



Transit & Bus Committee Meeting

October 2014

Committee Members

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

Transit & Bus Committee Meeting
347 Madison Ave. - 5th Floor Board Room
New York, NY 10017
Monday, 10/27/2014
10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – SEPTEMBER 22, 2014

September Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. August Operations Report

August Operations Report - Page 18

5. FINANCIAL REPORTS

a. August NYCT Financial & Ridership Report

NYCT Financial Report - Page 55

b. August SIR Financial & Ridership Report

SIR Financial Report - Page 77

c. August MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 88

d. Capital Program Status Report

Capital Program Status Report - Page 101

6. PROCUREMENTS

October Procurement Staff Summary & Resolution - Page 110

a. Non-Competitive

NYCT Non-Competitive Actions - Page 114

b. Competitive

NYCT & MTACC Competitive Actions - Page 116

c. Ratifications

NYCT & MTACC Ratifications - Page 130

7. ACTION ITEMS Approve

a. MTA Bus Rules and Regulations

MTA Bus Rules and Regulations - Page 140

8. SERVICE CHANGES

a. MTA Bus Q112 Westbound Travel Path Revision

MTA Bus Q112 Westbound Travel Path Revision - Page 155

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 160

b. 2015 NYC Transit Preliminary Budget (Materials Previously Distributed)

c. 2015 SIR Preliminary Budget (Materials Previously Distributed)

d. 2015 MTA Bus Preliminary Budget (Materials Previously Distributed)

10. MTACC REPORT

MTACC Report - Page 164

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
September 22, 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. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy

Also present were:

Carmen Bianco, President, New York City Transit
Robert Bergen, Executive Vice President
Joe Leader, Senior Vice President, Subways
Vincent Coogan, Deputy Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Peter Cafiero, Chief, Operations Planning
Fred Smith, Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

I. Member Metzger opened the meeting.

II. Public Speakers

Orrin Getz of Empire State Passengers Association commented on a meeting he attended of the Greater Meadowlands Chamber of Commerce during which a proposed extension of the #7 subway line to Secaucus was discussed. Mr. Getz indicated that the proposal would have the support of Community Board #4, New Jersey Transit and the Real Estate Board of New York, and asked that the MTA consider extending the #7 line into New Jersey in order to alleviate traffic congestion between New York and New Jersey.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the July 28, 2014 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

President Bianco noted that, consistent with the Governor's interest in moving towards a paperless environment, senior staff members have been provided with iPads onto which Agenda materials have been electronically uploaded. After receiving feedback from staff, iPads will be provided to Committee Members as well.

President Bianco also informed the Committee that the **R** line resumed full service at 6:00 am on September 16th. The President recognized the efforts of the Sandy Fix & Fortify team in restoring the Montague subway tubes, which had been flooded by Superstorm Sandy, ahead of schedule, noting the collaborative efforts of all consultants and contractors involved.

In response to a question from Member Albert, President Bianco informed the Committee that water pump and discharge line work had been performed in the tunnels to further fortify the system against future weather events.

SVP Leader reported to the Committee on the Department of Subways' operating performance, highlighting the restoration of service to the **G** line's Greenpoint tube on September 2nd, following a five week shutdown for Superstorm Sandy recovery and resiliency work.

In response to a request from Member Moerdler, SVP Leader agreed to provide month to month and quarter to quarter wait assessment statistics. With regard to Member Moerdler's concern regarding NYCT's capacity to meet the demands of additional ridership in the future, President Bianco noted his belief that the issue is being considered by the Transportation Reinvention Commission and will be addressed in that Commission's report.

In response to a request from Member Ballan, Mr. Cafiero agreed to review the loading guidelines and frequency of service for the 42nd Street Shuttle, especially those for nighttime hours.

Member Moerdler expressed concern regarding the degree of crowding on the Lexington Avenue subway line, suggesting that perhaps work on Phase 2 of the Second Avenue Subway project should be pushed forward so as to relieve congestion sooner. He also noted the effect of bicycle lanes on the flow of bus traffic. He urged the City to take the needs of public transportation into account.

In response to Member Moerdler's concerns about DOT's creation of bicycle lanes, VP Tendler noted that NYC DOT has agreed to keep the MTA informed in the future of its plans with regard to lane designation changes, calling to the Committee's attention that buses do not make stops along the area affected by the DOT change, and that the change has little impact on riders. President Bianco noted that the MTA's relationship with DOT is getting stronger and that the agencies are communicating well.

Member Ballan requested a legal opinion on the applicability of SEQRA to the NYC DOT's change in lane designations (from bus to bicycle) on 106th Street in Manhattan. VP and General Counsel Finkelman agreed to reach out to his counterpart in NYC DOT regarding whether SEQRA is applicable to this project.

President Bianco agreed with Member Kay on the importance of selecting the correct indicators when assessing NYCT's performance.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus.

VP Kennedy presented the Safety Report.

In response to a comment from Member Moerdler regarding the role of littering in the incidence track fires, Deputy Chief Coogan noted that the NYPD is issuing summonses for the offense.

Deputy Chief Coogan presented the NYPD Transit Bureau statistics.

In response to a question from Member Cappelli regarding scrap metal yards, Deputy Chief Coogan informed Members of efforts to close yards which purchase materials stolen from NYCT sites, adding that some of the yards were required to stipulate to conditions for reopening, including reporting to the NYPD any attempts made by third parties to sell stolen copper.

In response to a question from Chair Ferrer, Deputy Chief Coogan noted that scrap metal yards which have been identified as accepting stolen materials are subject to nuisance abatement laws.

B. Financial Reports

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

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

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

- Financial and Ridership Report
- Capital Program Status

In response to a question from Member Albert, SVP Smith informed the Committee that once the 7 line is CBTC ready, the rail cars on that line will be a mix of R188s and R142As.

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 13 procurement action items totaling approximately \$146.1 Million in proposed expenditures. VP Plochochi highlighted for the Committee two proposed procurements: a modification to the MTA Capital Construction AECOM*Arup JV Second Avenue Subway consultant support services contract, and the purchase of 45 Low Floor 40-foot diesel buses and 75 Low Floor 60-foot articulated diesel buses.

In response to Member Moerdler's question regarding the level of competition for the solicitation of an Information Delivery System at the Stillwell Avenue Terminal, VP Plochochi informed the Committee that technical staff evaluated all companies capable of interfacing with the proprietary existing software and equipment before selecting Harman.

In response to a request from Member Moerdler, VP Plochochi agreed to post information on the MTA's website regarding the RFP's Best And Final Offer (BAFO) process for vendors' reference.

In response to a question from Member Moerdler regarding the AECOM procurement, President Horodniceanu noted that, until additional funding is secured for the second phase of the Second Avenue Subway, it is premature to consider additional work.

In response to a question from Member Albert, VP Plochochi informed the Committee that the New Flyer bus fleet would be built in St. Cloud, Minnesota.

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

(Schedule D in the Agenda), as well as those ratifications requiring a majority vote (Schedule K in the Agenda,) were also approved and forwarded to the full Board for consideration.

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

MTA Bus Company's competitive procurement requiring a two-thirds vote (Schedule C in the Agenda) was approved and forwarded to the full Board for consideration.

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

V. Service Changes

Mark Holmes, Director, Operations Planning, informed the Committee of a proposed revision to the non-stop travel paths of the BxM1, BxM2, BxM11 and BxM18 express bus routes through East Harlem, Manhattan. He noted that because of street changes made by NYC DOT along East 106th Street, no changes in bus stops were involved, and that the planned shifting of the route to 116th Street was anticipated to improve reliability.

In connection with a question from Member Albert regarding the difference in running times between the current and proposed BxM1, BxM2, BxM11 and BxM18 express bus routes, Mr. Holmes indicated that time saving adjustments would be made whenever possible. Member Albert reiterated the need for NYC DOT to keep the MTA apprised and involve the MTA before lane change decisions such as those on 106th Street are made.

In response to a question from Member Ballan, Mr. Holmes stated that the aggregate usage along the four routes averaged 3,500 weekday customers.

VI. Special Reports

The NYCT, SIR and MTA Bus 2014 Mid-Year Forecast Monthly Allocation Reports and 2015 Preliminary Budgets, as well as the MetroCard Report, were presented to the Committee for its information.

VII. Standard Follow Up Reports

The Semi-Annual NYCT and MTA Bus Service Quality Indicators Report (including the Passenger Environment Survey and Bus Wait Assessment results), and the EEO and Diversity Report, as well as the Escalator & Elevator Service and Transit Adjudication Bureau Reports, were presented to the Committee for its information.

In response to a question from Member Albert, VP and General Counsel Finkelman agreed to provide the Committee with information regarding the recidivism rate on TAB offenses for the most recent one year period.

VIII. MTA CC Project Report

President Horodniceanu reported on the status of the Fulton Transit Center, Second Avenue Subway and 7 Extension projects. He updated the Committee on a settlement agreement entered into with the 7 Extension contractor, which included a \$3.75 Million acceleration payment contingent on a February 24, 2015 completion date, and a payment of \$8.7 Million to resolve open claims and other changes.

In response to a question from Member Moerdler, President Horodniceanu stated that he was unaware of any discussions regarding an extension of the 7 line into New Jersey.

In response to an inquiry by Chair Ferrer, President Horodniceanu indicated that the date for opening the Fulton Transit Center has not yet been determined, but that it is anticipated to be within this calendar year.

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

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

October 2014

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

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

December 2014

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

January 2015

| | |
|-----------------------------------------------------|---------------------------|
| Approval of 2015 NYC Transit Committee Work Plan | Committee Chair & Members |
|-----------------------------------------------------|---------------------------|

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

February 2015

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

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

July 2015

| | |
|---------------------------------------|-----------------------|
| NYCT & MTA Bus EEO & Diversity Report | EEO & Human Resources |
|---------------------------------------|-----------------------|

August 2015

No Meetings Held

September 2015

| | |
|----------------------------------------------------------|---------------------|
| Public comment/Committee review of budget | |
| 2015 NYC Transit Mid-Year Forecast Monthly Allocation | Management & Budget |
| 2015 SIR Mid-Year Forecast Monthly Allocation | Management & Budget |
| 2015 MTA Bus Mid-Year Forecast Monthly Allocation | Management & Budget |
| 2016 Preliminary NYC Transit Budget | Management & Budget |
| 2016 Preliminary SIR Budget | Management & Budget |
| 2016 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 |



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

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.

III. 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.

II. SPECIFIC AGENDA ITEMS (con't)

MTA Bus Adopted Budget/Financial Plan 2015-2018

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

MARCH 2015

2014 Year-End Safety Report and 2015 Safety Agenda

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

EEO & Diversity Report- 2014 Year-End Report

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

Final Review of MTA Bus 2014 Operating Results

MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

MAY 2015

Transit Adjudication Bureau Report

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

Elevator & Escalator Service Report

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

EEO & Diversity Report

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

JUNE 2015

No Agenda Items

JULY 2015

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 2015

No Meetings Held

SEPTEMBER 2015

2015 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2015 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2015 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2015 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

II. SPECIFIC AGENDA ITEMS (con't)

2015 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2015 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2016 NYC Transit Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 MTA Bus Preliminary Budget

Public comments will be accepted on the 2016 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

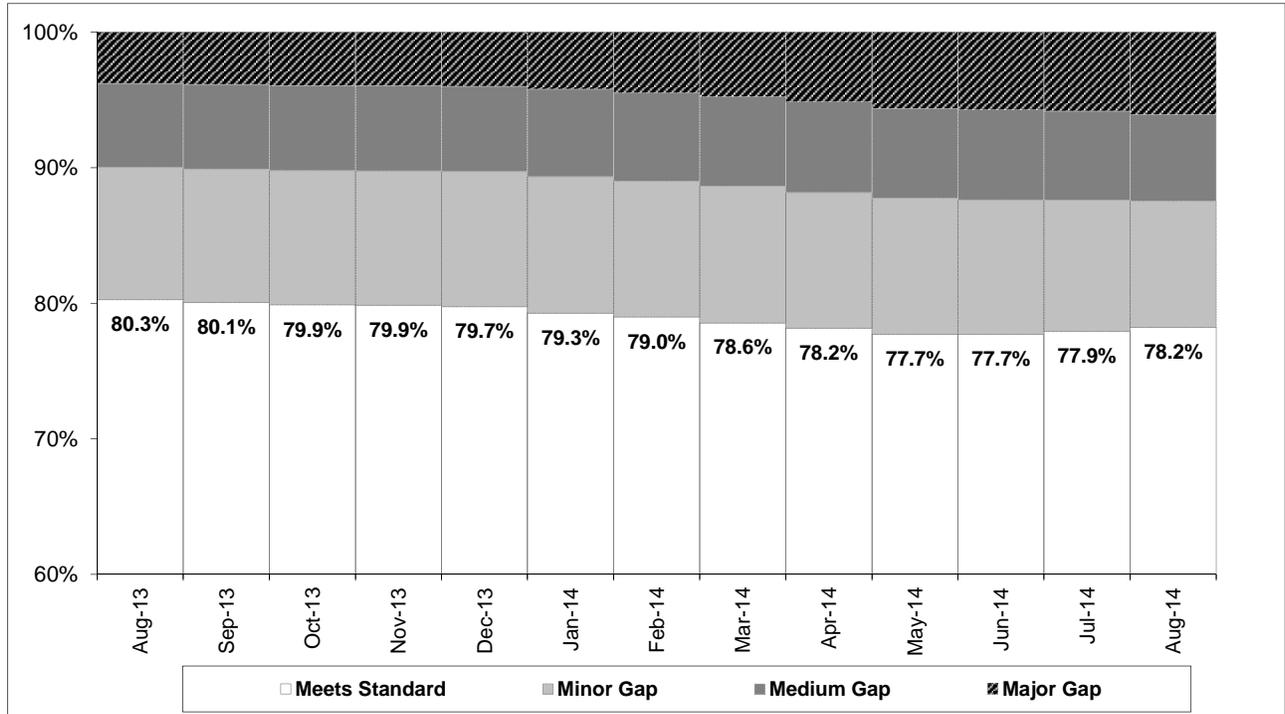
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Monthly Operations Report

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

| Subway Monthly Operations Report Service Indicators | | | | | | |
|-----------------------------------------------------------------|-----------------------------------|------------------|---------------|-------------------------|------------------|---------------|
| Performance Indicator | Current Month: August 2014 | | | 12-Month Average | | |
| | This Year | Last Year | % Diff | This Year | Last Year | % Diff |
| System Weekday Wait Assessment (Charts 1-2) | | | | 78.2% | 80.3% | -2.1% |
| A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines) | 73.2% | 75.7% | -2.5% | 73.4% | 76.2% | -2.8% |
| A Division Weekday Wait Assessment - (All Lines) | | | | 73.7% | 76.7% | -3.0% |
| B Division Weekday Wait Assessment | 85.7% | 82.3% | +3.4% | 80.3% | 81.9% | -1.6% |
| System Weekend Wait Assessment (Charts 3) | | | | 83.9% | 85.0% | -1.1% |
| A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines) | 82.0% | 85.1% | -3.1% | 84.5% | 84.2% | +0.3% |
| A Division Weekend Wait Assessment - (All Lines) | | | | 83.9% | 83.6% | +0.3% |
| B Division Weekend Wait Assessment | 89.2% | 85.2% | +4.0% | 83.9% | 85.8% | -1.9% |
| System Weekday Terminal On-Time Performance (Charts 4-5) | 77.9% | 81.9% | -4.0% | 76.1% | 82.0% | -5.9% |
| A Division Weekday Terminal On-Time Performance | 74.0% | 76.0% | -2.0% | 70.2% | 73.9% | -3.7% |
| B Division Weekday Terminal On-Time Performance | 81.0% | 86.6% | -5.6% | 80.8% | 87.5% | -6.7% |
| System Number of Terminal Delays (Charts 6) | 36,957 | 31,617 | +16.9% | 39,974 | 25,919 | +54.2% |
| System Weekend Terminal On-Time Performance (Charts 7-8) | 81.5% | 85.3% | -3.8% | 83.1% | 86.5% | -3.4% |
| A Division Weekend Terminal On-Time Performance | 78.1% | 80.5% | -2.4% | 80.4% | 80.0% | +0.4% |
| B Division Weekend Terminal On-Time Performance | 83.9% | 88.9% | -5.0% | 84.9% | 90.5% | -5.6% |
| System Number of Weekend Terminal Delays (Charts 9) | 10,181 | 7,445 | +36.7% | 8,627 | 6,148 | +40.3% |
| Mean Distance Between Failures (Charts 10-11) | 143,592 | 129,081 | +11.2% | 139,514 | 160,059 | -12.8% |
| A Division Mean Distance Between Failures | 156,762 | 120,203 | +30.4% | 127,109 | 149,395 | -14.9% |
| B Division Mean Distance Between Failures | 135,268 | 136,671 | -1.0% | 150,398 | 169,044 | -11.0% |
| System Weekday Service-KPI (Charts 12-13) | 78.7% | 82.6% | -3.9% | 78.2% | 82.6% | -4.4% |
| A Division Weekday Service-KPI | 75.6% | 78.8% | -3.2% | 73.0% | 77.2% | -4.2% |
| B Division Weekday Service-KPI | 81.6% | 85.1% | -3.5% | 81.5% | 85.4% | -3.9% |
| System Weekday PES-KPI (Charts 14-16) | | | | 91.1% | 91.4% | -0.3% |
| Staten Island Railway | | | | | | |
| 24 Hour On-Time Performance | 90.8% | 96.2% | -5.4% | 93.1% | 92.6% | +0.5% |
| AM Rush On-Time Performance | 93.9% | 100.0% | -6.1% | 94.2% | 97.6% | -3.4% |
| PM Rush On-Time Performance | 95.1% | 99.5% | -4.4% | 95.7% | 96.4% | -0.7% |
| Percentage of Completed Trips | 98.6% | 99.8% | -1.2% | 99.6% | 99.5% | +0.1% |
| Mean Distance Between Failures | 44,913 | 107,707 | -58.3% | 67,988 | 72,995 | -6.9% |
| Staten Island Railway PES-KPI (Charts 17) | | | | 89.7% | 93.2% | -3.5% |

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

| | Systemwide* | | | | Annual Results (Meets Standard) |
|--------------------------|----------------------------------|---------------------|----------------------|---------------------|--------------------------------------------|
| | 12-Month Average | | | | |
| | <u>Meets Standard</u> | GAP | | | |
| | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | |
| Sep '13 - Aug '14 | 78.2% | 9.3% | 6.4% | 6.1% | 2014 GOAL: 80.7% |
| Sep '12 - Aug '13 | 80.3% | 9.8% | 6.2% | 3.8% | 2013 ACTUAL: 80.3% |

Chart 1

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

| Line | Sep '13 - Aug '14 | | | | Sep '12 - Aug '13 | | | | Standard Difference |
|------------------------|-------------------|-------------|-------------|-------------|-------------------|---------------|-------------|-------------|---------------------|
| | Meets Standard | GAP | | | Meets Standard | Headways* GAP | | | |
| | | Minor | Medium | Major | | Minor | Medium | Major | |
| 1 | 80.2% | 8.3% | 5.9% | 5.7% | 82.8% | 8.1% | 4.8% | 4.3% | -2.6% |
| 2 | 71.4% | 10.3% | 9.3% | 9.0% | 73.5% | 10.6% | 8.8% | 7.1% | -2.1% |
| 3 | 76.9% | 9.9% | 7.2% | 6.0% | 77.5% | 10.2% | 7.0% | 5.3% | -0.6% |
| 4 | 71.7% | 9.7% | 8.7% | 9.9% | 74.0% | 9.9% | 7.9% | 8.2% | -2.3% |
| 5 | 68.3% | 10.1% | 9.7% | 11.9% | 71.4% | 10.2% | 8.6% | 9.8% | -3.1% |
| 6 | 71.7% | 8.4% | 8.5% | 11.5% | 78.1% | 8.2% | 6.3% | 7.5% | -6.4% |
| 7 | 75.9% | 9.8% | 7.4% | 7.0% | 79.8% | 10.1% | 6.5% | 3.6% | -3.9% |
| S 42nd | 91.2% | 3.9% | 1.9% | 3.1% | N/A | N/A | N/A | N/A | N/A |
| Subdivision A** | 73.7% | 9.5% | 8.1% | 8.7% | 76.7% | 9.6% | 7.1% | 6.5% | -3.0% |
| A | 70.5% | 10.6% | 8.0% | 10.9% | 74.1% | 10.2% | 10.0% | 5.7% | -3.6% |
| B | 79.6% | 10.2% | 5.9% | 4.3% | 80.0% | 11.3% | 6.7% | 2.0% | -0.4% |
| C | 80.6% | 9.6% | 5.6% | 4.2% | 84.1% | 10.5% | 4.0% | 1.4% | -3.5% |
| D | 81.0% | 9.2% | 5.6% | 4.2% | 80.2% | 12.0% | 6.0% | 1.7% | +0.8% |
| E | 74.1% | 9.3% | 8.3% | 8.3% | 76.8% | 11.2% | 8.0% | 4.0% | -2.7% |
| F | 71.5% | 9.3% | 8.5% | 10.7% | 76.5% | 10.3% | 8.4% | 4.8% | -5.0% |
| S Fkn | 96.2% | 1.8% | 0.9% | 1.0% | 96.9% | 2.3% | 0.6% | 0.2% | -0.7% |
| G | 78.1% | 11.4% | 6.2% | 4.3% | 84.5% | 10.0% | 4.0% | 1.5% | -6.4% |
| S Rock | 89.2% | 6.6% | 1.9% | 2.3% | 97.3% | 2.0% | 0.5% | 0.2% | -8.1% |
| J Z | 80.5% | 10.0% | 5.7% | 3.8% | 81.4% | 10.6% | 5.4% | 2.5% | -0.9% |
| L | 80.5% | 10.7% | 4.5% | 4.3% | 82.2% | 10.9% | 5.1% | 1.9% | -1.7% |
| M | 78.6% | 11.0% | 6.4% | 3.9% | 78.8% | 12.4% | 6.6% | 2.3% | -0.2% |
| N | 81.3% | 8.7% | 5.8% | 4.3% | 78.8% | 11.5% | 6.4% | 3.3% | +2.5% |
| O | 79.9% | 10.4% | 6.0% | 3.7% | 79.0% | 12.3% | 6.2% | 2.5% | +0.9% |
| R | 83.2% | 9.6% | 4.5% | 2.7% | 77.8% | 10.4% | 8.2% | 3.6% | +5.4% |
| Subdivision B | 80.3% | 9.2% | 5.6% | 4.9% | 81.9% | 9.9% | 5.7% | 2.5% | -1.6% |
| Systemwide** | 78.2% | 9.3% | 6.4% | 6.1% | 80.3% | 9.8% | 6.2% | 3.8% | -2.1% |

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.

Chart 2

Subway Weekend Wait Assessment (6 am - midnight)

| Line | Sep '13 - Aug '14 | | | | Sep '12 - Aug '13 | | | | Standard Difference |
|-------------------------|-------------------|-------------|-------------|-------------|-------------------|-------------|-------------|-------------|---------------------|
| | Meets Standard | Headways* | | | Meets Standard | Headways* | | | |
| | | Minor | Medium | Major | | Minor | Medium | Major | |
| 1 | 88.9% | 6.0% | 3.0% | 2.0% | 84.5% | 8.1% | 4.5% | 2.9% | +4.4% |
| 2 | 81.5% | 9.7% | 5.8% | 3.0% | 82.8% | 9.7% | 5.1% | 2.5% | -1.3% |
| 3 | 88.4% | 6.8% | 2.9% | 2.0% | 87.3% | 7.4% | 2.9% | 2.4% | +1.1% |
| 4 | 79.6% | 9.8% | 6.3% | 4.3% | 80.0% | 9.4% | 6.0% | 4.6% | -0.4% |
| 5 | 84.2% | 7.9% | 4.6% | 3.4% | 86.2% | 6.7% | 3.9% | 3.2% | -2.0% |
| 6 | 84.4% | 7.8% | 4.7% | 3.1% | 84.4% | 8.1% | 4.4% | 3.1% | +0.0% |
| 7 | 80.5% | 11.8% | 4.8% | 3.0% | 80.5% | 11.4% | 6.0% | 2.2% | +0.0% |
| S 42nd | 98.1% | 0.9% | 0.4% | 0.6% | N/A | N/A | N/A | N/A | N/A |
| Sub Division A** | 83.9% | 8.5% | 4.6% | 3.0% | 83.6% | 8.7% | 4.7% | 3.0% | +0.3% |
| A | 78.0% | 10.5% | 6.5% | 4.9% | 79.9% | 10.9% | 6.8% | 2.4% | -1.9% |
| C | 75.6% | 9.3% | 8.9% | 6.1% | 84.5% | 8.6% | 5.7% | 1.2% | -8.9% |
| D | 82.4% | 10.1% | 5.6% | 1.9% | 82.7% | 11.6% | 4.7% | 1.1% | -0.3% |
| E | 84.1% | 9.4% | 5.1% | 1.5% | 88.4% | 8.5% | 2.3% | 0.8% | -4.3% |
| F | 77.9% | 10.6% | 6.4% | 5.1% | 79.3% | 12.0% | 6.6% | 2.0% | -1.4% |
| S Fkln | 95.8% | 3.4% | 0.0% | 0.8% | 96.9% | 2.9% | 0.2% | 0.0% | -1.1% |
| G | 86.6% | 8.5% | 2.3% | 2.6% | 88.0% | 6.6% | 3.8% | 1.6% | -1.4% |
| J Z | 92.1% | 5.6% | 1.7% | 0.6% | 89.4% | 7.8% | 1.9% | 0.9% | +2.7% |
| L | 83.6% | 8.0% | 4.1% | 4.3% | 86.4% | 8.7% | 3.2% | 1.6% | -2.8% |
| N | 81.9% | 9.7% | 5.3% | 3.2% | 84.7% | 9.7% | 4.4% | 1.3% | -2.8% |
| Q | 86.4% | 8.8% | 4.2% | 0.6% | 84.8% | 8.0% | 4.7% | 2.5% | +1.6% |
| R | 82.1% | 11.8% | 4.4% | 1.8% | 85.1% | 11.3% | 2.7% | 0.9% | -3.0% |
| Sub Division B | 83.9% | 8.8% | 4.5% | 2.8% | 85.8% | 8.9% | 3.9% | 1.4% | -1.9% |
| Systemwide** | 83.9% | 8.7% | 4.6% | 2.8% | 85.0% | 8.8% | 4.2% | 2.0% | -1.1% |

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

* Headway Definitions

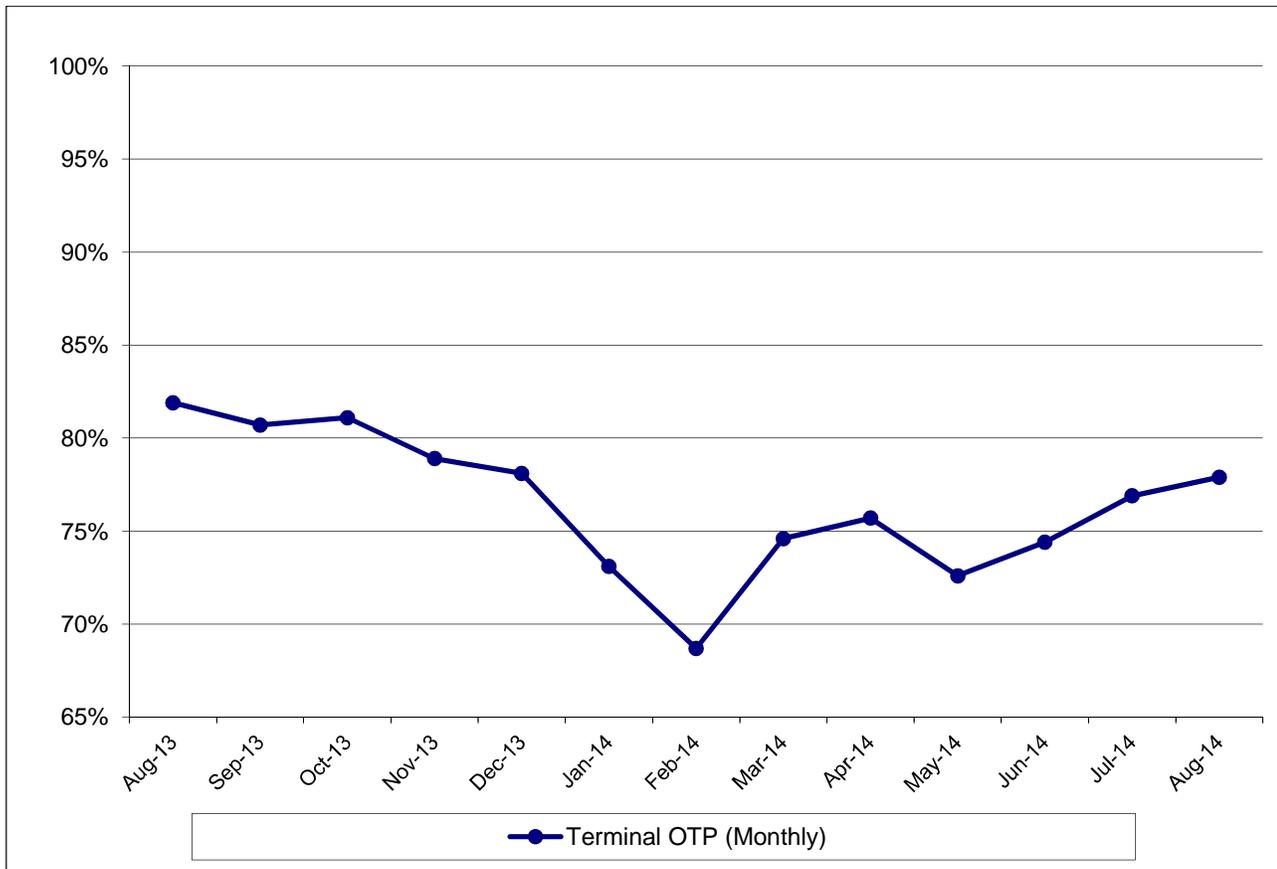
Minor Gap: from 25% to 50% over scheduled headway

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

Aug 2014: 77.9%
 Aug 2013: 81.9%
 12-Mon Avg: 76.1%
 (Sep '13-Aug '14)

Subdivision A

Monthly Results

Aug 2014: 74.0%
 Aug 2013: 76.0%
 12-Mon Avg: 70.2%
 (Sep '13-Aug '14)

Subdivision B

Monthly Results

Aug 2014: 81.0%
 Aug 2013: 86.6%
 12-Mon Avg: 80.8%
 (Sep '13-Aug '14)

Discussion of Results

In August 2014, Over Crowding (10,602 delays), Right Of Way (9,441delays), and Track Gangs (5,722 delays) were the highest categories of delays, representing 69.7% of the total 36,957 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

| <u>Line</u> | <u>Sep '13 - Aug '14</u> | <u>Sep '12 - Aug '13</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| ① | 79.8% | 84.9% | -5.1% |
| ② | 47.1% | 57.2% | -10.1% |
| ③ | 65.4% | 71.6% | -6.2% |
| ④ | 45.8% | 59.0% | -13.2% |
| ⑤ | 45.8% | 60.3% | -14.5% |
| ⑥ | 59.0% | 76.4% | -17.4% |
| ⑦ | 88.0% | 90.1% | -2.1% |
| Ⓢ 42 St | 97.7% | N/A* | |
| Subdivision A | 70.2% | 73.9% | -3.7% |
| Ⓐ | 75.3% | 84.6% | -9.3% |
| Ⓑ | 74.8% | 87.1% | -12.3% |
| Ⓒ | 85.9% | 91.2% | -5.3% |
| Ⓓ | 76.4% | 86.0% | -9.6% |
| Ⓔ | 73.2% | 83.6% | -10.4% |
| Ⓕ | 56.0% | 79.3% | -23.3% |
| Ⓢ Fkln | 98.9% | 99.4% | -0.5% |
| Ⓖ | 81.9% | 87.0% | -5.1% |
| Ⓢ Rock | 95.5% | 97.5% | -2.0% |
| Ⓙ | 88.9% | 95.0% | -6.1% |
| Ⓛ | 93.7% | 94.9% | -1.2% |
| Ⓜ | 78.0% | 86.6% | -8.6% |
| Ⓝ | 76.1% | 82.0% | -5.9% |
| Ⓚ | 82.0% | 85.7% | -3.7% |
| Ⓡ | 89.4%** | 85.6% | +3.8% |
| Subdivision B | 80.8% | 87.5% | -6.7% |
| Systemwide | 76.1% | 82.0% | -5.9% |

* Performance data unavailable pending ATS system software upgrade.

