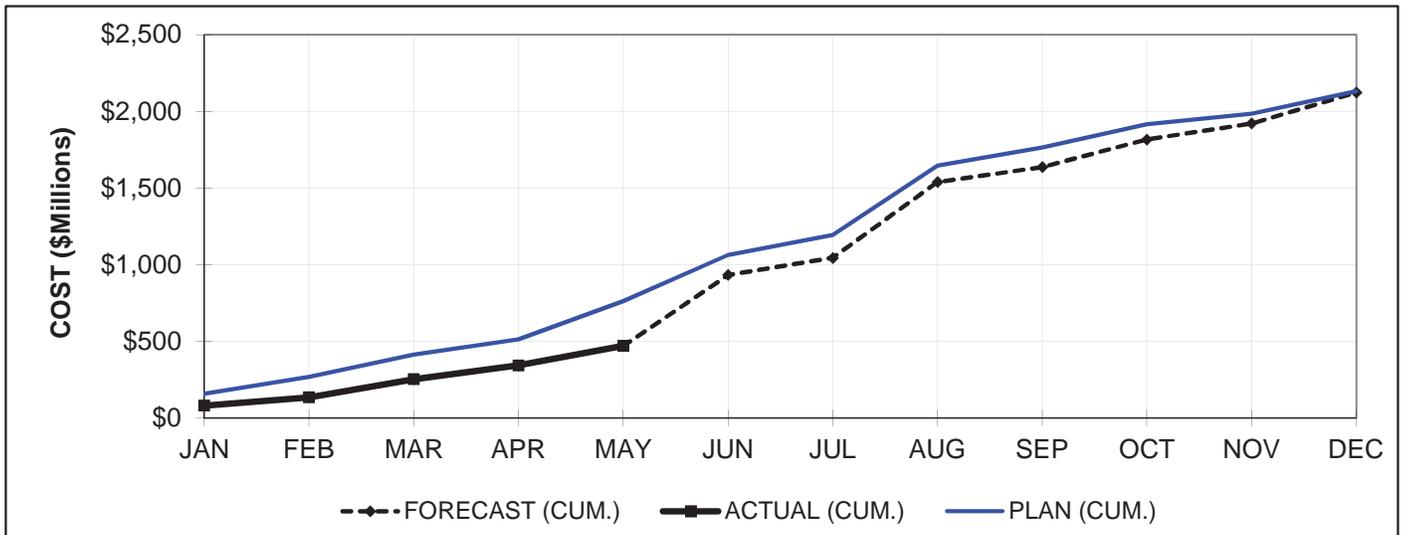
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						507.7	229.2	323.5	263.5	107.9	657.7	474.0
ACTUAL (NON-CUM.)	346.0	46.4	52.2	228.5	131.9							
PLAN (NON-CUM.)	355.7	270.8	108.5	132.8	80.3	948.0	483.2	204.3	40.9	130.6	552.4	299.5
FORECAST (CUM.)						1,312.8	1,542.0	1,865.4	2,129.0	2,236.9	2,894.5	3,368.5
ACTUAL (CUM.)	346.0	392.5	444.7	673.2	805.1							
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 May 2014



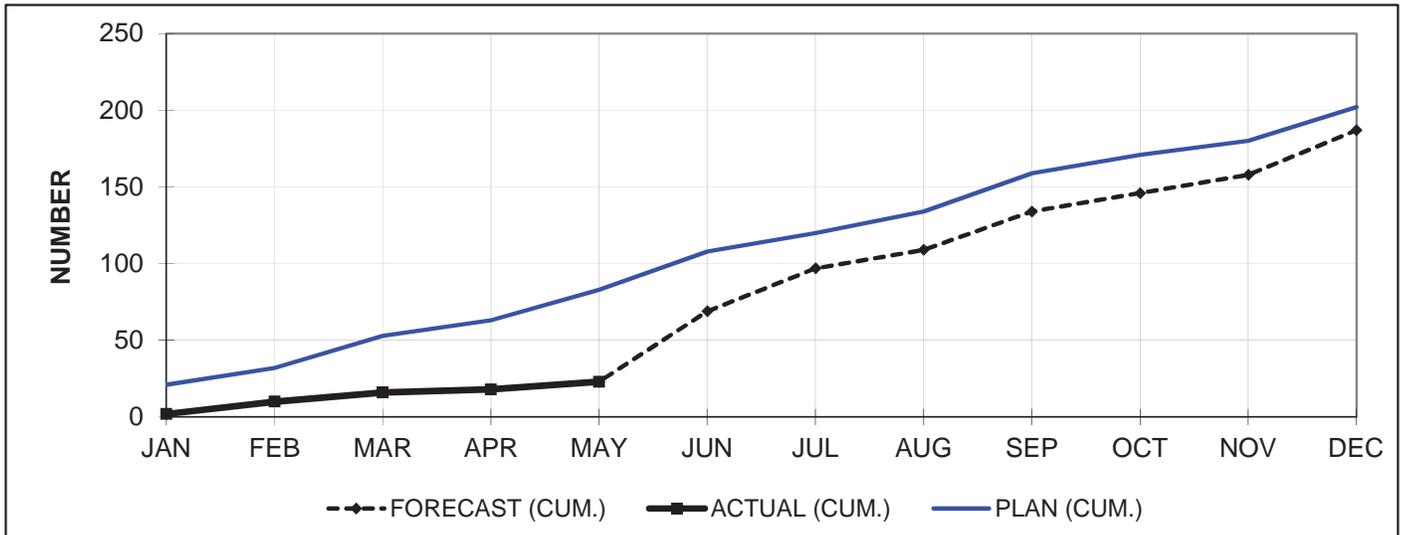
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						40	19	12	15	16	15	19
ACTUAL (NON-CUM.)	11	9	10	6	14							
PLAN (NON-CUM.)	15	10	16	12	22	31	15	7	16	17	10	18
FORECAST (CUM.)						90	109	121	136	152	167	186
ACTUAL (CUM.)	11	20	30	36	50							
PLAN (CUM.)	15	25	41	53	75	106	121	128	144	161	171	189



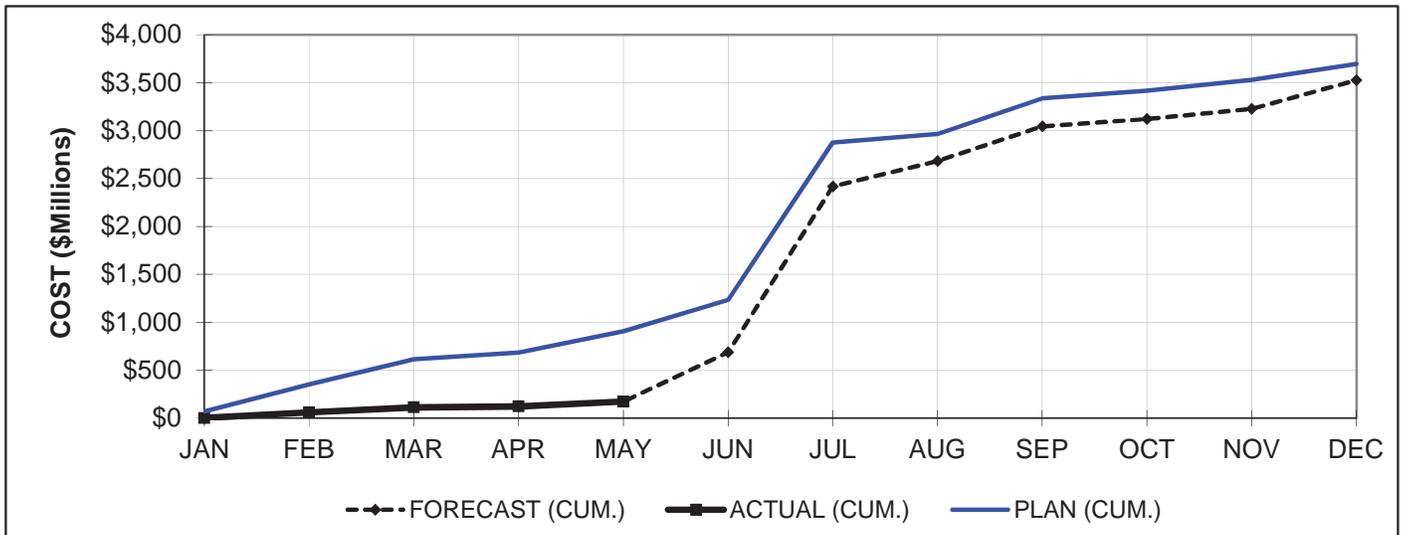
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						463.4	111.2	495.0	97.4	179.0	105.7	201.2
ACTUAL (NON-CUM.)	81.6	53.8	118.3	90.2	127.2							
PLAN (NON-CUM.)	158.3	109.9	145.2	99.5	249.3	300.3	131.3	453.1	118.2	151.0	68.6	148.2
FORECAST (CUM.)						934.5	1,045.6	1,540.6	1,638.0	1,817.1	1,922.7	2,123.9
ACTUAL (CUM.)	81.6	135.4	253.7	343.9	471.1							
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 May 2014



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						46	28	12	25	12	12	29
ACTUAL (NON-CUM.)	2	8	6	2	5							
PLAN (NON-CUM.)	21	11	21	10	20	25	12	14	25	12	9	22
FORECAST (CUM.)						69	97	109	134	146	158	187
ACTUAL (CUM.)	2	10	16	18	23							
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.)						513.2	1731.1	266.0	360.0	78.1	104.7	299.7
ACTUAL (NON-CUM.)	2.7	57.9	52.9	10.4	50.2							
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.)						687.3	2,418.4	2,684.4	3,044.4	3,122.4	3,227.1	3,526.8
ACTUAL (CUM.)	2.7	60.7	113.5	124.0	174.2							
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 12 actions for a proposed expenditure of \$138.0M.

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

**Department** Materiel Division – NYCT

**Department Head Name** Stephen M. Plochochi

**Department Head Signature**

**Project Manager Name** Rose Davis

July 14, 2014

**Department** Law and Procurement – MTACC

**Department Head Name** Evan Eisland

**Department Head Signature**

*Evan Eisland*

**Internal Approvals**

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	7/28/14			
2	Board	7/28/14			

Approval		Approval	
<i>AW</i>	President NYCT	<i>EE</i>	President MTACC
<i>MB</i>	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:**

Procurements Requiring Two Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 6.0 M
• Cubic Transportation Systems, Inc. \$ 6.0 M		
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ 6.0 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:**

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 5.8 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	3	\$ 5.4 M
Schedule G: Miscellaneous Service Contracts	1	\$ .4 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 8.4 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 107.0 M
SUBTOTAL	8	\$ 127.0 M

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 2.0 M
SUBTOTAL	1	\$ 2.0 M

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

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

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ .9 M
SUBTOTAL	1	\$ .9 M

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	2.1 M
SUBTOTAL	1	2.1 M
TOTAL	12	\$ 138.0 M

**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.

**JULY 2014**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Non-Competitive Purchases and Public Work Contracts**

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

- |   |                           |                                      |
|---|---------------------------|--------------------------------------|
| <b>1. Cubic Transportation Systems, Inc.</b>  | <b>\$6,000,000 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Sole Source - Three-year omnibus</b>   |                           |                                      |
| Purchase of inventory and non-inventory replacement parts for the Automated Fare Collection System. |                           |                                      |

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



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Cubic Transportation Systems, Inc. (New York, NY)
<b>Description</b> Purchase of non-inventory and inventory replacement parts used for the Automated Fare Collection System
<b>Contract Term (including Options, if any)</b> July 23, 2014 – July 22, 2017
<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: Omnibus Sole Source Approval

<b>Contract Number</b> Omnibus	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$6,000,000 (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 Materiel, Stephen M. Plochochi	

**Discussion:**

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

There are approximately 1,569 items covered by this approval for the purchase of replacement parts used for the Automated Fare Collection System (AFC) by Cubic. All these Cubic-supplied items will be used by NYC Transit’s Electronic Maintenance Division (EMD) and Division of Revenue Control (RC) to repair AFC equipment no longer covered under the original Cubic installation warranty. This includes parts to maintain and repair turnstiles, token booth equipment, MetroCard readers, integrated farebox units, high production encoders, and all related equipment. Properly maintaining this equipment enables efficient revenue collection and passenger flow.

This approval will apply to inventory and non-inventory items identified as obtainable only from Cubic for the following reasons: sole pre-qualified source on the QPL, and not available from any distributors or other sources; publicly advertised within a twelve-month period without an acceptable alternate supplier; or proprietary to Cubic. Inventory items are advertised a minimum of once every twelve months to seek competition. Non-inventory and new inventory items are advertised prior to each procurement. A list of Cubic sole source inventory items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be purchased on an as-required basis during the three-year period.

The Board granted the current omnibus approval on October 26, 2011 in the estimated amount of \$4,000,000, of which \$3,859,563 has been expended to date leaving a remaining balance of \$140,437. EMD estimates that an additional \$1,800,000 will be needed to be spent during the remaining term of the current omnibus approval that expires on November 28, 2014; therefore, Board approval is being sought early. The greater-than-anticipated spend is attributed to equipment being purchased for State of Good Repair (SOGR) Phase II which includes purchasing new subcomponents such as Ticket Processing Units, Coin Modules, Master Controller Boards, and Memory Boards. Based on forecasts and projections for the upcoming SOGR Phase II, it is anticipated that EMD and RC will require approximately \$6,000,000 of sole source items from Cubic during the term of this omnibus approval request.

Procurement has performed a price analysis on 34 sole source items which exceeded the \$15,000 threshold for which contracts were issued during the term of the current omnibus approval. Of the 34 items, 21 items have a recent comparative history and these 21 items represent \$3,323,985 or 86% of the value of the contracts issued under the current omnibus. A comparative price analysis of these 21 items shows an overall weighted average annual price increase of 0.77%, which compares favorably to the annual average increase of 1.14% in a weighted average of the Producer Price Indices for these items. Each item purchased under the omnibus approval will be subject to a price analysis and determination that the negotiated price is found to be fair and reasonable.

**JULY 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**

(Staff Summaries required for items requiring Board approval.)

1. **ETS Contracting, Inc. and** **\$5.8 Million (Aggregate)** **Staff Summary Attached**
2. **PAL Environmental Specialists**  
**Three-year contracts, each with a one-year option**  
**Contract# C-31992/ C-31993**  
IQ asbestos abatement services at various NYC Transit facilities.

**Procurements Requiring Majority Vote:**

**F. Personal Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)

3. **ATC Group Services, Inc. d/b/a** **\$5.4 Million (Aggregate)** **Staff Summary Attached**  
**Cardno ATC**
4. **Environmental Planning & Management, Inc.**
5. **Warren & Panzer Engineers, PC**  
**Three-year contracts, each with a one-year option**  
**Contract# CM-1500, CM-1501, CM-1502**  
IQ consulting contracts for the supervision, air monitoring and support of asbestos abatement and lead disturbance services.

**G. Miscellaneous Service Contracts**

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

6. **RED Technologies, LLC** **\$393,942 (Est.)** **Staff Summary Attached**  
**Six bids/low-bidder – Three-year contract with a one-year option**  
**Contract# C-33285-R**  
Pick-up, transportation and disposal of asbestos-containing material.

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

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

7. **PTM Management Corp.** **\$8,441,763** **Staff Summary Attached**  
**Contract# 07H9751V.5**  
Modification to the contract for Access-A-Ride Paratransit transportation services, in order to extend the existing contract by up to five months for continued Access-A-Ride Paratransit Transportation services.

**JULY 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote con't:**

**I. Modifications to Purchase and Public Work Contracts**

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

**8. Sprague Operating Resources, LLC      \$106,954,740  
Contract# 09B0053.2**

**Staff Summary Attached**

Modification to the contract for the purchase and delivery of Ultra Low Sulfur Diesel #2 fuel for NYC Transit and MTA Bus Company, in order to provide additional funding and extend the contract term for 6½ months through March 31<sup>st</sup> 2015.