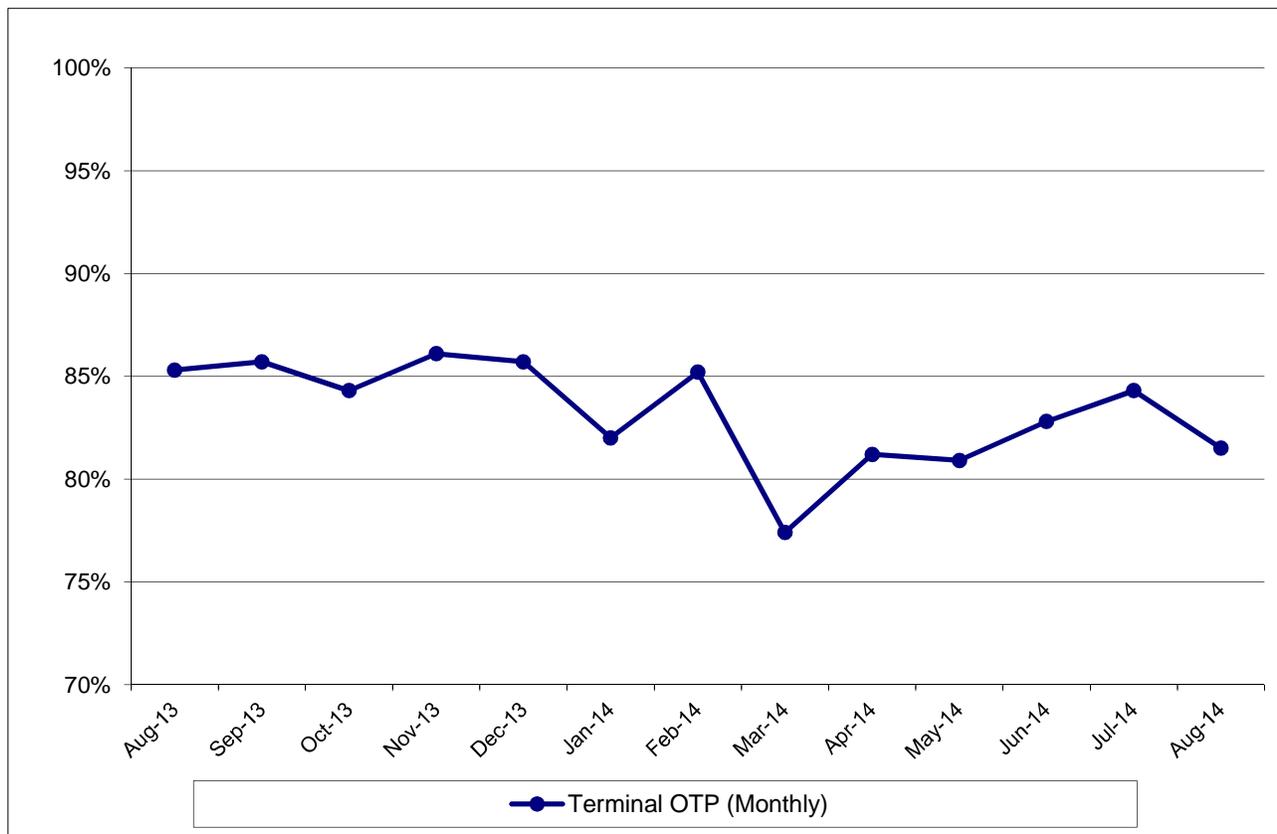
** OTP for July 2014 was 95.0% for the Brooklyn segment and 81.7% for the Manhattan segment.

**August 2014 Weekday Terminal Delays
Systemwide Summary**

| Categories | Delays |
|------------------------|---------------|
| Over Crowding | 10,602 |
| Row Delays | 9,441 |
| Track Gangs | 5,722 |
| Work Equipment/G. O. | 2,930 |
| Car Equipment | 1,850 |
| Sick Customer | 1,396 |
| Operational Diversions | 1,151 |
| Unruly Customer | 1,034 |
| Police | 890 |
| Fire | 818 |
| Employee | 610 |
| External | 220 |
| Inclement Weather | 158 |
| Infrastructure | 134 |
| Total Delays | 36,957 |

* 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

Aug 2014: 81.5%
 Aug 2013: 85.3%
 12-Mon Avg: 83.1%
 (Sep '13-Aug '14)

Subdivision A Monthly Results

Aug 2014: 78.1%
 Aug 2013: 80.5%
 12-Mon Avg: 80.4%
 (Sep '13-Aug '14)

Subdivision B Monthly Results

Aug 2014: 83.9%
 Aug 2013: 88.9%
 12-Mon Avg: 84.9%
 (Sep '13-Aug '14)

Discussion of Results

In August 2014, Work Equipment G.O. (2,647 delays), Track Gangs (2,381 delays), and Over Crowding (1,957 delays) were the highest categories of delays, representing 68.6% of the total 10,181 delays.

Chart 7

Weekend Terminal On-Time Performance (24 hours)

| <u>Line</u> | <u>Sep '13 - Aug '14</u> | <u>Sep '12 - Aug '13</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| ① | 88.0% | 82.4% | +5.6% |
| ② | 48.4% | 66.0% | -17.6% |
| ③ | 79.5% | 82.1% | -2.6% |
| ④ | 67.9% | 69.9% | -2.0% |
| ⑤ | 74.8% | 86.8% | -12.0% |
| ⑥ | 72.8% | 75.9% | -3.1% |
| ⑦ | 93.4% | 92.7% | +0.7% |
| Ⓢ 42 St | 99.2% | N/A* | |
| Subdivision A | 80.4% | 80.0% | 0.4% |
| Ⓐ | 77.4% | 84.0% | -6.6% |
| Ⓒ | 73.0% | 86.5% | -13.5% |
| Ⓓ | 84.6% | 88.3% | -3.7% |
| Ⓔ | 75.0% | 90.7% | -15.7% |
| Ⓕ | 56.0% | 80.8% | -24.8% |
| Ⓢ Fkln | 99.0% | 99.3% | -0.3% |
| Ⓖ | 91.9% | 95.5% | -3.6% |
| Ⓢ Rock | 97.5% | 98.0% | -0.5% |
| Ⓙ | 95.9% | 96.8% | -0.9% |
| Ⓛ | 96.2% | 96.1% | +0.1% |
| Ⓜ | 98.0% | 98.2% | -0.2% |
| Ⓝ | 81.5% | 81.0% | +0.5% |
| Ⓞ | 91.1% | 91.7% | -0.6% |
| Ⓡ | 77.2% | 88.2% | -11.0% |
| Subdivision B | 84.9% | 90.5% | -5.6% |
| Systemwide | 83.1% | 86.5% | -3.4% |

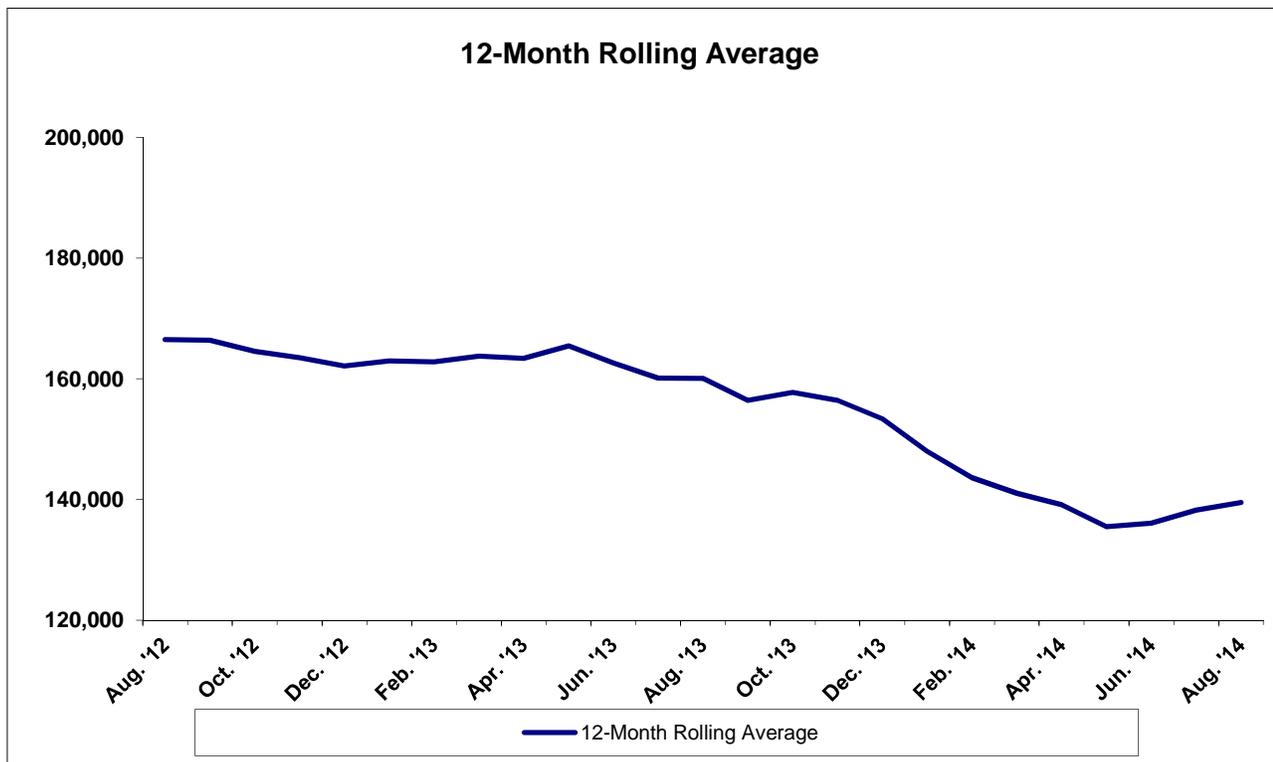
* Performance data unavailable pending ATS system software upgrade.

**August 2014 Weekend Terminal Delays
Systemwide Summary**

| Categories | Delays |
|------------------------|---------------|
| Work Equipment/G. O. | 2,647 |
| Track Gangs | 2,381 |
| Over Crowding | 1,957 |
| ROW Delays | 1,195 |
| Unruly Customer | 359 |
| Employee | 326 |
| Sick Customer | 275 |
| Operational Diversions | 274 |
| Police | 267 |
| Car Equipment | 256 |
| Fire | 105 |
| External | 63 |
| Inclement Weather | 50 |
| Infrastructure | 26 |
| Collision/Derailment | 1 |
| Total Delays | 10,181 |

* 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

Aug 2014: 143,592

Aug 2013: 129,081

12-Month Average

Sept 13 - Aug 14: 139,514

Sept 12 - Aug 13: 160,059

Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

Discussion of Results

MDBF in August 2014 increased 11.2% from August 2013. Over the past year, the MDBF 12-month average decreased 12.8%.

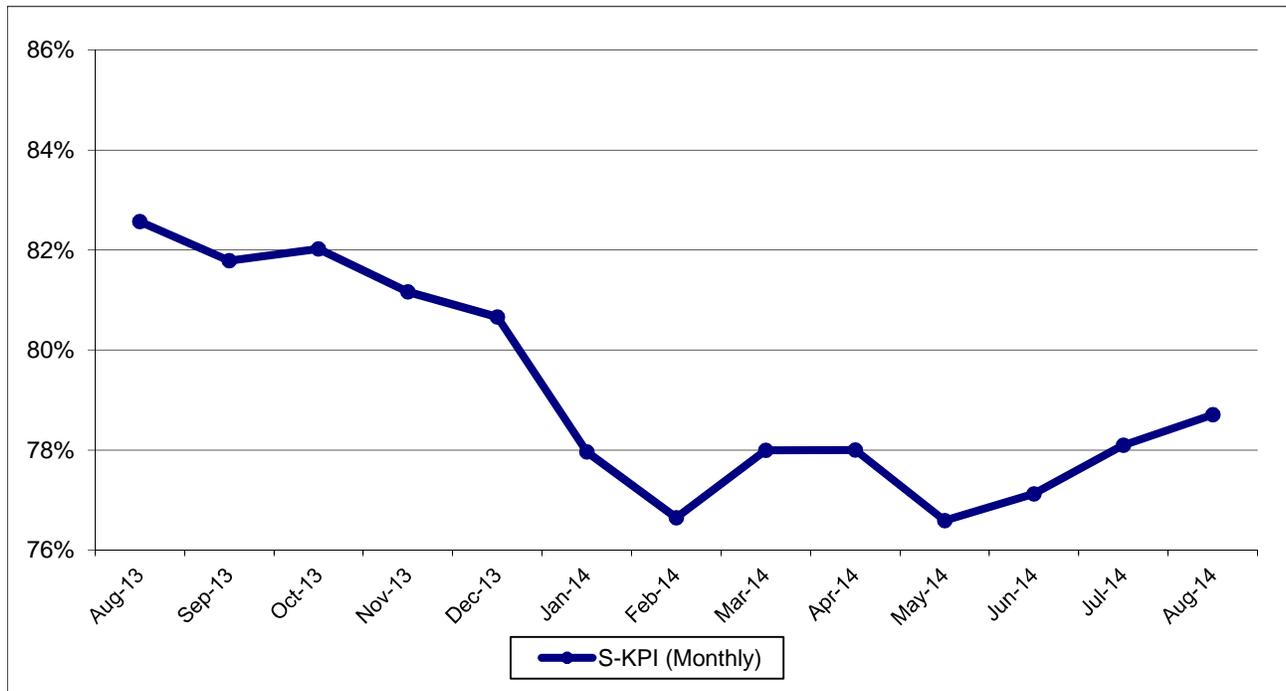
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

| Car Class | # of Cars | August '14 | August '13 | % Change |
|------------------|------------------|-------------------|-------------------|-----------------|
| R32 | 222 | 56,988 | 52,917 | 7.69% |
| R42 | 50 | 38,487 | 39,338 | -2.16% |
| R46 | 752 | 84,629 | 95,993 | -11.84% |
| R62 | 315 | 234,875 | 181,538 | 29.38% |
| R62A | 824 | 130,345 | 154,670 | -15.73% |
| R68 | 425 | 147,160 | 173,436 | -15.15% |
| R68A | 200 | 82,616 | 112,100 | -26.30% |
| R142 | 1,030 | 137,887 | 163,367 | -15.60% |
| R142A | 505 | 85,947 | 116,119 | -25.98% |
| R143 | 212 | 85,453 | 81,130 | 5.33% |
| R160 | 1,662 | 384,924 | 499,712 | -22.97% |
| R188 | 154 | 540,852 | NA | NA |
| FLEET | 6,351 | 139,514 | 160,059 | -12.84% |

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

Aug. 2014: 78.7%

Aug. 2013: 82.6%

12 Mon Avg: 78.2%

(Aug '13 - Sep '14)

Subdivision A

Monthly Results

Aug. 2014: 75.6%

Aug. 2013: 78.8%

12 Mon Avg: 73.0%

(Aug '13 - Sep '14)

Subdivision B

Monthly Results

Aug. 2014: 81.6%

Aug. 2013: 85.1%

12 Mon Avg: 81.5%

(Aug '13 - Sep '14)

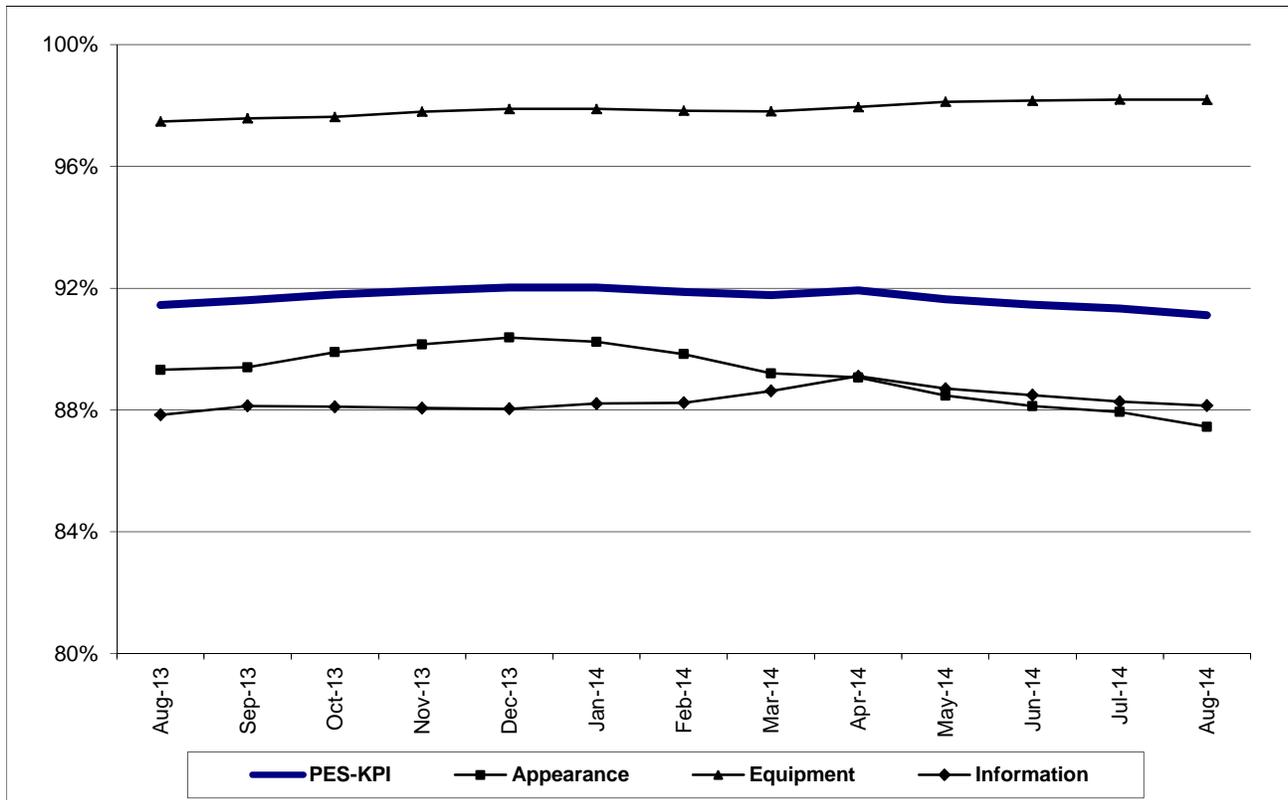
Chart 12

Service - Key Performance Indicator (S-KPI)

| <u>Line</u> | <u>Sep '13 - Aug '14</u> | <u>Sep '12 - Aug '13</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| ① | 78.9% | 82.4% | -3.5% |
| ② | 64.9% | 69.6% | -4.7% |
| ③ | 75.8% | 78.0% | -2.2% |
| ④ | 63.5% | 71.0% | -7.5% |
| ⑤ | 62.7% | 70.9% | -8.2% |
| ⑥ | 66.0% | 76.7% | -10.7% |
| ⑦ | 81.9% | 84.9% | -3.0% |
| ⑤ 42nd | 85.2% | N/A | N/A |
| SubDivision A | 73.0% | 77.2% | -4.2% |
| ① | 70.2% | 76.2% | -6.0% |
| ② | 76.5% | 81.6% | -5.1% |
| ③ | 78.0% | 81.2% | -3.2% |
| ④ | 81.5% | 84.0% | -2.5% |
| ⑤ | 76.5% | 81.2% | -4.7% |
| ⑥ | 69.6% | 79.7% | -10.1% |
| ⑤ Fkln | 90.1% | 91.3% | -1.2% |
| ⑦ | 75.4% | 82.6% | -7.2% |
| ⑤ Rock | 85.7% | 97.6% | -11.9% |
| ① ② | 83.2% | 87.4% | -4.2% |
| ③ | 81.7% | 82.9% | -1.2% |
| ④ | 80.6% | 83.2% | -2.6% |
| ⑤ | 81.6% | 81.8% | -0.2% |
| ⑥ | 82.5% | 83.1% | -0.6% |
| ⑦ | 86.7% | 77.6% | +9.1% |
| SubDivision B | 81.5% | 85.4% | -3.9% |
| Systemwide | 78.2% | 82.6% | -4.4% |

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> |
|----------------------|----------------|-------------------|------------------|--------------------|
| August 2014: | 91.1% | 87.4% | 98.2% | 88.1% |
| August 2013: | 91.4% | 89.3% | 97.5% | 87.8% |
| % Difference: | -0.3% | -1.9% | +0.7% | +0.3% |

Chart 14

PES-KPI - Subway Car

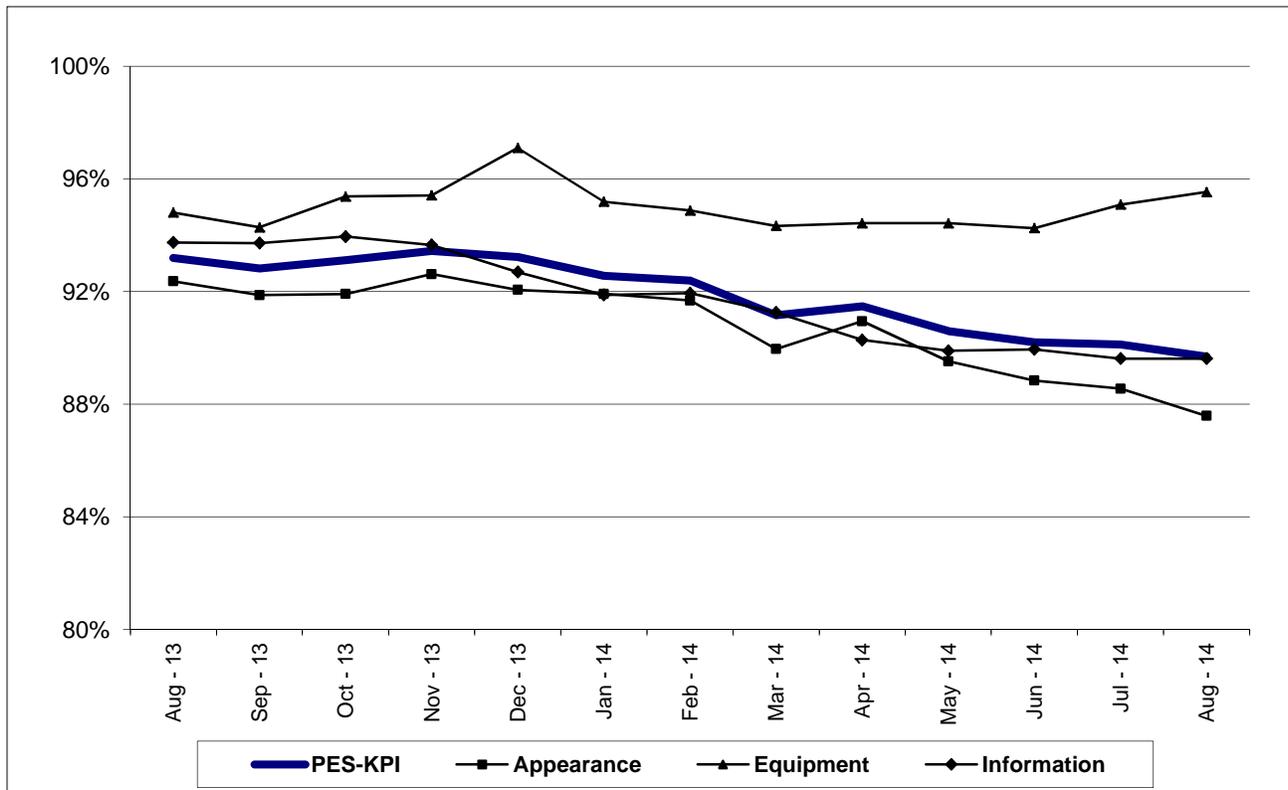
| Line | August 2014 | | | | August 2013 | | | | % Diff |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | KPI | Appearance | Equipment | Information | KPI | Appearance | Equipment | Information | KPI |
| ① | 92.6% | 93.0% | 93.1% | 91.7% | 93.9% | 95.7% | 96.2% | 89.7% | -1.3% |
| ② | 96.7% | 92.4% | 98.8% | 98.9% | 95.3% | 94.8% | 94.7% | 96.4% | +1.4% |
| ③ | 95.3% | 95.4% | 98.4% | 92.1% | 94.7% | 92.6% | 97.7% | 93.7% | +0.6% |
| ④ | 95.2% | 92.8% | 97.5% | 95.3% | 96.9% | 95.5% | 97.0% | 98.2% | -1.7% |
| ⑤ | 95.6% | 93.2% | 98.3% | 95.4% | 96.6% | 96.7% | 95.5% | 97.6% | -1.0% |
| ⑥ | 94.5% | 90.6% | 97.2% | 95.9% | 96.2% | 90.7% | 98.7% | 99.4% | -1.7% |
| ⑦ | 94.6% | 96.3% | 98.0% | 89.3% | 94.0% | 95.3% | 92.5% | 94.2% | +0.6% |
| Ⓢ 42nd | 96.0% | 96.3% | 99.1% | 92.5% | 95.0% | 96.4% | 96.1% | 92.4% | +1.0% |
| SubDivision A | 94.8% | 93.4% | 97.2% | 93.9% | 95.2% | 94.6% | 95.9% | 95.3% | -0.4% |
| Ⓐ | 95.3% | 94.7% | 97.2% | 94.1% | 94.2% | 95.4% | 95.2% | 92.1% | +1.1% |
| Ⓑ | 94.4% | 94.2% | 96.1% | 92.9% | 91.9% | 88.8% | 96.4% | 90.7% | +2.5% |
| Ⓒ | 95.1% | 94.2% | 98.9% | 92.3% | 94.3% | 94.3% | 96.0% | 92.6% | +0.8% |
| Ⓓ | 93.3% | 92.8% | 96.7% | 90.5% | 92.7% | 90.9% | 95.4% | 92.0% | +0.6% |
| Ⓔ | 96.0% | 94.2% | 99.4% | 94.5% | 98.1% | 95.9% | 98.9% | 99.7% | -2.1% |
| Ⓕ | 94.6% | 92.1% | 99.3% | 92.4% | 97.3% | 95.4% | 97.8% | 98.9% | -2.7% |
| Ⓢ Fkln | 93.5% | 94.3% | 94.9% | 91.2% | 93.6% | 94.3% | 95.1% | 91.4% | -0.1% |
| Ⓖ | 94.6% | 94.3% | 96.2% | 93.3% | 95.9% | 96.7% | 98.5% | 92.6% | -1.3% |
| Ⓙ/Ⓩ | 94.8% | 92.3% | 95.1% | 97.1% | 96.8% | 97.5% | 94.0% | 99.0% | -2.0% |
| Ⓛ | 95.1% | 91.6% | 97.6% | 96.3% | 97.0% | 94.7% | 98.6% | 97.8% | -1.9% |
| Ⓜ | 96.6% | 93.2% | 99.1% | 97.5% | 96.0% | 92.3% | 96.9% | 99.1% | +0.6% |
| Ⓝ | 94.7% | 89.5% | 98.8% | 95.8% | 96.4% | 90.9% | 99.5% | 98.8% | -1.7% |
| Ⓚ | 95.3% | 88.6% | 99.7% | 97.8% | 96.9% | 94.2% | 97.9% | 98.6% | -1.6% |
| Ⓡ | 96.6% | 92.6% | 98.6% | 98.9% | 93.7% | 93.6% | 97.1% | 90.3% | +2.9% |
| SubDivision B | 95.1% | 92.6% | 97.9% | 94.9% | 95.5% | 93.8% | 97.1% | 95.6% | -0.4% |
| Systemwide | 95.0% | 92.9% | 97.7% | 94.5% | 95.4% | 94.1% | 96.7% | 95.5% | -0.4% |

Chart 15

PES-KPI - Station

| <u>Borough</u> | August 2014 | | | | August 2013 | | | | % Diff |
|-------------------|--------------------|-------------------|------------------|--------------------|--------------------|-------------------|------------------|--------------------|---------------|
| | <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 | 87.3% | 82.6% | 98.3% | 82.2% | 85.5% | 81.9% | 97.8% | 77.7% | +1.8% |
| Manhattan | 86.4% | 79.5% | 98.6% | 82.6% | 87.8% | 83.5% | 98.4% | 82.7% | -1.4% |
| Brooklyn | 87.1% | 84.8% | 98.8% | 78.5% | 87.5% | 86.1% | 98.4% | 78.5% | -0.4% |
| Queens | 88.1% | 82.2% | 99.1% | 84.4% | 88.6% | 88.0% | 98.4% | 79.9% | -0.5% |
| Systemwide | 87.2% | 82.4% | 98.8% | 81.6% | 87.5% | 84.9% | 98.3% | 80.0% | -0.3% |

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> |
|----------------------|----------------|-------------------|------------------|--------------------|
| August 2014: | 89.7% | 87.6% | 95.5% | 89.6% |
| August 2013: | 93.2% | 92.4% | 94.8% | 93.7% |
| % Difference: | -3.5% | -4.8% | +0.7% | -4.1% |

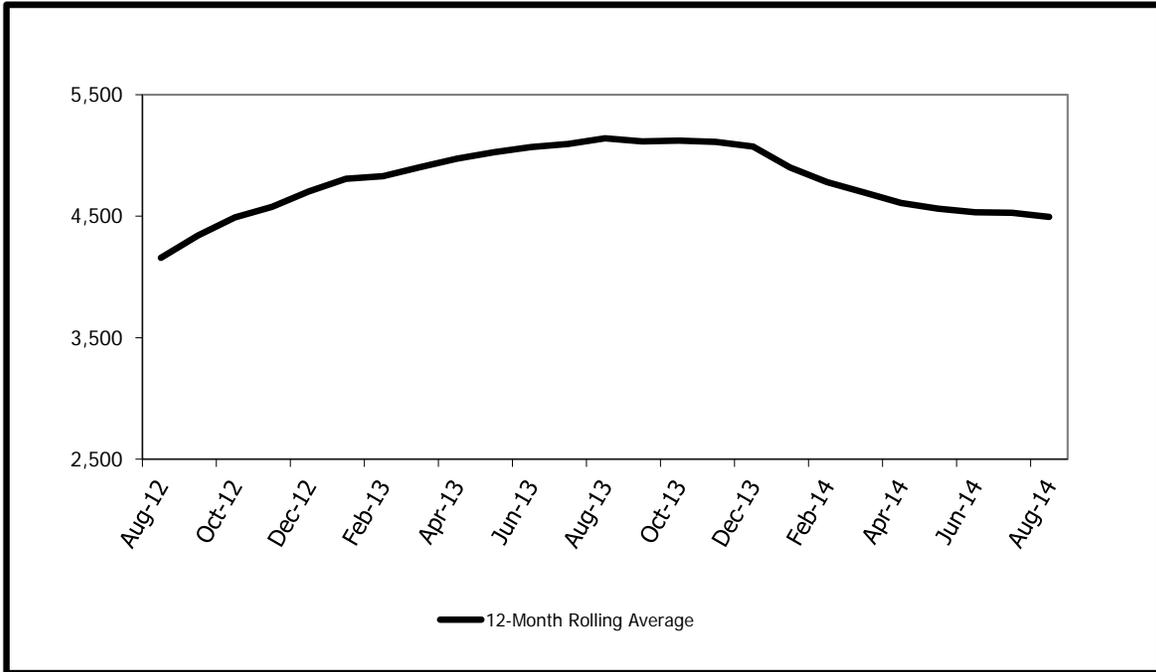
Chart 17

Monthly Operations Report

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

| MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators | | | | | | |
|--------------------------------------------------------------------------------------|-----------------------------------|------------------|-----------------|-------------------------|------------------|-----------------|
| Performance Indicator | Current Month: August 2014 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| System MDBF (chart 1) | 4,648 | 5,108 | -9.0% | 4,495 | 5,141 | -12.6% |
| NYCT Bus | 4,478 | 5,000 | -10.4% | 4,307 | 4,994 | -13.7% |
| MTA Bus | 5,283 | 5,477 | -3.5% | 5,222 | 5,679 | -8.1% |
| System MDBSI (chart 2) | 2,526 | 2,773 | -8.9% | 2,424 | 2,796 | -13.3% |
| NYCT Bus | 2,503 | 2,717 | -7.9% | 2,404 | 2,761 | -12.9% |
| MTA Bus | 2,601 | 2,965 | -12.3% | 2,492 | 2,914 | -14.5% |
| System Trips Completed (chart 3) | 99.12% | 99.29% | -0.2% | 98.89% | 99.22% | -0.3% |
| NYCT Bus | 99.18% | 99.27% | -0.1% | 99.07% | 99.22% | -0.2% |
| MTA Bus | 98.88% | 99.37% | -0.5% | 98.13% | 99.21% | -1.1% |
| System AM Pull Out (chart 4) | 99.65% | 99.69% | -0.0% | 99.29% | 99.65% | -0.4% |
| NYCT Bus | 99.72% | 99.66% | +0.1% | 99.55% | 99.67% | -0.1% |
| MTA Bus | 99.42% | 99.79% | -0.4% | 98.35% | 99.60% | -1.2% |
| System PM Pull Out (chart 5) | 99.76% | 99.83% | -0.1% | 99.55% | 99.85% | -0.3% |
| NYCT Bus | 99.90% | 99.80% | +0.1% | 99.81% | 99.84% | -0.0% |
| MTA Bus | 99.27% | 99.92% | -0.7% | 98.64% | 99.87% | -1.2% |
| System Buses >= 12 years | 28% | 25% | | | | |
| NYCT Bus | 32% | 28% | | | | |
| MTA Bus | 12% | 15% | | | | |
| System Fleet Age | 8.57 | 7.57 | | | | |
| NYCT Bus | 8.73 | 7.68 | | | | |
| MTA Bus | 7.98 | 7.21 | | | | |
| Paratransit | | | | | | |
| % of Trips Completed | 94.91% | 94.49% | +0.4% | 94.01% | 93.88% | +0.1% |
| Trips Requested | 632,385 | 663,821 | -4.7% | 653,580 | 649,451 | +0.6% |
| Trips Scheduled | 559,560 | 597,568 | -6.4% | 573,722 | 584,108 | -1.8% |
| Trips Completed | 531,096 | 564,646 | -5.9% | 539,378 | 548,347 | -1.6% |
| Early Cancellations as a Percentage of Trips Requested | 10.68% | 9.16% | +1.5% | 11.42% | 9.35% | +2.1% |
| Late Cancellations as a Percentage of Trips Scheduled | 3.33% | 3.89% | -0.6% | 3.84% | 3.90% | -0.1% |
| No-Shows (Passenger) as a Percentage of Trips Scheduled | 1.31% | 1.31% | -0.0% | 1.48% | 1.76% | -0.3% |
| No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled | 0.45% | 0.31% | +0.1% | 0.67% | 0.46% | +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 | 0.83% | 0.82% | +0.0% | 0.80% | 0.72% | +0.1% |
| New Applications Received | 3,211 | 3,316 | -3.2% | 3,043 | 2,749 | +10.7% |

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

August 2014: 4,648
August 2013: 5,108

12-Month Average

September 13 - August 14 4,495
September 12 - August 13 5,141

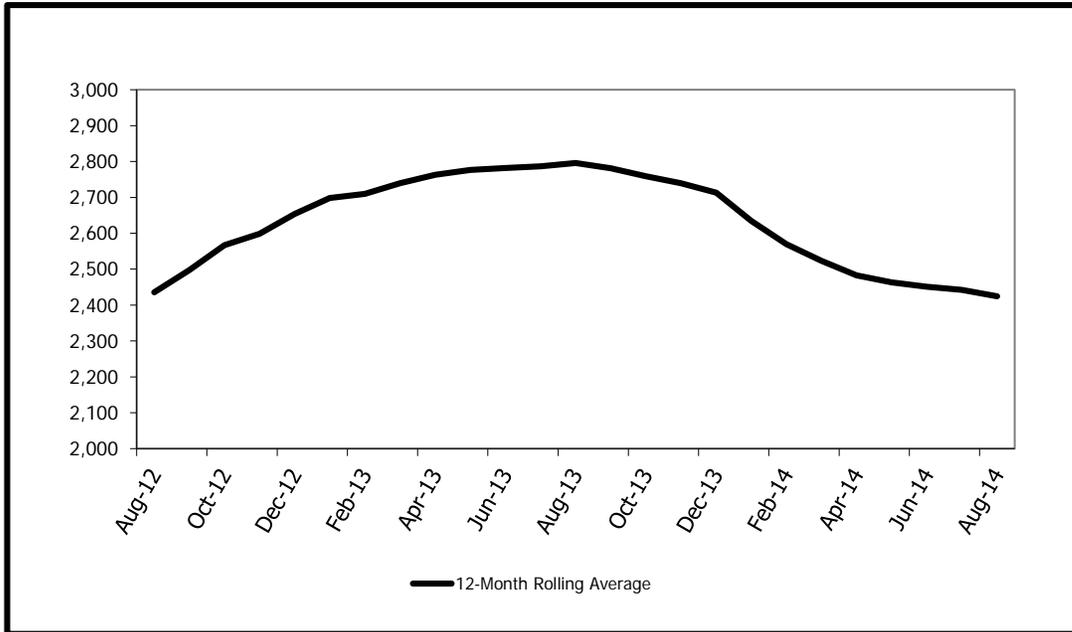
Annual Results

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

August 2014: 2,526
 August 2013: 2,773

12-Month Average

September 13 - August 14 2,424
 September 12 - August 13 2,796

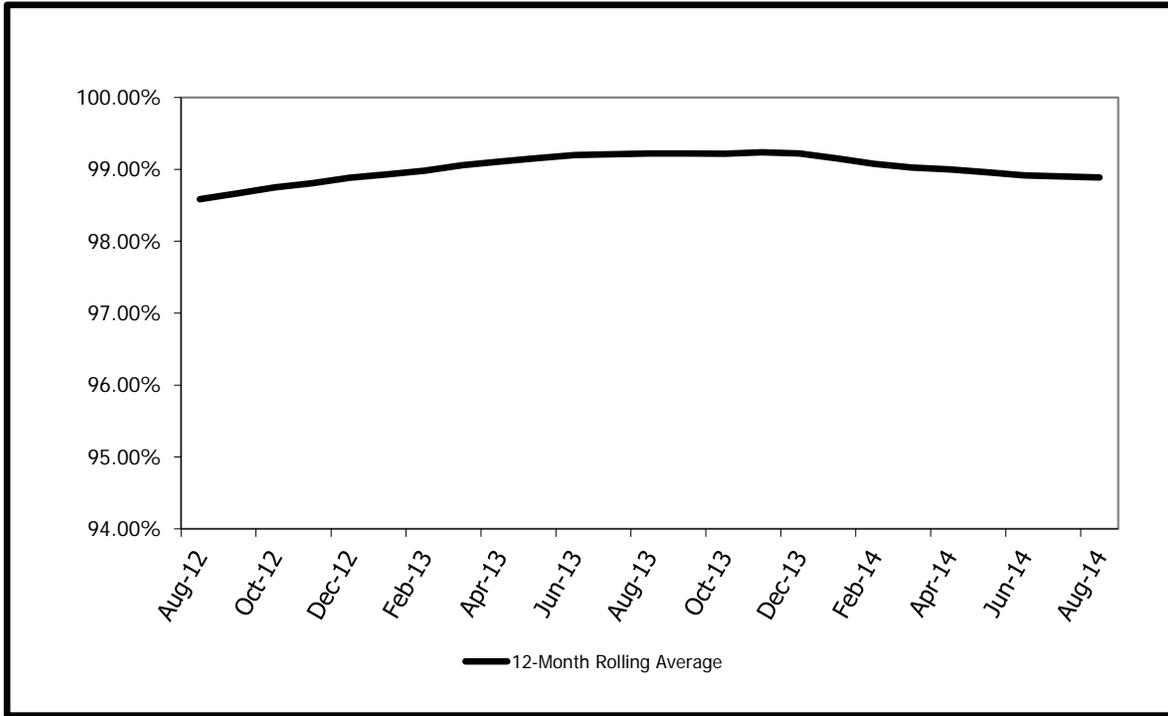
Annual Results

2014 YTD: 2,320
 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

August 2014: 99.12%
 August 2013: 99.29%

12-Month Average

September 13 - August 14 98.89%
 September 12 - August 13 99.22%

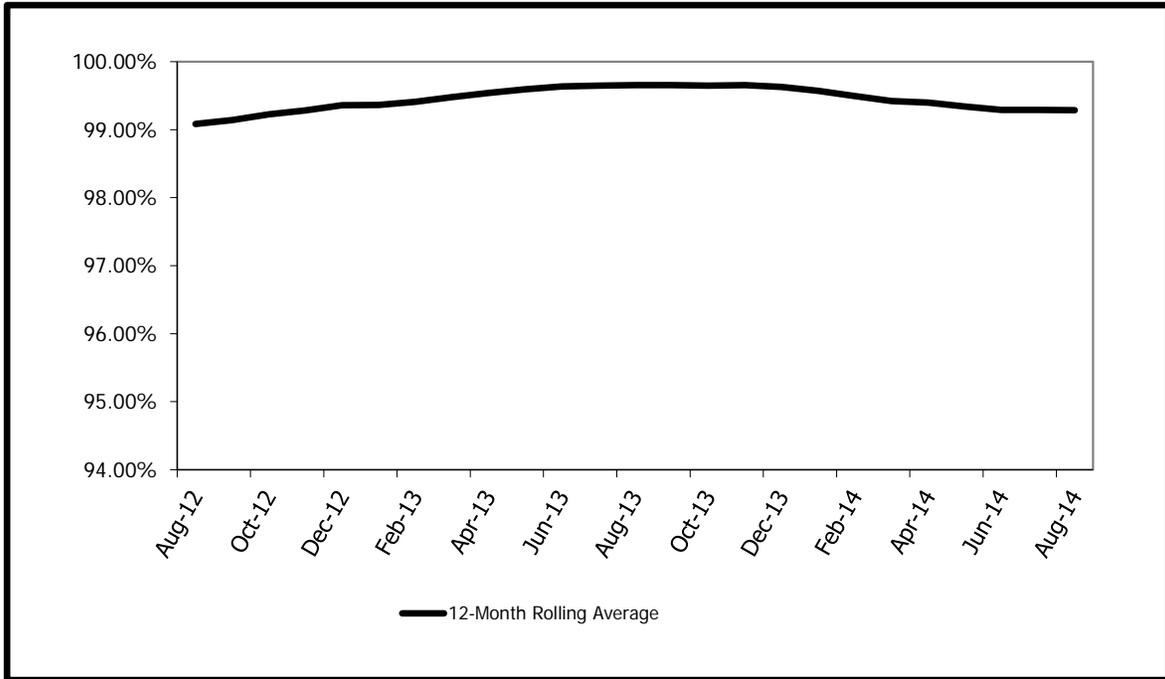
Annual Results

2014 YTD: 98.76%
 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

August 2014: 99.65%
 August 2013: 99.69%

12-Month Average

September 13 - August 14 99.29%
 September 12 - August 13 99.65%

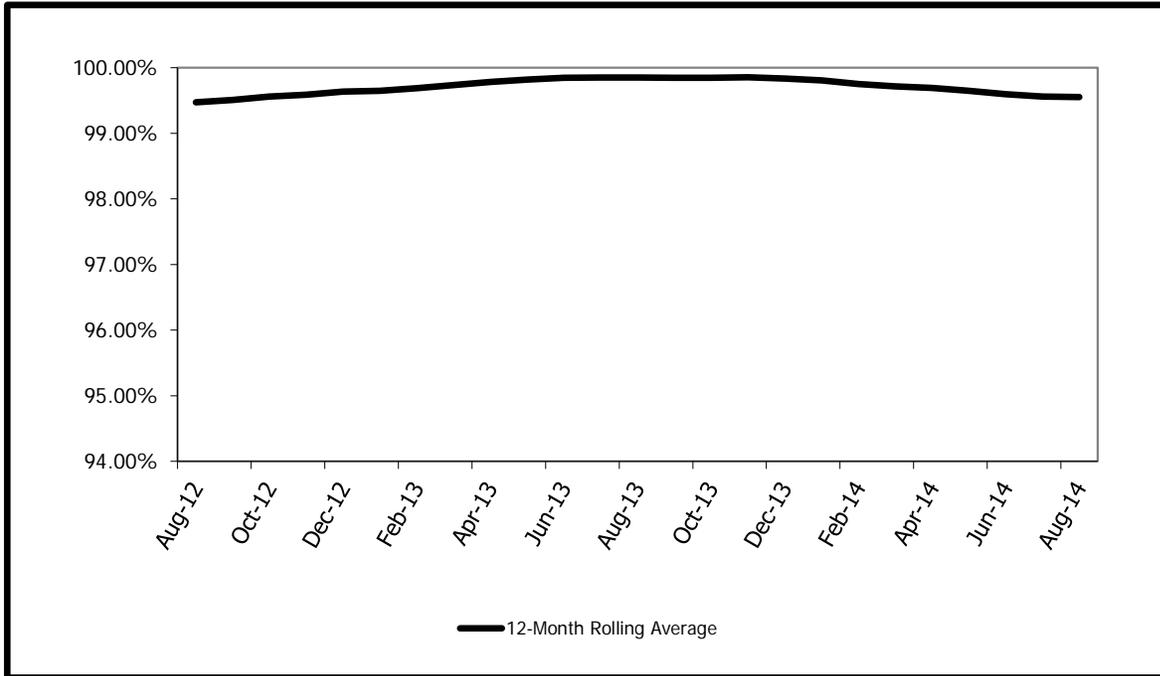
Annual Results

2014 YTD: 99.16%
 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

August 2014: 99.76%
 August 2013: 99.83%

12-Month Average

September 13 - August 14 99.55%
 September 12 - August 13 99.85%

Annual Results

2014 YTD: 99.46%
 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 August 2014 are shown below.

| Safety Report | | | | | | |
|--------------------------------------------------------------------------|----------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | Current Month: August 2014 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| Subway Customer Accidents per Million Customers ^{1,5} (chart 1) | 2.32 | 2.28 | +1.6% | 2.60 | 2.53 | +2.8% |
| Subway Customer Injuries per Million Customers ^{1,5} (chart 2) | 2.31 | 2.32 | -0.2% | 2.62 | 2.53 | +3.6% |
| Subway Collisions ^{2,4} (chart 3) | 0 | 0 | N/A | 1 | 0 | N/A |
| Subway Derailments ^{2,4} (chart 4) | 0 | 0 | N/A | 2 | 3 | -33.3% |
| Subway Fires ² (charts 5-6) | 83 | 60 | +38.3% | 989 | 847 | +16.8% |
| Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12) | 2.55 | 3.02 | -15.5% | 2.66 | 2.74 | -3.0% |

| | | | | | | |
|----------------------------------------------------------------------|-------|-------|--------|-------|-------|--------|
| Bus Collisions Per Million Miles (chart 7) | | | | | | |
| Regional | 48.85 | 49.88 | -2.0% | 49.21 | 48.54 | +1.4% |
| NYCT Bus | 50.18 | 52.84 | -5.0% | 50.17 | 49.84 | +0.7% |
| MTA Bus | 44.65 | 40.68 | +9.8% | 46.14 | 44.37 | +4.0% |
| Bus Collision Injuries per Million Miles (chart 8) | | | | | | |
| Regional | 5.67 | 5.70 | -0.5% | 6.76 | 6.27 | +7.8% |
| NYCT Bus | 5.93 | 6.19 | -4.3% | 7.19 | 6.50 | +10.7% |
| MTA Bus | 4.85 | 4.16 | +16.6% | 5.38 | 5.55 | -3.0% |
| Bus Customer Accidents Per Million Customers (chart 9) | | | | | | |
| Regional | 1.23 | 1.13 | +9.1% | 1.06 | 1.05 | +1.3% |
| NYCT Bus | 1.30 | 1.15 | +12.5% | 1.11 | 1.05 | +6.0% |
| MTA Bus | 0.90 | 1.01 | -11.1% | 0.77 | 1.02 | -25.2% |
| Bus Customer Accident Injuries Per Million Customers (chart 10) | | | | | | |
| Regional | 1.33 | 1.34 | -0.4% | 1.13 | 1.11 | +0.9% |
| NYCT Bus | 1.32 | 1.30 | +1.1% | 1.17 | 1.12 | +5.1% |
| MTA Bus | 1.39 | 1.51 | -7.8% | 0.86 | 1.10 | -21.9% |
| Bus Employee Lost Time Accidents per 100 Employees (chart 11) | | | | | | |
| NYCT Bus | 4.24 | 6.11 | -30.6% | 5.39 | 5.26 | +2.5% |
| MTA Bus | 5.64 | 5.73 | -1.7% | 6.79 | 7.04 | -3.5% |
| | | | | | | |
| Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12) | 2.84 | 3.68 | -22.8% | 3.28 | 3.29 | -0.3% |

| Subways Crime Report | | | | | | |
|-------------------------------------------------|-------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | Current Month: September 2014 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| Major Felonies ^{3,4} (Attachments 1-3) | 182 | 239 | -23.8% | 1,601 | 1,888 | -15.2% |
| Robberies ^{3,4} | 31 | 49 | -36.7% | 313 | 465 | -32.7% |

| SIR Crime Report | | | | | | |
|----------------------------------------------|-------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | Current Month: September 2014 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| Major Felonies ^{3,4} (Attachment 4) | 5 | 1 | +400.0% | 18 | 18 | 0.0% |
| Robberies ^{3,4} | 4 | 0 | +100.0% | 12 | 7 | +71.4% |

¹ Current month data are for July 2014.

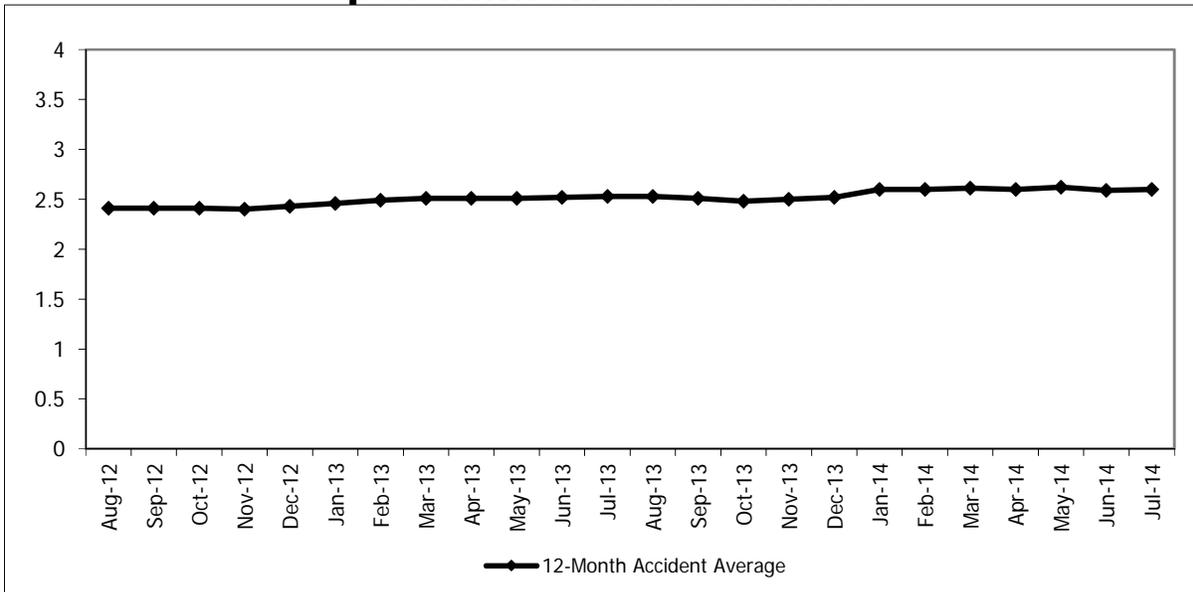
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for September 2014.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

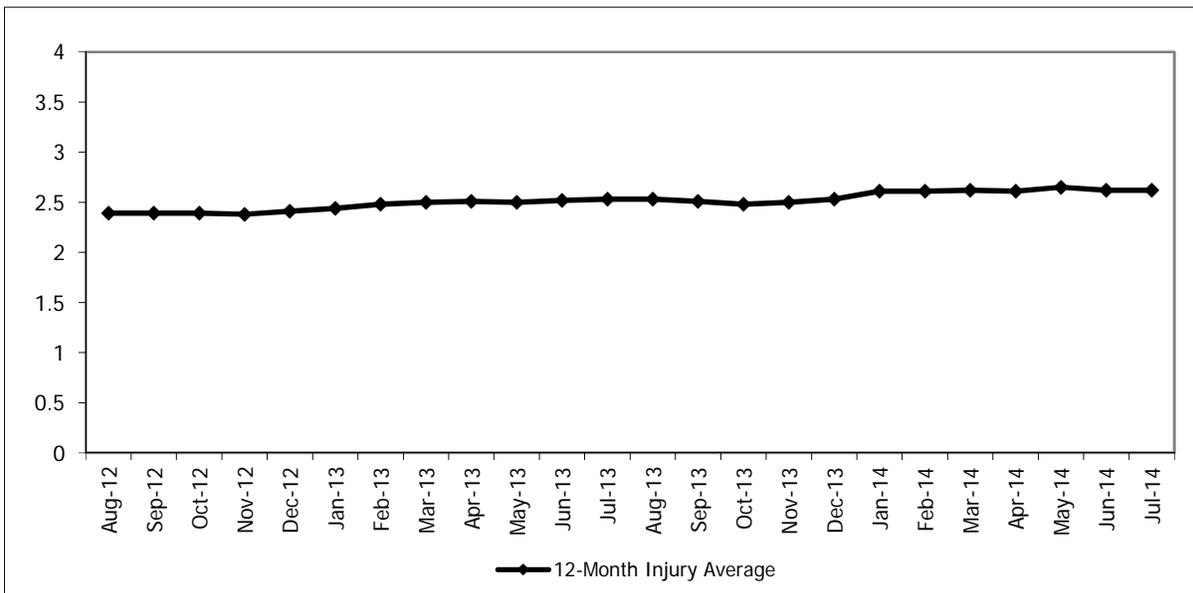
Jul 2014: 2.32
Jul 2013: 2.28

12-Month Average

Aug 13 – Jul 14: 2.60
Aug 12 – Jul 13: 2.53

Annual Results

2014 YTD: 2.69
2013 Actual: 2.52



Monthly Results

Jul 2014: 2.31
Jul 2013: 2.32

12-Month Average

Aug 13 – Jul 14: 2.62
Aug 12 – Jul 13: 2.53

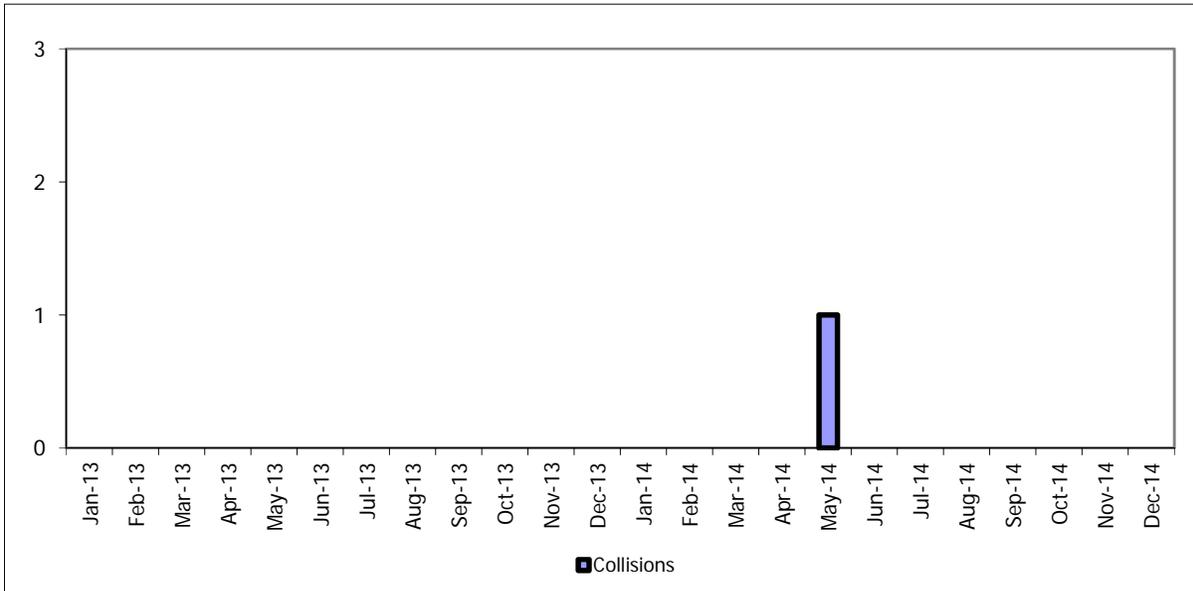
Annual Results

2014 YTD: 2.72
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

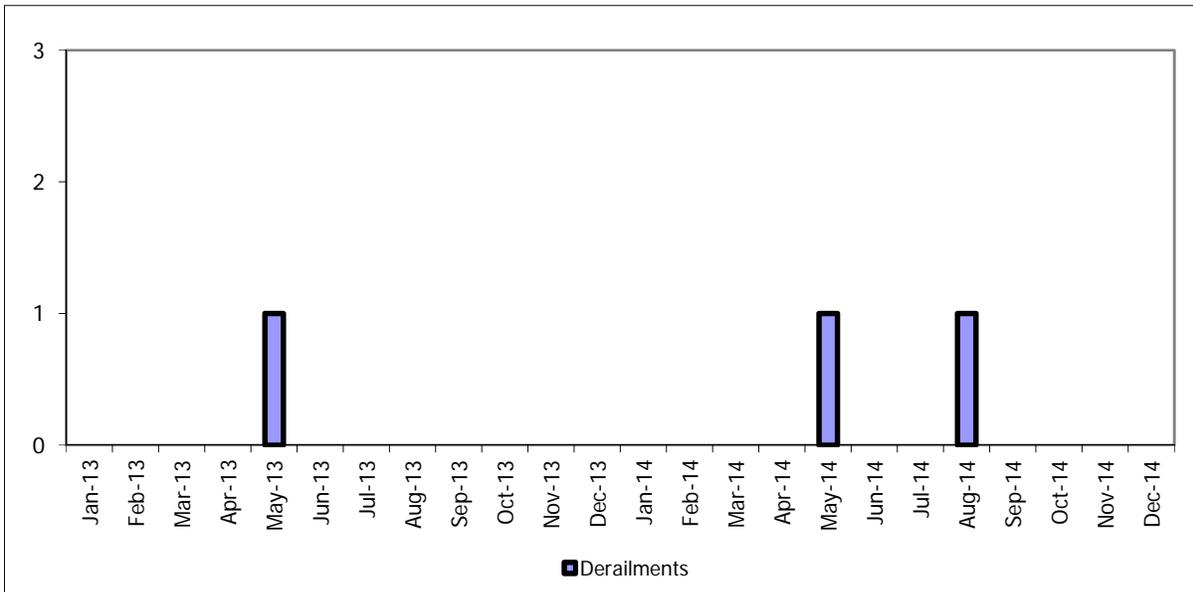
Sep 2014: 0
 Sep 2013: 0

12-Month Average

Oct 13 – Sep 14: 1
 Oct 12 – Sep 13: 0

Annual Results

2014 YTD: 1
 2013 Actual: 0



Monthly Results

Sep 2014: 0
 Sep 2013: 0

12-Month Average

Oct 13 – Sep 14: 2
 Oct 12 – Sep 13: 3

Annual Results

2014 YTD: 2
 2013 Actual: 1

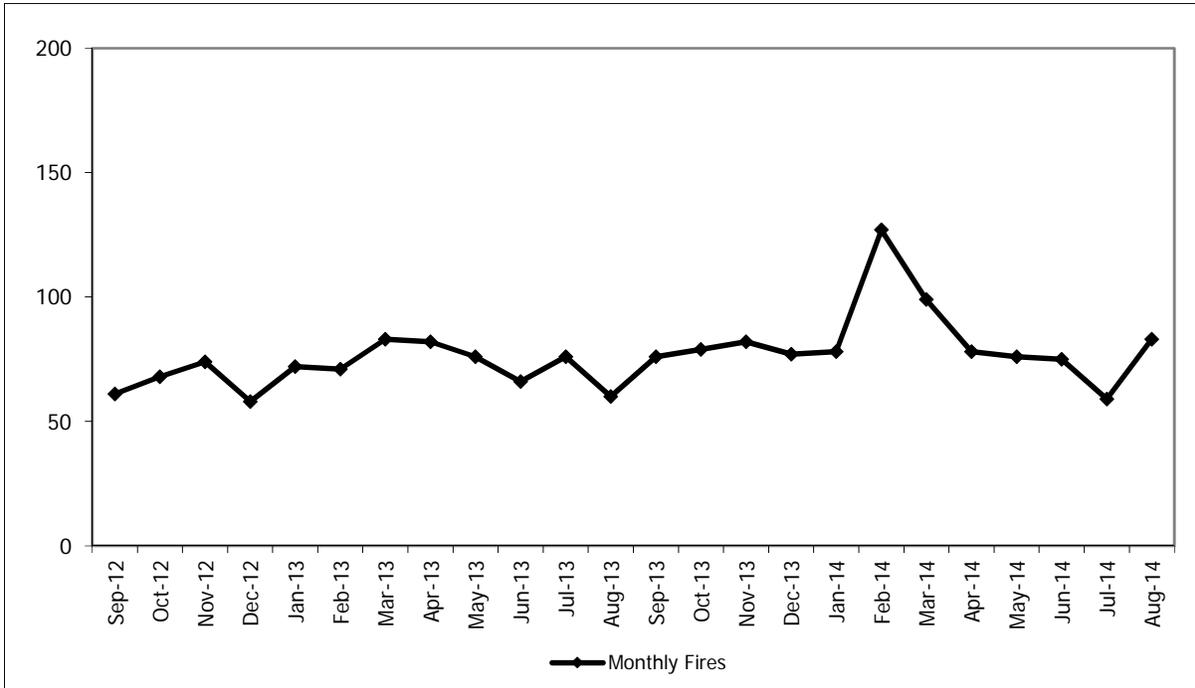
Definitions

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, 8-7-14)

Charts 3-4

Subway Fires



Monthly Results

Aug 2014: 83
 Aug 2013: 60

12-Month Average

Sep 13 – Aug 14: 989
 Sep 12 – Aug 13: 847

Annual Results

2014 YTD: 676
 2013 Actual: 900

Chart 5

Subway Fires

Fire severity is classified as follows:

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

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

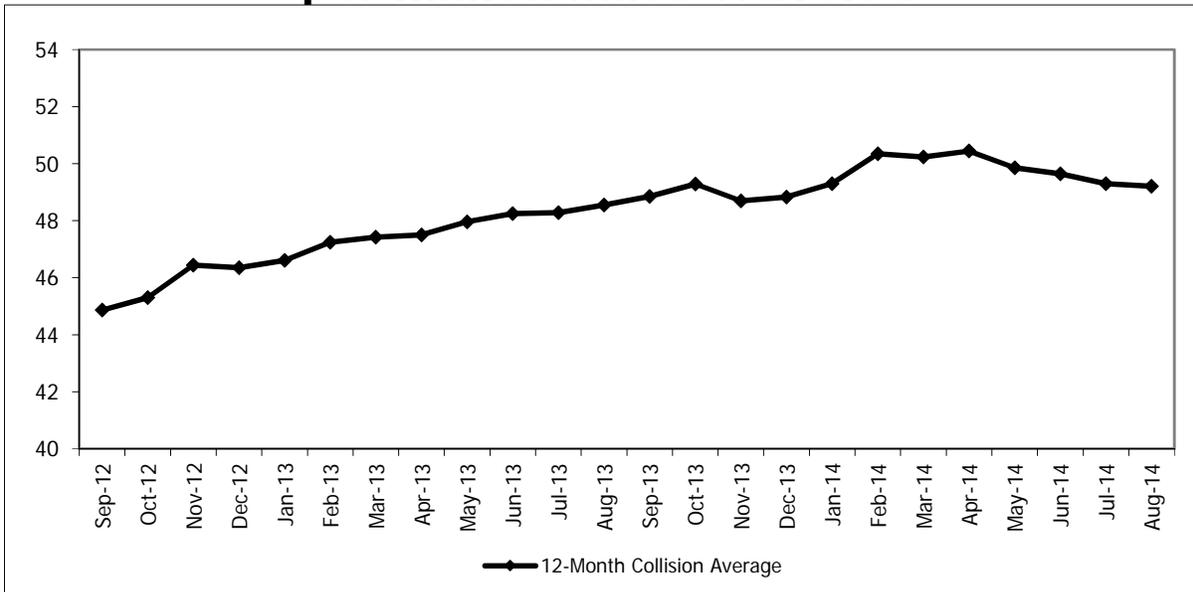
| | | | |
|----------------|-------|---------------|----|
| Low: | 95.2% | Train: | 9 |
| Average: | 4.8% | Right-of-way: | 57 |
| Above Average: | 0.0% | Station: | 15 |
| High: | 0.0% | Other: | 2 |
| | | Total: | 83 |

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

| Train: | | Right-of-Way: | | Station: | |
|-----------------|---|-----------------|----|-----------------|----|
| Hot Wheels: | 2 | Debris: | 35 | Debris: | 10 |
| Traction Motor: | 1 | Tie: | 14 | Electrical: | 4 |
| Blower Motor: | 1 | Insulator: | 3 | Bank of Lights: | 1 |
| Battery: | 1 | Bank of Lights: | 2 | | |
| Contact Shoe: | 1 | Equipment: | 1 | | |