**JULY 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote con't:**

**I. Modifications to Purchase and Public Work Contracts**

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

1. **E.E. Cruz/ Tully Construction Company, JV, LLC**                      **\$2,000,000**                      **Staff Summary Attached**  
**Contract# C-26010.32**

Modification to the contract for station finishes for the Second Avenue Subway, 96<sup>th</sup> Street Station, in order to address changes to the communication and fire suppression systems; changes to the fan dampers and actuators; and service modifications to Con Edison normal and reserve power to the 105<sup>th</sup> Street Substation.

# Staff Summary

Item Number 1-2			
Division/Division Head/Signature: VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel	6	EVP
2	Law	7	President
3	Budget	8	
4	DDCR	9	
5	System Safety	10	

SUMMARY INFORMATION	
Vendor Name ETS Contracting, Inc.; PAL Environmental Specialists	Contract Number C-31992/C-31993
Description IQ Asbestos Abatement Services for Office of System Safety Projects	
Total Amount \$5.8 million (Aggregate)	
Contract Term (including Options, if any) Three-year contracts, each with a one-year option	
Option(s) Included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To obtain approval of the Board to award two Indefinite Quantity (IQ) contracts to perform asbestos abatement services at various MTA NYC Transit facilities within a total aggregate budget of \$5,800,000 over a three-year contract term with an unfunded option for one additional year. Each contract is 100% MTA-funded and the option will be exercised based upon the appropriate approval level and funding requirements at that time. These will be “zero-dollar” based contracts with no minimum guarantee of any assignments. The awardees are as follows:

<u>Contractors</u>	<u>Contract No.</u>
1. ETS Contracting, Inc.	C-31992
2. PAL Environmental Specialists	C-31993

**DISCUSSION:**

The Office of System Safety (OSS) recognizes that asbestos discovered in NYC Transit facilities represents a risk to the health and safety of the general public as well as NYC Transit employees. In order to minimize that risk, OSS has had qualified contractors on call for abatement and disposal of asbestos when found at NYC Transit sites. Contracts C-31992 and C-31993 are proposed to replace the previous asbestos abatement contracts expiring in November 2014.

The two contractors will provide IQ system-wide asbestos abatement services on an as-needed work order basis. Work orders under these contracts will be assigned on the basis of price, contractor staff availability at the time of assignment, and performance on current and prior work orders. The cost of each work order will be based on the unit prices established in the contracts. These contractors shall furnish all labor, materials, service, insurance, permits and equipment necessary to carry out the asbestos abatement operation, which may include preparation, handling, removing, cleaning, storing, transporting, disposing of asbestos, and replacement of pipe, boiler and cable insulation as required. The contractors are to remove asbestos-containing materials from facilities system-wide; including immediate response to asbestos related emergencies. These contractors are typically used for relatively small projects and the average work order for the prior contracts was \$20,000.

In November 2013, the Board approved an Authorizing Resolution to issue a Request for Proposal (RFP). Past experience has shown that it takes significantly longer to find qualified asbestos contractors through the bidding process due to the number of firms that fail to meet NYC Transit’s requirements. To avoid this delay, the Board has approved award of asbestos abatement contracts through the competitive RFP process for many years. By issuing an RFP, NYC Transit will be able to ensure that only responsible proposers are considered for contract award. In response to the RFP, nine firms submitted technical and cost proposals: ETS Contracting, Inc. (ETS); PAL Environmental Safety Corp. (PAL); Trio Asbestos Abatement (TRIO); ABC Construction Contracting (ABC); New York Environmental Systems (NYES); Coastal Environmental Group (Coastal); International Asbestos Removal, Inc. (IAR); Unitech Services Group (Unitech) and Greenwood Abatement Consultants (Greenwood).

# Staff Summary

The Selection Committee reviewed the technical proposals based on the established set of criteria, including general responsibility, asbestos abatement experience, safety record, financial stability, insurance and bonding, and project management. Out of the nine firms, the four most technically qualified were recommended to proceed. These four firms were ETS, PAL, TRIO and ABC, who were then invited for oral presentations. After oral presentations all four firms were deemed equally technically qualified and recommended for negotiations by the Selection Committee; sealed price proposals were then opened. The remaining five firms, NYES, Coastal, IAR, Unitech and Greenwood were not selected for negotiations for various reasons including: lack of sufficient relevant experience with NYC Transit, inexperienced key personnel, insufficient staffing, failure to provide an adequate technical approach, non-submittal of QA/QC plan, and non-submittal of MWBE documentation.

Initial pricing was as follows: ETS - \$3,320,697, PAL - \$4,757,037, TRIO - \$4,230,058 and ABC - \$5,048,120. Negotiations were held with the four selected firms, focusing on the scope requirements, scope clarifications, quantities, unit prices and total cost. Interim pricing was requested and negotiations continued. Cost proposals were also evaluated based on previous contracts and the Bureau of Labor Statistics Employment Cost Index for waste management and remediation services. NYC Transit's estimated quantities were based on workload projections and are for evaluation purposes only. NYC Transit's evaluated cost based on the estimated quantities of work is \$3,500,000 per base contract.

Best and Final Offers (BAFO) were received as follows: ETS - \$3,200,343; PAL - \$3,518,695; TRIO - \$3,539,614; and ABC - \$4,114,856. Based on the established evaluation criteria, and with all firms considered technically equal, the Selection Committee deemed cost as the determining factor in their recommendation for award. The Selection Committee recommended ETS and PAL for award. Both firms have extensive abatement experience, as indicated below. Their BAFOs are considered fair and reasonable by both Procurement and OSS based on the competitive nature of the RFP.

ETS' BAFO of \$3,200,343 is \$120,354 or 3.6% less than their original proposal of \$3,320,697. PAL's BAFO of \$3,518,695 is \$1,238,353 or 26% less than their original proposal of \$4,757,037. The estimated quantities in the current RFP are only nominally different from those used in the previous contracts. The overall escalation in pricing from the previous contract to the current contract for like items is approximately 1.9% per year.

Background investigations and materials submitted by these firms disclosed no "Significant Adverse Information" (SAI) within the meaning of the All Agency Responsibility Guidelines. These contractors have been found fully responsible for award.

### **M/W/DBE:**

The Department of Diversity and Civil Rights (DDCR) has established goals of 4% MBE and 4% WBE for this contract. DDCR has approved the M/WBE Utilization Plans for both ETS and PAL. ETS and PAL have achieved their goals on previous MTA contracts.

### **PREVIOUS WORK OF SELECTED CONTRACTORS FOR MTA OR AFFILIATES:**

ETS – C-33257, C-33277, C-33286, C-33288: IQ Asbestos Abatement Services; C-33128, C-33274: IQ Remediation, Removal and Disposal of Miscellaneous Asbestos-Containing Materials in Manholes.

PAL – C-33252, C-33292: IQ Asbestos and Other Environmental Remediation; C-33272: IQ Remediation, Removal and Disposal of Miscellaneous Asbestos-Containing Materials in Manholes.

### **IMPACT ON FUNDING:**

These contracts will be funded with 100% MTA funds. The contracts will not be executed until a partial WAR certificate for \$500,000 for each contract has been issued.

### **ALTERNATIVES:**

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform this work.

### **CAPITAL PROGRAM REPORTING:**

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

### **RECOMMENDATION:**

That the Board approve the award of two IQ contracts to perform asbestos abatement services at various MTA NYC Transit facilities to ETS and PAL within a total aggregate budget of \$5,800,000 over a three-year contract term with an unfunded option for one additional year.

# Staff Summary

<b>Item Number</b> 3-5			
Division/Division Head/Signature: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 WD	Materiel	6 MB	EVP
2 X	Law	7	President EM
3 X	Budget		
4 X	DDCR		
5 X	System Safety		

SUMMARY INFORMATION	
<b>Vendor Name</b> ATC Group Services, Inc., Environmental Planning & Management, Inc. and Warren & Panzer Engineers, PC	<b>Contract Nos.</b> CM-1500, 1501, 1502
<b>Description</b> IQ Consulting Contracts for the Supervision, Air Monitoring and Support of Asbestos Abatement & Lead Disturbance Services (OSS)	
<b>Total Amount</b> \$5.4 million (Aggregate)	
<b>Contract Term (including Options, if any)</b> Three-year contracts, each with a one-year option	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<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>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To obtain Board approval to award three competitively negotiated Indefinite Quantity (IQ) consultant contracts for the supervision, air monitoring and support of asbestos abatement and lead disturbance services: CM-1500 to ATC Group Services, Inc. d/b/a Cardno ATC (ATC), CM-1501 to Environmental Planning & Management, Inc. (EPM) and CM-1502 to Warren & Panzer Engineers, P.C. (WPZ) for a total aggregate budget of \$5,400,000 for a duration of 36 months with an unfunded option for one additional year. Each contract is 100% MTA-funded and the option will be exercised based upon the appropriate approval level and funding requirements at the time. These will be “zero-dollar” based contracts with no minimum guarantee of any assignments.

**DISCUSSION:**

This procurement was requested by the Office of System Safety (OSS) based on environmental and occupational safety concerns and will support OSS in their continuing effort to remove asbestos and lead from various NYC Transit locations. Under these contracts, the consultants will provide all staffing, equipment, laboratory analysis and materials necessary to perform the supervision, air monitoring and support of NYC Transit construction, renovation and demolition activities. The work will include performing surveys of a site to determine whether asbestos or lead is present and, if either is found, the consultant will be required to prepare a scope of work for the removal of the asbestos and/or lead. All removal of asbestos will be performed by a contractor under a separate IQ asbestos abatement services contract. The consultants shall also be on-site at all times during the asbestos abatement or lead disturbance projects and act as the on-site representative for NYC Transit with the authority to direct the actions of the asbestos removal contractor as necessary. Upon project completion, the consultant will be required to prepare a final report subject to the approval and acceptance of OSS. Task order assignments are determined and issued by OSS based on an evaluation of each consultant’s proposed costs, current work load and previous performance.

A Two-Step Request for Proposal (RFP) was advertised in December 2013. The following 11 firms submitted Qualification Packages: AirTek Environmental (AirTek); Cardno ATC (ATC); Creative Environment Solutions Corp. (CES); Deerpark 1 Environmental Services (Deerpark); Environmental Planning & Management, Inc. (EPM); Ganett Fleming & Architects, P.C (Ganett); Langan; Louis Berger & Associates (LBG); Parsons Brinckerhoff (PB); The Liro Group (Liro) and Warren & Panzer Engineers, P.C. (WPZ). The Selection Committee reviewed the submittals and, based on their specified knowledge and experience, recommended the following six firms to receive the RFP: ATC, EPM, CES, LBG, PB and WPZ. AirTek, Deerpark, Ganett, Langan and Liro were not recommended because the Selection Committee believed, based on the information submitted, that they lacked sufficient qualifications and experience to successfully perform the contract. A shortlist memo documenting the details substantiating the Selection Committee decision was approved by Procurement and OSS.

# Staff Summary

An RFP was issued to the shortlisted firms and proposals were received from ATC, EPM, CES, LBG, PB and WPZ. The Selection Committee reviewed the written technical proposals and conducted oral presentations with the respondents to the RFP and subsequently recommended ATC, EPM, PB and WPZ for negotiations. In their technical proposals and oral presentations, these firms demonstrated their extensive relevant work experience, including the required staffing of experienced asbestos and lead technicians. CES and LBG were not recommended for negotiations as their proposals omitted salient information, lacked team members with the required certifications and relevant experience, and were deficient in other key areas.

The initial cost proposals of the four selected firms were evaluated and were as follows: ATC - \$1,610,422, EPM - \$1,658,442, WPZ - \$1,942,810 and PB - \$3,883,804. The in-house estimate was \$1,996,762. Negotiations were then held with the firms and focused on the estimated labor hours and out of pocket expenses which consisted of 65 line items. Interim proposals were subsequently requested as a number of line items in each of the proposals remained high when compared to market pricing. A second negotiation was held with each of the firms in which they were asked to re-visit their proposed numbers.

Best and Final Offers (BAFO) were received as follows: ATC - \$1,533,292, EPM - \$1,596,128, WPZ - \$1,542,516 and PB - \$2,448,055. ATC's BAFO represented a 5% reduction from their initial proposal and is 23% lower than the in-house estimate. EPM's BAFO represented a 4% reduction from their initial proposal and is 20% lower than the in-house estimate. WPZ's BAFO represented a 20% reduction from their initial proposal and is 23% lower than the in-house estimate. Though all four firms were deemed to be generally technically equal, the Selection Committee unanimously voted to recommend award of the contracts to ATC, EPM and WPZ as PB's BAFO far exceeded the competitive range. Additionally, ATC and EPM have extensive experience with NYC Transit and have performed satisfactorily. While WPZ has only one prior contract with NYC Transit, awarded more than 15 years ago, it does have vast current experience performing similar work in both the private and public sector. A comparison of line items between these new contracts and the current contracts show less than ½% annual escalation.

## M/W/DBE:

The Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for this contract. DDCR has approved the M/WBE Utilization Plans for ATC, EPM and WPZ. ATC has achieved its M/WBE goals on previous MTA contracts. EPM is a certified WBE firm and has also achieved its M/WBE goals on previous MTA contracts. Information on goal performance for WPZ's previous contract is not readily available; therefore, no assessment of its goal performance can be made at this time.

## PREVIOUS WORK OF SELECTED CONTRACTORS FOR MTA OR AFFILIATES:

ATC – CM-1398: IQ Consulting Contracts for the Supervision, Air monitoring and Support in connection with Asbestos Abatement & Lead Paint Removal Services; CM-1318: IQ Consulting Contracts for Lead & Asbestos Air Monitoring and Design Services; CM-1378: IQ Consultant Contracts for Asbestos & Lead Environmental Engineering Services.

EPM – CM-1327: IQ Consultant Contracts for Asbestos Abatement & Lead Disturbance Services; CM-1377; IQ Consultant Contracts for Asbestos & Lead Environmental Engineering Services.

WPZ – CM 1089: IQ Consultant Contracts for the Supervision, Air Monitoring & Support in Connection with Asbestos Removal Services within the five Boroughs of New York City.

## IMPACT ON FUNDING:

These contracts will be funded with 100% MTA funds. The contracts will not be executed until WAR certificates have been issued.

## ALTERNATIVES:

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

## CAPITAL PROGRAM REPORTING:

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

## RECOMMENDATION:

That the Board approve the award of three competitively negotiated IQ consultant contracts for the supervision, air monitoring and support of asbestos abatement and lead disturbance services: CM-1500 to ATC, CM-1501 to EPM and CM-1502 to WPZ, for a total aggregate budget of \$5,400,000 for a duration of 36 months with an unfunded option for one additional year.

**Schedule G: Miscellaneous Service Contracts**



Item Number: 6

<b>Vendor Name (&amp; Location)</b> RED Technologies, LLC (Portland, CT)
<b>Description</b> Pick-up, transportation, and disposal of asbestos-containing material
<b>Contract Term (including Options, if any)</b> Three year contract, with a one-year option
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> C-33285-R	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$393,942 (Est.)
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>  Office of System Safety, Cheryl Kennedy	

**Discussion:**

This contract is for the pick-up, transportation, and disposal of abated asbestos-containing material by RED Technologies, LLC (RED) for the estimated amount of \$393,942 for three years with an unfunded option for one additional year. The option will be exercised based upon the appropriate approval level and funding requirements at the time.

The Office of System Safety (OSS) requires the contractor to pick up asbestos-containing waste material abated by NYC Transit personnel at NYC Transit facilities and to transport the contaminated material to approved landfills for disposal. The waste material to be disposed of includes insulating materials, transite boards, non-flexible sheets, tapes, gaskets, packing material, and various electrical parts. The contractor makes pick-ups on an as-needed basis from designated locations as directed by the OSS project manager. If required, the contractor will also provide metal and fiberglass drums to contain the materials.