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

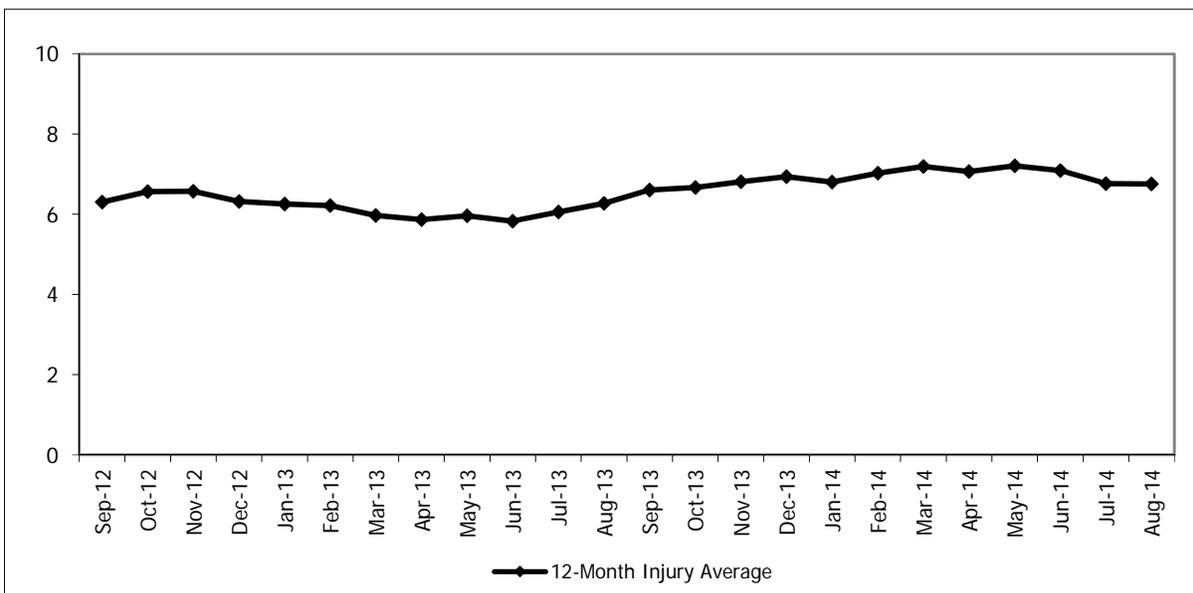
Aug 2014: 48.85
Aug 2013: 49.88

12-Month Average

Sep 13 – Aug 14: 49.21
Sep 12 – Aug 13: 48.54

Annual Results

2014 YTD: 48.86
2013 Actual: 48.83



Monthly Results

Aug 2014: 5.67
Aug 2013: 5.70

12-Month Average

Sep 13 – Aug 14: 6.76
Sep 12 – Aug 13: 6.27

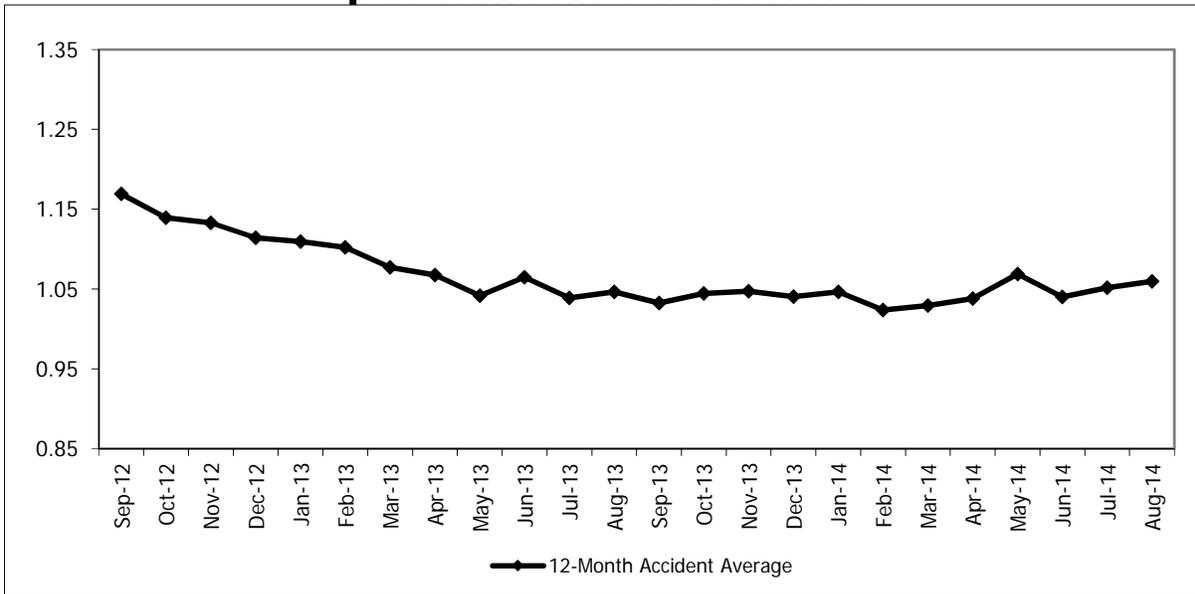
Annual Results

2014 YTD: 5.77
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

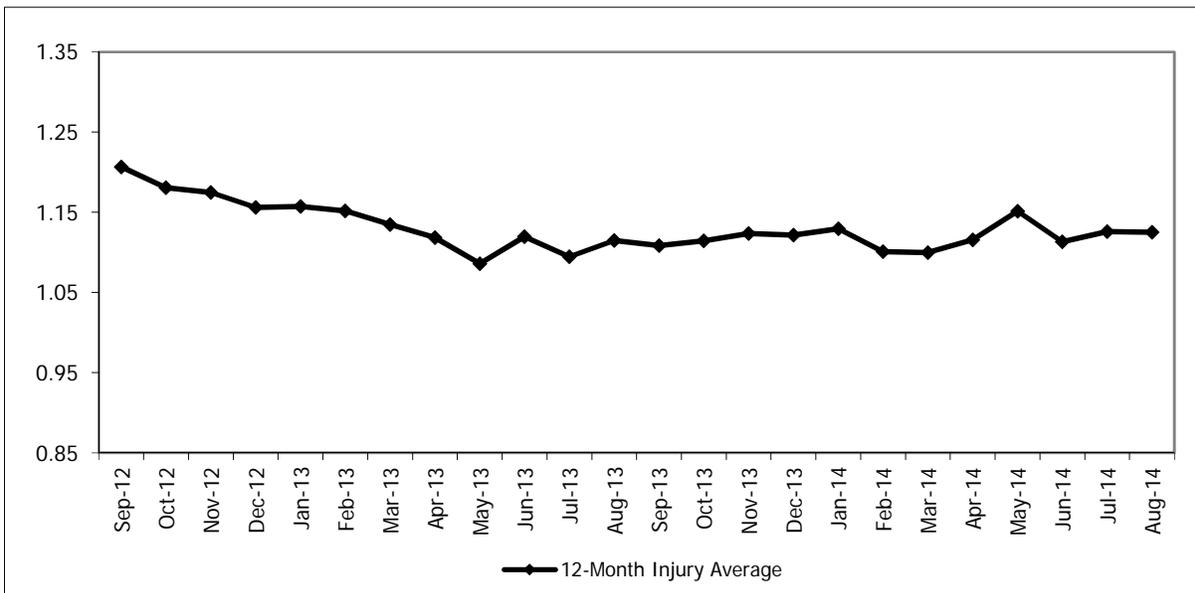
Aug 2014: 1.23
Aug 2013: 1.13

12-Month Average

Sep 13 – Aug 14: 1.06
Sep 12 – Aug 13: 1.05

Annual Results

2014 YTD: 1.07
2013 Actual: 1.04



Monthly Results

Aug 2014: 1.33
Aug 2013: 1.34

12-Month Average

Sep 13 – Aug 14: 1.13
Sep 12 – Aug 13: 1.11

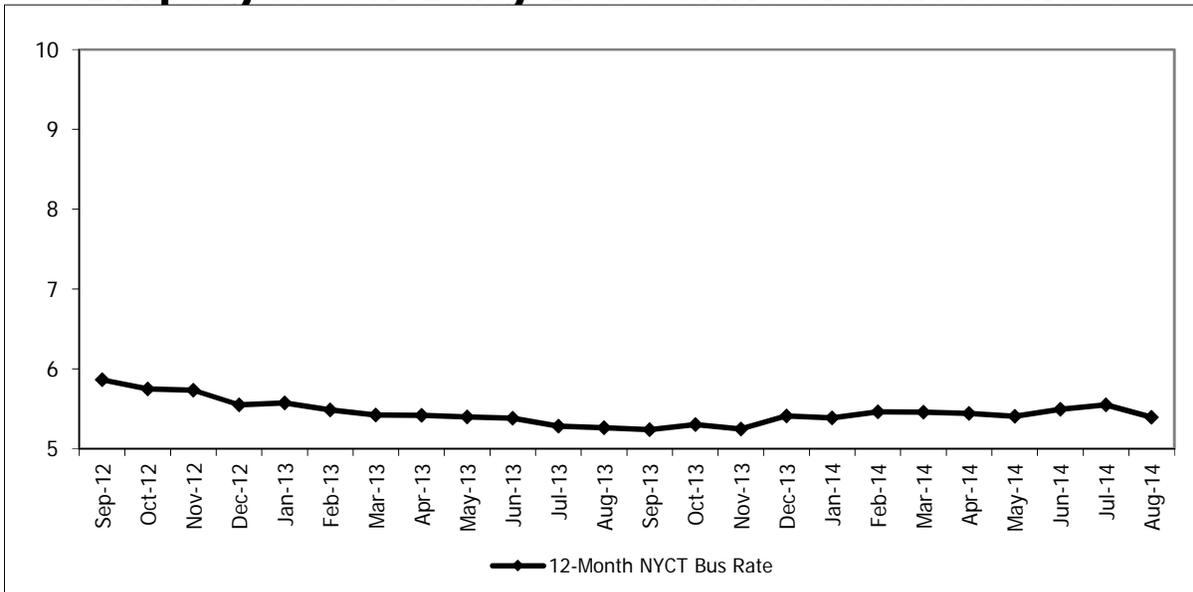
Annual Results

2014 YTD: 1.13
2013 Actual: 1.12

Definitions

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

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



Monthly Results

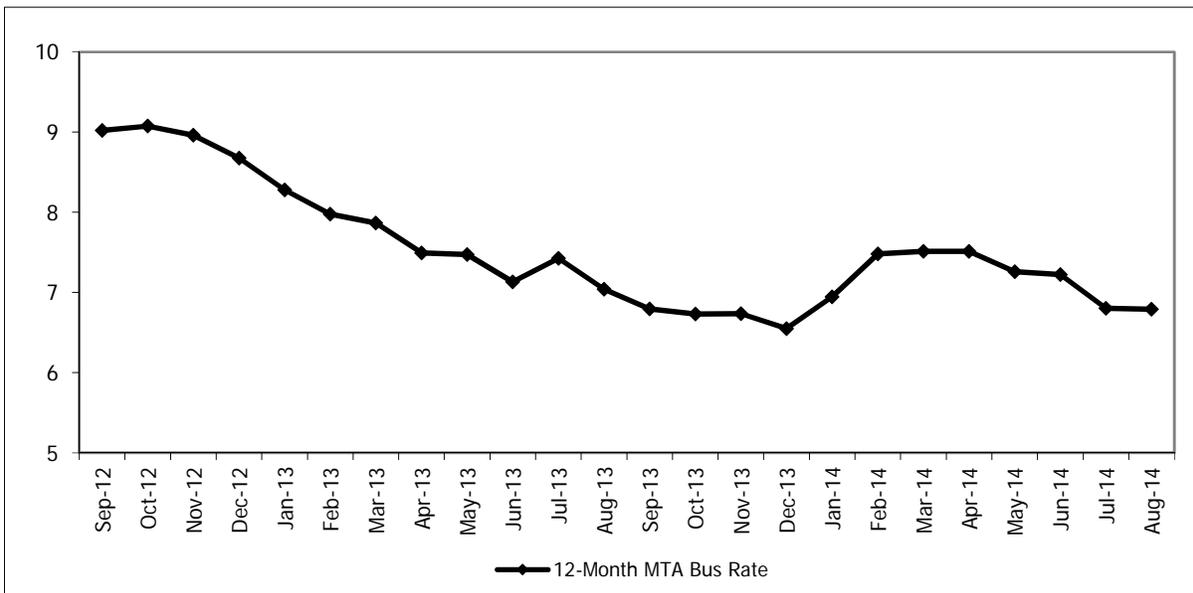
Aug 2014: 4.24
Aug 2013: 6.11

12-Month Average

Sep 13 – Aug 14: 5.39
Sep 12 – Aug 13: 5.26

Annual Results

2014 Goal: 5.06
2013 Actual: 5.41



Monthly Results

Aug 2014: 5.64
Aug 2013: 5.73

12-Month Average

Sep 13 – Aug 14: 6.79
Sep 12 – Aug 13: 7.04

Annual Results

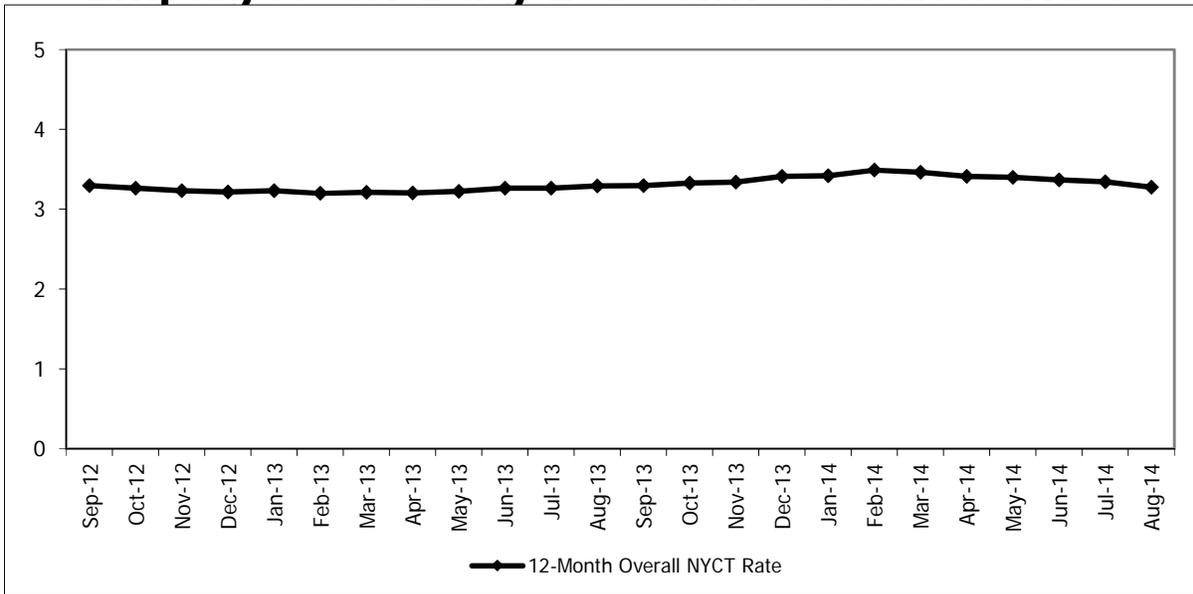
2014 Goal: 6.22
2013 Actual: 6.55

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

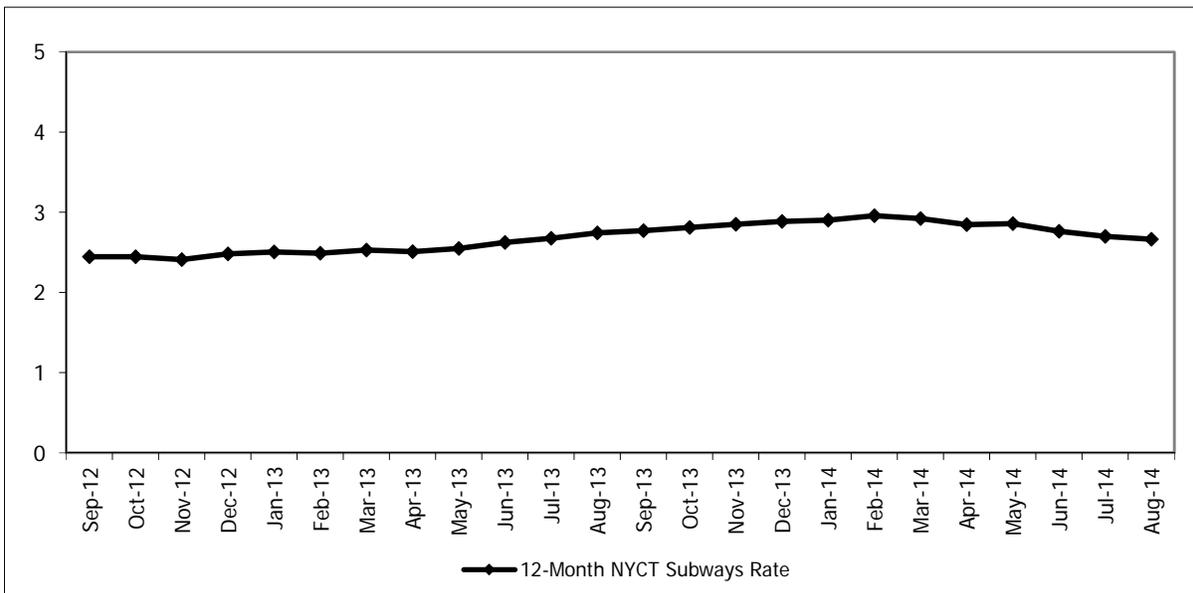
Aug 2014: 2.84
 Aug 2013: 3.68

12-Month Average

Sep 13 – Aug 14: 3.28
 Sep 12 – Aug 13: 3.29

Annual Results

2014 Goal: 3.20
 2013 Actual: 3.41



Monthly Results

Aug 2014: 2.55
 Aug 2013: 3.02

12-Month Average

Sep 13 – Aug 14: 2.66
 Sep 12 – Aug 13: 2.74

Annual Results

2014 Goal: 2.71
 2013 Actual: 2.89

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 SEPTEMBER

| | 2014 | 2013 | Diff | % Change |
|------------------------------------|-------------------|-------------------|-------------------|----------------------|
| MURDER | 0 | 0 | 0 | 0.0% |
| RAPE | 0 | 1 | -1 | -100.0% |
| ROBBERY | 31 | 49 | -18 | -36.7% |
| FELASSAULT | 23 | 11 | 12 | 109.1% |
| BURGLARY | 3 | 4 | -1 | -25.0% |
| GRLARCENY | 125 | 174 | -49 | -28.2% |
| <u>TOTAL MAJOR FELONIES</u> | <u>182</u> | <u>239</u> | <u>-57</u> | <u>-23.8%</u> |

During September the daily Robbery average decreased from 1.6 to 1

During September the daily Major Felony average decreased from 8 to 6.1

CRIME STATISTICS JANUARY THRU SEPTEMBER

| | 2014 | 2013 | Diff | % Change |
|------------------------------------|--------------------|--------------------|--------------------|----------------------|
| MURDER | 1 | 1 | 0 | 0.0% |
| RAPE | 5 | 5 | 0 | 0.0% |
| ROBBERY | 313 | 465 | -152 | -32.7% |
| FELASSAULT | 149 | 141 | 8 | 5.7% |
| BURGLARY | 14 | 29 | -15 | -51.7% |
| GRLARCENY | 1119 | 1247 | -128 | -10.3% |
| <u>TOTAL MAJOR FELONIES</u> | <u>1601</u> | <u>1888</u> | <u>-287</u> | <u>-15.2%</u> |

Year to date, the daily Robbery average decreased from 1.7 to 1.1

Year to date, the daily Major Felony average decreased from 6.9 to 5.9

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

SEPTEMBER ACTIVITY

| | 2014 | 2013 | Diff | % Change |
|-------------|-------------|-------------|-------------|-----------------|
| TotalArrest | 3936 | 4020 | -84 | -2.1% |
| TosArrest | 2094 | 2080 | 14 | 0.7% |
| Summ | 6846 | 6559 | 287 | 4.4% |

JANUARY - SEPTEMBER ACTIVITY

| | 2014 | 2013 | Diff | % Change |
|-------------|-------------|-------------|-------------|-----------------|
| TotalArrest | 39510 | 39650 | -140 | -0.4% |
| TosArrest | 20686 | 21831 | -1145 | -5.2% |
| Summ | 67235 | 66326 | 909 | 1.4% |

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

| | JANUARY-SEPTEMBER | | | | | | | | | | | | | | | 2012 | 2013 | 2014 |
|-----------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | | | |
| Murder | 4 | 1 | 4 | 1 | 2 | 1 | 3 | 3 | 4 | 2 | 4 | 2 | 1 | 1 | 1 | 0 | 1 | 1 |
| Rape | 1 | 13 | 0 | 4 | 2 | 0 | 2 | 2 | 3 | 3 | 1 | 2 | 1 | 0 | 3 | 8 | 5 | 5 |
| Robbery | 1662 | 1382 | 1237 | 1034 | 897 | 924 | 860 | 792 | 875 | 727 | 582 | 560 | 524 | 525 | 570 | 631 | 465 | 313 |
| Assault | 344 | 333 | 303 | 260 | 196 | 206 | 183 | 200 | 168 | 139 | 154 | 131 | 118 | 148 | 149 | 148 | 141 | 149 |
| Burglary | 24 | 12 | 6 | 5 | 37 | 11 | 6 | 6 | 1 | 5 | 2 | 5 | 1 | 2 | 7 | 19 | 29 | 14 |
| GL | 2605 | 1947 | 1791 | 1885 | 1660 | 1621 | 1302 | 1386 | 1347 | 1103 | 942 | 976 | 850 | 892 | 1126 | 1252 | 1247 | 1119 |
| TOTAL MAJOR FELONIES | 4640 | 3688 | 3341 | 3189 | 2794 | 2763 | 2356 | 2389 | 2398 | 1979 | 1685 | 1676 | 1495 | 1568 | 1856 | 2058 | 1888 | 1601 |
| Major Fel Per Day | 17.00 | 13.51 | 12.24 | 11.68 | 10.23 | 10.12 | 8.63 | 8.75 | 8.78 | 7.25 | 6.17 | 6.14 | 5.48 | 5.74 | 6.80 | 7.54 | 6.92 | 5.86 |



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

September 2014 vs. 2013

| | 2014 | 2013 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 4 | 0 | 4 | 100% |
| Felony Assault | 1 | 0 | 1 | 100% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 0 | 1 | -1 | -100% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 5 | 1 | 4 | 400% |

Year to Date 2014 vs. 2013

| | 2014 | 2013 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 12 | 7 | 5 | 71% |
| Felony Assault | 1 | 1 | 0 | 0% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 5 | 10 | -5 | -50% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 18 | 18 | 0 | 0% |

FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for August 2014 are presented in the table below and compared to the Mid-Year Forecast (forecast).

| Category (\$ in millions) | August Results | | August Year-to-Date Results | | | |
|----------------------------------------|----------------------|---------------|-----------------------------|------------------|----------------------|--------------|
| | Variance Fav/(Unfav) | | Forecast | Prel Actual | Variance Fav/(Unfav) | |
| | \$ | % | \$ | \$ | \$ | % |
| Total Farebox Revenue | 1.5 | 0.4 | 2,749.5 | 2,763.1 | 13.6 | 0.5 |
| Nonreimb. Exp. before Dep./OPEB | 16.8 | 3.0 | 5,048.1 | 4,958.9 | 89.2 | 1.8 |
| Net Cash Deficit* | (106.2) | (50.1) | (1,935.5) | (2,086.9) | (151.4) | (7.8) |

*Excludes Subsidies and Debt Service

August 2014 **farebox revenue** was \$344.5 million, \$1.5 million (0.4 percent) above forecast. Subway revenue was \$2.5 million (1.0 percent) above forecast, bus revenue was \$1.0 million (1.2 percent) below forecast, and paratransit revenue was \$0.1 million (8.7 percent) below forecast. Accrued fare media liability was equal to the forecast. Year-to-date revenue was \$13.6 million (0.5 percent) above forecast, mostly due to subway revenue, which was \$15.4 million (0.7 percent) above forecast; bus revenue was \$1.2 million (0.2 percent) above forecast and paratransit revenue was \$0.4 million (3.7 percent) below forecast. Accrued fare media liability for the year-to-date was \$2.6 million (5.8 percent) below forecast. The August 2014 non-student **average fare** of \$1.77 decreased 2.1¢ from August 2013. The subway fare decreased 2.4¢, the local bus fare decreased 1.8¢, and the express bus fare decreased 9.3¢.

Total **ridership** in August 2014 of 193.1 million was 2.2 million (1.1 percent) above forecast. Average weekday ridership in August 2014 was 7.2 million, an increase of 2.1 percent from August 2013. Average weekday ridership for the twelve months ending August 2014 was 7.7 million, an increase of 1.2 percent from the twelve months ending August 2013.

Nonreimbursable expenses before depreciation and OPEB in August were below forecast by \$16.8 million (3.0 percent). Labor expenses were less than forecast by \$11.7 million (2.8 percent), due largely to the favorable timing of MaBSTOA pension expenses and vacancies, partly offset by higher overtime expenses. Non-labor expenses underran forecast by \$5.0 million (3.5 percent), including favorable results in maintenance contracts, paratransit service contracts and electric power expenses, partly offset by higher fuel expenses. Year-to-date, nonreimbursable expenses were less than forecast by \$89.2 million (1.8 percent). Labor expenses were under forecast by \$83.3 million (2.1 percent), due principally to a delay in a NYCERS pension expense actuarial update to be based on the impact of the recent TWU labor contract agreement. Non-labor expenses were under forecast by \$5.9 million (0.5 percent), as favorable expense results in paratransit service contracts, professional service contracts and other business expenses were partly offset by higher fuel costs.

The **net cash deficit** for August year-to-date was \$2,086.9 million, unfavorable to forecast by \$151.4 million (7.8 percent), due largely to the unfavorable timing of retro-wage payments and capital reimbursements, and higher claims payouts, partly offset by the favorable timing of NYC partial reimbursement of paratransit expenses.

FINANCIAL RESULTS

Farebox Revenue

August 2014 Farebox Revenue - (\$ in millions)

| | August | | | | August Year-to-Date | | | |
|-----------------------------|--------------|--------------|-------------------------|---------------|---------------------|----------------|-------------------------|-------------|
| | Preliminary | | Favorable/(Unfavorable) | | Preliminary | | Favorable/(Unfavorable) | |
| | Forecast | Actual | Amount | Percent | Forecast | Actual | Amount | Percent |
| Subway | 255.5 | 258.1 | 2.5 | 1.0% | 2,066.5 | 2,081.9 | 15.4 | 0.7% |
| NYCT Bus | 80.0 | 79.1 | (1.0) | (1.2%) | 626.8 | 628.0 | 1.2 | 0.2% |
| Paratransit | 1.4 | 1.3 | (0.1) | (8.7%) | 10.9 | 10.5 | (0.4) | (3.7%) |
| Subtotal | 337.0 | 338.5 | 1.5 | 0.4% | 2,704.2 | 2,720.4 | 16.2 | 0.6% |
| Fare Media Liability | 6.1 | 6.1 | 0.0 | 0.0% | 45.3 | 42.7 | (2.6) | (5.8%) |
| Total - NYCT | 343.0 | 344.5 | 1.5 | 0.4% | 2,749.5 | 2,763.1 | 13.6 | 0.5% |
| MTA Bus Company | 16.8 | 17.3 | 0.5 | 3.2% | 132.3 | 133.9 | 1.6 | 1.2% |
| <i>Total - Regional Bus</i> | <i>96.8</i> | <i>96.4</i> | <i>(0.4)</i> | <i>(0.4%)</i> | <i>759.1</i> | <i>761.9</i> | <i>2.8</i> | <i>0.4%</i> |

Note: Totals may not add due to rounding.

- Year-to-date subway and bus revenue were above forecast.
- Paratransit revenue was below forecast as various initiatives continue to reduce ridership growth rates below historic rates.

Average Fare

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

| | NYC Transit | | | | MTA Bus Company | | | |
|--------------------|-------------|-------|---------|---------|-----------------|-------|---------|---------|
| | Prelim. | | Change | | Prelim. | | Change | |
| | 2013 | 2014 | Amount | Percent | 2013 | 2014 | Amount | Percent |
| Subway | 1.880 | 1.856 | (0.024) | (1.3%) | 1.504 | 1.492 | (0.012) | (0.8%) |
| Local Bus | 1.484 | 1.466 | (0.018) | (1.2%) | 1.504 | 1.492 | (0.012) | (0.8%) |
| Subway & Local Bus | 1.772 | 1.752 | (0.020) | (1.1%) | 1.504 | 1.492 | (0.012) | (0.8%) |
| Express Bus | 5.048 | 4.955 | (0.093) | (1.8%) | 4.960 | 4.953 | (0.007) | (0.1%) |
| Total | 1.788 | 1.767 | (0.021) | (1.2%) | 1.769 | 1.744 | (0.025) | (1.4%) |

- The market share for 7-day passes, which has a lower average fare, was higher in August 2014, thereby decreasing the total average fare.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the August average fare of \$1.13 was 25¢ lower than the average fare of \$1.38 in August 1996.

Other Operating Revenue

In the month of August, other operating revenue exceeded forecast by \$0.9 million (3.3 percent), due mostly to higher advertising revenue. Year-to-date, other operating revenue was higher by \$7.8 million (2.8 percent), primarily from favorable results in paratransit Urban Tax revenue, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees.

Nonreimbursable Expenses

In the month of August, nonreimbursable expenses before depreciation and OPEB were below forecast by \$16.8 million (3.0 percent). Year-to-date, expenses underran by \$89.2 million (1.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of August were below forecast by \$11.7 million (2.8 percent). Pension expenses were favorable to forecast by \$8.5 million (29.9 percent), due to the timing of MaBSTOA expenses. Payroll expenses were under by \$3.8 million (1.5 percent), caused by vacancies, partly offset by higher earned employee separation payments. Reimbursable overhead credits were favorable by \$1.8 million (10.5 percent), resulting from higher reimbursable overtime expenses. Partly offsetting these favorable results was an overrun in overtime expenses of \$3.0 million (9.3 percent), mainly due to additional bus fleet and facility maintenance requirements. Year-to-date, expenses were under forecast by \$83.3 million (2.1 percent), due mainly to a significant pension underrun of \$76.9 million (8.7 percent), caused by a delay in the actuarial update of NYCERS expenses to be based on the impact of the recent TWU labor contract agreement and the favorable timing of MaBSTOA expenses. Payroll expenses were less by \$4.6 million (0.2 percent) due to vacancies, partly offset by higher earned employee separation payments. Favorable reimbursable overhead credits of \$5.1 million (3.7 percent) resulted from higher reimbursable overtime costs. Overtime expenses were higher by \$4.7 million (1.7 percent), due primarily to additional bus unscheduled service requirements and bus fleet and facility maintenance needs.

Non-labor expenses were less than forecast in August by \$5.0 million (3.5 percent). Maintenance contract expenses were under by \$5.7 million (31.2 percent), due largely to the favorable timing of auto purchases and building-related/painting expenses. Electric power expenses were favorable by \$1.0 million (3.7 percent), due mainly to lower consumption and prices, partly offset by the unfavorable timing of expenses. Paratransit expenses underran by \$1.0 million (3.2 percent), resulting from lower completed trips. Claims expenses were less by \$0.4 million (5.3 percent), due to timing. Fuel expenses overran by \$2.4 million (20.0 percent), due largely to higher consumption and the unfavorable timing of expenses. Materials and supplies expenses were higher by \$0.6 million (2.4 percent), due primarily to the unfavorable timing of maintenance material requirements, partly offset by favorable inventory obsolescence adjustments. Year-to-date, non-labor expenses were favorable by \$5.9 million (0.5 percent), including the following:

- Paratransit service contract expenses were under forecast by \$6.9 million (2.8 percent), due mainly to lower completed trips.
- Professional service contract expenses were favorable by \$2.4 million (3.0 percent), primarily from underruns in Workers' Compensation Board and EDP maintenance and repair expenses, partly offset by higher office-related expenses.
- Other business expenses were below forecast by \$2.0 million (4.0 percent), mainly from the favorable timing of reimbursable job closing adjustments, lower stationery expenses and favorable results in miscellaneous expenses and credits.

- Maintenance contract expenses were less by \$1.9 million (1.5 percent), largely due to painting expense underruns and the favorable timing of building-related expenses and auto purchases, partly offset by the unfavorable timing of non-vehicle maintenance and repair and safety equipment expenses.
- Claims expenses were under forecast by \$1.3 million (2.1 percent), due to timing.
- Fuel expenses overran by \$6.9 million (6.0 percent), resulting from higher consumption and the unfavorable timing of expenses.
- Materials and supplies expenses exceeded forecast by \$1.9 million (1.0 percent), due mainly to the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap/surplus sales.

Depreciation expenses were below forecast year-to-date by \$28.7 million (2.8 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$820.4 million of accrued expenses year-to-date, \$42.6 million (5.5 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for August year-to-date was \$2,086.9 million, unfavorable to forecast by \$151.4 million (7.8 percent), due largely to the unfavorable timing of retro-wage payments and capital reimbursements, and higher claims payouts, partly offset by the favorable timing of NYC partial reimbursement of paratransit expenses.

Incumbents

There were 46,514 full-time paid incumbents at the end of August, an increase of 57 from July and an increase of 650 from December 2013 (excluding 301 temporary December paid incumbents).

RIDERSHIP RESULTS

August 2014 Ridership vs. Forecast - (millions)

| | August | | | | August Year-to-Date | | | |
|-----------------------------|--------------|--------------|-------------|-------------|---------------------|----------------|-------------|-------------|
| | Forecast | Preliminary | More/(Less) | | Forecast | Preliminary | More/(Less) | |
| | | Actual | Amount | Percent | | Actual | Amount | Percent |
| Subway | 137.5 | 140.0 | 2.5 | 1.8% | 1,143.7 | 1,150.4 | 6.7 | 0.6% |
| NYCT Bus | 52.6 | 52.4 | (0.3) | (0.5%) | 438.9 | 438.9 | 0.0 | 0.0% |
| Subtotal | 190.2 | 192.4 | 2.2 | 1.2% | 1,582.6 | 1,589.3 | 6.7 | 0.4% |
| Paratransit | 0.8 | 0.8 | (0.0) | (4.0%) | 6.0 | 5.9 | (0.2) | (2.6%) |
| Total - NYCT | 190.9 | 193.1 | 2.2 | 1.1% | 1,588.7 | 1,595.2 | 6.5 | 0.4% |
| MTA Bus Company | 9.7 | 10.0 | 0.4 | 3.8% | 81.1 | 82.0 | 0.8 | 1.0% |
| <i>Total - Regional Bus</i> | <i>62.3</i> | <i>62.4</i> | <i>0.1</i> | <i>0.2%</i> | <i>520.0</i> | <i>520.9</i> | <i>0.9</i> | <i>0.2%</i> |

Notes: Totals may not add due to rounding.

- Paratransit ridership was affected by various initiatives that have reduced ridership growth below historic rates.
- August year-to-date subway ridership was above forecast, and bus ridership was virtually the same as forecast.

August Average Weekday and Weekend Ridership vs. Prior Year

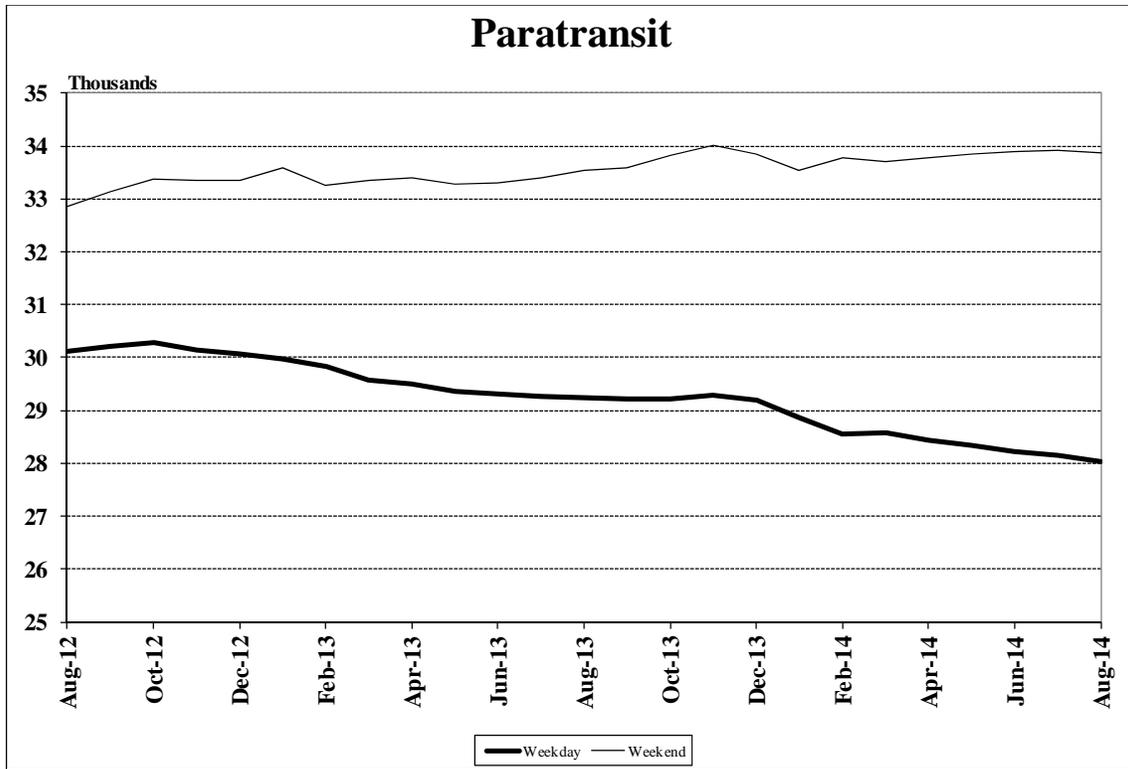
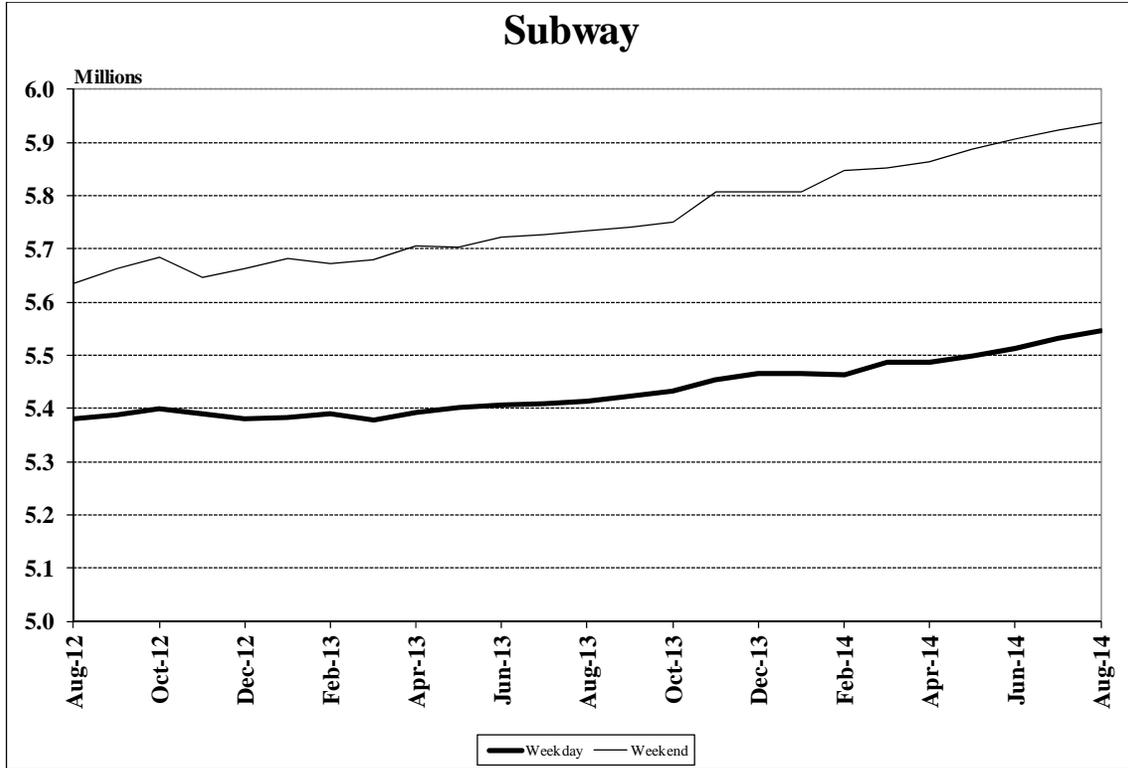
| Month | Average Weekday (thousands) | | | | Average Weekend (thousands) | | | |
|---------------------------------|-----------------------------|--------------|-------------|--------------|-----------------------------|--------------|-------------|--------------|
| | 2013 | Preliminary | Change | | 2013 | Preliminary | Change | |
| | | 2014 | Amount | Percent | | 2014 | Amount | Percent |
| Subway | 5,116 | 5,259 | +142 | +2.8% | 5,718 | 5,880 | +163 | +2.8% |
| NYCT Local Bus | 1,884 | 1,891 | +7 | +0.4% | 2,372 | 2,342 | -31 | -1.3% |
| NYCT Express Bus | 40 | 40 | +0 | +0.9% | 11 | 11 | +1 | +5.1% |
| Paratransit | 29 | 28 | -1 | -4.8% | 35 | 34 | -1 | -1.9% |
| TOTAL - NYCT | 7,069 | 7,218 | +148 | +2.1% | 8,136 | 8,268 | +132 | +1.6% |
| MTABC Local Bus | 335 | 347 | +12 | +3.6% | 396 | 406 | +10 | +2.6% |
| MTABC Express Bus | 31 | 31 | +0 | +0.6% | 13 | 12 | -1 | -4.1% |
| Total - MTA Bus | 366 | 378 | +12 | +3.3% | 409 | 418 | +10 | +2.4% |
| <i>Total - Regional Bus</i> | <i>2,290</i> | <i>2,310</i> | <i>20</i> | <i>+0.9%</i> | <i>2,791</i> | <i>2,771</i> | <i>-20</i> | <i>-0.7%</i> |
| 12-Month Rolling Average | | | | | | | | |
| Subway | 5,413 | 5,546 | +133 | +2.5% | 5,735 | 5,937 | +203 | +3.5% |
| Local Bus | 2,125 | 2,087 | -38 | -1.8% | 2,310 | 2,319 | +9 | +0.4% |
| Express Bus | 42 | 43 | +0 | +0.9% | 11 | 12 | +1 | +7.7% |
| Paratransit | 29 | 28 | -1 | -4.1% | 34 | 34 | +0 | +1.0% |
| TOTAL - NYCT | 7,610 | 7,704 | +94 | +1.2% | 8,090 | 8,303 | +213 | +2.6% |
| MTABC Local Bus | 373 | 371 | -1 | -0.3% | 376 | 388 | +13 | +3.3% |
| MTABC Express Bus | 33 | 32 | -2 | -4.6% | 13 | 13 | -1 | -4.4% |
| Total - MTA Bus | 406 | 403 | -3 | -0.7% | 389 | 401 | +12 | +3.1% |
| <i>Total - Regional Bus</i> | <i>2,573</i> | <i>2,533</i> | <i>-40</i> | <i>-1.6%</i> | <i>2,711</i> | <i>2,733</i> | <i>22</i> | <i>+0.8%</i> |

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

- August 2014 average weekday and average weekend subway and total ridership were the highest of any August in over forty-five years.

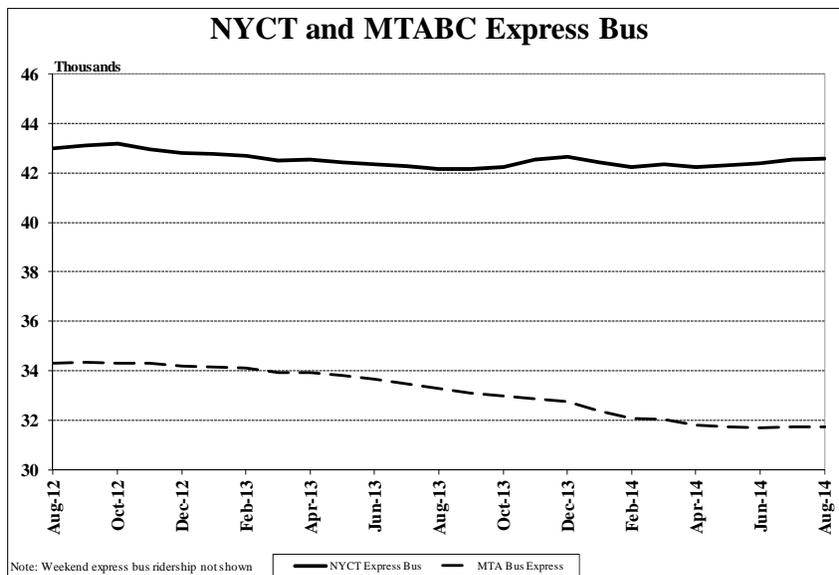
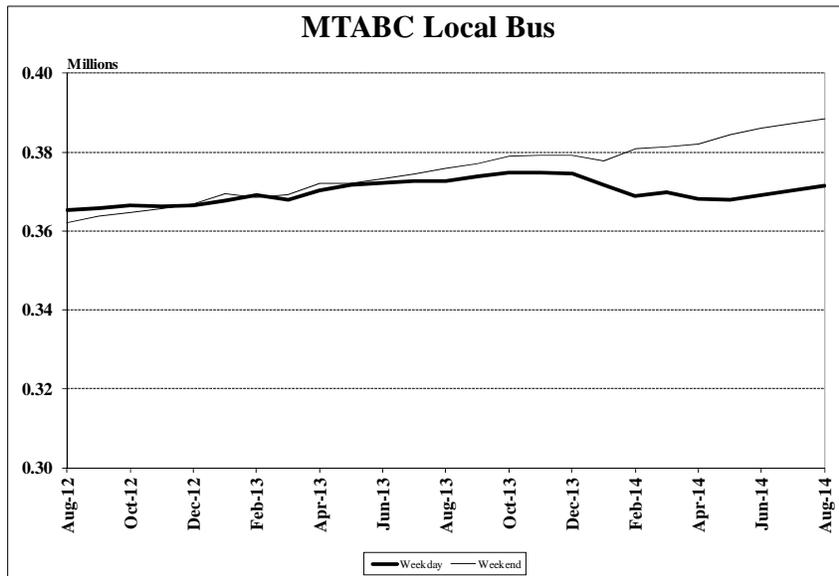
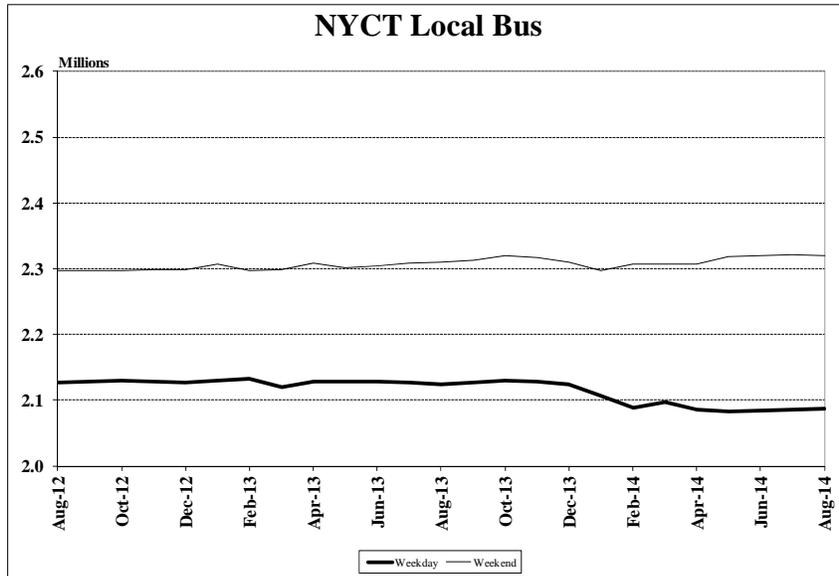
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

Average weekday ridership increased on every area service except NYCT Paratransit. The largest increase was on MTA Local Bus (up 3.6 percent). Average weekend ridership varied widely by service, with the largest weekend increase on the Long Island Rail Road (up 10.5 percent), and the largest decrease on PATH (down 12.7 percent). Bridges and Tunnels traffic increased on weekdays and decreased on weekends.

| Ridership on Transit Services in the New York Area | | | | |
|-----------------------------------------------------------|---------------|---------------------------|-----------------------|------------------------------------------------|
| (thousands) | | | | |
| Transit Service | Aug-13 | Preliminary Aug-14 | Percent Change | 12-Month Rolling Average Percent Change |
| <u>Average Weekday</u> | | | | |
| NYCT Subway | 5,116 | 5,259 | +2.8% | +2.5% |
| NYCT Local Bus | 1,884 | 1,891 | +0.4% | -1.8% |
| NYCT Express Bus | 40 | 40 | +0.9% | +0.9% |
| NYCT Paratransit | 29 | 28 | -4.8% | -4.1% |
| Staten Island Railway | 12 | 13 | +3.0% | +1.7% |
| MTA Local Bus | 335 | 347 | +3.6% | -0.3% |
| MTA Express Bus | 31 | 31 | +0.6% | -4.6% |
| Long Island Rail Road | 288 | 302 | +4.8% | +3.9% |
| Metro-North Railroad | 274 | 278 | +1.4% | +1.4% |
| Staten Island Ferry | 68 | 74 | +9.0% | +60.5% |
| PATH | 246 | 250 | +1.9% | +8.7% |
| <u>Average Weekend</u> | | | | |
| NYCT Subway | 5,718 | 5,880 | +2.8% | +3.5% |
| NYCT Local Bus | 2,372 | 2,342 | -1.3% | +0.4% |
| NYCT Express Bus | 11 | 11 | +5.1% | +7.7% |
| NYCT Paratransit | 35 | 34 | -1.9% | +1.0% |
| Staten Island Railway | 8 | 9 | +7.9% | +5.4% |
| MTA Local Bus | 396 | 406 | +2.6% | +3.3% |
| MTA Express Bus | 13 | 12 | -4.1% | -4.4% |
| Long Island Rail Road | 207 | 229 | +10.5% | +4.4% |
| Metro-North Railroad | 212 | 220 | +3.7% | +0.6% |
| Staten Island Ferry | 102 | 108 | +5.9% | +61.3% |
| PATH | 215 | 188 | -12.7% | +4.9% |

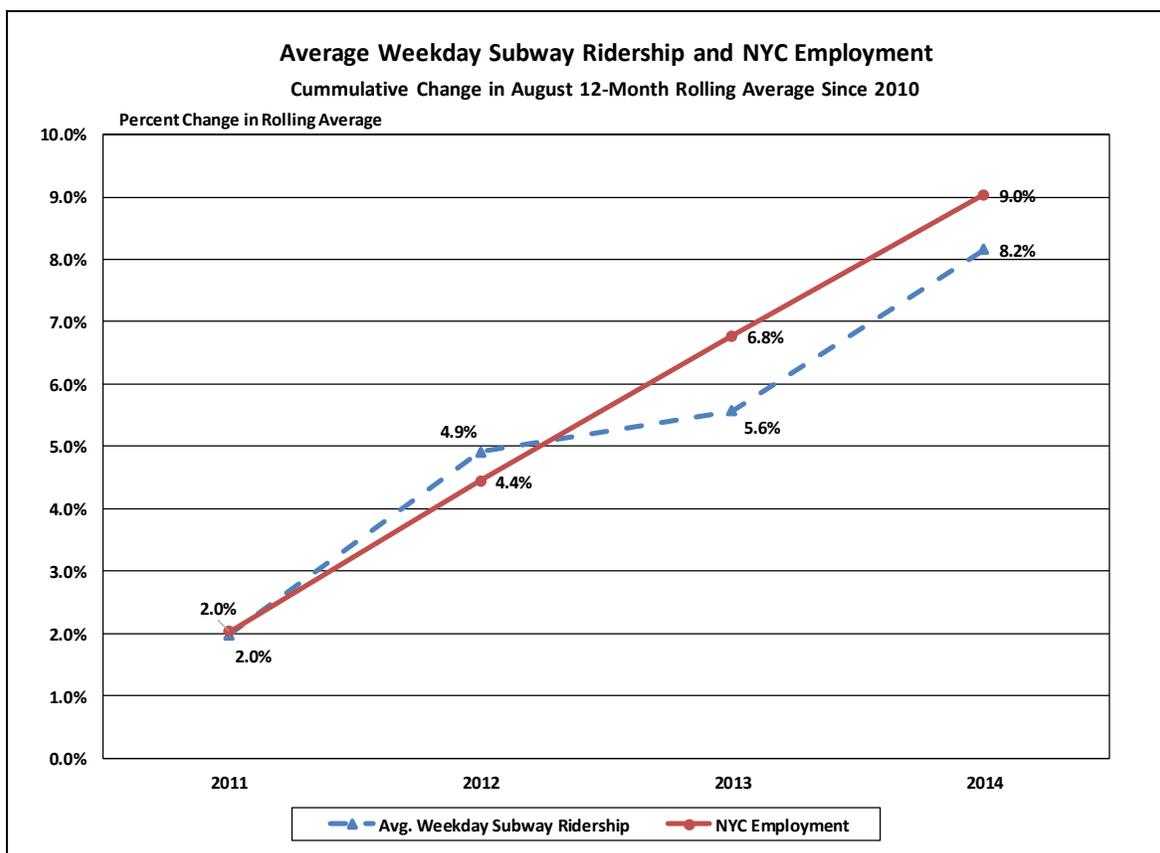
| MTA Bridges and Tunnels | | | | |
|--------------------------------|-------|-------|-------|-------|
| (thousands) | | | | |
| Average Weekday | 838 | 857 | +2.3% | +1.0% |
| Average Weekend | 1,604 | 1,592 | -0.8% | +2.0% |

Note: Percentages are based on unrounded data.

Economy

From August 2013 to August 2014, New York City employment increased 2.6 percent (102,400 jobs). Private sector employment increased 3.1 percent (105,400 jobs) and government employment decreased 0.6 percent (3,000 jobs). Every private employment sub-sector increased from August 2013 except information, which decreased 0.1 percent. The sub-sector with both the largest absolute and percentage increases was educational and health services (up 43,700 jobs or 5.6 percent).

The chart below shows the cumulative change in average weekday subway ridership and New York City employment using the average for the 12 months ending in August of each year. The chart shows that subway ridership growth has closely tracked New York City employment growth since 2010, when the New York economy began to recover from the 2009 recession. The slower subway growth in 2013 is likely due to the after effects of Sandy.



MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 August 2014
 (\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|----------------------------------------|--------------------|--------------------|----------------------------------------|------------|-----------------|-----------------|----------------------------------------|---------------|--------------------|--------------------|----------------------------------------|------------|
| | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue: | | | | | | | | | | | | |
| Subway | \$255.546 | \$258.089 | \$2.543 | 1.0 | \$0.000 | \$0.000 | \$0.000 | - | \$255.546 | \$258.089 | \$2.543 | 1.0 |
| Bus | 80.024 | 79.064 | (0.960) | (1.2) | 0.000 | 0.000 | 0.000 | - | 80.024 | 79.064 | (0.960) | (1.2) |
| Paratransit | 1.423 | 1.299 | (0.124) | (8.7) | 0.000 | 0.000 | 0.000 | - | 1.423 | 1.299 | (0.124) | (8.7) |
| Fare Media Liability | 6.052 | 6.052 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 6.052 | 6.052 | 0.000 | 0.0 |
| Total Farebox Revenue | 343.045 | 344.504 | 1.459 | 0.4 | 0.000 | 0.000 | 0.000 | - | 343.045 | 344.504 | 1.459 | 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 | 2.125 | 1.873 | (0.252) | (11.9) | 0.000 | 0.000 | 0.000 | - | 2.125 | 1.873 | (0.252) | (11.9) |
| Paratransit Reimbursement | 14.324 | 14.140 | (0.184) | (1.3) | 0.000 | 0.000 | 0.000 | - | 14.324 | 14.140 | (0.184) | (1.3) |
| Other | 11.825 | 13.191 | 1.366 | 11.6 | 0.000 | 0.000 | 0.000 | - | 11.825 | 13.191 | 1.366 | 11.6 |
| Total Other Operating Revenue | 28.274 | 29.204 | 0.930 | 3.3 | 0.000 | 0.000 | 0.000 | - | 28.274 | 29.204 | 0.930 | 3.3 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 77.922 | 87.230 | 9.308 | 11.9 | 77.922 | 87.230 | 9.308 | 11.9 |
| Total Revenue | \$371.319 | \$373.708 | \$2.389 | 0.6 | \$77.922 | \$87.230 | \$9.308 | 11.9 | \$449.241 | \$460.938 | \$11.697 | 2.6 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 255.562 | 251.782 | 3.780 | 1.5 | 33.094 | 31.090 | 2.004 | 6.1 | 288.656 | 282.872 | 5.784 | 2.0 |
| Overtime | 32.118 | 35.102 | (2.984) | (9.3) | 6.403 | 13.119 | (6.716) | (104.9) | 38.521 | 48.221 | (9.700) | (25.2) |
| Total Salaries & Wages | 287.680 | 286.884 | 0.796 | 0.3 | 39.497 | 44.209 | (4.712) | (11.9) | 327.177 | 331.093 | (3.916) | (1.2) |
| Health and Welfare | 59.573 | 57.862 | 1.711 | 2.9 | 2.541 | 2.001 | 0.540 | 21.3 | 62.114 | 59.863 | 2.251 | 3.6 |
| OPEB Current Payment | 29.342 | 30.202 | (0.860) | (2.9) | 0.000 | 0.000 | 0.000 | - | 29.342 | 30.202 | (0.860) | (2.9) |
| Pensions | 28.576 | 20.028 | 8.548 | 29.9 | 0.370 | 0.760 | (0.390) | (105.4) | 28.946 | 20.788 | 8.158 | 28.2 |
| Other Fringe Benefits | 25.202 | 25.484 | (0.282) | (1.1) | 10.429 | 11.986 | (1.557) | (14.9) | 35.631 | 37.470 | (1.839) | (5.2) |
| Total Fringe Benefits | 142.693 | 133.576 | 9.117 | 6.4 | 13.340 | 14.747 | (1.407) | (10.5) | 156.033 | 148.323 | 7.710 | 4.9 |
| Reimbursable Overhead | (17.097) | (18.887) | 1.790 | 10.5 | 17.097 | 18.887 | (1.790) | (10.5) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$413.276 | \$401.573 | \$11.703 | 2.8 | \$69.934 | \$77.843 | (\$7.909) | (11.3) | \$483.210 | \$479.416 | \$3.794 | 0.8 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 27.786 | 26.747 | 1.039 | 3.7 | 0.015 | 0.039 | (0.024) | (160.0) | 27.801 | 26.786 | 1.015 | 3.7 |
| Fuel | 11.998 | 14.398 | (2.400) | (20.0) | 0.002 | 0.002 | 0.000 | 0.0 | 12.000 | 14.400 | (2.400) | (20.0) |
| Insurance | 5.676 | 5.804 | (0.128) | (2.3) | 0.000 | 0.000 | 0.000 | - | 5.676 | 5.804 | (0.128) | (2.3) |
| Claims | 8.068 | 7.638 | 0.430 | 5.3 | 0.000 | 0.000 | 0.000 | - | 8.068 | 7.638 | 0.430 | 5.3 |
| Paratransit Service Contracts | 32.251 | 31.211 | 1.040 | 3.2 | 0.000 | 0.000 | 0.000 | - | 32.251 | 31.211 | 1.040 | 3.2 |
| Mtce. and Other Operating Contracts | 18.321 | 12.609 | 5.712 | 31.2 | 1.995 | 3.698 | (1.703) | (85.4) | 20.316 | 16.307 | 4.009 | 19.7 |
| Professional Service Contracts | 10.500 | 10.903 | (0.403) | (3.8) | 0.752 | 0.216 | 0.536 | 71.3 | 11.252 | 11.119 | 0.133 | 1.2 |
| Materials & Supplies | 24.407 | 24.983 | (0.576) | (2.4) | 4.982 | 5.147 | (0.165) | (3.3) | 29.389 | 30.130 | (0.741) | (2.5) |
| Other Business Expenses | 6.171 | 5.837 | 0.334 | 5.4 | 0.242 | 0.285 | (0.043) | (17.8) | 6.413 | 6.122 | 0.291 | 4.5 |
| Total Non-Labor Expenses | \$145.178 | \$140.130 | \$5.048 | 3.5 | \$7.988 | \$9.387 | (\$1.399) | (17.5) | \$153.166 | \$149.517 | \$3.649 | 2.4 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses | | | | | | | | | | | | |
| before Depreciation and OPEB | \$558.454 | \$541.703 | \$16.751 | 3.0 | \$77.922 | \$87.230 | (\$9.308) | (11.9) | \$636.376 | \$628.933 | \$7.443 | 1.2 |
| Depreciation | 133.000 | 124.478 | 8.522 | 6.4 | 0.000 | 0.000 | 0.000 | - | 133.000 | 124.478 | 8.522 | 6.4 |
| OPEB Account | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$691.454 | \$666.181 | \$25.273 | 3.7 | \$77.922 | \$87.230 | (\$9.308) | (11.9) | \$769.376 | \$753.411 | \$15.965 | 2.1 |
| Net Surplus/(Deficit) | (\$320.135) | (\$292.473) | \$27.662 | 8.6 | \$0.000 | \$0.000 | \$0.000 | - | (\$320.135) | (\$292.473) | \$27.662 | 8.6 |

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
 ACCRUAL STATEMENT of OPERATIONS by CATEGORY
 August 2014 Year-to-Date
 (\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|----------------------------------------|----------------------|----------------------|----------------------------------------|------------|------------------|------------------|----------------------------------------|---------------|----------------------|----------------------|----------------------------------------|--------------|
| | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Forecast | Actual | Favorable (Unfavorable) Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue: | | | | | | | | | | | | |
| Subway | \$2,066.483 | \$2,081.891 | \$15.408 | 0.7 | \$0.000 | \$0.000 | \$0.000 | - | \$2,066.483 | \$2,081.891 | \$15.408 | 0.7 |
| Bus | 626.783 | 627.990 | 1.207 | 0.2 | 0.000 | 0.000 | 0.000 | - | 626.783 | 627.990 | 1.207 | 0.2 |
| Paratransit | 10.911 | 10.512 | (0.399) | (3.7) | 0.000 | 0.000 | 0.000 | - | 10.911 | 10.512 | (0.399) | (3.7) |
| Fare Media Liability | 45.331 | 42.714 | (2.617) | (5.8) | 0.000 | 0.000 | 0.000 | - | 45.331 | 42.714 | (2.617) | (5.8) |
| Total Farebox Revenue | 2,749.508 | 2,763.107 | 13.599 | 0.5 | 0.000 | 0.000 | 0.000 | - | 2,749.508 | 2,763.107 | 13.599 | 0.5 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue: | | | | | | | | | | | | |
| Fare Reimbursement | 51.999 | 52.718 | 0.719 | 1.4 | 0.000 | 0.000 | 0.000 | - | 51.999 | 52.718 | 0.719 | 1.4 |
| Paratransit Reimbursement | 119.480 | 123.404 | 3.924 | 3.3 | 0.000 | 0.000 | 0.000 | - | 119.480 | 123.404 | 3.924 | 3.3 |
| Other | 109.322 | 112.498 | 3.176 | 2.9 | 0.000 | 0.000 | 0.000 | - | 109.322 | 112.498 | 3.176 | 2.9 |
| Total Other Operating Revenue | 280.801 | 288.620 | 7.819 | 2.8 | 0.000 | 0.000 | 0.000 | - | 280.801 | 288.620 | 7.819 | 2.8 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 656.527 | 688.458 | 31.931 | 4.9 | 656.527 | 688.458 | 31.931 | 4.9 |
| Total Revenue | \$3,030.309 | \$3,051.727 | \$21.418 | 0.7 | \$656.527 | \$688.458 | \$31.931 | 4.9 | \$3,686.836 | \$3,740.185 | \$53.349 | 1.4 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 2,001.572 | 1,996.995 | 4.577 | 0.2 | 244.520 | 238.180 | 6.340 | 2.6 | 2,246.092 | 2,235.175 | 10.917 | 0.5 |
| Overtime | 278.956 | 283.686 | (4.730) | (1.7) | 69.356 | 86.478 | (17.122) | (24.7) | 348.312 | 370.164 | (21.852) | (6.3) |
| Total Salaries & Wages | 2,280.528 | 2,280.681 | (0.153) | (0.0) | 313.876 | 324.658 | (10.782) | (3.4) | 2,594.404 | 2,605.339 | (10.935) | (0.4) |
| Health and Welfare | 439.916 | 434.726 | 5.190 | 1.2 | 16.693 | 15.381 | 1.312 | 7.9 | 456.609 | 450.107 | 6.502 | 1.4 |
| OPEB Current Payment | 229.046 | 232.201 | (3.155) | (1.4) | 0.000 | 0.000 | 0.000 | - | 229.046 | 232.201 | (3.155) | (1.4) |
| Pensions | 880.763 | 803.885 | 76.878 | 8.7 | 27.389 | 26.987 | 0.402 | 1.5 | 908.152 | 830.872 | 77.280 | 8.5 |
| Other Fringe Benefits | 204.741 | 205.323 | (0.582) | (0.3) | 89.490 | 89.999 | (0.509) | (0.6) | 294.231 | 295.322 | (1.091) | (0.4) |
| Total Fringe Benefits | 1,754.466 | 1,676.135 | 78.331 | 4.5 | 133.572 | 132.367 | 1.205 | 0.9 | 1,888.038 | 1,808.502 | 79.536 | 4.2 |
| Reimbursable Overhead | (137.066) | (142.188) | 5.122 | 3.7 | 137.066 | 142.188 | (5.122) | (3.7) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$3,897.928 | \$3,814.628 | \$83.300 | 2.1 | \$584.514 | \$599.213 | (\$14.699) | (2.5) | \$4,482.442 | \$4,413.841 | \$68.601 | 1.5 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 222.615 | 222.402 | 0.213 | 0.1 | 0.194 | 0.252 | (0.058) | (29.9) | 222.809 | 222.654 | 0.155 | 0.1 |
| Fuel | 115.721 | 122.625 | (6.904) | (6.0) | 0.014 | 0.013 | 0.001 | 7.1 | 115.735 | 122.638 | (6.903) | (6.0) |
| Insurance | 45.386 | 45.347 | 0.039 | 0.1 | 0.000 | 0.000 | 0.000 | - | 45.386 | 45.347 | 0.039 | 0.1 |
| Claims | 62.404 | 61.121 | 1.283 | 2.1 | 0.000 | 0.000 | 0.000 | - | 62.404 | 61.121 | 1.283 | 2.1 |
| Paratransit Service Contracts | 246.197 | 239.258 | 6.939 | 2.8 | 0.722 | 0.722 | 0.000 | 0.0 | 246.919 | 239.980 | 6.939 | 2.8 |
| Mtce. and Other Operating Contracts | 128.057 | 126.140 | 1.917 | 1.5 | 21.352 | 28.415 | (7.063) | (33.1) | 149.409 | 154.555 | (5.146) | (3.4) |
| Professional Service Contracts | 80.132 | 77.762 | 2.370 | 3.0 | 13.620 | 14.669 | (1.049) | (7.7) | 93.752 | 92.431 | 1.321 | 1.4 |
| Materials & Supplies | 199.924 | 201.856 | (1.932) | (1.0) | 37.852 | 45.841 | (7.989) | (21.1) | 237.776 | 247.697 | (9.921) | (4.2) |
| Other Business Expenses | 49.738 | 47.738 | 2.000 | 4.0 | (1.741) | (0.667) | (1.074) | (61.7) | 47.997 | 47.071 | 0.926 | 1.9 |
| Total Non-Labor Expenses | \$1,150.174 | \$1,144.249 | \$5.925 | 0.5 | \$72.013 | \$89.245 | (\$17.232) | (23.9) | \$1,222.187 | \$1,233.494 | (\$11.307) | (0.9) |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses | | | | | | | | | | | | |
| before Depreciation and OPEB | \$5,048.102 | \$4,958.877 | \$89.225 | 1.8 | \$656.527 | \$688.458 | (\$31.931) | (4.9) | \$5,704.629 | \$5,647.335 | \$57.294 | 1.0 |
| Depreciation | 1,008.462 | 979.774 | 28.688 | 2.8 | 0.000 | 0.000 | 0.000 | - | 1,008.462 | 979.774 | 28.688 | 2.8 |
| OPEB Account | 777.791 | 820.403 | (42.612) | (5.5) | 0.000 | 0.000 | 0.000 | - | 777.791 | 820.403 | (42.612) | (5.5) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$6,834.355 | \$6,759.054 | \$75.301 | 1.1 | \$656.527 | \$688.458 | (\$31.931) | (4.9) | \$7,490.882 | \$7,447.512 | \$43.370 | 0.6 |
| Net Surplus/(Deficit) | (\$3,804.046) | (\$3,707.327) | \$96.719 | 2.5 | \$0.000 | \$0.000 | \$0.000 | - | (\$3,804.046) | (\$3,707.327) | \$96.719 | 2.5 |