This request was originally advertised in April 2013. Four bid packages were picked up; however, only a single bid was received. In an effort to determine why only a single bid was received, Procurement conducted an extensive vendor outreach. This outreach resulted in the re-evaluation and lowering of the quantities required and a re-adjustment of the price schedule to include a line item for a mobilization fee for small pick-ups. Bid security was also reduced. The revised quantities coupled with the change in price schedule enabled greater participation during the subsequent re-solicitation.

This invitation for bid resulted in the receipt of six bids, of which RED was the lowest. OSS determined RED to be technically qualified to perform the work specified under this contract based on their experience in both public and private contracts. Reference checks indicated RED's performance has been satisfactory.

Quantities are approximately half of the prior contract and represent current usage. The weighted average of unit prices shows an annual increase of 2.75% compared to the current contract. Based upon the aforementioned, RED's bid was found to be fair and reasonable.

**Schedule H: Modifications to Personal and Miscellaneous Service Contracts**



Item Number: 7

<b>Vendor Name (&amp; Location)</b> PTM Management Corp. (Queens, NY)
<b>Description</b> Access-A-Ride Paratransit Transportation Services (Primary Paratransit Carrier)
<b>Contract Term (including Options, if any)</b> April 1, 2009 – August 31, 2014
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick

<b>Contract Number</b> 07H9751V	<b>AWO/Modification #</b> 5
<b>Original Amount:</b>	\$ 281,072,030
<b>Prior Modifications (not including option):</b>	\$ (164,027,099)
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 117,044,931
<b>This Request:</b>	\$ 8,441,763
<b>% of This Request to Current Amount:</b>	7.2%
<b>% of Modifications (including This Request) to Original Amount:</b>	3.0%

**Discussion:**

This modification will extend the term of the existing Contract 07H9751V with PTM Management Corp. (PTM) by up to five months through January 31, 2015 to continue providing Access-A-Ride Paratransit Transportation Services (AAR) for the Department of Buses, Division of Paratransit in accordance with the Americans with Disabilities Act of 1990 (ADA) in order to allow additional time to negotiate with PTM. PTM is one of 14 Primary Paratransit Carriers (solely dedicated to the provision of ADA Paratransit Services, utilizing and maintaining NYC Transit-provided vans and sedans for the AAR program) providing origin-to-destination shared-ride transportation services for disabled individuals who meet the eligibility criteria.

Contract 07H9751 was competitively solicited and resulted in the Board approval in 2008 of awards to 16 vendors. Each contract was awarded for a 10-year base contract term with a unilateral option to extend for up to an additional 10 years. In March 2010, following an agency-wide action to reduce operational costs known as the Rapid Procurement Initiative (RPI) led by an outside consultant, PTM agreed to reduce its pricing through a reduction in the base contract term to five years with two mutually agreeable options (the first for five years, and the second for ten years) and minor changes to operational requirements. Modification No. 2 memorialized this RPI action which resulted in an operational savings of \$13.1 million, and a reduction in the contract amount of \$150.9 million based on the term reduction. In December 2010, further cost reduction efforts resulted in two of the 16 vendors' contracts being terminated for convenience as their pricing was the highest, resulting in 14 remaining Primary Paratransit Carriers. Modification Nos. 1 and 3 were administrative in nature.

Paratransit requested that service provided by PTM continue beyond the base contract expiration of March 31, 2014 as service forecasts, both near and long term, require sufficient capacity for ADA Paratransit service. PTM is a seasoned AAR incumbent in a prime location. Through Modification No. 4, Procurement extended PTM's contract for up to an additional five months through August 31, 2014 to enable continued service. This Modification No. 5 requests a further extension of up to an additional five months, through January 31, 2015, as additional time is needed to complete a financial audit (for which the results are still pending) and to facilitate negotiations. Any savings derived from these negotiations will be retroactive to April 1, 2014, the extension period beyond the expiration of the base contract.

Pricing is found to be fair and reasonable based on the original competitive pricing received. As of May 1, 2014 approximately \$8.1 million remains in the contract which will cover expenditures through August 2014. The additional funding of \$8.4 million is being requested to cover expenditures through the up to five-month extension.

**Schedule I: Modifications to Purchase and Public Work Contracts**



Item Number: 8

<b>Vendor Name (&amp; Location)</b> Sprague Operating Resources, LLC (Portsmouth, NH)	
<b>Description</b> Furnish and deliver ULSD #2 fuel for buses to NYC Transit and MTA Bus Company	
<b>Contract Term (including Options, if any)</b> September 15, 2009 – September 14, 2014	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick	

<b>Contract Number</b> 09B0053	<b>AWO/Modification #</b> 2
<b>Original Amount:</b>	\$ 693,364,637 (Est.)
<b>Prior Modifications (not including option):</b>	\$ (2,847,172)
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 690,517,465 (Est.)
<b>This Request:</b>	\$ 106,954,740 (Est.)
<b>% of This Request to Current Amount:</b>	15.5%
<b>% of Modifications (including This Request) to Original Amount:</b>	15.0%

**Discussion:**

This modification will add funding and extend the term of the existing contract 09B0053 with Sprague Operating Resources, LLC (Sprague) for 6½ months through March 31, 2015 to continue providing Ultra Low Sulfur Diesel #2 (ULSD) fuel for use in buses operated by the NYC Transit Department of Buses (DOB) and MTA Bus Company (MTABC). This extension of time will provide the necessary time for negotiations with multiple proposers under competitive Request for Proposal (RFP) 66522 for the award of the long-term replacement contract(s).

In June 2009, the Board approved the award of a five-year competitively negotiated contract to Sprague. Pricing is based on a weekly variable fuel price utilizing an average of the Platts US Marketscan report of fuel prices plus a differential. The differential, applied on a per gallon basis, is the competitive portion of the contract that consists of costs for terminal storage, additives, transportation and overhead (including administration and profit). Modification No.1 was awarded in April 2012 for a credit of \$2.8M as a result of an agency-wide action to reduce operational costs.

In September 2013, the Board approved an RFP Authorizing Resolution to allow the solicitation for a replacement contract for the next five-year period to be issued as RFP 66522. Procurement conducted an extensive outreach in order to stimulate new competition. Following the release of this RFP in January 2014, potential proposers submitted a significant number of complex questions resulting in revisions to the solicitation documents to enhance competition. Extending this contract to March 31, 2015 will facilitate site visits and extensive negotiations to obtain the best value and most competitive pricing. This extension will also permit sufficient time for the potential need to transition to new supplier(s) as well as mitigate the challenges associated with fuel formulation and delivery during winter months, which requires the fuel to comport with cold weather operating requirements.

This modification will also address a funding shortfall due to fuel prices remaining at higher averages exceeding \$3.00 per gallon (including differential fee) compared to the budgetary price per gallon of \$2.52 used at the time of award in 2009. It is estimated that the contract funding will be exhausted by August 10, 2014, and based on projected consumption and the increased price per gallon, will require \$20.8M to cover costs through the end of the original contract term.

Until RFP 66522 can be awarded, DOB and MTABC estimate that the extension period (September 15, 2014 to March 31, 2015) will require 26.3M gallons at approximately \$3.27 per gallon, for a total amount of \$86.1M which, combined with the funding required for the remainder of the contract term, totals an estimated \$106,954,740 for this modification.

Procurement attempted to secure a price concession but Sprague indicated it has significantly higher operating costs for the winter months, which include the use of additional additives and higher trucking costs than in summer months and as a result pricing will remain firm for the extension period. Based on the original competitive pricing received on the contract, this pricing is found to be fair and reasonable.

**Schedule I: Modifications to Purchase and Public Work Contracts**



Item Number: 1

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

<b>Contract Number</b> C-26010	<b>AWO/Modification #</b> 32
<b>Original Amount:</b>	\$ 324,600,000
<b>Prior Modifications:</b>	\$ 7,708,686
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 332,308,686
<b>This Request:</b>	\$ 2,000,000
<b>% of This Request to Current Amount:</b>	0.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	3.0%

**Discussion:**

This modification will address changes to the infrastructure of the communication and fire suppression systems; changes to the fan dampers and actuators; and service modifications to Con Edison normal and reserve power to the 105<sup>th</sup> Street Substation.

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

The design for the communication and fire suppression systems for the Second Avenue project are completed and installed under the Second Avenue Subway (SAS) Systems contract (C-26009), which included performance specifications for these systems. The SAS Stations Finishes contracts (63<sup>rd</sup>, 72<sup>nd</sup>, 86<sup>th</sup>, 96<sup>th</sup>) include the infrastructure (conduit, wire trough, boxes, etc.) for these systems in the station areas; the design for which was based on assumptions for the final design configuration of these systems. This modification includes changes to the infrastructure in coordination with the final design of the communication systems, including fire alarm and the Supervisory and Control Data Acquisition system, as well as the Inergen fire suppression systems. Changes to the fan dampers and actuators are the result of an NYC Transit request. Service modifications to Con Edison normal and reserve power to the 105<sup>th</sup> Street Substation are the result of a potential design error/omission. The bid drawings incorrectly showed the feeders coming into the 105<sup>th</sup> Street Substation from the north when in actuality they enter from the east. Service end boxes and revenue meters in the room must be relocated in order to account for this apparent design error. Work in this modification includes additional conduit and wire trough, cable, boxes, receptacles, switches and meters, as well as the deletion of some contractually required conduit.

The contractor’s proposal was \$2,945,334. The revised MTACC estimate is \$1,888,192. Agreement was reached on a lump sum price of \$2,000,000, which is considered fair and reasonable. Savings of \$945,334 were achieved.

**JULY 2014**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**K. Ratification of Completed Procurement Actions (Involving Schedule E-J)**  
(Staff Summaries required for items requiring Board approval.)

- |  |                  |                                      |
|--|------------------|--------------------------------------|
| <b>1. Exton Capital Corp.<br/>d/b/a Emcom Systems<br/>Contract# 8108</b> | <b>\$898,500</b> | <b><u>Staff Summary Attached</u></b> |
| Customer Assistance Intercom/Help Point Upgrade.                         |                  |                                      |

JULY 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

1. **E.E. Cruz and Tully Construction Company, JV, LLC**                      **\$2,100,000**                      Staff Summary Attached  
**Contract# C-26010.45**

Modification to the contract for Station finishes for the Second Avenue Subway, 96<sup>th</sup> Street Station, in order to address additional costs associated with the replacement of rigid galvanized steel conduit with intermediate metal conduit for fire rated circuits.

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Exton Capital Corp. d/b/a Emcom Systems (Trenton, NJ)	<b>Contract Number</b> 8108	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Customer Assistance Intercom/Help Point Upgrade	<b>Total Amount:</b> \$898,500	
<b>Contract Term (including Options, if any)</b> Forty months	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways, Joseph Leader	
<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: Non-competitive		

### Discussion:

This retroactive miscellaneous procurement contract with Exton Capital Corporation d/b/a as Emcom Systems (Emcom) is for the purchase of software licenses, implementation services, three years of software maintenance and support services, and limited hardware items for the upgrade of the existing Emcom central control call routing systems at the Rail Control Center (RCC) and the Back-up Command Center (BCC) in the amount of \$898,500.

In September 2003, the Board ratified an award to Emcom for a Presidium Software Supervision System to provide server and display applications for the Customer Assistance Intercom (CAI) Emergency System. This was in response to the declaration of an Immediate Operating Need to quickly deploy the CAI System. In March 2005, the Board approved a non-competitive contract to Emcom for various enhancements on these same systems, the purchase of additional user licenses, and to migrate the system from 370 Jay Street to the RCC.

NYC Transit's Electronic Maintenance Division (EMD) has requested this contract for the upgrade of software, implementation services, licensing, and limited hardware, all of which are essential in order to support the Help Point (HP) initiative and new IP-based CAIs. This contract also encompasses continued support of the existing analog CAIs currently installed system-wide. The new upgraded software will incorporate technology that will improve system redundancy for greater reliability necessary for emergency call equipment. This upgrade of the CAI system incorporates software that will allow faster communications between the riding public, as well as NYC Transit employees, directly with the RCC and BCC because it is part of a system that utilizes digital signaling rather than analog type. This upgrade is an integral part of the plan to enhance the Presidium Software Supervision System and is needed in order to support the roll out of the large number of HPs that are being deployed in subway stations, as well as to obtain system enhancements such as the ability to prioritize calls, configuration and diagnostic tools that can configure software, and perform remote diagnostics of HPs.

The initial CAI system and the central control call routing systems were supplied and configured by Emcom and, as such, EMD requested to move forward with Emcom as the provider of these services in order to retain the existing functionality of the original system while gaining necessary enhancements included in the newer version. Upgrading the system with Emcom will allow NYC Transit to continue utilizing the existing system hardware and network architecture, which will allow for the implementation of the HP initiative in an expeditious manner. A different provider would incur additional time and expense to develop and implement a new system. Due to the urgency, Emcom was directed to proceed with the upgrades on March 24, 2014 in order to meet the roll out schedule.

After several negotiating sessions, Emcom submitted a proposal of \$898,500. A fully-loaded weighted average hourly rate for labor, a major component of Emcom's proposal, compares favorably to those used by several other similar NYC Transit contracts. In addition, the cost is approximately 23% less than the NYS OGS contract price. Based on these comparisons, Procurement finds Emcom's proposal to be fair and reasonable. EMD concurs and recommends award.

**Schedule K: Ratification of Completed Procurement Actions**



Item Number: 1

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

<b>Contract Number</b> C-26010	<b>AWO/Modification #</b> 45
<b>Original Amount:</b>	\$ 324,600,000
<b>Prior Modifications:</b>	\$ 7,708,686
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 332,308,686
<b>This Request:</b>	
<b>Modification No. 45</b>	2,100,000
<b>% of This Request to Current Amount:</b>	0.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	3.0%

**Discussion:**

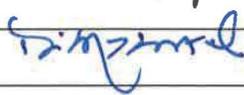
This retroactive modification will address the replacement of Rigid Galvanized Steel (RGS) conduit with Intermediate Metal Conduit (IMC) for fire rated circuits due to Underwriters Laboratory’s (UL) suspension of its certification for fire resistive cable.

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

This is another of several modifications across various Second Avenue contracts resulting from UL’s de-certification of fire resistive cable due to its failure to meet a one hour fire-resistive rating when encased in RGS conduit. After commissioning its own series of fire tests in order to avoid significant delays to the Second Avenue Subway Project, MTACC determined that the use of IMC conduit provided adequate time for safe evacuation from the station. MTACC’s recommendation for the use of IMC for power circuits in the 96<sup>th</sup>, 86<sup>th</sup>, and 72<sup>nd</sup> Street stations was approved by NYC Transit’s Code Compliance, CPM, Maintenance of Way, System Safety and Subways Departments. This modification provides for the replacement of approximately 140,000 linear feet of RGS conduit in various sizes with IMC including stainless steel fittings, pull boxes and splice boxes. All cable will remain as specified in the contract. Similar modifications will be processed for the 72<sup>nd</sup> and 86<sup>th</sup> Street stations. In order to avoid impacting the contract schedule, retroactive approval was obtained from the MTACC President on May 8, 2014 to direct the contractor to procure the IMC material. The contractor’s proposal was \$2,975,503. The revised MTACC estimate is \$2,026,680. Agreement was reached on a lump sum price of \$2,100,000 which is fair and reasonable. Savings of \$875,503 were achieved.



# Staff Summary

<b>Subject</b> ADA Accessibility: 3 Stations - Sea Beach and West End Lines
<b>Department</b> Capital Program Management
<b>Department Head Name</b> Frederick E Smith
<b>Department Head Signature</b> 
<b>Program Officer Name</b> Dilipkumar Patel 

<b>Date</b> June 3, 2014
<b>Vendor Name</b> TBD
<b>Contract Number</b> A36090, A36094
<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 Management 	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 two new projects to the 2010-2014 Capital Program:

1. To provide ADA accessibility at the station complex comprising of New Utrecht Av station on the Sea Beach Line (BMT) and 62 St station on the West End Line (BMT); and
2. To provide ADA accessibility at 8 Av Station on the Sea Beach Line (BMT).