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
August 2014
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|---------------------------------------------------|------------------------------|-------------------------------------------------|----------|--------------------------------------------------------------------------------------|-------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Farebox Revenue | NR | 1.5 | 0.4 | Mainly due to higher subway ridership | 13.6 | 0.5 | Mainly due to higher subway ridership |
| Other Operating Revenue | NR | 0.9 | 3.3 | Mostly due to higher advertising revenue | 7.8 | 2.8 | Mostly due to favorable results in paratransit Urban Tax, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees |
| Payroll | NR | 3.8 | 1.5 | Due to vacancies, partly offset by higher earned employee separation payments | 4.6 | 0.2 | Due to vacancies, partly offset by higher earned employee separation payments |
| Overtime | NR | (3.0) | (9.3) | Mainly due to additional bus fleet and facility maintenance requirements | (4.7) | (1.7) | Mainly due to additional bus unscheduled service requirements and bus fleet and facility maintenance needs |
| Health & Welfare (including OPEB current payment) | NR | | | | 2.0 | 0.3 | Primarily due to the favorable timing of expenses |
| Pension | NR | 8.5 | 29.9 | Due to the favorable timing of MaBSTOA pension expenses | 76.9 | 8.7 | Due to a delay in the actuarial update of NYCERS expenses to be based on the impact of the recent TWU labor contract agreement and favorable timing of MaBSTOA pension expenses |
| Reimbursable Overhead | NR | 1.8 | 10.5 | Mainly favorable overhead credits, resulting from higher reimbursable overtime costs | 5.1 | 3.7 | Mainly favorable overhead credits, resulting from higher reimbursable overtime costs |
| Electric Power | NR | 1.0 | 3.7 | Lower consumption and prices, partly offset by the unfavorable timing of expenses | | | |
| Fuel | NR | (2.4) | (20.0) | Mainly higher consumption and the unfavorable timing of expenses | (6.9) | (6.0) | Mainly higher consumption and the unfavorable timing of expenses |

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
August 2014
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|------------------------------------------------|------------------------------|-------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Claims | NR | 0.4 | 5.3 | The favorable timing of expenses | 1.3 | 2.1 | The favorable timing of expenses |
| Paratransit Service Contracts | NR | 1.0 | 3.2 | Mostly due to lower completed trips | 6.9 | 2.8 | Mostly due to lower completed trips |
| Maintenance and Other Operating Contracts | NR | 5.7 | 31.2 | Largely the favorable timing of auto purchases, and building-related and painting expenses | 1.9 | 1.5 | Largely painting expense underruns and the favorable timing of building-related expenses and auto purchases, partly offset by the unfavorable timing of non-vehicle maintenance & repair and safety equipment expenses |
| Professional Service Contracts | NR | (0.4) | (3.8) | Primarily the unfavorable timing of office-related equipment and Information Technology expenses, mostly offset by favorable results for Workers' Compensation Board, Data Center and EDP consulting expenses | 2.4 | 3.0 | Mainly underruns in Workers' Compensation Board and EDP maintenance & repair expenses, partly offset by higher office-related expenses |
| Materials and Supplies | NR | (0.6) | (2.4) | Largely the unfavorable timing of maintenance material requirements, partly offset by favorable inventory obsolescence adjustments | (1.9) | (1.0) | Mainly the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and higher scrap/surplus sales |
| Other Business Expenses | NR | 0.3 | 5.4 | Primarily underruns in stationery expenses and favorable results in miscellaneous expenses and credits | 2.0 | 4.0 | Mainly the favorable timing of reimbursable job closing adjustments, lower stationery expenses and favorable results in miscellaneous expenses and credits |
| Depreciation | NR | 8.5 | 6.4 | The favorable timing of assets reaching beneficial use | 28.7 | 2.8 | The favorable timing of assets reaching beneficial use |
| Other Post-Employment Benefits | NR | | | | (42.6) | (5.5) | Higher accrued expenses, based on current actuarial information |
| Capital and Other Reimbursements | R | 9.3 | 11.9 | Reimbursement increase consistent with higher reimbursable expenses | 31.9 | 4.9 | Reimbursement increase consistent with higher reimbursable expenses |
| Payroll | R | 2.0 | 6.1 | Mostly due to underruns of non-capital and capital construction expenses | 6.3 | 2.6 | Mostly due to underruns of non-capital and capital construction expenses |

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
August 2014
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|------------------------------------------------|------------------------------|-------------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Overtime | R | (6.7) | over (100.0) | Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Greenpoint tunnel | (17.1) | (24.7) | Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Greenpoint tunnel |
| Health & Welfare | R | 0.5 | 21.3 | The favorable timing of expenses | 1.3 | 7.9 | The favorable timing of expenses |
| Other Fringe Benefits | R | (1.6) | (14.9) | Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses | (0.5) | (0.6) | Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses |
| Maintenance and Other Operating Contracts | R | (1.7) | (85.4) | Largely the unfavorable timing of construction services and building-related expenses | (7.1) | (33.1) | Largely the unfavorable timing of construction services and building-related expenses |
| Professional Service Contracts | R | 0.5 | 71.3 | Mainly the favorable timing of data center expenses | (1.0) | (7.7) | Mainly the unfavorable timing of Information Technology hardware and software costs, partly offset by the favorable timing of data center expenses |
| Materials & Supplies | R | | | | (8.0) | (21.1) | Primarily the unfavorable timing of non-vehicle maintenance requirements |
| Other Business Expenses | R | | | | (1.1) | (61.7) | Mostly the unfavorable timing of reimbursable job closing adjustments |

MTA NEW YORK CITY TRANSIT
 JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
 CASH RECEIPTS and EXPENDITURES
 August 2014
 (\$ in millions)

| | Month | | | | Year-to-Date | | | |
|--------------------------------------------|--------------------|--------------------|----------------------------|---------------|----------------------|----------------------|----------------------------|--------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$341.551 | \$340.344 | (\$1.207) | (0.4) | \$2,745.659 | \$2,765.301 | \$19.642 | 0.7 |
| Vehicle Toll Revenue | | | | | | | | |
| Other Operating Revenue: | | | | | | | | |
| Fare Reimbursement | 6.312 | 20.113 | 13.801 | 218.6 | 56.391 | 56.426 | 0.035 | 0.1 |
| Paratransit Reimbursement | 3.800 | 3.815 | 0.015 | 0.4 | 101.265 | 143.887 | 42.622 | 42.1 |
| Other | 3.382 | 3.340 | (0.042) | (1.2) | 33.790 | 34.156 | 0.366 | 1.1 |
| Total Other Operating Revenue | 13.494 | 27.268 | 13.774 | 102.1 | 191.446 | 234.469 | 43.023 | 22.5 |
| Capital and Other Reimbursements | 97.922 | 95.051 | (2.871) | (2.9) | 670.525 | 616.489 | (54.036) | (8.1) |
| Total Receipts | \$452.967 | \$462.663 | \$9.696 | 2.1 | \$3,607.630 | \$3,616.259 | \$8.629 | 0.2 |
| Expenditures | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | 257.081 | 362.862 | (105.781) | (41.1) | 2,324.221 | 2,453.539 | (129.318) | (5.6) |
| Overtime | 35.124 | 41.075 | (5.951) | (16.9) | 362.215 | 361.586 | 0.629 | 0.2 |
| Total Salaries & Wages | 292.205 | 403.937 | (111.732) | (38.2) | 2,686.436 | 2,815.125 | (128.689) | (4.8) |
| Health and Welfare | 62.114 | 53.977 | 8.137 | 13.1 | 436.054 | 431.813 | 4.241 | 1.0 |
| OPEB Current Payment | 29.342 | 30.202 | (0.860) | (2.9) | 229.046 | 232.201 | (3.155) | (1.4) |
| Pensions | 93.355 | 77.710 | 15.645 | 16.8 | 643.029 | 616.032 | 26.997 | 4.2 |
| Other Fringe Benefits | 29.512 | 50.460 | (20.948) | (71.0) | 277.583 | 290.373 | (12.790) | (4.6) |
| Total Fringe Benefits | 214.323 | 212.349 | 1.974 | 0.9 | 1,585.712 | 1,570.419 | 15.293 | 1.0 |
| GASB Account | 0.000 | 0.000 | 0.000 | - | 34.047 | 35.786 | (1.739) | (5.1) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | \$506.528 | \$616.286 | (\$109.758) | (21.7) | \$4,306.195 | \$4,421.330 | (\$115.135) | (2.7) |
| Non-Labor: | | | | | | | | |
| Electric Power | 27.028 | 26.987 | 0.041 | 0.2 | 225.903 | 224.470 | 1.433 | 0.6 |
| Fuel | 12.121 | 12.814 | (0.693) | (5.7) | 115.249 | 120.207 | (4.958) | (4.3) |
| Insurance | 18.008 | 17.012 | 0.996 | 14.1 | 51.816 | 50.711 | 1.105 | 2.1 |
| Claims | 7.051 | 8.916 | (1.865) | (5.8) | 57.944 | 81.487 | (23.543) | (40.6) |
| Paratransit Service Contracts | 31.971 | 29.556 | 2.415 | 11.1 | 246.035 | 238.895 | 7.140 | 2.9 |
| Mtce. and Other Operating Contracts | 21.804 | 19.189 | 2.615 | 24.9 | 144.947 | 154.789 | (9.842) | (6.8) |
| Professional Service Contracts | 10.502 | 12.494 | (1.992) | (8.5) | 99.036 | 96.633 | 2.403 | 2.4 |
| Materials & Supplies | 23.534 | 31.729 | (8.195) | (34.8) | 247.179 | 265.973 | (18.794) | (7.6) |
| Other Business Expenditures | 6.414 | 5.827 | 0.587 | 9.2 | 48.803 | 48.649 | 0.154 | 0.3 |
| Total Non-Labor Expenditures | \$158.433 | \$164.524 | (\$6.091) | (3.8) | \$1,236.912 | \$1,281.814 | (\$44.902) | (3.6) |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenditures | \$664.961 | \$780.810 | (\$115.849) | (17.4) | \$5,543.107 | \$5,703.144 | (\$160.037) | (2.9) |
| Net Surplus/(Deficit) | (\$211.994) | (\$318.147) | (\$106.153) | (50.1) | (\$1,935.477) | (\$2,086.885) | (\$151.408) | (7.8) |

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
August 2014
(\$ in millions)

| Operating Receipts or Disbursements | MONTH | | | YEAR TO DATE | | |
|---------------------------------------------------|----------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------|-----------------------------------------------------------------------------------------------------------|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Farebox Receipts | | | | 19.6 | 0.7 | Mostly due to higher subway/bus ridership and the favorable timing of the counting and depositing of cash |
| Other Operating Receipts | 13.8 | over 100.0 | Due primarily to the favorable timing of elderly fare reimbursements | 43.0 | 22.5 | Due primarily to the favorable timing of NYC partial reimbursement of paratransit expenses |
| Capital and Other Reimbursements | | | | (54.0) | (8.1) | Due largely to the unfavorable timing of reimbursements |
| Salaries & Wages | (111.7) | (38.2) | Mainly the unfavorable timing of TWU retro-wage payments forecasted in September | (128.7) | (4.8) | Mainly the unfavorable timing of TWU retro-wage payments forecasted in September |
| Health & Welfare (including OPEB current payment) | 7.2 | 8.8 | Largely the favorable timing of payments | | | |
| Pensions | 15.6 | 16.8 | Mainly the favorable timing of payments | 27.0 | 4.2 | Mainly the favorable timing of payments |
| Other Fringe Benefits | (20.9) | (71.0) | Mainly the unfavorable timing of TWU retro-wage payments (FICA) forecasted in September | (12.8) | (4.6) | Mainly the unfavorable timing of TWU retro-wage payments (FICA) forecasted in September |
| Fuel | (0.7) | (5.7) | Mainly higher consumption and the unfavorable timing of expenses, partly offset by the favorable timing of payments | (5.0) | (4.3) | Mainly higher consumption and the unfavorable timing of expenses |
| Claims | (1.9) | (5.8) | Higher claims payouts than anticipated | (23.5) | (40.6) | Higher claims payouts than anticipated |
| Paratransit Service Contracts | 2.4 | 11.1 | Mostly due to lower completed trips | 7.1 | 2.9 | Mostly due to lower completed trips |
| Maintenance Contracts | 2.6 | 24.9 | Largely the favorable timing of auto purchases, and building-related and painting expenses, partly offset by the unfavorable timing of payments | (9.8) | (6.8) | Higher expenses and the unfavorable timing of payments |
| Professional Service Contracts | (2.0) | (8.5) | Primarily the unfavorable timing of payments | 2.4 | 2.4 | Primarily the favorable timing of payments and lower expenses |
| Materials & Supplies | (8.2) | (34.8) | Largely the unfavorable timing of payments | (18.8) | (7.6) | Largely expense overruns and the unfavorable timing of payments |

Table 6

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
August 2014
(\$ in millions)

| | Month | | | | Year-to-Date | | | |
|--------------------------------------------------------|-------------------|--------------------|----------------------------|----------------|--------------------|--------------------|----------------------------|----------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | (\$1.494) | (\$4.160) | (\$2.666) | (178.4) | (\$3.849) | \$2.194 | \$6.043 | 157.0 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue: | | | | | | | | |
| Fare Reimbursement | 4.187 | 18.240 | 14.053 | 335.6 | 4.392 | 3.708 | (0.684) | (15.6) |
| Paratransit Reimbursement | (10.524) | (10.325) | 0.199 | 1.9 | (18.215) | 20.483 | 38.698 | 212.5 |
| Other | (8.443) | (9.851) | (1.408) | (16.7) | (75.532) | (78.342) | (2.810) | (3.7) |
| Total Other Operating Revenue | (14.780) | (1.936) | 12.844 | 86.9 | (89.355) | (54.151) | 35.204 | 39.4 |
| Capital and Other Reimbursements | 20.000 | 7.821 | (12.179) | (60.9) | 13.998 | (71.969) | (85.967) | (614.1) |
| Total Receipts | \$3.726 | \$1.725 | (\$2.001) | (53.7) | (\$79.206) | (\$123.926) | (\$44.720) | (56.5) |
| Expenditures | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | 31.575 | (79.990) | (111.565) | (353.3) | (78.129) | (218.364) | (140.235) | (179.5) |
| Overtime | 3.397 | 7.146 | 3.749 | 110.4 | (13.903) | 8.578 | 22.481 | 161.7 |
| Total Salaries & Wages | 34.972 | (72.844) | (107.816) | (308.3) | (92.032) | (209.786) | (117.754) | (127.9) |
| Health and Welfare | 0.000 | 5.886 | 5.886 | - | 20.555 | 18.294 | (2.261) | (11.0) |
| OPEB Current Payment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Pensions | (64.409) | (56.922) | 7.487 | 11.6 | 265.123 | 214.840 | (50.283) | (19.0) |
| Other Fringe Benefits | 6.119 | (12.990) | (19.109) | (312.3) | 16.648 | 4.949 | (11.699) | (70.3) |
| Total Fringe Benefits | (58.290) | (64.026) | (5.736) | (9.8) | 302.326 | 238.083 | (64.243) | (21.2) |
| GASB Account | 0.000 | 0.000 | 0.000 | - | (34.047) | (35.786) | (1.739) | (5.1) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | (\$23.318) | (\$136.870) | (\$113.552) | (487.0) | \$176.247 | (\$7.489) | (\$183.736) | (104.2) |
| Non-Labor: | | | | | | | | |
| Electric Power | 0.773 | (0.201) | (0.974) | (126.0) | (3.094) | (1.816) | 1.278 | 41.3 |
| Fuel | (0.121) | 1.586 | 1.707 | - | 0.486 | 2.431 | 1.945 | 400.2 |
| Insurance | (12.332) | (11.208) | 1.124 | 9.1 | (6.430) | (5.364) | 1.066 | 16.6 |
| Claims | 1.017 | (1.278) | (2.295) | (225.7) | 4.460 | (20.366) | (24.826) | (556.6) |
| Paratransit Service Contracts | 0.280 | 1.655 | 1.375 | 491.1 | 0.884 | 1.085 | 0.201 | 22.7 |
| Mtce. and Other Operating Contracts | (1.488) | (2.882) | (1.394) | (93.7) | 4.462 | (0.234) | (4.696) | (105.2) |
| Professional Service Contracts | 0.750 | (1.375) | (2.125) | (283.3) | (5.284) | (4.202) | 1.082 | 20.5 |
| Materials & Supplies | 5.855 | (1.599) | (7.454) | (127.3) | (9.403) | (18.276) | (8.873) | (94.4) |
| Other Business Expenses | (0.001) | 0.295 | 0.296 | - | (0.806) | (1.578) | (0.772) | (95.8) |
| Total Non-Labor Expenditures | (\$5.267) | (\$15.007) | (\$9.740) | (184.9) | (\$14.725) | (\$48.320) | (\$33.595) | (228.1) |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenditures before Depreciation and OPEB | (\$28.585) | (\$151.877) | (\$123.292) | (431.3) | \$161.522 | (\$55.809) | (\$217.331) | (134.6) |
| Depreciation | 133.000 | 124.478 | (8.522) | (6.4) | 1,008.462 | 979.774 | (28.688) | (2.8) |
| OPEB Account | 0.000 | 0.000 | 0.000 | - | 777.791 | 820.403 | 42.612 | 5.5 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenditures | \$104.415 | (\$27.399) | (\$131.814) | (126.2) | \$1,947.775 | \$1,744.368 | (\$203.407) | (10.4) |
| Total Cash Conversion Adjustments | \$108.141 | (\$25.674) | (\$133.815) | (123.7) | \$1,868.569 | \$1,620.442 | (\$248.127) | (13.3) |

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
August 2014

| | <u>Forecast</u> | <u>Actual</u> | <u>Variance</u> <u>Fav./Unfav</u> | <u>Explanation</u> |
|-----------------------------------|-----------------|---------------|--------------------------------------|------------------------------------------------|
| Administration: | | | | |
| Office of the President | 57 | 59 | (2) | |
| Law | 278 | 262 | 16 | |
| Office of the EVP | 42 | 42 | 0 | |
| Human Resources | 219 | 233 | (14) | |
| Office of Management and Budget | 40 | 38 | 2 | |
| Capital Planning & Budget | 33 | 29 | 4 | |
| Corporate Communications | 262 | 253 | 9 | |
| Technology & Information Services | 447 | 414 | 33 | |
| Non-Departmental | (100) | - | (100) | Negative budget represents vacancy provision |
| Labor Relations | 96 | 88 | 8 | |
| Materiel | 255 | 258 | (3) | |
| Controller | 137 | 131 | 6 | |
| Total Administration | 1,766 | 1,807 | (41) | |
| Operations | | | | |
| Subways Rapid Transit Operations | 7,684 | 7,807 | (123) | Mostly Flaggers, Dispatchers, Tower Operators |
| Subways Operations Support | 369 | 364 | 5 | |
| Subways Stations | 2,576 | 2,617 | (41) | |
| Sub-total Subways | 10,629 | 10,788 | (159) | |
| Buses | 10,504 | 10,553 | (49) | |
| Paratransit | 214 | 207 | 7 | |
| Operations Planning | 404 | 391 | 13 | |
| Revenue Control | 436 | 409 | 27 | |
| Total Operations | 22,187 | 22,348 | (161) | |
| Maintenance | | | | |
| Subways Operations Support | 202 | 205 | (3) | |
| Subways Engineering | 338 | 340 | (2) | |
| Subways Car Equipment | 4,291 | 4,271 | 20 | |
| Subways Infrastructure | 1,443 | 1,429 | 14 | |
| Subways Elevators & Escalators | 393 | 354 | 39 | |
| Subways Stations | 3,578 | 3,539 | 39 | |
| Subways Track | 2,766 | 2,696 | 70 | Mostly vacancies in Managers and Track Workers |
| Subways Power | 602 | 561 | 41 | |
| Subways Signals | 1,412 | 1,379 | 33 | |
| Subways Electronic Maintenance | 1,491 | 1,402 | 89 | Mostly vacancies in PTEs and Hourlies |
| Sub-total Subways | 16,516 | 16,176 | 340 | |
| Buses | 3,775 | 3,747 | 28 | |
| Revenue Control | 137 | 137 | 0 | |
| Supply Logistics | 565 | 557 | 8 | |
| System Safety | 91 | 78 | 13 | |
| Total Maintenance | 21,084 | 20,695 | 389 | |
| Engineering/Capital | | | | |
| Capital Program Management | 1,274 | 1,322 | (48) | |
| Total Engineering/Capital | 1,274 | 1,322 | (48) | |
| Public Safety | | | | |
| Security | 628 | 610 | 18 | |
| Total Public Safety | 628 | 610 | 18 | |
| Total Positions | 46,939 | 46,782 | 157 | |
| Non-Reimbursable | 42,024 | 42,763 | (739) | |
| Reimbursable | 4,915 | 4,019 | 896 | |
| Total Full-Time | 46,781 | 46,518 | 263 | |
| Total Full-Time Equivalents | 158 | 264 | (106) | |

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 2014

| FUNCTION/OCCUPATION | Forecast | Actual | Variance Fav./Unfav) | Explanation |
|-----------------------------------|---------------|---------------|-------------------------|-------------|
| Administration: | | | | |
| Managers/Supervisors | 558 | 554 | 4 | |
| Professional, Technical, Clerical | 1,157 | 1,232 | (75) | |
| Operational Hourlies | 51 | 21 | 30 | |
| Total Administration | 1,766 | 1,807 | (41) | |
| Operations | | | | |
| Managers/Supervisors | 2,529 | 2,537 | (8) | |
| Professional, Technical, Clerical | 481 | 482 | (1) | |
| Operational Hourlies | 19,177 | 19,329 | (152) | |
| Total Operations | 22,187 | 22,348 | (161) | |
| Maintenance | | | | |
| Managers/Supervisors | 3,890 | 3,732 | 158 | |
| Professional, Technical, Clerical | 1,048 | 1,019 | 29 | |
| Operational Hourlies | 16,146 | 15,944 | 202 | |
| Total Maintenance | 21,084 | 20,695 | 389 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 329 | 315 | 14 | |
| Professional, Technical, Clerical | 943 | 1,005 | (62) | |
| Operational Hourlies | 2 | 2 | 0 | |
| Total Engineering/Capital | 1,274 | 1,322 | (48) | |
| Public Safety | | | | |
| Managers/Supervisors | 254 | 238 | 16 | |
| Professional, Technical, Clerical | 40 | 33 | 7 | |
| Operational Hourlies | 334 | 339 | (5) | |
| Total Public Safety | 628 | 610 | 18 | |
| Total Positions | | | | |
| Managers/Supervisors | 7,560 | 7,376 | 184 | |
| Professional, Technical, Clerical | 3,669 | 3,771 | (102) | |
| Operational Hourlies | 35,710 | 35,635 | 75 | |
| Total Positions | 46,939 | 46,782 | 157 | |

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

| | August | | | | | | August Year-to-Date | | | | | |
|----------------------------------------|------------------|---------------|------------------|---------------|---------------------|----------------|---------------------|----------------|-------------------|----------------|---------------------|-----------------|
| | Forecast | | Actuals | | Var. - Fav./(Unfav) | | Forecast | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 301,579 | \$9.1 | 314,231 | \$9.3 | (12,652) | (\$0.3) | 2,556,708 | \$76.1 | 2,549,220 | \$76.1 | 7,488 | (\$0.0) |
| | | | | | | (2.8%) | | | | | | (0.0%) |
| <u>Unscheduled Service</u> | 302,580 | \$9.1 | 318,259 | \$9.9 | (15,679) | (\$0.8) | 2,514,258 | \$71.8 | 2,713,873 | \$75.6 | (199,615) | (\$3.8) |
| | | | | | | (8.9%) | | | | | | (5.3%) |
| Programmatic/Routine Maintenance | 339,887 | \$10.2 | 370,783 | \$12.2 | (30,896) | (\$2.0) | 2,595,165 | \$81.4 | 2,618,540 | \$83.7 | (23,375) | (\$2.3) |
| | | | | | | (19.2%) | | | | | | (2.8%) |
| Unscheduled Maintenance | 0 | \$0.0 | 0 | \$0.0 | 0 | \$0.0 | 28,908 | \$0.9 | 28,908 | \$0.9 | 0 | \$0.0 |
| | | | | | | 100.0% | | | | | | 2.5% |
| <u>Vacancy/Absentee Coverage</u> | 78,098 | \$2.4 | 32,818 | \$1.0 | 45,281 | \$1.3 | 440,765 | \$21.2 | 572,187 | \$17.6 | (131,422) | 3.6 |
| | | | | | | 57.0% | | | | | | 17.1% |
| <u>Weather Emergencies</u> | 1,521 | \$0.0 | 5,077 | \$0.2 | (3,556) | (\$0.1) | 733,699 | \$23.0 | 760,284 | \$23.5 | (26,585) | (\$0.5) |
| | | | | | | * | | | | | | (2.2%) |
| <u>Safety/Security/Law Enforcement</u> | 10,904 | \$0.3 | 11,919 | \$0.4 | (1,014) | (\$0.0) | 76,533 | \$2.0 | 87,782 | \$2.6 | (11,249) | (\$0.6) |
| | | | | | | (9.3%) | | | | | | (-30.4%) |
| <u>Other</u> | 31,800 | \$1.0 | 76,043 | \$2.1 | (44,243) | (\$1.1) | 80,075 | \$2.6 | 145,781 | \$3.7 | (65,706) | (\$1.1) |
| | | | | | | * | | | | | | (-41.1%) |
| Subtotal | 1,066,369 | \$32.2 | 1,129,130 | \$35.07 | (62,760) | (\$2.9) | 9,026,111 | \$279.1 | 9,476,575 | \$283.8 | (450,466) | (\$4.7) |
| | | | | \$0.0 | | (9.1%) | | | | (\$0.4) | | (1.7%) |
| REIMBURSABLE OVERTIME | 195,857 | \$6.4 | 460,862 | \$13.1 | (248,431) | (\$6.7) | 2,299,677 | \$69.3 | 2,630,990 | \$86.5 | (331,313) | (\$17.2) |
| | | | | \$0.0 | | (104.2%) | | | | (\$0.0) | | (24.8%) |
| TOTAL OVERTIME | 1,262,226 | \$38.6 | 1,589,992 | \$48.1 | (311,191) | (\$9.6) | 11,325,788 | \$348.4 | 12,107,565 | \$370.2 | (781,779) | (\$21.9) |
| | | | | | | (24.9%) | | | | | | (6.3%) |

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

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

| | August | | | August-Year-to-Date | | |
|-----------------------------------------|---------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| <u>Scheduled Service</u> | (12,652) | (\$0.3) (2.8%) | | 7,488 | (\$0.0) .0% | |
| <u>Unscheduled Service</u> | (15,679) | (\$0.8) (8.9%) | Primarily due to traffic, breakdowns, related ramp delays in Department of Buses. | (199,615) | (\$3.8) .0% | Primarily due to traffic, breakdowns, related ramp delays in Department of Buses. |
| <u>Programmatic/Routine Maintenance</u> | (30,896) | (\$2.0) (19.2%) | Primarily due to facility maintenance in Department of Buses, which will be changed back to MTA Bus (timing), and overtime for overage fleet maintenance in advance of hiring efforts. | (23,375) | (\$2.3) .0% | Primarily due to facility maintenance in Department of Buses, which will be changed back to MTA Bus (timing), and overtime for overage fleet maintenance in advance of hiring efforts. |
| <u>Unscheduled Maintenance</u> | 0 | \$0.0 100.0% | | 0 | \$0.0 .0% | |
| <u>Vacancy/Absentee Coverage</u> | 45,281 | \$1.3 57.0% | Favorable variance due to reductions in July Financial Plan have lessened the variance in this category. | (131,422) | \$3.6 .0% | Favorable variance due to reductions in July Financial Plan have lessened the variance in this category. |
| <u>Weather Emergencies</u> | (3,556) | (\$0.1) * | | (26,585) | (\$0.5) .0% | |
| <u>Safety/Security/Law Enforcement</u> | (1,014) | (\$0.0) (9.3%) | | (11,249) | (\$0.6) .0% | |
| <u>Other</u> | (44,243) | (\$1.1) * | Variance in this category is mainly due to timing of payhours versus general ledger. | (65,706) | (\$1.1) .0% | Variance in this category is mainly due to timing of payhours versus general ledger. |
| Subtotal | (62,760) | (\$2.9) (6.5%) | | (450,464) | (\$4.7) .0% | |
| REIMBURSABLE OVERTIME | (248,431) | (\$6.7) (104.2%) | Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work. | (331,313) | (\$17.2) (24.8%) | 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. |
| TOTAL OVERTIME | (311,191) | (\$9.6) | | (781,777) | (\$21.9) | |

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2014 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

August 2014

(All data are preliminary and subject to audit)

In the month of August, **operating revenues** were \$0.6 million, \$0.1 million (17.9 percent) below forecast and, year-to-date, operating revenues were \$5.4 million, under forecast by \$0.2 million (3.2 percent). These results were both primarily due to the unfavorable timing of student fare reimbursements.

Total **ridership** in August 2014 was 311,293 riders, 0.2 percent (643 riders) below forecast. Year-to-date, total ridership was 2,827,440, 0.8 percent (22,807 riders) higher than forecast. August 2014 average weekday ridership was 12,743 riders, 3.0 percent (373 riders) higher than August 2013. Average weekday ridership for the twelve months ending August 2014 was 15,354 riders, 1.7 percent (250 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits of \$3.7 million were higher than forecast in August by \$0.4 million (11.8 percent). Labor expenses overran by \$0.8 million (37.2 percent), mainly resulting from unfavorable reimbursable overhead credits of \$0.2 million (88.3 percent), due largely to the timing of reimbursable work, increased payroll expenses of \$0.2 million (13.8 percent), due to timing, higher overtime expenses of \$0.1 million (over 100.0 percent), mostly from additional maintenance and vacancy coverage requirements, and other fringe benefit overruns of \$0.1 million (80.0 percent), due mainly to additional Workers' Compensation requirements. Non-labor expenses were less than forecast by \$0.4 million (34.5 percent), due primarily to the favorable timing of electric power expenses of \$0.2 million (37.6 percent) and maintenance contract expenses of \$0.2 million (76.2 percent). Year-to-date, expenses of \$31.1 million were below forecast by \$0.2 million (0.5 percent), comprised of labor overruns of \$0.9 million (3.9 percent) and favorable non-labor expenses of \$1.0 million (12.3 percent). These results were due essentially to the same factors that impacted the month.

Year-to-date, depreciation expenses were \$5.3 million, \$0.3 million (4.7 percent) lower than the forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.2 million of accrued expenses year-to-date, slightly higher than forecast.

The **operating cash deficit** (excluding subsidies) year-to-date was \$20.2 million, \$1.3 million (5.9 percent) favorable to forecast.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2014
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|----------------------------------------|-------------------|-------------------|----------------------------|---------------|-----------------|-----------------|----------------------------|---------------|-------------------|-------------------|----------------------------|---------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | 0.492 | 0.492 | \$ - | 0.0 | - | - | - | - | 0.492 | 0.492 | - | 0.0 |
| Other Operating Revenue | 0.199 | 0.075 | (0.124) | (62.3) | - | - | - | - | 0.199 | 0.075 | 0.124 | (62.3) |
| Capital and Other Reimbursements | - | - | - | - | 0.773 | 0.083 | (0.690) | (89.3) | 0.773 | 0.083 | 0.690 | (89.3) |
| Total Revenue | \$ 0.691 | \$ 0.567 | \$ (0.124) | (17.9) | \$ 0.773 | \$ 0.083 | \$ (0.690) | (89.3) | \$ 1.464 | \$ 0.650 | \$ (0.814) | (55.6) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 1.239 | 1.410 | (0.171) | (13.8) | 0.314 | 0.030 | 0.284 | 90.4 | 1.553 | 1.440 | 0.113 | 7.3 |
| Overtime | 0.110 | 0.228 | (0.118) | (107.3) | 0.088 | 0.009 | 0.079 | 89.8 | 0.198 | 0.237 | (0.039) | (19.7) |
| Total Salaries & Wages | \$ 1.349 | \$ 1.638 | \$ (0.289) | (21.4) | \$ 0.402 | \$ 0.039 | \$ 0.363 | 90.3 | \$ 1.751 | \$ 1.677 | \$ 0.074 | 4.2 |
| Health and Welfare | 0.400 | 0.503 | (0.103) | (25.8) | 0.074 | \$ - | 0.074 | 100.0 | 0.474 | 0.503 | (0.029) | (6.1) |
| OPEB Current Portion | 0.021 | 0.067 | (0.046) | (219.0) | - | 0.004 | (0.004) | - | 0.021 | 0.071 | (0.050) | (238.1) |
| Pensions | 0.482 | 0.475 | 0.007 | 1.5 | 0.013 | \$ - | 0.013 | 100.0 | 0.495 | 0.475 | 0.020 | 4.0 |
| Other Fringe Benefits | 0.150 | 0.270 | (0.120) | (80.0) | 0.011 | \$ - | 0.011 | 100.0 | 0.161 | 0.270 | (0.109) | (67.7) |
| Total Fringe Benefits | \$ 1.053 | \$ 1.315 | \$ (0.262) | (24.9) | \$ 0.098 | \$ 0.004 | \$ 0.094 | 95.9 | \$ 1.151 | \$ 1.319 | \$ (0.168) | (14.6) |
| Reimbursable Overhead | (0.273) | (0.032) | (0.241) | (88.3) | 0.273 | 0.032 | 0.241 | 88.3 | - | - | - | - |
| Total Labor Expenses | \$ 2.129 | \$ 2.921 | \$ (0.792) | (37.2) | \$ 0.773 | \$ 0.075 | \$ 0.698 | 90.3 | \$ 2.902 | \$ 2.996 | \$ (0.094) | (3.2) |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 0.569 | 0.355 | 0.214 | 37.6 | - | 0.001 | (0.001) | - | 0.569 | 0.356 | 0.213 | 37.4 |
| Fuel | 0.012 | 0.016 | (0.004) | (33.3) | - | - | - | - | 0.012 | 0.016 | (0.004) | (33.3) |
| Insurance | 0.085 | 0.058 | 0.027 | 31.8 | - | - | - | - | 0.085 | 0.058 | 0.027 | 31.8 |
| Claims | 0.010 | 0.002 | 0.008 | 80.0 | - | - | - | - | 0.010 | 0.002 | 0.008 | 80.0 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - |
| Mtce. and Other Operating Contracts | 0.298 | 0.071 | 0.227 | 76.2 | - | - | - | - | 0.298 | 0.071 | 0.227 | 76.2 |
| Professional Service Contracts | 0.074 | 0.030 | 0.044 | 59.5 | - | - | - | - | 0.074 | 0.030 | 0.044 | 59.5 |
| Materials & Supplies | 0.116 | 0.218 | (0.102) | (87.9) | - | 0.007 | (0.007) | - | 0.116 | 0.225 | (0.109) | (94.0) |
| Other Business Expenses | - | 0.012 | (0.012) | - | - | - | - | - | - | 0.012 | (0.012) | - |
| Total Non-Labor Expenses | \$ 1.164 | \$ 0.762 | \$ 0.402 | 34.5 | \$ - | \$ 0.008 | \$ (0.008) | - | \$ 1.164 | \$ 0.770 | \$ 0.394 | 33.8 |
| Other Expenses Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses | | | | | | | | | | | | |
| before Depreciation and OPEB | \$ 3.293 | \$ 3.683 | \$ (0.390) | (11.8) | \$ 0.773 | \$ 0.083 | \$ 0.690 | 89.3 | \$ 4.066 | \$ 3.766 | \$ 0.300 | 7.4 |
| Depreciation | 0.688 | 0.638 | 0.050 | 7.3 | - | - | - | - | 0.688 | 0.638 | 0.050 | 7.3 |
| Other Post Employment Benefits | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$ 3.981 | \$ 4.321 | \$ (0.340) | (8.5) | \$ 0.773 | \$ 0.083 | \$ 0.690 | 89.3 | \$ 4.754 | \$ 4.404 | \$ 0.350 | 7.4 |
| Net Surplus/(Deficit) | \$ (3.290) | \$ (3.754) | \$ (0.464) | (14.1) | \$ - | \$ - | \$ - | - | \$ (3.290) | \$ (3.754) | \$ (0.464) | (14.1) |

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2014 Year-to-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|----------------------------------------|--------------------|--------------------|----------------------------|--------------|-----------------|-----------------|----------------------------|---------------|--------------------|--------------------|----------------------------|---------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | 3.839 | 3.884 | 0.045 | 1.2 | - | - | - | - | 3.839 | 3.884 | 0.045 | 1.2 |
| Other Operating Revenue | 1.696 | 1.473 | (0.223) | (13.1) | - | - | - | - | 1.696 | 1.473 | (0.223) | (13.1) |
| Capital and Other Reimbursements | - | - | - | - | 3.048 | 0.997 | (2.051) | (67.3) | 3.048 | 0.997 | (2.051) | (67.3) |
| Total Revenue | \$ 5.535 | \$ 5.357 | \$ (0.178) | (3.2) | \$ 3.048 | \$ 0.997 | \$ (2.051) | (67.3) | \$ 8.583 | \$ 6.354 | \$ (2.229) | (26.0) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | 12.999 | 12.565 | 0.434 | 3.3 | 1.192 | 0.369 | 0.823 | 69.0 | 14.191 | 12.934 | 1.257 | 8.9 |
| Overtime | 1.828 | 2.156 | (0.328) | (17.9) | 0.352 | 0.089 | 0.263 | 74.7 | 2.180 | 2.245 | (0.065) | (3.0) |
| Total Salaries & Wages | \$ 14.827 | \$ 14.721 | \$ 0.106 | 0.7 | \$ 1.544 | \$ 0.458 | \$ 1.086 | 70.3 | \$ 16.371 | \$ 15.179 | \$ 1.192 | 7.3 |
| Health and Welfare | 2.489 | 2.556 | (0.067) | (2.7) | 0.222 | \$ - | 0.222 | 100.0 | 2.711 | 2.556 | 0.155 | 5.7 |
| OPEB Current Portion | 0.790 | 0.680 | 0.110 | 13.9 | 0.005 | 0.012 | (0.007) | (140.0) | 0.795 | 0.692 | 0.103 | 13.0 |
| Pensions | 3.821 | 3.800 | 0.021 | 0.5 | 0.039 | \$ - | 0.039 | 100.0 | 3.860 | 3.800 | 0.060 | 1.6 |
| Other Fringe Benefits | 1.943 | 2.284 | (0.341) | (17.6) | 0.033 | \$ - | 0.033 | 100.0 | 1.976 | 2.284 | (0.308) | (15.6) |
| Total Fringe Benefits | \$ 9.043 | \$ 9.320 | \$ (0.277) | (3.1) | \$ 0.299 | \$ 0.012 | \$ 0.287 | 96.0 | \$ 9.342 | \$ 9.332 | \$ 0.010 | 0.1 |
| Reimbursable Overhead | (1.111) | (0.399) | (0.712) | (64.1) | 1.111 | 0.399 | 0.712 | 64.1 | - | - | - | - |
| Total Labor Expenses | \$ 22.759 | \$ 23.642 | \$ (0.883) | (3.9) | \$ 2.954 | \$ 0.869 | \$ 2.085 | 70.6 | \$ 25.713 | \$ 24.511 | \$ 1.202 | 4.7 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | 3.733 | 2.956 | 0.777 | 20.8 | 0.001 | 0.006 | (0.005) | (500.0) | 3.734 | 2.962 | 0.772 | 20.7 |
| Fuel | 0.312 | 0.329 | (0.017) | (5.4) | - | - | - | - | 0.312 | 0.329 | (0.017) | (5.4) |
| Insurance | 1.004 | 0.936 | 0.068 | 6.8 | - | - | - | - | 1.004 | 0.936 | 0.068 | 6.8 |
| Claims | 0.040 | 0.012 | 0.028 | 70.0 | - | - | - | - | 0.040 | 0.012 | 0.028 | 70.0 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - |
| Mtce. and Other Operating Contracts | 1.846 | 1.157 | 0.689 | 37.3 | - | - | - | - | 1.846 | 1.157 | 0.689 | 37.3 |
| Professional Service Contracts | 0.429 | 0.762 | (0.333) | (77.6) | - | - | - | - | 0.429 | 0.762 | (0.333) | (77.6) |
| Materials & Supplies | 1.084 | 1.235 | (0.151) | (13.9) | 0.093 | 0.122 | (0.029) | (31.2) | 1.177 | 1.357 | (0.180) | (15.3) |
| Other Business Expenses | 0.084 | 0.097 | (0.013) | (15.5) | - | - | - | - | 0.084 | 0.097 | (0.013) | (15.5) |
| Total Non-Labor Expenses | \$ 8.532 | \$ 7.484 | \$ 1.048 | 12.3 | \$ 0.094 | \$ 0.128 | \$ (0.034) | (36.2) | \$ 8.626 | \$ 7.612 | \$ 1.014 | 11.8 |
| Other Expenses Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses | | | | | | | | | | | | |
| before Depreciation and OPEB | \$ 31.291 | \$ 31.126 | \$ 0.165 | 0.5 | \$ 3.048 | \$ 0.997 | \$ 2.051 | 67.3 | \$ 34.339 | \$ 32.123 | \$ 2.216 | 6.5 |
| Depreciation | 5.544 | 5.282 | 0.262 | 4.7 | - | - | - | - | 5.544 | 5.282 | 0.262 | 4.7 |
| Other Post Employment Benefits | 1.143 | 1.173 | (0.030) | (2.6) | - | - | - | - | 1.143 | 1.173 | (0.030) | (2.6) |
| Total Expenses | \$ 37.978 | \$ 37.581 | \$ 0.397 | 1.0 | \$ 3.048 | \$ 0.997 | \$ 2.051 | 67.3 | \$ 41.026 | \$ 38.578 | \$ 2.448 | 6.0 |
| Net Surplus/(Deficit) | \$ (32.443) | \$ (32.224) | \$ 0.219 | 0.7 | \$ - | \$ - | \$ - | - | \$ (32.443) | \$ (32.224) | \$ 0.219 | 0.7 |

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
August 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. | | | | 0.045 | 1.2 | Higher ridership |
| Other Operating Revenue | Non Reimb. | (0.124) | (62.3) | The unfavorable timing of student fare reimbursements | (0.223) | (13.1) | The unfavorable timing of student fare reimbursements |
| Payroll | Non Reimb. | (0.171) | (13.8) | The unfavorable timing of expenses | 0.434 | 3.3 | The favorable timing of expenses and vacancies |
| Overtime | Non Reimb. | (0.118) | over (100.0) | Mostly additional maintenance and vacancy coverage requirements | (0.328) | (17.9) | Mostly additional maintenance and vacancy coverage requirements |
| Health and Welfare (including OPEB current payment) | Non Reimb. | (0.149) | (35.4) | The unfavorable timing of expenses | | | |
| Other Fringe Benefits | Non Reimb. | (0.120) | (80.0) | Mostly additional Workers' Compensation requirements and interagency charges | (0.341) | (17.6) | Mostly additional Workers' Compensation requirements and interagency charges |
| Reimbursable Overhead | Non Reimb. | (0.241) | (88.3) | Reduced overhead credits, due largely to the timing of reimbursable work | (0.712) | (64.1) | Reduced overhead credits, due largely to the timing of reimbursable work |
| Electric Power | Non Reimb. | 0.214 | 37.6 | Favorable timing of expenses and lower prices | 0.777 | 20.8 | Favorable timing of expenses and lower prices |
| Insurance | Non Reimb. | 0.027 | 31.8 | The favorable timing of interagency payments | 0.068 | 6.8 | The favorable timing of interagency payments |
| Maintenance & Other Operating Contracts | Non Reimb. | 0.227 | 76.2 | Mostly the favorable timing of expenses and lower non-vehicle maintenance & repair costs | 0.689 | 37.3 | Mostly the favorable timing of expenses and lower non-vehicle maintenance & repair costs |
| Professional Service Contracts | Non Reimb. | | | | (0.333) | (77.6) | The unfavorable timing of engineering services and several other professional service account expenses |
| Materials and Supplies | Non Reimb. | (0.102) | (87.9) | Mostly the unfavorable timing of maintenance material requirements | (0.151) | (13.9) | Mostly the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments |
| Capital and Other Reimbursements | Reimb. | (0.690) | (89.3) | Timing of Contractor requirements | (2.051) | (67.3) | Timing of Contractor requirements |
| Payroll | Reimb. | 0.284 | 90.4 | Timing of Contractor requirements | 0.823 | 69.0 | Timing of Contractor requirements |
| Overtime | Reimb. | 0.079 | 89.8 | Timing of Contractor requirements | 0.263 | 74.7 | Timing of Contractor requirements |
| Health and Welfare | Reimb. | 0.074 | 100.0 | Timing of Contractor requirements | 0.222 | 100.0 | Timing of Contractor requirements |

Table 4

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
August 2014
(\$ in millions)

| | Month | | | | Year-to-Date | | | |
|--------------------------------------------|-------------------|-------------------|----------------------------|---------------|--------------------|--------------------|----------------------------|---------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | 0.432 | 0.532 | 0.100 | 23.1 | 3.587 | 3.847 | 0.260 | 7.2 |
| Other Operating Revenue | 0.345 | 0.006 | (0.339) | (98.3) | 2.689 | 1.660 | (1.029) | (38.3) |
| Capital and Other Reimbursements | 0.866 | 0.508 | (0.358) | (41.3) | 3.932 | 2.176 | (1.756) | (44.7) |
| Total Receipts | \$ 1.643 | \$ 1.046 | \$ (0.597) | (36.3) | \$ 10.208 | \$ 7.683 | \$ (2.525) | (24.7) |
| Expenditures | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | 1.700 | 1.415 | 0.285 | 16.8 | 11.682 | 10.388 | 1.294 | 11.1 |
| Overtime | 0.272 | 0.230 | 0.042 | 15.4 | 2.179 | 2.004 | 0.175 | 8.0 |
| Health and Welfare | 0.596 | 0.032 | 0.564 | 94.6 | 2.221 | 2.454 | (0.233) | (10.5) |
| OPEB Current Portion | 0.119 | 0.008 | 0.111 | 93.3 | 0.399 | 0.314 | 0.085 | 21.3 |
| Pensions | 0.726 | 0.500 | 0.226 | 31.1 | 4.678 | 4.000 | 0.678 | 14.5 |
| Other Fringe Benefits | 0.220 | 0.238 | (0.018) | (8.2) | 0.940 | 0.617 | 0.323 | 34.4 |
| GASB Account | - | - | - | - | 0.587 | 0.464 | 0.123 | 21.0 |
| Total Labor Expenditures | \$ 3.633 | \$ 2.423 | \$ 1.210 | 33.3 | \$ 22.686 | \$ 20.241 | \$ 2.445 | 10.8 |
| Non-Labor: | | | | | | | | |
| Electric Power | 0.642 | 0.609 | 0.033 | 5.1 | 3.946 | 3.326 | 0.620 | 15.7 |
| Fuel | 0.035 | 0.001 | 0.034 | 97.1 | 0.219 | 0.130 | 0.089 | 40.6 |
| Insurance | 0.190 | 0.013 | 0.177 | 93.2 | 0.960 | 0.432 | 0.528 | 55.0 |
| Claims | 0.012 | - | 0.012 | 100.0 | 0.036 | - | 0.036 | 100.0 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - |
| Mtce. and Other Operating Contracts | 0.269 | 0.056 | 0.213 | 79.2 | 1.967 | 1.529 | 0.438 | 22.3 |
| Professional Service Contracts | 0.077 | 0.040 | 0.037 | 48.1 | 0.416 | 0.364 | 0.052 | 12.5 |
| Materials & Supplies | 0.196 | 0.226 | (0.030) | (15.3) | 1.466 | 1.869 | (0.403) | (27.5) |
| Other Business Expenditures | - | 0.008 | (0.008) | - | 0.007 | 0.016 | (0.009) | (128.6) |
| Total Non-Labor Expenditures | \$ 1.421 | \$ 0.953 | \$ 0.468 | 32.9 | \$ 9.017 | \$ 7.666 | \$ 1.351 | 15.0 |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenditures | \$ 5.054 | \$ 3.376 | \$ 1.678 | 33.2 | \$ 31.703 | \$ 27.907 | \$ 3.796 | 12.0 |
| Operating Cash Deficit | \$ (3.411) | \$ (2.330) | \$ 1.081 | 31.7 | \$ (21.495) | \$ (20.224) | \$ 1.271 | 5.9 |

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
August 2014
(\$ in millions)

| <u>Operating Receipts or Disbursements</u> | <u>MONTH</u> | | | <u>YEAR TO DATE</u> | | |
|-----------------------------------------------------|--------------------------------------------------|----------|----------------------------------------------------------|--------------------------------------------------|----------|----------------------------------------------------------------------------|
| | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> |
| | <u>\$</u> | <u>%</u> | | <u>\$</u> | <u>%</u> | |
| Farebox Receipts | 0.100 | 23.1% | The favorable timing of cash settlements with NYCT | 0.260 | 7.2% | The favorable timing of cash settlements with NYCT |
| Other Operating Revenue | (0.339) | (98.3%) | Mostly unfavorable timing of student fare reimbursements | (1.029) | (38.3%) | Mostly unfavorable timing of student fare reimbursements |
| Capital and Other Reimbursements | (0.358) | (41.3%) | The unfavorable timing of reimbursable work requirements | (1.756) | (44.7%) | The unfavorable timing of reimbursable work requirements |
| Payroll | 0.285 | 16.8% | Mostly the favorable timing of payments | 1.294 | 11.1% | Mostly the favorable timing of payments and reimbursable work requirements |
| Health and Welfare (including OPEB current payment) | 0.675 | 94.4% | Favorable timing of payments | (0.148) | (5.6%) | Unfavorable timing of payments |
| Pensions | 0.226 | 31.1% | Favorable timing of payments | 0.678 | 14.5% | Favorable timing of payments |
| Other Fringe Benefits | | | | 0.323 | 34.4% | Favorable timing of payments |
| Electric Power | | | | 0.620 | 15.7% | Favorable timing of expenses and lower prices |
| Maintenance Contracts | 0.213 | 79.2% | Mostly expense underruns | 0.438 | 22.3% | Lower expenses, partly offset by the unfavorable timing of payments |
| Materials and Supplies | | | | (0.403) | (27.5%) | Largely the unfavorable timing of payments |

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
August 2014
(\$ in millions)

| | Month | | | | Year-to-Date | | | |
|---------------------------------------------|------------------|------------------|----------------------------|----------------|------------------|------------------|----------------------------|---------------|
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | (0.060) | 0.040 | 0.100 | 166.7 | (0.252) | (0.037) | 0.215 | 85.3 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 0.146 | (0.069) | (0.215) | (147.3) | 0.993 | 0.187 | (0.806) | (81.2) |
| Capital and Other Reimbursements | 0.093 | 0.425 | 0.332 | 357.0 | 0.884 | 1.179 | 0.295 | 33.4 |
| Total Receipts | \$0.179 | \$0.396 | \$0.217 | 121.2 | \$1.625 | \$1.329 | (\$0.296) | (18.2) |
| Expenditures | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | (0.147) | 0.025 | 0.172 | 117.0 | 2.509 | 2.546 | 0.037 | 1.5 |
| Overtime | (0.074) | 0.007 | 0.081 | 109.5 | 0.001 | 0.241 | 0.240 | 24,000.0 |
| Health and Welfare | (0.122) | 0.471 | 0.593 | 486.1 | 0.490 | 0.102 | (0.388) | (79.2) |
| OPEB Current Portion | (0.098) | 0.063 | 0.161 | 164.3 | 0.396 | 0.378 | (0.018) | (4.5) |
| Pensions | (0.231) | (0.025) | 0.206 | 89.2 | (0.818) | (0.200) | 0.618 | 75.6 |
| Other Fringe Benefits | (0.059) | 0.032 | 0.091 | 154.2 | 1.036 | 1.667 | 0.631 | 60.9 |
| GASB Account | 0.000 | 0.000 | 0.000 | - | (0.587) | (0.464) | 0.123 | 21.0 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | (\$0.731) | \$0.573 | \$1.304 | 178.4 | \$3.027 | \$4.270 | \$1.243 | 41.1 |
| Non-Labor: | | | | | | | | |
| Electric Power | (0.073) | (0.253) | (0.180) | (246.6) | (0.212) | (0.364) | (0.152) | (71.7) |
| Fuel | (0.023) | 0.015 | 0.038 | 165.2 | 0.093 | 0.199 | 0.106 | 114.0 |
| Insurance | (0.105) | 0.045 | 0.150 | 142.9 | 0.044 | 0.504 | 0.460 | 1,045.5 |
| Claims | (0.002) | 0.002 | 0.004 | 200.0 | 0.004 | 0.012 | 0.008 | 200.0 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Mtce. and Other Operating Contracts | 0.029 | 0.015 | (0.014) | - | (0.121) | (0.372) | (0.251) | (207.4) |
| Professional Service Contracts | (0.003) | (0.010) | (0.007) | (233.3) | 0.013 | 0.398 | 0.385 | 2,961.5 |
| Materials & Supplies | (0.080) | (0.001) | 0.079 | 98.8 | (0.289) | (0.512) | (0.223) | (77.2) |
| Other Business Expenditures | 0.000 | 0.004 | 0.004 | - | 0.077 | 0.081 | 0.004 | - |
| Total Non-Labor Expenditures | (\$0.257) | (\$0.183) | \$0.074 | - | (\$0.391) | (\$0.054) | \$0.337 | - |
| Other Expenditures Adjustments: | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expenditures Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses | | | | | | | | |
| before Depreciation and OPEB | (\$0.988) | \$0.390 | \$1.378 | 139.5 | \$2.636 | \$4.216 | \$1.580 | 59.9 |
| Depreciation Adjustment | 0.688 | 0.638 | (0.050) | (7.3) | 5.544 | 5.282 | (0.262) | (4.7) |
| Other Post Employment Benefits | 0.000 | 0.000 | 0.000 | - | 1.143 | 1.173 | 0.030 | 2.6 |
| Total Expenditures | (\$0.300) | \$1.028 | \$1.328 | 442.7 | \$9.323 | \$10.671 | \$1.348 | 14.5 |
| Total Cash Conversion Adjustments | (\$0.121) | \$1.424 | \$1.545 | 1,276.9 | \$10.948 | \$12.000 | \$1.052 | 9.6 |

**MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 August 2014**

| <u>Function/Departments</u> | <u>Forecast</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> |
|----------------------------------|-----------------|---------------|-------------------------------------------------|
| Administration | | | |
| Executive | 13 | 13 | 0 |
| General Office | 6 | 6 | 0 |
| Purchasing/Stores | 6 | 4 | 2 |
| Total Administration | 25 | 23 | 2 |
| Operations | | | |
| Transportation | 95 | 92 | 3 |
| Total Operations | 95 | 92 | 3 |
| Maintenance | | | |
| Mechanical | 43 | 42 | 1 |
| Electronics/Electrical | 15 | 13 | 2 |
| Power/Signals | 26 | 22 | 4 |
| Maintenance of Way | 46 | 44 | 2 |
| Infrastructure | 25 | 24 | 1 |
| Total Maintenance | 155 | 145 | 10 |
| Engineering/Capital | | | |
| Sandy Recovery | 26 | 26 | 0 |
| Total Engineering Capital | 26 | 26 | 0 |
| Total Positions | 301 | 286 | 15 |
| Non-Reimbursable | 272 | 257 | 15 |
| Reimbursable | 29 | 29 | 0 |
| Total Full-Time | 301 | 286 | 15 |
| Total Full-Time-Equivalents | 0 | 0 | 0 |

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 August 2014

| | <u>Forecast</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> | <u>Explanation of Variances</u> |
|---------------------------------------------|-----------------|---------------|-------------------------------------------------|---------------------------------|
| Administration | | | | |
| Managers/Supervisors | 14 | 15 | (1) | |
| Professional, Technical, Clerical | 11 | 8 | 3 | |
| Operational Hourlies | 0 | 0 | 0 | |
| Total Administration | 25 | 23 | 2 | |
| Operations | | | | |
| Managers/Supervisors | 5 | 2 | 3 | |
| Professional, Technical, Clerical | 3 | 2 | 1 | |
| Operational Hourlies | 87 | 88 | (1) | |
| Total Operations | 95 | 92 | 3 | |
| Maintenance | | | | |
| Managers/Supervisors | 8 | 10 | (2) | |
| Professional, Technical, Clerical | 3 | 2 | 1 | |
| Operational Hourlies | 144 | 133 | 11 | |
| Total Maintenance | 155 | 145 | 10 | |
| Engineering/Capital (Sandy Recovery) | | | | |
| Managers/Supervisors | 4 | 4 | 0 | |
| Professional, Technical, Clerical | 2 | 2 | 0 | |
| Operational Hourlies | 20 | 20 | 0 | |
| Total Engineering/Capital | 26 | 26 | 0 | |
| Total Positions | | | | |
| Managers/Supervisors | 31 | 31 | 0 | |
| Professional, Technical, Clerical | 19 | 14 | 5 | |
| Operational Hourlies | 251 | 241 | 10 | |
| Total Positions | 301 | 286 | 15 | |

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

| Month of August | | | | |
|------------------------|---------------|-----------------|----------------|--------------------|
| <u>Forecast</u> | <u>Actual</u> | <u>Variance</u> | | <u>Explanation</u> |
| | | <u>Amount</u> | <u>Percent</u> | |
| 0.312 | 0.311 | (0.001) | (0.2%) | |
| Year to Date | | | | |
| 2.805 | 2.827 | 0.023 | 0.8% | |

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

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

| | Month of August | | | | <u>Explanation</u> |
|-----------------|---------------------------------|-------------|-----------------|----------------|-------------------------------|
| | <u>2013</u> | <u>2014</u> | <u>Variance</u> | | |
| | | | <u>Amount</u> | <u>Percent</u> | |
| Average Weekday | 0.012 | 0.013 | 0.000 | 3.0% | Higher ridership growth trend |
| Average Weekend | 0.008 | 0.009 | 0.001 | 7.9% | Higher ridership growth trend |
| | 12-Month Rolling Average | | | | |
| Average Weekday | 0.015 | 0.015 | 0.000 | 1.7% | |
| Average Weekend | 0.007 | 0.008 | 0.000 | 5.4% | Higher ridership growth trend |

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

FINANCIAL AND RIDERSHIP REPORT**August 2014**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Mid-Year Forecast (forecast)

Operating revenue was \$18.4 million in August, \$0.2 million (1.2 percent) above forecast. Farebox revenue of \$17.3 million was favorable by \$0.5 million (3.2 percent), due to higher ridership. Other operating revenue of \$1.1 million was \$0.3 million (22.9 percent) below forecast, due to the unfavorable timing of student fare reimbursements. Year-to-date, operating revenue was \$146.6 million, \$1.4 million (0.9 percent) favorable to forecast, due largely to increased farebox revenue caused by higher ridership and favorable average fares.

Total MTA Bus **ridership** in August 2014 was 10.0 million, 3.8 percent (0.4 million riders) above forecast. Year-to-Date, ridership was 82.0 million, 1.0 percent (0.8 million riders) above forecast. August 2014 average weekday ridership was 378,241, an increase of 3.3 percent (12,199 riders) from August 2013. Average weekday ridership for the twelve months ending August 2014 was 403,215, a decrease of 0.7 percent (2,824 riders).

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and environmental remediation expenses, were \$49.6 million in August, \$1.4 million (2.9 percent) above forecast. Labor expenses exceeded forecast by \$0.8 million (2.2 percent), due largely to increased overtime expenses of \$0.8 million (20.2 percent), resulting from vacancy/absentee coverage and fleet maintenance requirements, and payroll expense overruns of \$0.5 million (2.5 percent). Health & welfare/OPEB current expenses were also higher by \$0.2 million (3.9 percent), due to prior period charges. Partly offsetting the above unfavorable results were underruns in other fringe benefits of \$0.8 million (20.2 percent), resulting from the timing of Workers' Compensation payments. Non-labor expenses exceeded forecast by \$0.6 million (4.9 percent), including a materials & supplies overrun of \$1.3 million (51.1 percent), due to the recognition of prior period interagency expenses, partly offset by the favorable timing of claims expenses of \$0.7 million (33.1 percent). Year-to-date, expenses were favorable by \$0.9 million (0.2 percent), comprised of net labor overruns of \$0.4 million (0.1 percent) and non-labor net savings of \$1.3 million (1.3 percent). These year-to-date results were essentially driven by the same factors that impacted the results in the month.

Depreciation expenses year-to-date were \$2.5 million (8.6 percent) above forecast.

GASB #45 Other Post-Employment Benefits accrued expenses year-to-date were \$10.6 million (19.0 percent) above forecast, based on current actuarial information.