**Discussion:** The approved 2010-2014 Capital Program includes Station Renewal projects at nine stations on the Sea Beach Line in Brooklyn (8 Av, Fort Hamilton Pkwy, New Utrecht Av, 18 Av, 20 Av, Bay Pkwy, Kings Hwy, Avenue U, and 86 St stations). The 2010-2014 Capital Program also includes related projects for Retaining Walls Remediation between the nine stations, and for the Rehabilitation of the Automated Fare Collection (AFC) Facilities at 8 Av station.

These projects will be packaged into two contracts:

- **Contract #1:** Renewal of six stations (8 Av, Fort Hamilton Pkwy, New Utrecht Av, 18 Av, 20 Av, and Bay Pkwy stations), Retaining Walls Remediation in between these stations, and AFC Facilities work at 8 Av station.
- **Contract #2,** Renewal of three stations (Kings Hwy, Avenue U, and 86 St stations) and Retaining Walls Remediation in between these stations.

Design for both of these contracts is 80 % complete. Final Design is scheduled for completion in July 2014 and award is forecasted for November 2014.

In conjunction with these projects, two new projects are now requested to be added to the 2010-2014 capital program:

1. **ADA: New Utrecht Av / Sea Beach and 62 St / West End:** This project will install a total of four ADA elevators. Two elevators (#1 and # 2) will be installed at New Utrecht Av station on the Sea Beach Line (BMT). This station is part of a complex that also includes the 62 St station on the West End Line (BMT), so two additional elevators (#3 and #4) at 62 St station. This will allow disabled customers to transfer between the Sea Beach and West End lines. The full time control house D-5 provides entrance to the both New Utrecht Av station and 62 St station. Elevators # 1 (3-stop elevator) will be installed at the northwest corner of the control house (D5) and it will travel to the southbound platform of New Utrecht Av station and to a new transfer bridge connecting to the 62 St station platforms thru the existing passageway. Elevator # 2 (2-stop elevator) will be installed at the northeast corner of the control house and it will travel to the northbound platform New Utrecht Av station. Elevator # 3 and # 4 will be installed at passageway connecting to the 62 St station platforms on West End Line. Elevator # 3 (2-stop elevator) will provide access to the northbound platform and Elevator # 4 (2-stop elevator) to the southbound platform of 62 St station.

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



### Staff Summary

- 2. **ADA: 8 Av / Sea Beach:** This project will provide ADA access from the paid side of the control area (D-2) of the station to the northbound and southbound platforms. Two ADA ramps, one to each side of platform, will be constructed from the existing passageway between the stairs to northbound and southbound platforms, and will be located along the outside of the platforms. The ramps will be constructed on LIRR property adjacent to the northbound platform, and in the space available between private property and the southbound platform. Though the ramps will provide vertical accessibility to the platforms, full ADA accessibility of the station will depend on resolution of platform curvature issues.

These two ADA accessibility projects are also being designed by the Hennigson, Durham & Richardson (HDR) Architect & Engineering, PC/Daniel Frankfurt, JV, along with the Stations Renewal projects.

**Alternatives:** These projects are the best alternatives for providing ADA accessibility at these three stations.

**Impact on Funding:** A conceptual cost estimate of \$40 million for the design and construction of the new projects is indicated below, but needs to be revisited upon completion of Final Design and final Force Account estimates:

- ❖ \$28 million is estimated for ADA Accessibility work for the installation of four elevators at New Utrecht Av station on the Sea Beach Line (BMT) and the 62 St station on the West End Line.
- ❖ \$12 million is estimated for the construction of two ADA Ramps at 8 Av station on the Sea Beach Line.

Funding will be provided from program savings.

**Recommendation:** It is recommended that the MTA Board approve the addition of two new capital projects, currently estimated at a total of \$40 million, to provide ADA accessibility improvements discussed above at New Utrecht Av station on the Sea Beach line and 62 St station on the West End Line; and at 8 Av station on Sea Beach Line.

APPROVED FOR SUBMISSION TO THE BOARD

Carmen Bianco, President

6.26.14

Date

## **SERVICE CHANGES: IMPLEMENT NEW BX24 EXTENSION TO HUTCHINSON METRO CENTER**

### **Service Issue**

Hutchinson Metro Center is a 42-acre corporate campus in the Bronx. The development is increasing the amount of corporate and medical office space and adding new tenants, including the 911 Call Center. Currently, there is no direct NYCT bus service to Hutchinson Metro Center. The Bx24 which terminates at Westchester Square will be extended to Hutchinson Metro Center.

The implementation of the Bx24 extension responds to requests from the community and elected officials for bus service to Hutchinson Metro Center.

### **Recommendation**

Implement new Bx24 bus route extension to Hutchinson Metro Center.

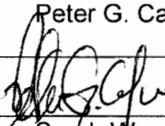
### **Budget Impact**

The net operational cost associated with this service is \$700,000 annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

### **Proposed Implementation Date**

August 31, 2014.

# Staff Summary

<b>Subject</b>	Implement Bx24 Extension to Hutchinson Metro Center
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Peter G. Cafiero
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Sarah Wyss

<b>Date</b>	June 27, 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	7/1/14	X		
2	NYCT Cmte		X		
3	MTA Board		X		

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

## Purpose

To obtain Presidential and MTA Board approval for the new Bx24 bus route extension to serve Hutchinson Metro Center.

## Discussion

The Bx24 provides local bus service between Country Club and Westchester Square in the Pelham Bay section of the Bronx. The Bx24 travels primarily along local streets in Country Club and along Bruckner Boulevard and Westchester Avenue in Pelham Bay. The Bx24 operates every 30 minutes between 6:00 a.m. and 10:30 p.m. during weekdays and weekends. The Bx24 connects to the **6** subway line at the Pelham Bay Park, Buhre Av, Middletown Rd, and Westchester Sq-East Tremont Av stations.

There are several new facilities being constructed at and around Hutchinson Metro Center, including the 911 Call Center and a Marriott hotel. Many medical offices and facilities are located in the existing and newly opened office buildings. Currently, the area is not directly served by any public transit. The Bx21 serves the entrance on Waters Place but does not enter into its campus. The developer and the community have continually contacted NYCT about expanding bus service to the area.

As part of the 2013 Service Investments, a full-time extension of the Bx24 bus route was recommended to serve the Hutchinson Metro Center corporate campus and surrounding areas.

The northbound Bx24 would operate along its current route from Country Club to Westchester Square. At Westchester Square, the route would turn right on East Tremont Avenue, continue on Williamsbridge Road, right on Eastchester Road, right on Waters Place, left on Marconi Street to its terminal at the 911 Call Center at the northern end of the Hutchinson Metro Center campus. The southbound Bx24 would travel along Marconi Street, right on Waters Place, left on Eastchester Road, left on Williamsbridge Road, left on East Tremont Avenue, and left on Westchester Avenue to its existing route (see attached map).

This proposal was the subject of a public hearing held on November 14, 2013 at MTA New York City Transit, 2 Broadway, and was well received.

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 Bx24 implementation would not result in a disproportionate impact on either minority or below-poverty populations.

## **Recommendation**

Implement new Bx24 bus route extension to Hutchinson Metro Center.

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

1. *Do nothing.* NYCT would not be responsive to community concerns and would not adequately serve Hutchinson Metro Center.
2. *Extend the Bx21 into the campus.* This would result in a lengthy mid-route loop into the campus that would negatively impact through riders and is not recommended.

## **Budget Impact**

The net operational cost associated with this service is \$700,000 annually. Funding for the service was included in the 2013 Service Investments Package, approved by the MTA Board in July 2013.

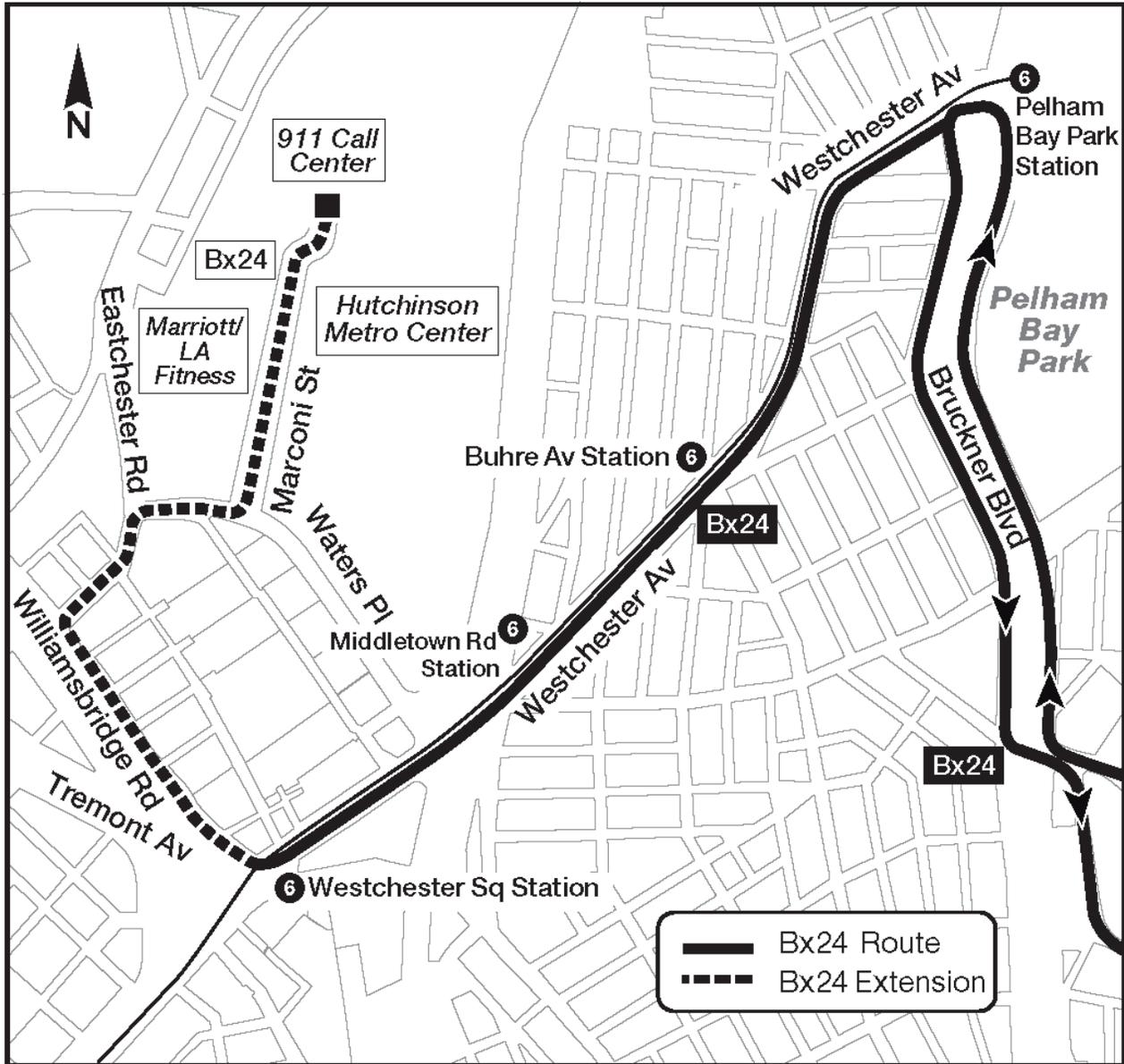
## **Proposed Implementation Date**

August 31, 2014.

Approved:

  
Carmen A. Bianco, President

## Bx24 Extension to Hutchinson Metro Center



## BOARD RESOLUTION

WHEREAS, in a Staff Summary dated June 27, 2014, the President of New York City Transit has recommended the following action as a part of the 2013 Service Investments:

- Implement the Bx24 extension to Hutchinson Metro Center.

WHEREAS, a public hearing was held on the proposed change on November 14, 2013 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 Bx24 Service June 20, 2014**

### Summary of Public Comments and Staff Responses

As part of the 2013 Service Investments, Bx24 local bus service will be extended to Hutchinson Metro Center from Westchester Square on August 31, 2014.

The new service was the subject of a public hearing on November 14, 2013 at 2 Broadway. Community members were invited to submit oral and written comments on the proposed plan.

This document summarizes oral comments received at the November 14, 2013 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 Bx24 proposal. Comments are paraphrased for clarity. Following each comment is the New York City Transit staff response where necessary.

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**Comment:** Several commenters expressed general support for the Bx24.

**Comment:** The extension of the Bx24 will eliminate the existing free shuttle service to Hutchinson Metro Center

**Response:** NYCT only operates the Bx24 and cannot comment on the future of the shuttle service provided by private entities.

**Comment:** The Bx24 should replace the Bx4A to the Hub and become limited stop service

**Response:** The Bx24 is being extended to provide new service where there is currently no public transit service. Replacing the Bx4A would not provide any new service, just duplicate the existing Bx4A. Customers can easily transfer between the Bx24 and the Bx4A at Westchester Square.

**SERVICE CHANGES:      REVISE Q17 AND Q27 SERVICE IN FLUSHING**

**Service Issue**

St. George's Church on Main Street in Downtown Flushing is surrounded on three of its sides by NYCT and MTA Bus routes. The church, elected officials and Queens Community Board 7 have stated that the large number of buses restrict access to the church and is a burden for their parishioners. NYCT staff has determined that the Q17 and Q27, which drop off bus customers on the 39<sup>th</sup> Avenue (south side of the church), and lay over on 38<sup>th</sup> Avenue (north side of church), can be rerouted via 39<sup>th</sup> Avenue, 138<sup>th</sup> Street (new layover) and 37<sup>th</sup> Avenue to accommodate this request.

**Recommendation**

Revise Q17 and Q27 bus service in Downtown Flushing.

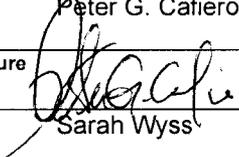
**Budget Impact**

The net operational cost associated with this service is \$147,000 annually.

**Proposed Implementation Date**

August 31, 2014.

# Staff Summary

<b>Subject</b>	Revise Q17 and Q27 Service in Downtown Flushing
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Peter G. Cafiero
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Sarah Wyss

<b>Date</b>	June 29, 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	6/27/14	X		
2	Committee			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President	X 4	VP General Counsel
7	Executive VP	3	Director OMB <i>SB for MS</i> 7/1/14
X 6	SVP Buses	2	VP GCR 6/30/14
X 5	VP Corp. Comm.	1	Chief O...

## Purpose

To obtain Presidential approval and inform the Transit and Bus Committee of a plan to permanently revise the Q17 and Q27 routes in Downtown Flushing.

## Discussion

The Q17 is a north-south route that provides local and limited-stop bus service between Jamaica and Flushing in Queens. The Q17 travels primarily along Hillside Avenue, 188<sup>th</sup> Street, Horace Harding Expressway, and Kissena Boulevard. The Q17 operates at all times during weekdays and weekends. The Q17 is the fifth busiest NYCT bus route in Queens with approximately 20,000 daily riders.

The Q27 is a north-south route that provides local and limited-stop service between Cambria Heights and Flushing in Queens. The Q27 travels primarily on Springfield Boulevard, 46<sup>th</sup> Avenue, 48<sup>th</sup> Avenue, and Kissena Boulevard. The Q27 is the third busiest NYCT bus route in Queens with approximately 25,000 daily riders.

St. George's Church is located on Main Street between 38<sup>th</sup> Avenue and 39<sup>th</sup> Avenue. To the north of the church is the northern terminal for the Q17 and Q27 (on 38<sup>th</sup> Avenue, between Prince Street and Main Street). To the south of the church (on 39<sup>th</sup> Avenue, between Main Street and Prince Street) is a combined drop-off location for the Q17, Q27, Q19, Q50, and Q66 bus routes, as well as supplemental layover space for the Q19, Q50 and Q66 (their main layover is one block south on Roosevelt Avenue between Prince Street and Main Street). In front of the church are southbound bus stops for the Q44 and the Q20A/B. Therefore, St. George's Church is surrounded by buses on three sides. The church and Queens Community Board 7 have repeatedly complained to MTA about the congestion and lack of access to the church created by the large number of buses.

# Staff Summary

Q17 and Q27 bus service in Downtown Flushing should be revised by permanently rerouting both routes to turn right onto 39<sup>th</sup> Avenue from Main Street. A common drop-off bus stop would be located on 39<sup>th</sup> Avenue to provide access to the Flushing-Main Street 7 subway station. Buses would then turn left on 138<sup>th</sup> Street, where they would layover along the east curb of 138<sup>th</sup> Street, between 39<sup>th</sup> and 37<sup>th</sup> Avenues. Southbound Q17 and Q27 bus service would turn left on 37<sup>th</sup> Avenue, left on Main Street to their first stops on Main Street. The revised routing would also provide a better connection to the Q12, Q16, and Q28 bus routes and better access to Flushing Commons, a new large-scale, mixed use, redevelopment in Downtown Flushing.

## **Recommendation**

Revise Q17 and Q27 bus service in Downtown Flushing.

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

- 1. Continue to operate the Q17 and Q27 on 39<sup>th</sup> Avenue, Prince Street, and 38<sup>th</sup> Avenue (south of Main Street). NYCT would not be responsive to community concerns.*

## **Budget Impact**

The net operational cost associated with this service is \$147,000 annually.

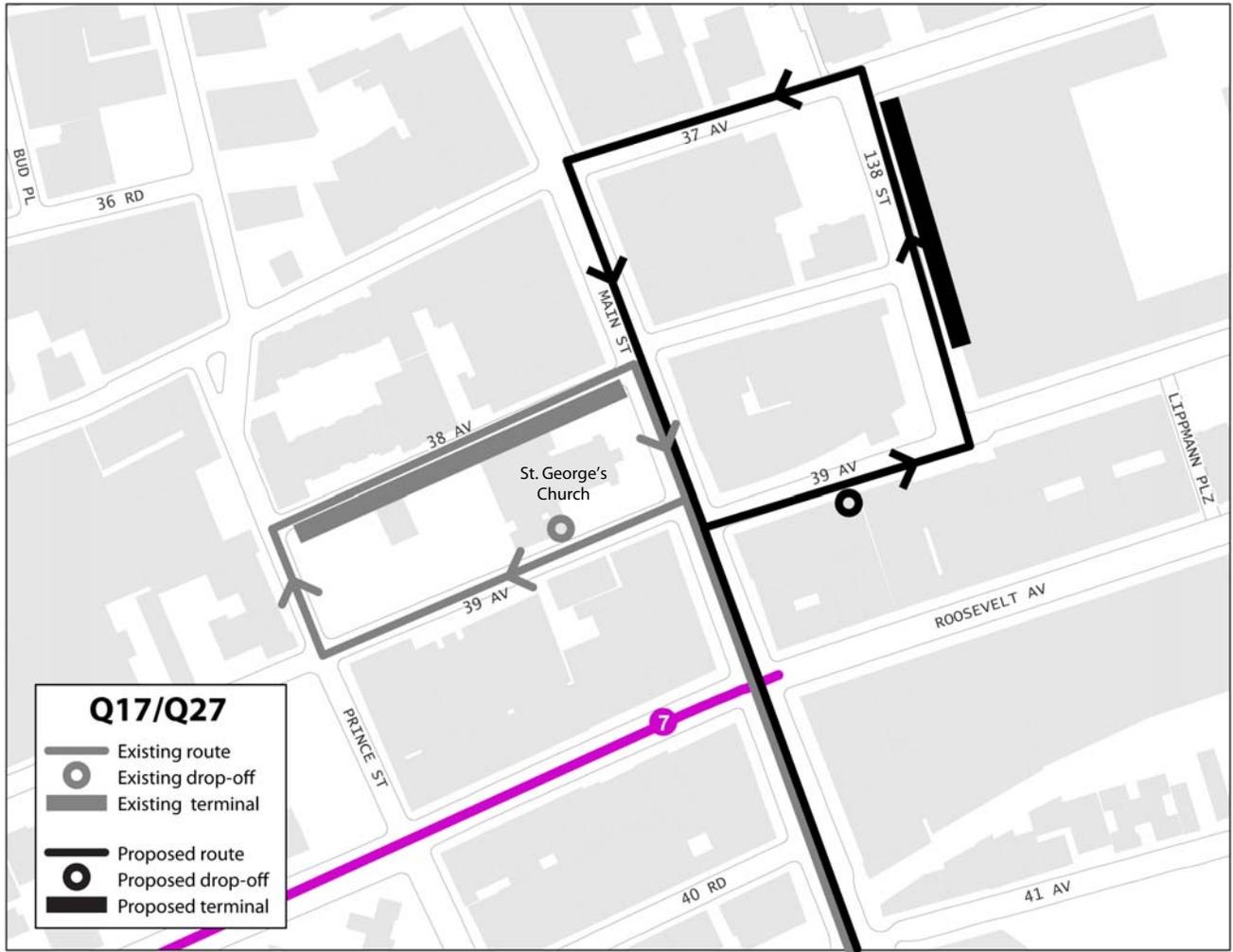
## **Proposed Implementation Date**

August 31, 2014.

Approved:

  
Carmen A. Bianco  
President

## Q17/Q27 Service Revision





**SERVICE CHANGES: NYCT/MTA BUS COMMITTEE  
NOTIFICATION SERVICE REVISION  
RESTRUCTURING of the  
Q113 LOCAL to the Q114 LIMITED**

**SERVICE ISSUE:**

Local and limited-stop bus service on the Guy R. Brewer Boulevard corridor is provided by the Q111 and Q113 between Jamaica, Queens and Springfield Gardens, Queens and the intermediate neighborhoods of South Jamaica and Rochdale Village. At Springfield Gardens, the Q111 continues east to Rosedale, Queens, and the Q113 continues south to Far Rockaway, Queens via Woodmere, Cedarhurst, Inwood and Lawrence in Nassau County.

On this high ridership corridor, the Q111 provides frequent local service, with the Q113 supplementing this local service. However, the total route distance of the Q113 is almost twice as long as the Q111 (approximately 12 miles on the Q113 and approximately 6.5 miles on the Q111). The Q113 Limited service also operates on the corridor, stopping at wider intervals, and bypassing the local streets of Cedarhurst, Inwood and Lawrence. Limited-stop service is also a popular component of bus service along the shared portion of the Guy R. Brewer Boulevard corridor, and there have been requests for increased limited-stop service.

**RECOMMENDED SOLUTION:**

To provide faster and more reliable service for longer distance Q113 customers, and to provide increased limited-stop service on the portion of the corridor shared with the Q111 along Guy R. Brewer Boulevard and 147<sup>th</sup> Avenue, restructure the Q113 local as a limited-stop route along the shared corridor, while retaining all local stops south of 147<sup>th</sup> Avenue. To minimize customer confusion, re-label this service as the Q114 Limited.

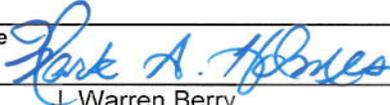
**ESTIMATED IMPACT:**

The net result of restructuring of service would be no change in annual operating cost. Over time, the provision of additional limited-stop service should encourage additional ridership and revenue.

**PLANNED IMPLEMENTATION:**

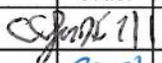
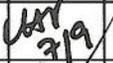
August 2014

# Staff Summary

<b>Subject</b>	Restructuring of the Q113 Local to the Q114 Limited
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Mark A. Holmes
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	J. Warren Berry

<b>Date</b>	July 1, 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	NYCT/MTA Bus Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Executive Vice President		
2	VP, Government and Community Relations		
1	VP, Transportation Safety & Training		

## Narrative

### PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to restructure the Q113 local as a limited-stop service labeled the Q114 Limited. The Q113 route was formerly operated by Jamaica Bus Lines and transitioned into MTA Bus service on January 30, 2006.

### DISCUSSION:

Local and limited-stop bus service on the Guy R. Brewer Boulevard corridor is provided by the Q111 and Q113 between Jamaica, Queens and Springfield Gardens, Queens and the intermediate neighborhoods of South Jamaica and Rochdale Village. Ridership is high on this corridor, as these routes transport a combined total of approximately 25,000 passengers per weekday, approximately 15,000 passengers per Saturday, and approximately 11,000 passengers per Sunday. The Q113 travels a one-way distance of approximately 12 miles and transports a combined total (local and Limited) of approximately 11,200 passengers per weekday, 8,200 passengers per Saturday, and 6,600 passengers per Sunday.

On the Guy R. Brewer Boulevard corridor, the Q111 operates frequent local service, which is supplemented by Q113 local service; both routes operate full time, seven days a week. The Q113 limited-stop variant operates seven days a week except late nights. The Q111 and Q113 local services both make all stops along Guy R. Brewer Boulevard and 147<sup>th</sup> Avenue to Brookville Boulevard. At Brookville Boulevard the routes branch, with the Q111 continuing east to Rosedale and the Q113 traveling south through a portion of Nassau County (Woodmere, Cedarhurst, Inwood and Lawrence) to Far Rockaway, Queens.

The legal name of MTA Bus is MTA Bus Company.

The Q113 Limited generally travels via the same path as Q113 local, stopping at wider intervals along the Guy R. Brewer corridor. It then bypasses 147<sup>th</sup> Avenue in Springfield Gardens and the local streets of Cedarhurst, Inwood and Lawrence; continuing directly to Far Rockaway via Rockaway Boulevard and the Nassau Expressway.

As previously stated, the Q111 provides frequent service, and makes the same local stops as the Q113 local on Guy R. Brewer Boulevard and 147<sup>th</sup> Avenue; however, the Q111 travels about half the total distance (approximately 6.5 miles) of the Q113 local (approximately 12 miles). Limited-stop service is a popular component of current bus service along the shared corridor, and has generated requests for increased limited-stop service. Continued experience has also shown that limited-stop service, when deployed along high volume travel corridors, such as the Guy R. Brewer Boulevard corridor, is very well received by customers and contributes to ridership growth.

There is an opportunity to provide increased limited-stop service and provide faster, more reliable service for longer distance Q113 passengers by restructuring the current Q113 local to operate with limited stops along the shared portion of the routes on Guy R. Brewer and 147<sup>th</sup> Avenue. South of 147<sup>th</sup> Avenue, this service would continue to make all existing Q113 local stops through Cedarhurst, Inwood, Lawrence, and Far Rockaway along the same route path (see the attached map). The restructured Q113 local would be re-labeled as the Q114 Limited to better identify this service.

The Q114 Limited would serve all of the same limited stops and travel via the same path as the Q113 Limited between Jamaica and Guy R. Brewer Boulevard/147<sup>th</sup> Avenue. The Q114 would make two limited stops on 147<sup>th</sup> Avenue at Guy R. Brewer Boulevard and at 222<sup>nd</sup> Street (adjacent to Springfield Lane). Then the Q114 would serve all of the current local stops along Brookville Boulevard, in Nassau County, and in Far Rockaway. All local stops along Guy R. Brewer Boulevard and 147<sup>th</sup> Avenue would continue to be served by frequent Q111 service.

Q111 and Q113 Limited service would remain unchanged (current travel paths and bus stops) with the exception of minor adjustments to departure times to maintain even headways on the corridor. These adjustments would also provide for coordinated headways between the Q113 Limited and the Q114.

Customers traveling to local stops between Jamaica and the Guy R. Brewer/147<sup>th</sup> Avenue corridor would be able to utilize frequent Q111 service. Customers currently traveling between bus stops south of 147<sup>th</sup> Avenue and local bus stops along the Guy R. Brewer Boulevard/147<sup>th</sup> Avenue corridor (about 8% of the total number of current Q113 local riders) would be able to transfer to a Q111 bus or walk approximately 300 to 2,000 feet to or from a Q114 bus stop.

To economically maintain overnight local service frequency, the Q114 would serve all local stops along the Guy R. Brewer/147<sup>th</sup> Avenue corridor during the overnight hours together with the Q111.

## **RECOMMENDATION:**

To provide faster and more reliable service for longer distance Q113 customers, and to provide increased limited-stop service on the corridor shared with the Q111 along Guy R. Brewer Boulevard and 147<sup>th</sup> Avenue, restructure the Q113 local to operate as a limited-stop route along the shared corridor,

# Staff Summary

retaining all local stops south of 147<sup>th</sup> Avenue. Re-label the restructured Q113 local to the Q114 Limited to better identify this service.

The Q114 Limited would serve all existing Q113 Limited bus stops on the portion of the travel path shared with the Q111 between Jamaica and 147<sup>th</sup> Avenue (also making limited stops along 147<sup>th</sup> Avenue); and serve all current Q113 local stops south of 147<sup>th</sup> Avenue through Cedarhurst, Inwood and Lawrence and into Far Rockaway.

## **ALTERNATIVES:**

The only alternative would be to leave the existing Q113 local service unchanged, operating its current travel path and schedule. This would forgo the opportunity to provide faster, more reliable service for longer distance customers, and to provide increased limited-stop service along the busy corridor.

## **IMPACT ON FUNDING:**

The net result of this restructuring of service would be no change in annual operating cost. Over time, the provision of additional limited-stop service should encourage additional ridership and revenue.

## **IMPLEMENTATION:**

August 2014

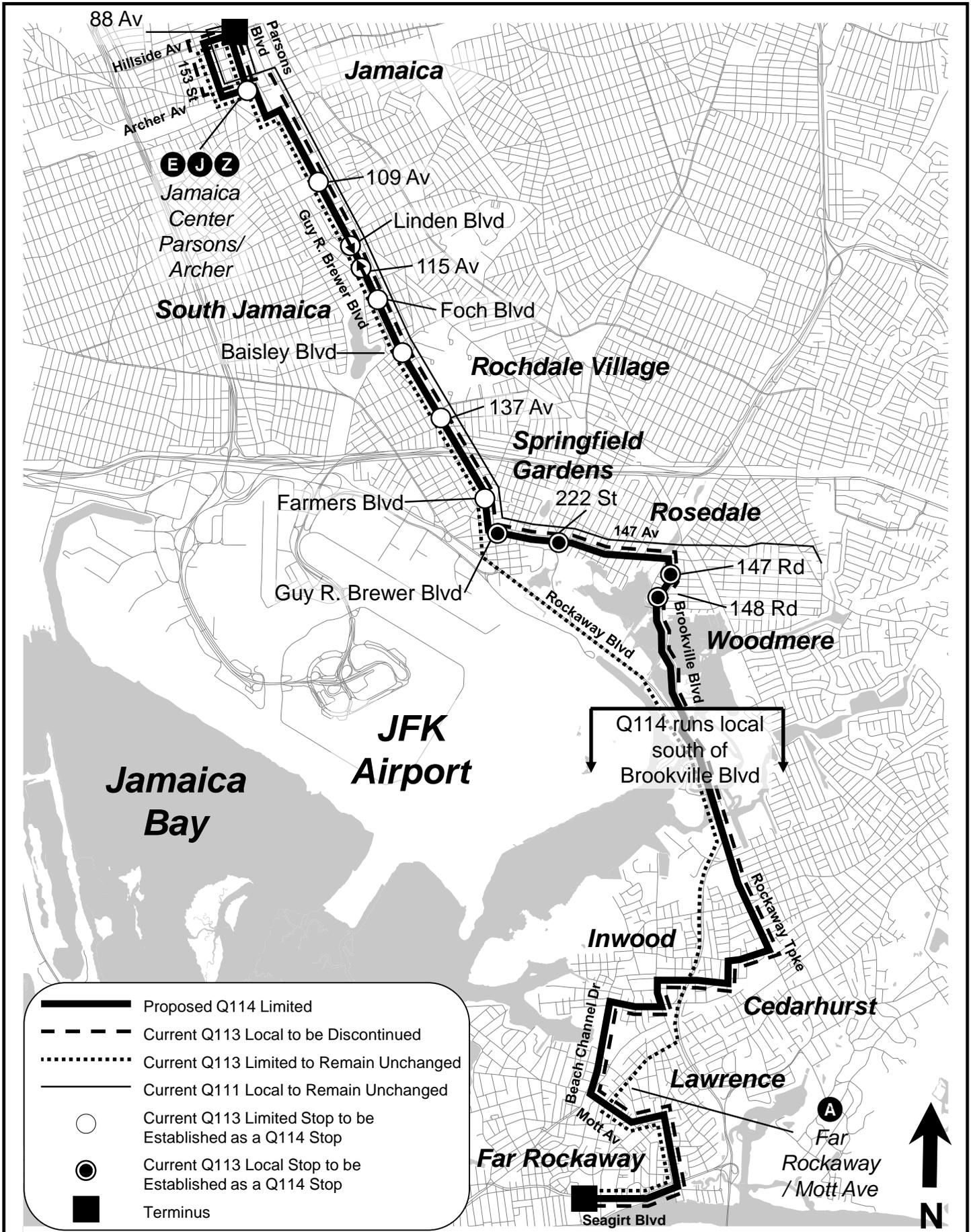
Approved: \_\_\_\_\_



Darryl C. Irick  
President

The legal name of MTA Bus is MTA Bus Company.

# Restructuring of the Q113 Local to the Q114 Limited





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

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>May 2013</u>	<u>May 2014*</u>	<u>Difference</u>
Cash	2.9%	2.7%	(0.2%)
Single-Ride Ticket	0.9%	0.9%	(0.1%)
Bonus Pay-Per-Ride	43.9%	43.1%	(0.8%)
Non-Bonus Pay-Per-Ride	3.3%	3.3%	0.0%
7-Day Farecard	19.2%	21.0%	1.7%
30-Day Farecard	<u>29.7%</u>	<u>29.0%</u>	(0.7%)
Total	100.0%	100.0%	

\* Preliminary

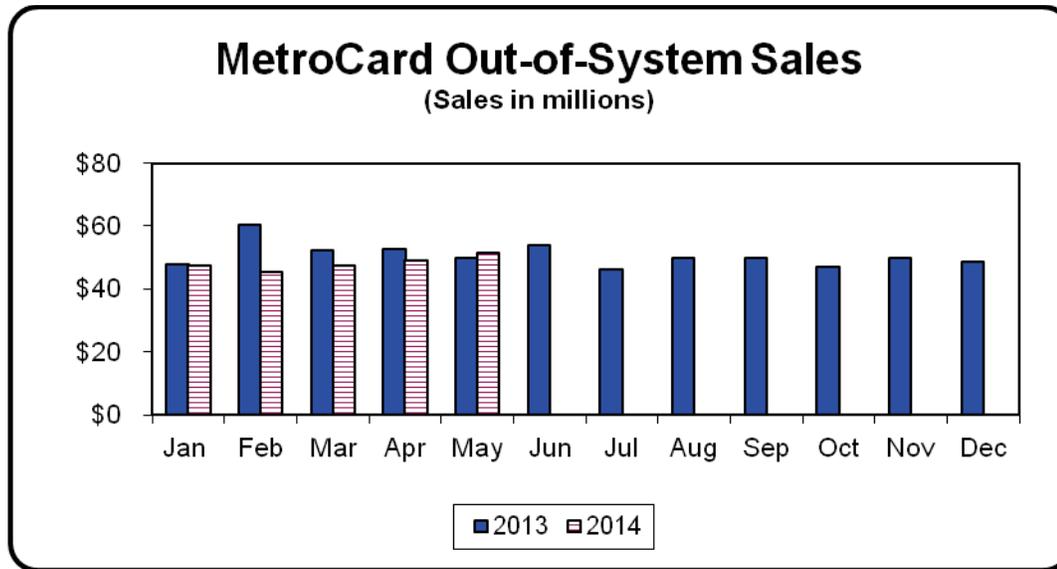
*Note: Percentages may not add due to rounding.*

### **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 May 2014 was 4,509, an 11.21 percent decrease from the same period last year. The average value of a credit issued was \$69.23.

## MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$51.1 million in May 2014, a 3.0 percent increase compared to May of 2013. Year-to-date sales totaled \$241.1 million, an 8.3 percent decrease compared to the same period last year.



### *Retail Sales*

There were 4,496 active out-of-system sales and distribution locations for MetroCards, generating \$27.1 million in sales revenue during May 2014.

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

Sales of 187,055 MetroCards valued at approximately \$16 million were made in May 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$85.68. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 59,502 for May 2014, generating an additional \$6.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$111.8 million, a 6.0 percent decrease when compared to last year.

## Mobile Sales Program

In May 2014, the Mobile Sales unit completed 203 site visits, of which 143 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$108,000 in revenue was generated. In May 2014, the Mobile Sales unit assisted and enabled 1,915 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Bronx Psychiatric Center (Bronx).

### **Reduced-Fare Program**

During May 2014 enrollment in the Reduced-Fare Program increased by 5,516 new customers, while 404 customers left the program. The total number of customers in the program is 898,843. Seniors account for 732,592 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 166,251 customers. Of those, a total of 36,177 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 \$8.0 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In May 2014, the EasyPay Reduced Fare program enrollment totaled 138,032 accounts. During the month, active EasyPay customers accounted for approximately 2.2 million subway and bus rides with \$2.2 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 May 2014, the EasyPay Xpress PPR program enrollment totaled 67,507 accounts. During this month, active Xpress PPR customers accounted for approximately 1.3 million subway, express bus and local bus rides with \$3.4 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$62.

### **EasyPay Xpress Unlimited Program**

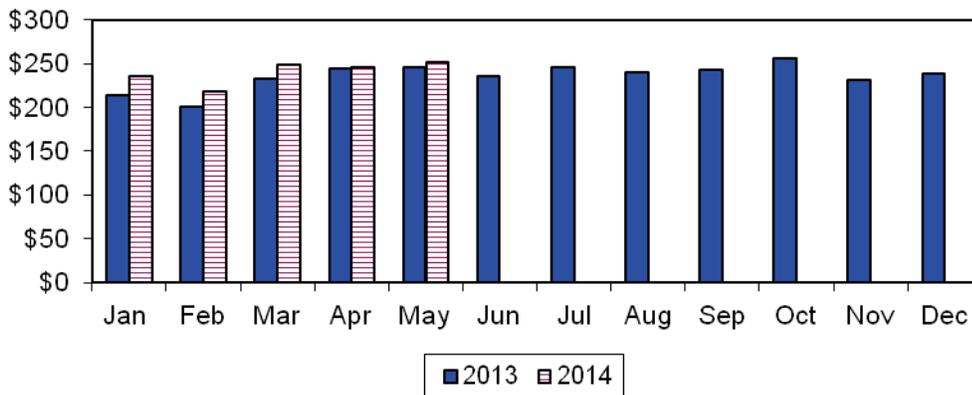
In May 2014, the EasyPay Xpress Unlimited program enrollment totaled 12,882 accounts. During this month, active Xpress Unlimited customers accounted for approximately 624,000 subway and local bus rides with \$1.2 million charged to their accounts. Each active account averaged 53 trips per month with a fixed monthly bill of \$112.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during May 2014 totaled \$251.6 million, on a base of 15.8 million customer transactions. This represents a 5.5 percent increase in year-to-date vending machine sales compared to the same period last year. During May 2014, MEMs accounted for 2,089,913 transactions resulting in \$51,167,351 in sales. Debit/credit card purchases accounted for 74.7 percent of total vending machine revenue, while cash purchases accounted for 25.3 percent. Debit/credit card transactions account for 49.5 percent of total vending machine transactions, while cash transactions account for 50.5 percent. The average credit sale was \$27.34, more than three times the average cash sale of \$7.95. The average debit sale was \$19.52.

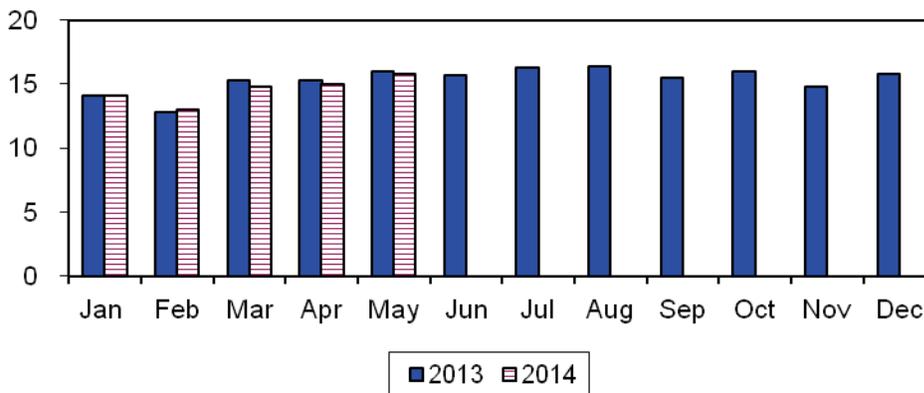
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



# **NYC Transit and MTA Bus Company EEO and Diversity Report**

**Data as of March 31, 2014**

2014-Q1 EEO & DIVERSITY REPORT  
 NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS\*  
 As of March 31, 2014

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

\* NYC Transit has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing NYC Transit's March 31, 2014 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the 2010 U.S. Census.

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

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

### **Officials & Administrators**

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

### **Professionals**

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

### **Technicians**

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

### **Protective Services**

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

### **Paraprofessionals**

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

### **Administrative Support**

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

### **Skilled Craft**

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

### **Service Maintenance**

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

2014-Q1 EEO & DIVERSITY REPORT  
 NEW YORK CITY TRANSIT

NEW HIRES  
 January 1, 2014 to March 31, 2014

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

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

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

2014-Q1 EEO & DIVERSITY REPORT  
 NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS  
 As of March 31, 2014

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

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

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

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

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

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

<sup>5</sup> "Status (# Open)" includes the number of complaints pending with the Office of EEO and/or being handled by the Law Department.

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

2014-Q1 EEO & DIVERSITY REPORT  
 NEW YORK CITY TRANSIT

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

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

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

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

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

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

2014-Q1 EEO & DIVERSITY REPORT  
 MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS\*  
 As of March 31, 2014

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

\* MTA Bus has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bus' March 31, 2014 workforce percentages for females and minorities to 80% of the females and minorities available within the relevant labor market based on the 2010 U.S. Census.

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

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### **Skilled Craft**

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

### **Service Maintenance**

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

2014-Q1 EEO & DIVERSITY REPORT  
 MTA BUS COMPANY

NEW HIRES  
 January 1, 2014 to March 31, 2014

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

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

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

2014-Q1 EEO & DIVERSITY REPORT  
 MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS  
 As of March 31, 2014

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

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

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

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

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

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

<sup>5</sup> "Status (# Open)" includes the number of complaints pending with the Division of Security/Internal Control and/or being handled by the Law Department.

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

2014-Q1 EEO & DIVERSITY REPORT  
 MTA BUS COMPANY

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

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

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

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

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

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

**NYC Transit and MTA Bus Company  
2014 First Quarter  
Presidents' Reports on EEO and Diversity**

### Areas of Underutilization

Females are underutilized in the job categories of Officials and Administrators, Para-professionals, Administrative Support, and Skilled Craft. NYC Transit continues to focus on outreach in these areas and hired an additional 78 women within these categories during the first quarter of 2014.

Hispanics are also underutilized, specifically in the job categories of Protective Services, Administrative Support, Skilled Craft, and Service Maintenance. 190 Hispanics were hired within these categories during the first quarter of 2014.

Native Hawaiian and other Pacific Islanders (NHOPI) are underutilized in each of the eight job categories, and NYC Transit is in the process of exploring outreach efforts to increase this group's representation.

2014-Q1 EEO and DIVERSITY REPORT  
 NEW YORK CITY TRANSIT

New Hire Comparison

Year	Total	Male	Female	Non-Minority		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
				Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2011	2,417	1,961	456	512	46	775	326	333	64	324	19	1	0	0	0	16	1
		81.1%	18.9%	21.2%	1.9%	32.1%	13.5%	13.8%	2.6%	13.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%

2012	2,767	2,180	587	547	47	893	397	381	98	310	41	1	0	1	0	47	4
		78.8%	21.2%	19.8%	1.7%	32.3%	14.3%	13.8%	3.5%	11.2%	1.5%	0.0%	0.0%	0.0%	0.0%	1.7%	0.1%

2013	3,731	2,932	799	748	64	1,193	538	524	135	410	51	5	1	0	1	52	9
		78.6%	21.4%	20.0%	1.7%	32.0%	14.4%	14.0%	3.6%	11.0%	1.4%	0.1%	0.0%	0.0%	0.0%	1.4%	0.2%

2014-Q1	1,072	854	218	241	27	319	129	166	42	122	19	1	0	0	0	5	1
		79.7%	20.3%	22.5%	2.5%	29.8%	12.0%	15.5%	3.9%	11.4%	1.8%	0.1%	0.0%	0.0%	0.0%	0.5%	0.1%

### Areas of Underutilization

Females were underutilized in two categories -- Officials and Administrators and Administrative Support -- a marked improvement over the four underutilized categories at the end of last year. MTA Bus Company continues to focus on outreach in these areas.

Hispanics were underutilized in three categories -- Administrative Support, Skilled Craft, and Service Maintenance -- an improvement over the four underutilized categories at the end of last year. Forty-one of the 46 Hispanics hired by MTA Bus Company in the first quarter of this year filled jobs in these underutilized categories.

Asians are underutilized in one job category -- Protected Services -- a marked improvement over the three categories at the end of last year.

Native Hawaiian and other Pacific Islanders (NHOPI) showed underutilization in six job categories. MTA Bus Company is exploring outreach efforts to increase this group's representation.

2014-Q1 EEO and DIVERSITY REPORT  
**MTA BUS COMPANY**

**New Hire Comparison**

Year	Total	Male	Female	Non-Minority		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
				Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
<b>2011</b>	517	435	82	65	5	216	57	91	13	15	0	26	1	0	0	22	6
		84.1%	15.9%	12.6%	1.0%	41.8%	11.0%	17.6%	2.5%	2.9%	0.0%	5.0%	0.2%	0.0%	0.0%	4.3%	1.2%
<b>2012</b>	428	357	71	65	10	163	39	71	17	44	2	0	0	0	0	14	3
		83.4%	16.6%	15%	2%	38%	9%	17%	4%	10%	0%	0%	0%	0%	0%	3%	1%
<b>2013</b>	309	271	38	54	2	125	23	66	10	20	3	0	0	1	0	5	0
		87.7%	12.3%	17%	1%	40%	7%	21%	3%	6%	1%	0%	0%	0%	0%	2%	0%
<b>2014-Q1</b>	161	141	20	18	3	69	8	38	8	16	0	0	0	0	0	0	1
		87.6%	12.4%	11%	2%	43%	5%	24%	5%	10%	0%	0%	0%	0%	0%	0%	1%

2014-Q1 EEO and DIVERSITY REPORT  
NEW YORK CITY TRANSIT and MTA BUS COMPANY

## Challenges in Hiring Ethnic Minorities/Women

### Competitive Examinations

Positions in NYC Transit and MTA Bus Company, for the most part, are filled through competitive examinations. While NYC Transit and MTA Bus Company continue to expand their outreach efforts, in the case of positions requiring a competitive examination, only those applicants who achieve a passing grade can be considered for the position in list number order, without regard to ethnicity or gender. For example, in the case of MTA Bus Company, of the total positions, 88% are non-discretionary and are filled from a list. Approximately 80% of all hires at NYC Transit are non-discretionary and are filled from a list.

### Pool of Qualified Applicants

While the competitive examination itself must remain blind to ethnicity and gender, we will continue to make all efforts to increase the pool of qualified ethnic minorities and females who are applying for, taking, and passing NYC Transit and MTA Bus Company's competitive examinations.

### Female Inclusivity

Expanding female inclusivity, which includes attracting and retaining more women in traditionally male-dominated titles, particularly in the Skilled Craft and Officials & Administrators categories (*especially in the supervisory ranks which are also list hires*), remains a significant challenge. Identifying the underlying causes that may impede the recruitment of women is a critical step toward redressing the balance and improving inclusivity.

### Native Hawaiian and other Pacific Islanders (NHOP)

Underutilization in the NHOP racial group was identified for the first time in the utilization analysis as a result of the updated 2010 Census data. We will expand our recruitment and outreach efforts to include and target this group.

## Strategies for Improvement

### Diversity and Inclusion Plan

NYC Transit and MTA Bus Company's vision is to have a respectful workplace that attracts and retains talented men and women, and where diversity is leveraged to create programs and services that meet the needs of the diverse communities they serve. NYC Transit and MTA Bus Company believe that the values of diversity and inclusion must be integrated into all that we do. A taskforce and a steering committee have been formed to develop and implement a comprehensive and robust Diversity and Inclusion Plan. Under this plan, diversity will encompass not only race, ethnicity, and gender but the full range of human differences that affect the way we think and do things. The committee will be provided with periodic updates as the Diversity and Inclusion Plan is implemented.

### Ongoing Targeted Recruitment and Outreach Efforts

NYC Transit and MTA Bus Company strategically plan their recruitment and sourcing efforts to ensure that information about employment opportunities and upcoming examinations leading to employment are broadly advertised throughout the five boroughs of New York City. Our multi-faceted marketing approach includes, but is not limited to, attending job fairs and community outreach events; utilizing social media channels such as Facebook, Twitter, YouTube, etc.; placing advertisements of examinations and employment information in subway stations and on buses; distributing examination schedules via MetroCard sales vans; and transmitting email blasts about employment opportunities to veterans organizations, not-for-profit entities, and community-based groups.

#### Outreach to Women

As part of our continued partnership with the local technical schools across the city, NYC Transit's Division of Human Resources assisted interested high school seniors with their applications for the Electrical Helper examination. This partnership has the potential of assisting us with addressing under-representation of women in the skilled craft jobs.

In March, NYC Transit President Bianco had the pleasure of meeting and hosting a luncheon for 16 young women from City Polytechnic High School in Brooklyn who are participating in Transportation YOU. Transportation YOU is a joint initiative between the Women Transportation Seminar and the U.S. Department of Transportation that offers young girls an introduction to a wide variety of transportation careers through hands-on, interactive mentoring.

As part of their visit to NYC Transit, these 16 young women had the opportunity to tour our facilities and meet with some of our women leaders, including those recognized by NYC Transit as "Inspiring Women." For the past two years, NYC Transit and MTA Bus Company have recognized female employees who inspire others to go above and beyond through our "Inspiring Women" program. These women set an example for all agency employees through their achievements in such varied areas as military service, non-traditional work and overcoming health challenges. The "Inspiring Women" served as mentors in partnership with Transportation YOU and exposed these young women to information and activities that we hope will spark their interest in the field of transportation and ultimately in becoming a part of the NYC Transit and MTA Bus Company team.

In addition to this and other mentorship efforts, NYC Transit and MTA Bus Company recently honored our past and present women department heads within our observance of Women's History Month. As part of this recognition, a photo display of the women was placed in the lobbies of each of our main administrative buildings. In addition, a summary of each leader's contributions to NYC Transit and MTA Bus Company was featured on the front page of MTA Today, our internal employee news service.

In a similar effort to highlight the contribution of women, NYC Transit and MTA Bus Company recently created the video Women in Transit for our internal news service and employment page. This video provides an historic account of the contributions made by women, particularly women in our operating departments. These women have had a tremendous impact in the field of public transportation and we are proud to highlight these achievements.

As part of NYC Transit and MTA Bus Company's community outreach, senior leaders met with students attending Ralph R. McKee Career and Technical Education High School and Bronx Community College. This effort has the potential to address the current under-representation of women and minorities. NYC Transit and MTA Bus Company's maintenance and support services personnel also reached out to representatives of CUNY Bronx Community College's (BCC) Automotive Technology curriculum, offering assistance with a mentoring program. BCC has a large minority population and their Automotive Technology curriculum is the only one of its kind in the CUNY system.

#### Outreach to Veterans

To further strengthen our recruitment of veterans, NYC Transit and MTA Bus Company recently signed a Memorandum of Agreement with "Army PaYS." The US Army developed the Army PaYS Program to link experienced soldiers with technical skills to civilian employers looking for veterans with matching skills. Through this program, current soldiers are matched with prospective employers prior to completion of their active duty. The soldier and prospective employer remain in contact until the soldier's separation from duty at which point the employer may recruit the new veteran. Our inclusion in Army PaYS provides NYC Transit and MTA Bus Company the opportunity to market its positions to a highly skilled workforce.

On March 21, 2014, NYC Transit and MTA Bus Company participated in a career guidance program called, "How to Read a Military Resume," that was facilitated by the Wounded Warrior Project. This program assisted recruiters with reading and interpreting a military resume. The workshop covered such topics as understanding common military acronyms and jargon, translating the concept of rank within the context of civilian titles and typical professions, and understanding responsibilities across the various service branches.

#### Outreach to Hispanics

NYC Transit and MTA Bus Company's ongoing outreach to Hispanics includes the dissemination of information about employment opportunities at community events, career fairs through targeted email blasts, and through various social media. On March 6, 2014, NYC Transit and MTA Bus Company HR staff participated in the Mind, Body and Spirit Conference held at Yankee Stadium that was sponsored by 100 Hispanic Women. Although the focus was primarily on health and wellness, the event provided our HR professionals with an opportunity to network with attendees as well as share information about employment opportunities at NYC Transit and MTA Bus Company.

#### Ongoing Program Monitoring

NYC Transit's Office of EEO, in partnership with NYC Transit's Division of Human Resources, ensures that utilization targets for women and minorities in particular job categories, based on estimated availability and internal workforce numbers, are known before vacancies, discretionary hires and promotions are posted. The Office of EEO provides utilization targets to departments on a quarterly basis. As part of the Office of EEO's and Division of Human Resources' monitoring of the selection process, we ensure that women and minority group members are included as interviewers. The Office of EEO must approve all discretionary hires and promotions. For MTA Bus Company, the MTA Department of Diversity and Civil Rights approves discretionary hires, promotions, and provides utilization targets. In addition, MTA Bus Company conducts panel interviews which include a Human Resources representative and ensures panel members include women and minorities.

## Fulton Center Active and Future Construction Contracts

### Report to the Transit Committee - July 2014

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

	Budget	Expenditures
Construction	\$ 936.6	\$ 844.8
Design	105.3	104.3
Construction Management	137.3	106.7
Real Estate	220.9	206.6
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,262.5</b>

	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening*	August / September-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>	\$212.8	\$205.1	\$7.7	\$183.6	Jan-2011	Aug-2010	Jun-2014	Aug/Sep-2014	Dec-2014
<b>R to E Connector</b>	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

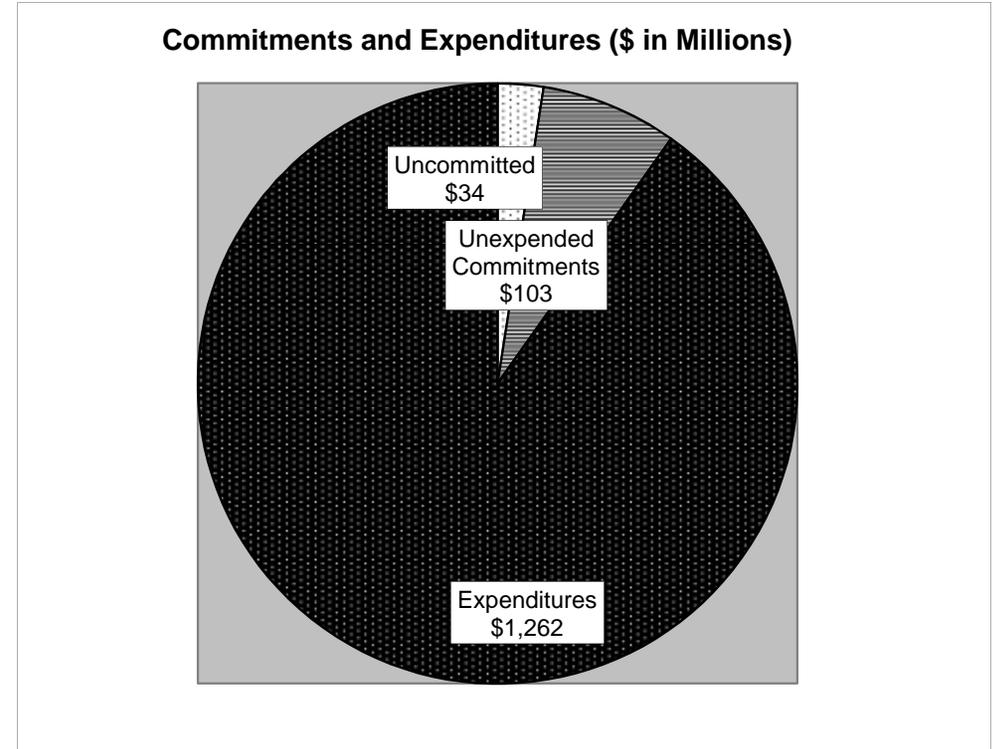
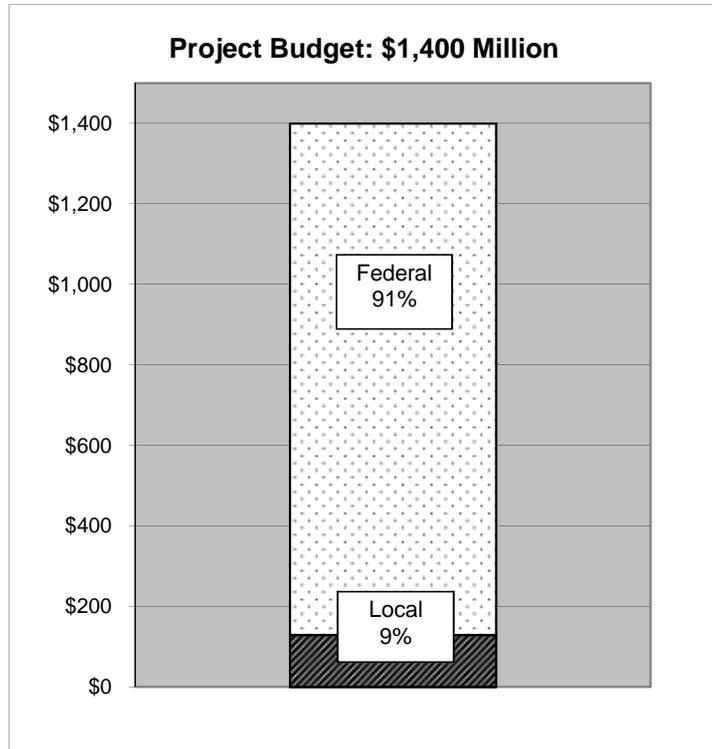
\* The Fulton Center Opening date is currently under review.

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

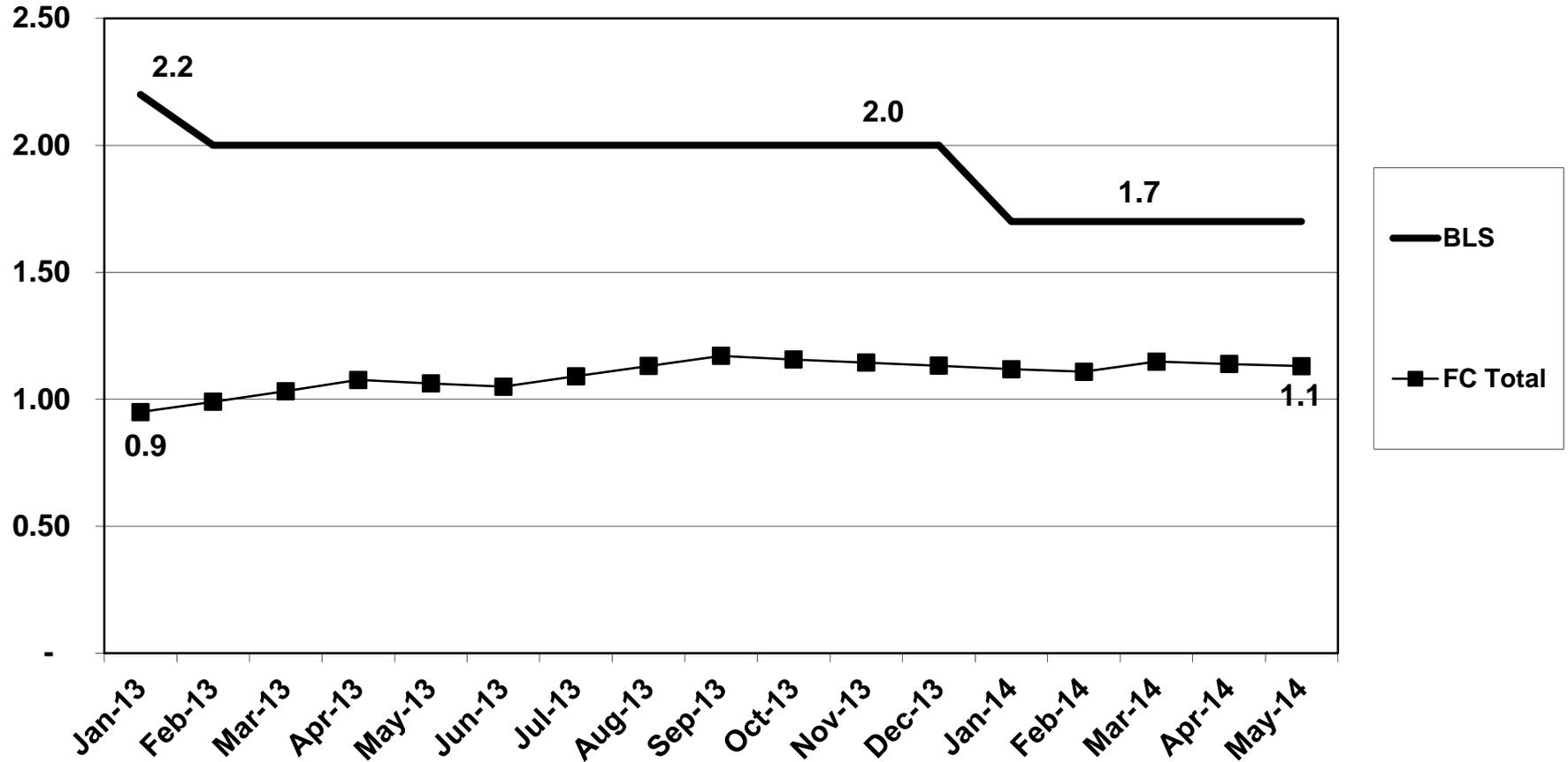
## Fulton Center Status

Report to the Transit Committee - July 2014  
(data thru June 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	\$ 942	\$ 34	\$ 850
FTA Reserve (2000-2004)	-	-	-	-	-	-	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	412
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,270</b>	<b>\$ 1,366</b>	<b>\$ 34</b>	<b>\$ 1,262</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 - July 2014

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

	Budget	Expenditures
Final Design	\$ 117.4	114.5
Construction	1,892.3	1,740.9
Construction Management	44.2	33.9
Subway Project Reserve	46.9	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,889.3</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	224.1
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,113.5</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,166.5</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	Q4-2014 / Q1-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$542.4	\$529.2	\$13.1	\$459.7	Aug-2011	Jun-2014	Q4-2014 / Q1-2015
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes <sup>††</sup> <i>John P. Picone Inc.</i>	\$92.3	\$84.7	\$7.6	\$26.8	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.

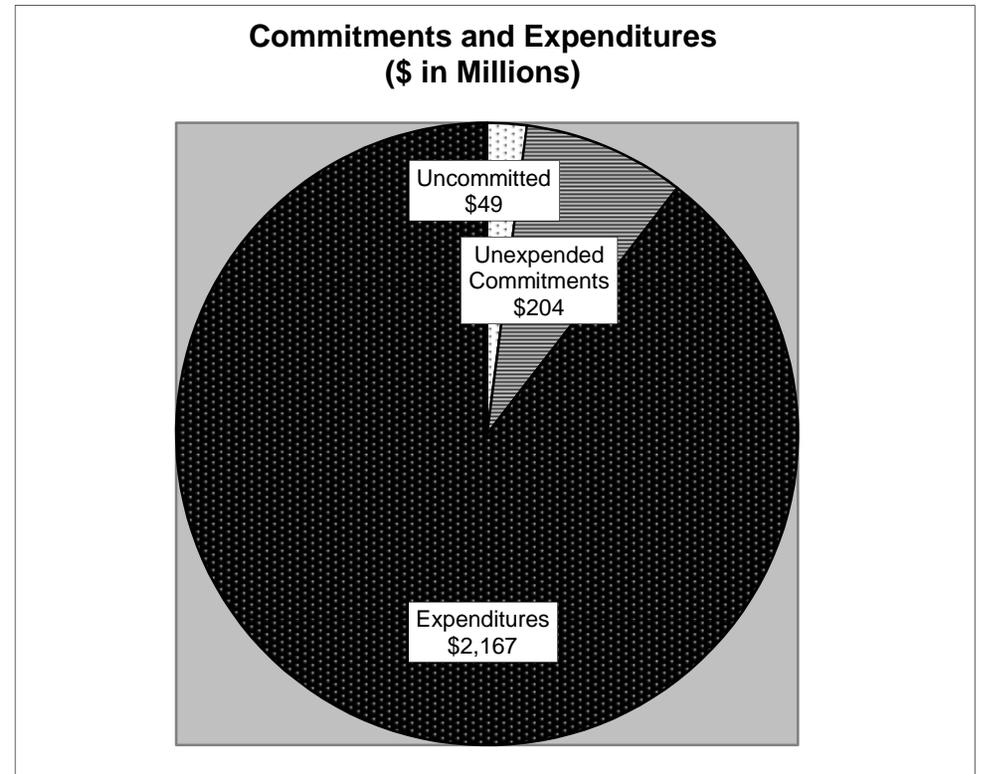
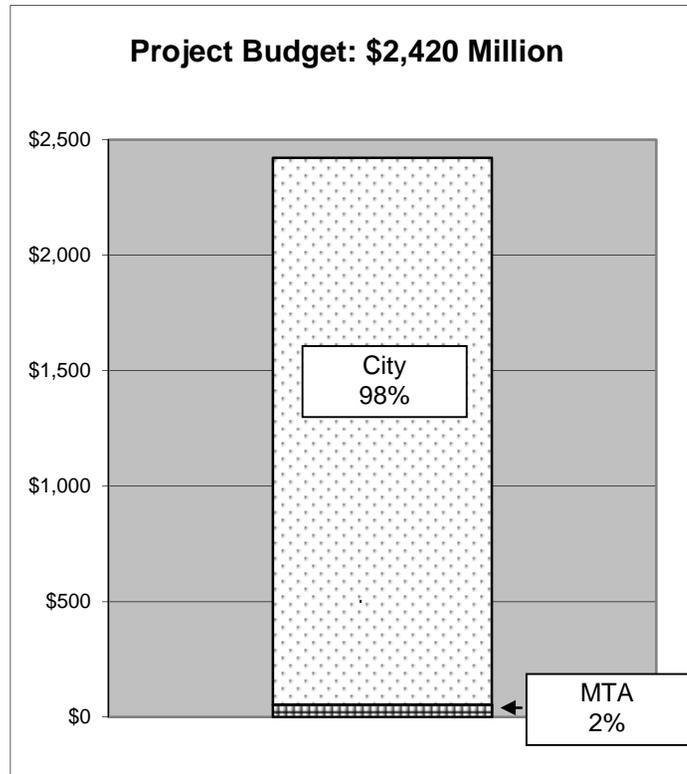
# 7 Line Extension Status

## Report to the Transit Committee - July 2014

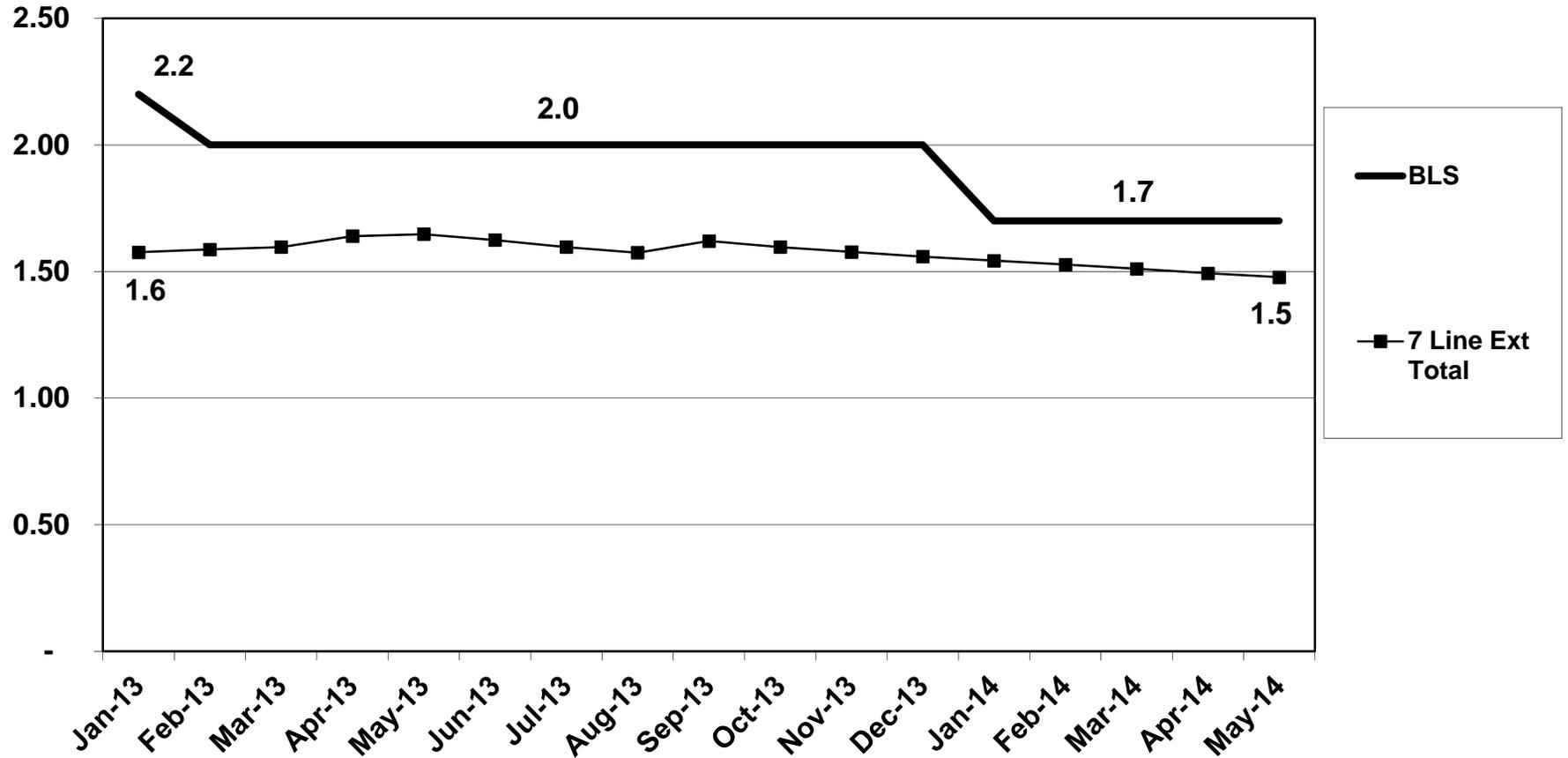
(data thru June 2014)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,318	2,318	49	2,114
<b>Total Authorized</b>	<b>\$ 2,420</b>	<b>\$ 53</b>	<b>\$ 2,367</b>	<b>\$ 2,318</b>	<b>\$ 2,370</b>	<b>\$ 49</b>	<b>\$ 2,167</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 - July 2014

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

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 2,077.4
Design	497.7	468.2
Construction Management	221.3	130.8
Real Estate	281.5	221.5
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 2,898.0</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	\$186.9	\$4.0	\$139.6	Jul-2010	Jan-2011	May-2014	Aug-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$317.9	\$14.1	\$277.5	Jan-2011	Aug-2011	Sep-2014	Dec-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$265.3	\$17.5	\$76.1	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$347.3	\$335.6	\$11.7	\$126.2	Mar-2011	Jun-2012	Dec-2015	Jul-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$259.4	\$17.1	\$41.5	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

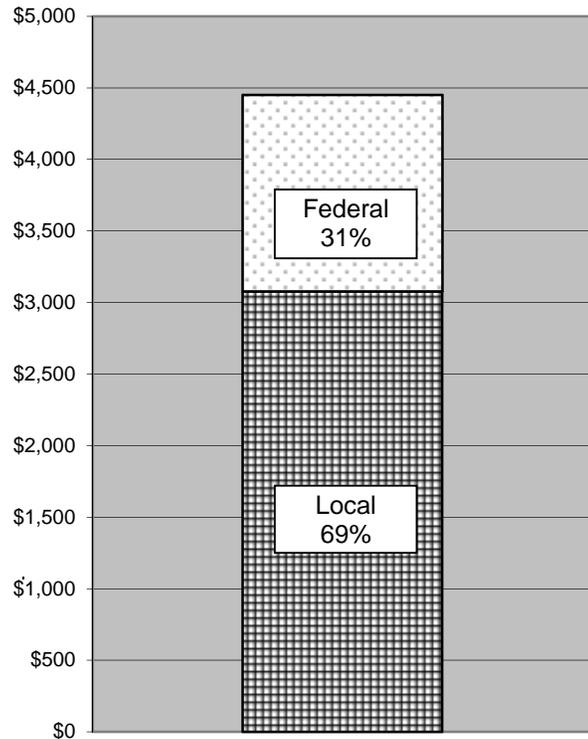
# Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - July 2014

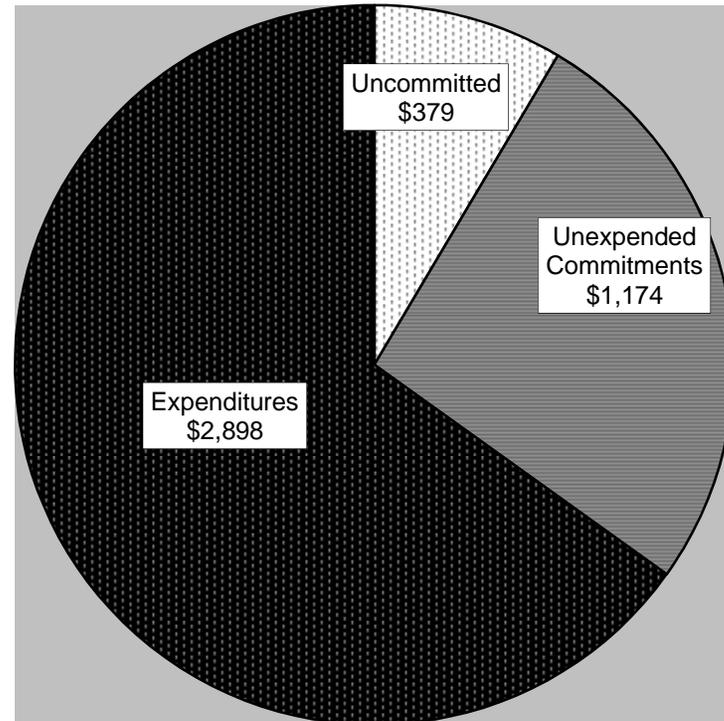
(data thru June 2014)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,048	\$ 2	\$ 1,036
2005-2009	1,914	846	1,068	758	1,837	77	1,465
2010-2014	1,487	1,487	-	-	1,186	301	397
<b>Total</b>	<b>\$ 4,451</b>	<b>\$ 3,077</b>	<b>\$ 1,374</b>	<b>\$ 1,064</b>	<b>\$ 4,072</b>	<b>\$ 379</b>	<b>\$ 2,898</b>

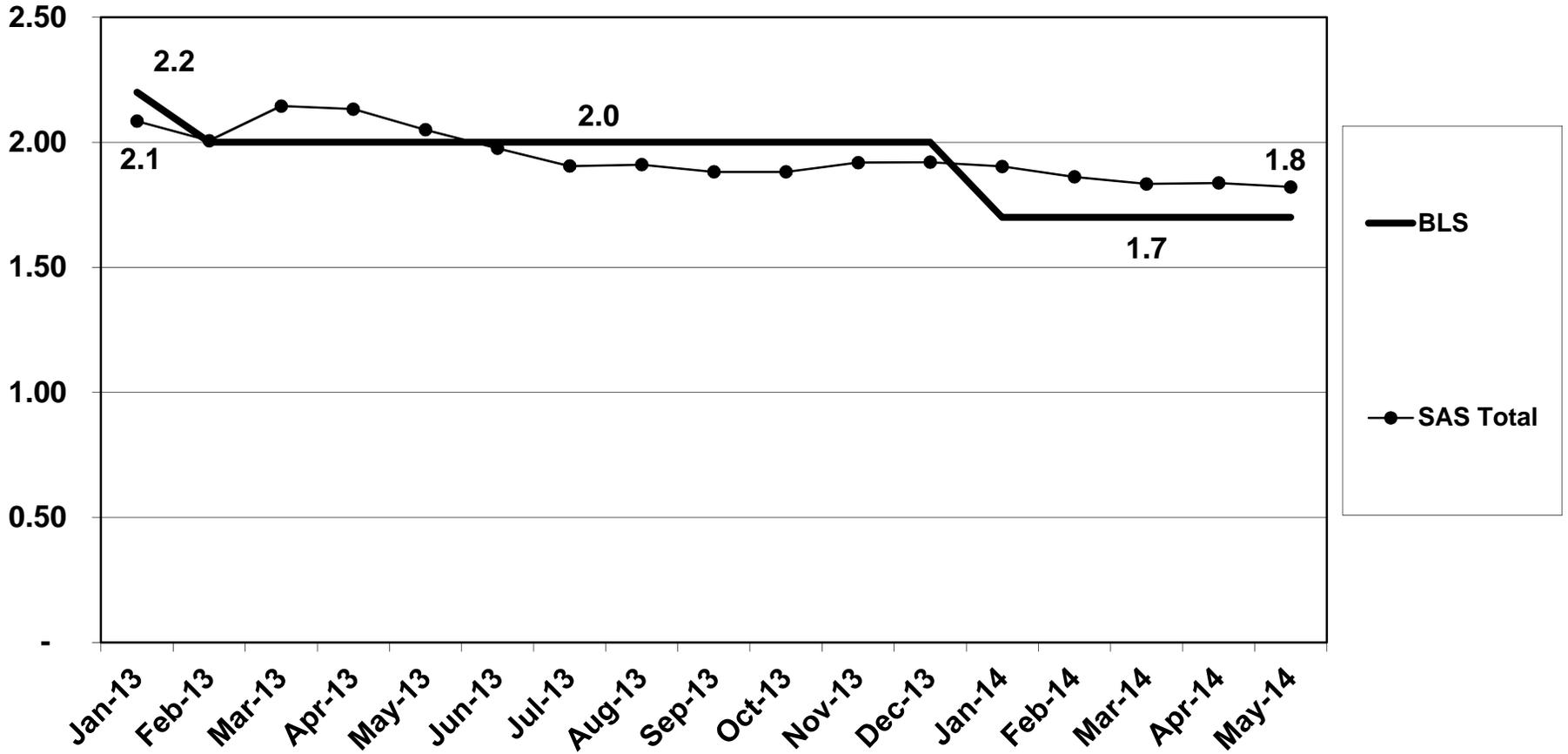
**Project Budget: \$4,451 Million**



**Commitments and Expenditures (\$ in Millions)**



## Lost Time Injury Rate Second Avenue Subway Project, 2013-2014 vs. US BLS National Standard for Heavy & Civil Construction



**Note:**

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