Accrued environmental remediation expenses of \$0.5 million were recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$262.1 million for August year-to-date, \$7.9 million (2.9 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2014
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|-------------------------------------------------------|--------------------|--------------------|-------------------------|--------------|-------------------|-----------------|-------------------------|---------------|--------------------|--------------------|-------------------------|--------------|
| | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 16.797 | \$ 17.327 | \$ 0.530 | 3.2 | \$ - | \$ - | \$ - | - | \$ 16.797 | \$ 17.327 | \$ 0.530 | 3.2 |
| Other Operating Income | 1.373 | 1.058 | (0.315) | (22.9) | - | - | - | - | 1.373 | 1.058 | (0.315) | (22.9) |
| Capital and Other Reimbursements | - | - | - | - | 0.433 | 0.387 | (0.046) | (10.6) | 0.433 | 0.387 | (0.046) | (10.6) |
| Total Revenue | \$ 18.170 | \$ 18.385 | \$ 0.215 | 1.2 | \$ 0.433 | \$ 0.387 | \$ (0.046) | (10.6) | \$ 18.603 | \$ 18.772 | \$ 0.169 | 0.9 |
| Labor: | | | | | | | | | | | | |
| Payroll | \$ 19.570 | \$ 20.057 | \$ (0.487) | (2.5) | \$ 0.194 | \$ 0.176 | \$ 0.018 | 9.3 | \$ 19.764 | \$ 20.233 | \$ (0.469) | (2.4) |
| Overtime | 3.732 | 4.486 | (0.754) | (20.2) | - | - | - | - | 3.732 | 4.486 | (0.754) | (20.2) |
| Health and Welfare | 4.172 | 4.239 | (0.067) | (1.6) | 0.098 | 0.050 | 0.048 | 49.0 | 4.270 | 4.289 | (0.019) | (0.4) |
| OPEB Current Payment | 1.456 | 1.607 | (0.151) | (10.4) | - | - | - | - | 1.456 | 1.607 | (0.151) | (10.4) |
| Pensions | 3.585 | 3.702 | (0.117) | (3.3) | 0.031 | 0.024 | 0.007 | 22.6 | 3.616 | 3.726 | (0.110) | (3.0) |
| Other Fringe Benefits | 3.840 | 3.066 | 0.774 | 20.2 | 0.032 | 0.024 | 0.008 | 25.0 | 3.872 | 3.090 | 0.782 | 20.2 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 36.355 | \$ 37.157 | \$ (0.802) | (2.2) | \$ 0.355 | \$ 0.274 | \$ 0.081 | 22.8 | \$ 36.710 | \$ 37.431 | \$ (0.721) | (2.0) |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$ 0.162 | \$ 0.146 | \$ 0.016 | 9.9 | \$ - | \$ - | \$ - | - | \$ 0.162 | \$ 0.146 | \$ 0.016 | 9.9 |
| Fuel | 3.028 | 3.051 | (0.023) | (0.8) | - | - | - | - | 3.028 | 3.051 | (0.023) | (0.8) |
| Insurance | 0.276 | 0.280 | (0.004) | (1.4) | - | - | - | - | 0.276 | 0.280 | (0.004) | (1.4) |
| Claims | 2.094 | 1.400 | 0.694 | 33.1 | - | - | - | - | 2.094 | 1.400 | 0.694 | 33.1 |
| Maintenance and Other Operating Contracts | 1.880 | 1.694 | 0.186 | 9.9 | 0.032 | - | 0.032 | 100.0 | 1.912 | 1.694 | 0.218 | 11.4 |
| Professional Service Contracts | 1.722 | 1.812 | (0.090) | (5.2) | - | - | - | - | 1.722 | 1.812 | (0.090) | (5.2) |
| Materials & Supplies | 2.485 | 3.755 | (1.270) | (51.1) | 0.046 | 0.113 | (0.067) | * | 2.531 | 3.868 | (1.337) | (52.8) |
| Other Business Expense | 0.187 | 0.279 | (0.092) | (49.2) | - | - | - | - | 0.187 | 0.279 | (0.092) | (49.2) |
| Total Non-Labor Expenses | \$ 11.834 | \$ 12.417 | \$ (0.583) | (4.9) | \$ 0.078 | \$ 0.113 | \$ (0.035) | (44.9) | \$ 11.912 | \$ 12.530 | \$ (0.618) | (5.2) |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 48.189 | \$ 49.574 | \$ (1.385) | (2.9) | \$ 0.433 | \$ 0.387 | \$ 0.046 | 10.6 | \$ 48.622 | \$ 49.961 | \$ (1.339) | (2.8) |
| Depreciation | 3.155 | 3.983 | (0.828) | (26.2) | - | - | - | - | 3.155 | 3.983 | (0.828) | (26.2) |
| OPEB Obligation | 11.021 | 8.350 | 2.671 | 24.2 | - | - | - | - | 11.021 | 8.350 | 2.671 | 24.2 |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$ 62.365 | \$ 61.907 | \$ 0.458 | 0.7 | \$ 0.433 | \$ 0.387 | \$ 0.046 | 10.6 | \$ 62.798 | \$ 62.294 | \$ 0.504 | 0.8 |
| Net Surplus/(Deficit) | \$ (44.195) | \$ (43.522) | \$ 0.673 | 1.5 | \$ - | \$ - | \$ 0.000 | - | \$ (44.195) | \$ (43.522) | \$ 0.673 | 1.5 |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2014 Year-To-Date

(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|-------------------------------------------------------|----------------------|---------------------|----------------------------|--------------|----------------------|-----------------|----------------------------|---------------|----------------------|---------------------|----------------------------|--------------|
| | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 132.339 | \$ 133.943 | \$ 1.604 | 1.2 | \$ - | \$ - | \$ - | - | \$ 132.339 | \$ 133.943 | \$ 1.604 | 1.2 |
| Other Operating Income | 12.946 | 12.706 | (0.240) | (1.9) | - | - | - | - | 12.946 | 12.706 | (0.240) | (1.9) |
| Capital and Other Reimbursements | - | - | - | - | 3.928 | 4.164 | 0.236 | 6.0 | 3.928 | 4.164 | 0.236 | 6.0 |
| Total Revenue | \$ 145.285 | \$ 146.649 | \$ 1.364 | 0.9 | \$ 3.928 | \$ 4.164 | \$ 0.236 | 6.0 | \$ 149.213 | \$ 150.813 | \$ 1.600 | 1.1 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$ 160.548 | \$ 160.752 | \$ (0.204) | (0.1) | 1.871 | 1.996 | \$ (0.125) | (6.7) | \$ 162.419 | \$ 162.748 | \$ (0.329) | (0.2) |
| Overtime | 35.483 | 37.813 | (2.330) | (6.6) | - | - | - | - | 35.483 | 37.813 | (2.330) | (6.6) |
| Health and Welfare | 32.764 | 32.192 | 0.572 | 1.7 | 0.610 | 0.524 | 0.086 | 14.1 | 33.374 | 32.716 | 0.658 | 2.0 |
| OPEB Current Payment | 12.404 | 12.504 | (0.100) | (0.8) | - | - | - | - | 12.404 | 12.504 | (0.100) | (0.8) |
| Pensions | 29.790 | 29.797 | (0.007) | (0.0) | 0.334 | 0.331 | 0.003 | 0.9 | 30.124 | 30.128 | (0.004) | (0.0) |
| Other Fringe Benefits | 30.124 | 28.433 | 1.691 | 5.6 | 0.323 | 0.318 | 0.005 | 1.5 | 30.447 | 28.751 | 1.696 | 5.6 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | 0.084 | 0.084 | - | 0.0 | 0.084 | 0.084 | - | 0.0 |
| Total Labor Expenses | \$ 301.113 | \$ 301.491 | \$ (0.378) | (0.1) | \$ 3.222 | \$ 3.253 | \$ (0.031) | (1.0) | \$ 304.335 | \$ 304.744 | \$ (0.409) | (0.1) |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$ 1.272 | \$ 1.199 | \$ 0.073 | 5.7 | \$ - | \$ - | \$ - | - | \$ 1.272 | \$ 1.199 | \$ 0.073 | 5.7 |
| Fuel | 24.873 | 24.775 | 0.098 | 0.4 | - | - | - | - | 24.873 | 24.775 | 0.098 | 0.4 |
| Insurance | 2.241 | 2.229 | 0.012 | 0.5 | - | - | - | - | 2.241 | 2.229 | 0.012 | 0.5 |
| Claims | 13.481 | 11.200 | 2.281 | 16.9 | - | - | - | - | 13.481 | 11.200 | 2.281 | 16.9 |
| Maintenance and Other Operating Contracts | 12.929 | 12.177 | 0.752 | 5.8 | 0.096 | - | 0.096 | 100.0 | 13.025 | 12.177 | 0.848 | 6.5 |
| Professional Service Contracts | 14.024 | 14.643 | (0.619) | (4.4) | - | - | - | - | 14.024 | 14.643 | (0.619) | (4.4) |
| Materials & Supplies | 23.759 | 24.735 | (0.976) | (4.1) | 0.610 | 0.911 | (0.301) | (49.3) | 24.369 | 25.646 | (1.277) | (5.2) |
| Other Business Expense | 2.093 | 2.442 | (0.349) | (16.7) | - | - | - | - | 2.093 | 2.442 | (0.349) | (16.7) |
| Total Non-Labor Expenses | \$ 94.672 | \$ 93.400 | \$ 1.272 | 1.3 | \$ 0.706 | \$ 0.911 | \$ (0.205) | (29.0) | \$ 95.378 | \$ 94.311 | \$ 1.067 | 1.1 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 395.785 | \$ 394.891 | \$ 0.894 | 0.2 | \$ 3.928 | \$ 4.164 | \$ (0.236) | (6.0) | \$ 399.713 | \$ 399.055 | \$ 0.658 | 0.2 |
| Depreciation | 29.612 | 32.150 | (2.538) | (8.6) | - | - | - | - | 29.612 | 32.150 | (2.538) | (8.6) |
| OPEB Obligation | 56.063 | 66.700 | (10.637) | (19.0) | - | - | - | - | 56.063 | 66.700 | (10.637) | (19.0) |
| Environmental Remediation | - | 0.514 | (0.514) | - | - | - | - | - | - | 0.514 | (0.514) | - |
| Total Expenses | \$ 481.460 | \$ 494.255 | \$ (12.795) | (2.7) | \$ 3.928 | \$ 4.164 | \$ (0.236) | (6.0) | \$ 485.388 | \$ 498.419 | \$ (13.031) | (2.7) |
| Net Surplus/(Deficit) | \$ (336.175) | \$ (347.606) | \$ (11.431) | (3.4) | \$ - | \$ - | \$ - | - | \$ (336.175) | \$ (347.606) | \$ (11.431) | (3.4) |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | August 2014 | | | | Year-To-Date | | | |
|-------------------------------------------|----------------------|----------------------------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance | | |
| | | \$ | % | | \$ | % | | | |
| Farebox Revenue | NR | \$ 0.530 | 3.2 | Higher ridership and higher average fares due mainly to higher unlimited pass average fares (due to fewer trips per pass than expected). | \$ 1.604 | 1.2 | Higher ridership and higher average fares due mainly to higher unlimited pass average fares (due to fewer trips per pass than expected). | | |
| Other Operating Revenue | NR | \$ (0.315) | (22.9) | Timing of student fare reimbursement | \$ (0.240) | (1.9) | (a) | | |
| Capital and Other Reimbursements | R | \$ (0.046) | (10.6) | Timing of reimbursement | \$ 0.236 | 6.0 | Prior period reimbursement | | |
| Total Revenue Variance | | \$ 0.169 | 0.9 | | \$ 1.600 | 1.1 | | | |
| Payroll | NR | \$ (0.487) | (2.5) | (a) | \$ (0.204) | (0.1) | (a) | | |
| Overtime | NR | \$ (0.754) | (20.2) | Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance | \$ (2.330) | (6.6) | Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance | | |
| Health and Welfare (including OPEB) | NR | \$ (0.218) | (3.9) | Prior period charges | \$ 0.472 | 1.0 | (a) | | |
| Pension | NR | \$ (0.117) | (3.3) | (a) | \$ (0.007) | (0.0) | (a) | | |
| Other Fringe Benefits | NR | \$ 0.774 | 20.2 | Timing of workers' compensation payments. | \$ 1.691 | 5.6 | Timing of workers' compensation payments. | | |
| Electric Power | NR | \$ 0.016 | 9.9 | (a) | \$ 0.073 | 9.9 | (a) | | |
| Fuel | NR | \$ (0.023) | (0.8) | (a) | \$ 0.098 | 0.4 | (a) | | |
| Insurance | NR | \$ (0.004) | (1.4) | (a) | \$ 0.012 | 0.5 | (a) | | |
| Claims | NR | \$ 0.694 | 33.1 | Timing of expenses | \$ 2.281 | 16.9 | Timing of expenses | | |
| Maintenance and Other Operating Contracts | NR | \$ 0.186 | 9.9 | Timing of expenses | \$ 0.752 | 5.8 | Timing of expenses | | |
| Professional Service Contracts | NR | \$ (0.090) | (5.2) | Higher marketing and advertising & promotional expenses | \$ (0.619) | (4.4) | Higher marketing, advertising & promotional expenses and Unbudgeted Workers Comp Board administrative fees. | | |
| Materials & Supplies | NR | \$ (1.270) | (51.1) | Prior period inter-company expenses | \$ (0.976) | (4.1) | Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts | | |
| Other Business Expense | NR | \$ (0.092) | (49.2) | Higher mobility tax and AFC collection expenses | \$ (0.349) | (16.7) | Higher office supplies, mobility tax and AFC collection expenses | | |
| Depreciation | NR | \$ (0.828) | (26.2) | Non cash expense | \$ (2.538) | (8.6) | Non cash expense | | |
| Other Post Employment Benefits | NR | \$ 2.671 | 24.2 | One time adjustment in the month of June to align 3rd party actuarial estimate by year end resulting in favorable monthly variances | \$ (10.637) | (19.0) | One time adjustment in the month of June to align 3rd party actuarial estimate by year end | | |
| Environmental Remediation | | \$ - | - | Non cash expense | \$ (0.514) | - | Non cash expense | | |
| Payroll | R | \$ 0.018 | 9.3 | Timing of charges. | \$ (0.125) | (6.7) | Timing of charges. | | |
| Health and Welfare | R | \$ 0.048 | 49.0 | } Timing of charges. | \$ 0.086 | 14.1 | } Timing of charges. | | |
| Pension | R | \$ 0.007 | 22.6 | | \$ 0.003 | 0.9 | | | |
| Other Fringe Benefits | R | \$ 0.008 | 25.0 | | \$ 0.005 | 1.5 | | | |
| Maintenance and Other Operating Contracts | R | \$ 0.032 | * | | \$ 0.096 | * | | | |
| Materials & Supplies | R | \$ (0.067) | * | Prior period expenses | \$ (0.301) | * | Prior period expenses | | |
| Total Expense Variance | | \$ 0.504 | 0.8 | | \$ (13.031) | (2.7) | | | |
| Net Variance | | \$ 0.673 | 1.5 | | \$ (11.431) | (3.4) | | | |

(a) - Variance less than 5% or \$100K

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

| | August 2014 | | | | Year-To-Date | | | |
|--------------------------------------------|----------------------|--------------------|----------------------------|--------------|----------------------|---------------------|----------------------------|--------------|
| | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$ 16.797 | \$ 15.943 | \$ (0.854) | (5.1) | \$ 132.501 | \$ 132.932 | \$ 0.431 | 0.3 |
| Other Operating Revenue | 1.373 | 2.508 | 1.135 | 82.7 | 13.018 | 14.004 | 0.986 | 7.6 |
| Capital and Other Reimbursements | 1.210 | 0.461 | (0.749) | (61.9) | 7.608 | 5.538 | (2.070) | (27.2) |
| Total Receipts | \$ 19.380 | \$ 18.912 | \$ (0.468) | (2.4) | \$ 153.127 | \$ 152.474 | \$ (0.653) | (0.4) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$ 19.345 | \$ 15.999 | \$ 3.346 | 17.3 | \$ 174.905 | \$ 171.596 | \$ 3.309 | 1.9 |
| Overtime | 3.732 | 4.486 | (0.754) | (20.2) | 35.485 | 37.813 | (2.328) | (6.6) |
| Health and Welfare | 3.397 | 6.180 | (2.783) | (81.9) | 37.185 | 41.919 | (4.734) | (12.7) |
| OPEB Current Payment | 1.456 | 1.607 | (0.151) | (10.4) | 12.371 | 10.971 | 1.400 | 11.3 |
| Pensions | 3.842 | 3.702 | 0.140 | 3.6 | 29.656 | 29.233 | 0.423 | 1.4 |
| Other Fringe Benefits | 4.330 | 1.939 | 2.391 | 55.2 | 31.060 | 27.941 | 3.119 | 10.0 |
| GASB Account | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$ 36.102 | \$ 33.913 | \$ 2.189 | 6.1 | \$ 320.662 | \$ 319.473 | \$ 1.189 | 0.4 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$ 0.258 | \$ - | \$ 0.258 | 100.0 | \$ 0.918 | \$ 0.144 | \$ 0.774 | 84.3 |
| Fuel | 3.240 | 5.995 | (2.755) | (85.0) | 26.358 | 28.508 | (2.150) | (8.2) |
| Insurance | 0.541 | 0.029 | 0.512 | 94.6 | 4.131 | 2.678 | 1.453 | 35.2 |
| Claims | 2.731 | 0.909 | 1.822 | 66.7 | 12.756 | 15.653 | (2.897) | (22.7) |
| Maintenance and Other Operating Contracts | 2.864 | 1.002 | 1.862 | 65.0 | 17.774 | 12.631 | 5.143 | 28.9 |
| Professional Service Contracts | 2.824 | 1.018 | 1.806 | 64.0 | 13.685 | 8.439 | 5.246 | 38.3 |
| Materials & Supplies | 2.635 | 2.949 | (0.314) | (11.9) | 24.442 | 26.285 | (1.843) | (7.5) |
| Other Business Expenses | 0.610 | 0.024 | 0.586 | 96.1 | 2.434 | 0.774 | 1.660 | 68.2 |
| Total Non-Labor Expenditures | \$ 15.703 | \$ 11.926 | \$ 3.777 | 24.1 | \$ 102.498 | \$ 95.112 | \$ 7.386 | 7.2 |
| Other Expenditure Adjustments : | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenditures | \$ 51.805 | \$ 45.839 | \$ 5.966 | 11.5 | \$ 423.160 | \$ 414.585 | \$ 8.575 | 2.0 |
| Operating Cash Surplus/(Deficit) | \$ (32.425) | \$ (26.927) | \$ 5.498 | 17.0 | \$ (270.033) | \$ (262.111) | \$ 7.922 | 2.9 |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

| | August 2014 | | | Year-To-Date | | |
|--------------------------------------------|----------------------------------------|--------------|-------------------------------------------------------------------------------------------|----------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Operating Receipts or Disbursements | | | | | | |
| Farebox Revenue | \$ (0.854) | (5.1) | Timing of receipts | \$ 0.431 | 0.3 | Higher ridership and higher average fares due mainly to higher unlimited pass average fares (due to fewer trips per pass than |
| Other Operating Revenue | 1.135 | 82.7 | Receipt of Senior Citizen reimbursement | 0.986 | 7.6 | Receipt of Senior Citizen reimbursement |
| Capital and Other Reimbursements | (0.749) | (61.9) | Timing of reimbursement receipts | (2.070) | (27.2) | Timing of reimbursement receipts |
| Total Receipts | \$ (0.468) | (2.4) | | \$ (0.653) | (0.4) | |
| Payroll | \$ 3.346 | 17.3 | Timing of payments. | \$ 3.309 | 1.9 | Timing of payments. |
| Overtime | (0.754) | (20.2) | Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements | (2.328) | (6.6) | Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements |
| Health and Welfare (including OPEB) | (2.934) | (60.5) | Payment for prior period expenses | (3.334) | (6.7) | Payment for prior period expenses |
| Pension | 0.140 | 3.6 | Delay in payments | 0.423 | 1.4 | Delay in payments |
| Other Fringe Benefits | 2.391 | 55.2 | Timing of worker's compensation payments | 3.119 | 10.0 | Timing of worker's compensation payments |
| GASB | - | - | | - | - | |
| Electric Power | 0.258 | 100.0 | Timing of payments | 0.774 | 84.3 | Timing of payments |
| Fuel | (2.755) | (85.0) | Payment for prior period expenses | (2.150) | (8.2) | Payment for prior period expenses |
| Insurance | 0.512 | 94.6 | Timing of payments/billings | 1.453 | 35.2 | Timing of payments/billings |
| Claims | 1.822 | 66.7 | Timing of payments | (2.897) | (22.7) | \$12 million payout on a 2009 Bus accident case |
| Maintenance and Other Operating Contracts | 1.862 | 65.0 | Timing of payments. | 5.143 | 28.9 | Timing of payments & misclassification of bus units budgeted in material & payments |
| Professional Service Contracts | 1.806 | 64.0 | Timing of payments | 5.246 | 38.3 | Timing of payments |
| Materials & Supplies | (0.314) | (11.9) | Prior period payments | (1.843) | (7.5) | Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts |
| Other Business Expenditure | 0.586 | 96.1 | Timing of payments | 1.660 | 68.2 | Timing of payments |
| Total Expenditures | \$ 5.966 | 11.5 | | \$ 8.575 | 2.0 | |
| Net Cash Variance | \$ 5.498 | 17.0 | | \$ 7.922 | 2.9 | |

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

| | August 2014 | | | | Year-To-Date | | | |
|--------------------------------------------------------------------------|----------------------|------------------|----------------------------|---------------|----------------------|--------------------|----------------------------|---------------|
| | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$ - | \$ (1.384) | \$ (1.384) | - | \$ 0.162 | \$ (1.011) | \$ (1.173) | * |
| Other Operating Revenue | - | 1.450 | 1.450 | - | 0.072 | 1.298 | 1.226 | * |
| Capital and Other Reimbursements | 0.777 | 0.074 | (0.703) | (90.5) | 3.680 | 1.374 | (2.306) | (62.7) |
| Total Receipts | \$ 0.777 | \$ 0.140 | \$ (0.637) | (82.0) | \$ 3.914 | \$ 1.661 | \$ (2.253) | (57.6) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$ 0.419 | \$ 4.234 | \$ 3.815 | * | \$ (12.486) | \$ (8.848) | \$ 3.638 | 29.1 |
| Overtime | - | - | - | - | (0.002) | - | 0.002 | 100.0 |
| Health and Welfare | 0.873 | (1.891) | (2.764) | * | (3.811) | (9.203) | (5.392) | * |
| OPEB Current Payment | - | - | - | - | 0.033 | 1.533 | 1.500 | * |
| Pensions | (0.226) | 0.024 | 0.250 | * | 0.468 | 0.895 | 0.427 | 91.2 |
| Other Fringe Benefits | (0.458) | 1.151 | 1.609 | * | (0.613) | 0.810 | 1.423 | * |
| GASB Account | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | 0.084 | 0.084 | - | 0.0 |
| Total Labor Expenditures | \$ 0.608 | \$ 3.518 | \$ 2.910 | * | \$ (16.327) | \$ (14.729) | \$ 1.598 | 9.8 |
| <i>Non-Labor:</i> | | | | | | | | |
| Traction and Propulsion Power | \$ (0.096) | \$ 0.146 | 0.242 | * | \$ 0.354 | \$ 1.055 | 0.701 | * |
| Fuel for Buses and Trains | (0.212) | (2.944) | (2.732) | * | (1.485) | (3.733) | (2.248) | * |
| Insurance | (0.265) | 0.251 | 0.516 | * | (1.890) | (0.449) | 1.441 | 76.2 |
| Claims | (0.637) | 0.491 | 1.128 | * | 0.725 | (4.453) | (5.178) | * |
| Maintenance and Other Operating Contracts | (0.952) | 0.692 | 1.644 | * | (4.749) | (0.454) | 4.295 | 90.4 |
| Professional Service Contracts | (1.102) | 0.794 | 1.896 | * | 0.339 | 6.204 | 5.865 | * |
| Materials & Supplies | (0.104) | 0.919 | 1.023 | * | (0.073) | (0.639) | (0.566) | * |
| Other Business Expenditures | (0.423) | 0.255 | 0.678 | * | (0.341) | 1.668 | 2.009 | * |
| Total Non-Labor Expenditures | \$ (3.791) | \$ 0.604 | \$ 4.395 | * | \$ (7.120) | \$ (0.801) | \$ 6.319 | 88.7 |
| Other Expenditure Adjustments : | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Gap Closing Expenditures : | | | | | | | | |
| Additional Actions for Budget Balance: Expenditures | - | - | - | - | - | - | - | - |
| Total Gap Closing Expenditures | - | - | - | - | - | - | - | - |
| Total Cash Conversion Adjustments before Non-Cash Liability Adjs. | \$ (3.183) | \$ 4.122 | \$ 7.305 | * | \$ (23.447) | \$ (15.530) | \$ 7.917 | 33.8 |
| Depreciation Adjustment | 3.155 | 3.983 | 0.828 | 26.2 | 29.612 | 32.150 | 2.538 | 8.6 |
| Other Post Employment Benefits | 11.021 | 8.350 | (2.671) | (24.2) | 56.063 | 66.700 | 10.637 | 19.0 |
| Environmental Remediation | - | - | - | - | - | 0.514 | 0.514 | - |
| Total Expenses/Expenditures | \$ 10.993 | \$ 16.455 | \$ 5.462 | 49.7 | \$ 62.228 | \$ 83.834 | \$ 21.606 | 34.7 |
| Total Cash Conversion Adjustments | \$ 11.770 | \$ 16.595 | \$ 4.825 | 41.0 | \$ 66.142 | \$ 85.495 | \$ 19.353 | 29.3 |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
Utilization
(In millions)

| | <u>August 2014</u> | | | <u>Year-to-date as of August 2014</u> | | |
|-------------------------------|----------------------|------------------|-----------------------------------------|---------------------------------------|-------------------|-----------------------------------------|
| | Mid Year Forecast | Actual | Favorable/ (Unfavorable) Variance | Mid Year Forecast | Actual | Favorable/ (Unfavorable) Variance |
| <u>Farebox Revenue</u> | | | | | | |
| Fixed Route | \$ 16.797 | \$ 17.327 | \$ 0.530 | \$ 132.339 | \$ 133.943 | \$ 1.604 |
| Total Farebox Revenue | \$ 16.797 | \$ 17.327 | \$ 0.530 | \$ 132.339 | \$ 133.943 | \$ 1.604 |
| Other Revenue | \$ 1.373 | \$ 1.058 | \$ (0.315) | \$ 12.946 | \$ 12.706 | \$ (0.240) |
| Capital & Other | 0.433 | 0.387 | (0.046) | 3.928 | 4.164 | 0.236 |
| Total Revenue | \$ 18.603 | \$ 18.772 | \$ 0.169 | \$ 149.213 | \$ 150.813 | \$ 1.600 |
| <u>Ridership</u> | | | | | | |
| Fixed Route | 9.672 | 10.037 | 0.365 | 81.113 | 81.956 | 0.843 |
| Total Ridership | 9.672 | 10.037 | 0.365 | 81.113 | 81.956 | 0.843 |

MTA BUS COMPANY
July Financial Plan - 2014 Mid - Year Forecast
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS
AUGUST 2014

| FUNCTION/DEPARTMENT | Mid - Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|------------------------|--------------|----------------------------------------|--------------------------------------|
| Administration | | | | |
| Office of the EVP | 3 | 3 | - | |
| Human Resources | 6 | 10 | (4) | |
| Office of Management and Budget | 14 | 12 | 2 | |
| Technology & Information Services | 16 | 15 | 1 | |
| Material | 19 | 14 | 5 | |
| Controller | 15 | 19 | (4) | |
| Office of the President | 6 | 5 | 1 | |
| System Safety Administration | 5 | 1 | 4 | |
| Law | 24 | 24 | - | |
| Corporate Communications | 3 | 3 | - | |
| Labor Relations | 4 | 3 | 1 | |
| Strategic Office | 12 | 15 | (3) | |
| Non-Departmental | 11 | - | 11 | |
| Total Administration | 138 | 124 | 14 | Vacancies to be filled |
| Operations | | | | |
| Buses | 2,211 | 2,194 | 17 | Bus Operators vacancies to be filled |
| Office of the Executive VP | 1 | 4 | (3) | |
| Safety & Training | 31 | 40 | (9) | Student Operators to fill vacancy |
| Road Operations | 117 | 112 | 5 | |
| Transportation Support | 20 | 21 | (1) | |
| Operations Planning | 32 | 29 | 3 | |
| Revenue Control | 21 | 19 | 2 | |
| Total Operations | 2,433 | 2,419 | 14 | |
| Maintenance | | | | |
| Buses | 769 | 734 | 35 | |
| Maintenance Support/CMF | 158 | 162 | (4) | |
| Facilities | 73 | 45 | 28 | Vacancies Replaced by MOU |
| Supply Logistics | 92 | 89 | 3 | |
| Total Maintenance | 1,092 | 1,030 | 62 | |
| Capital Program Management | 37 | 31 | 6 | |
| Total Engineering/Capital | 37 | 31 | 6 | |
| Security | 18 | 16 | 2 | |
| Total Public Safety | 18 | 16 | 2 | |
| Total Positions | 3,718 | 3,620 | 98 | |
| Non-Reimbursable | 3,680 | 3,577 | 103 | |
| Reimbursable | 38 | 43 | (5) | |
| Total Full-Time | 3,703 | 3,604 | 99 | |
| Total Full-Time Equivalents | 15 | 16 | (1) | |

MTA BUS COMPANY
July Financial Plan - 2014 Mid - Year Forecast
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
AUGUST 2014

| FUNCTION/OCCUPATIONAL GROUP | Mid - Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|------------------------|--------------|----------------------------------------|---------------------------|
| Administration | | | | |
| Managers/Supervisors | 57 | 48 | 9 | |
| Professional, Technical, Clerical | 70 | 76 | (6) | |
| Operational Hourlies | 11 | 0 | 11 | |
| Total Administration | 138 | 124 | 14 | Vacancies to be filled |
| Operations | | | | |
| Managers/Supervisors | 301 | 292 | 9 | |
| Professional, Technical, Clerical | 52 | 56 | (4) | |
| Operational Hourlies | 2,080 | 2,071 | 9 | |
| Total Operations | 2,433 | 2,419 | 14 | |
| Maintenance | | | | |
| Managers/Supervisors | 212 | 197 | 15 | |
| Professional, Technical, Clerical | 17 | 18 | (1) | |
| Operational Hourlies | 863 | 815 | 48 | |
| Total Maintenance | 1,092 | 1,030 | 62 | Vacancies Replaced by MOU |
| Engineering/Capital | | | | |
| Managers/Supervisors | 21 | 16 | 5 | |
| Professional, Technical, Clerical | 16 | 15 | 1 | |
| Operational Hourlies | - | 0 | - | |
| Total Engineering/Capital | 37 | 31 | 6 | |
| Public Safety | | | | |
| Managers/Supervisors | 14 | 11 | 3 | |
| Professional, Technical, Clerical | 4 | 3 | 1 | |
| Operational Hourlies | - | 2 | (2) | |
| Total Public Safety | 18 | 16 | 2 | |
| Total Baseline Positions | | | | |
| Managers/Supervisors | 605 | 564 | 41 | |
| Professional, Technical, Clerical | 159 | 168 | (9) | |
| Operational Hourlies | 2,954 | 2,888 | 66 | |
| Total Baseline Positions | 3,718 | 3,620 | 98 | |

MTA Bus Company
July Financial Plan 2014 Mid - Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | August | | | | | | August Year-to-Date | | | | | |
|-----------------------------------------|-----------------|--------------|----------------|--------------|---------------------|----------------|---------------------|---------------|----------------|---------------|---------------------|----------------|
| | Mid-Year Budget | | Actuals | | Var. - Fav./(Unfav) | | Mid-Year Budget | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 50,002 | \$2.1 | 46,189 | \$2.1 | 3,813 | (\$0.0) | 395,243 | \$16.9 | 390,609 | \$17.1 | 4,634 | (\$0.1) |
| | | | | | 7.6% | -0.4% | | | | | 1.2% | -0.8% |
| <u>Unscheduled Service</u> | 6,405 | \$0.3 | 4,831 | \$0.2 | 1,574 | 0.0 | 57,124 | \$2.4 | 52,668 | \$2.2 | 4,456 | 0.1 |
| | | | | | 24.6% | 19.1% | | | | | 7.8% | 5.5% |
| <u>Programmatic/Routine Maintenance</u> | 9,168 | \$0.4 | 24,893 | \$1.1 | (15,725) | (0.7) | 145,966 | \$6.2 | 189,843 | \$8.2 | (43,877) | (2.0) |
| | | | | | -171.5% | -185.6% | | | | | -30.1% | -31.4% |
| <u>Unscheduled Maintenance</u> | 0 | \$0.0 | 0 | \$0.0 | 0 | - | 0 | \$0.0 | 0 | \$0.0 | 0 | - |
| | | | | | 0.0% | 0.0% | | | | | 0.0% | 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 18,828 | \$0.9 | 24,528 | \$1.0 | (5,700) | (0.2) | 166,873 | \$7.2 | 182,645 | \$7.6 | (15,771) | (0.5) |
| | | | | | -30.3% | -18.5% | | | | | -9.5% | -6.3% |
| <u>Weather Emergencies</u> | 3,600 | \$0.1 | 187 | \$0.0 | 3,412 | 0.1 | 60,134 | \$2.4 | 54,288 | \$2.3 | 5,845 | 0.2 |
| | | | | | * | * | | | | | * | * |
| <u>Safety/Security/Law Enforcement</u> | 283 | \$0.0 | 183 | \$0.0 | 99 | 0.0 | 1,528 | \$0.1 | 1,271 | \$0.1 | 257 | 0.0 |
| | | | | | 35.1% | 45.4% | | | | | 16.8% | 24.6% |
| <u>Other</u> | 1 | \$0.0 | 884 | \$0.0 | (883) | (0.0) | 3,796 | \$0.3 | 5,980 | \$0.3 | (2,184) | (0.1) |
| | | | | | * | * | | | | | * | * |
| Subtotal | 88,286 | \$3.7 | 101,695 | \$4.5 | (13,409) | (\$0.8) | 830,664 | \$35.5 | 877,304 | \$37.8 | (46,640) | (\$2.3) |
| | | | | | -15.2% | -20.2% | | | | | -5.6% | -6.6% |
| REIMBURSABLE OVERTIME | 0 | \$0.0 | 0 | \$0.0 | 0 | - | 0 | \$0.0 | 0 | \$0.0 | 0 | - |
| TOTAL OVERTIME | 88,286 | \$3.7 | 101,695 | \$4.5 | (13,409) | (\$0.8) | 830,664 | \$35.5 | 877,304 | \$37.8 | (46,640) | (\$2.3) |
| | | | | | -15.2% | -20.2% | | | | | -5.6% | -6.6% |

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
July Financial Plan 2014 Mid - Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | August | | | August Year-to-Date | | |
|----------------------------------|---------------------|----------------|--------------------------------------------|---------------------|----------------|------------------------------------------------------------------------------------------------------------------------|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| Scheduled Service | 3,813 | (\$0.0) | | 4,634 | (\$0.1) | |
| | 7.6% | -0.4% | | 1.2% | -0.8% | |
| Unscheduled Service | 1,574 | \$0.0 | | 4,456 | \$0.1 | |
| | 24.6% | 19.1% | | 7.8% | 5.5% | |
| Programmatic/Routine Maintenance | (15,725) | (\$0.7) | | (43,877) | (\$2.0) | Maintenance work for accelerated completion of defects found on schedule inspection and the impact of aging bus fleet. |
| | -171.5% | -185.6% | Aging bus fleet impact on bus maintenance. | -30.1% | -31.4% | |
| Unscheduled Maintenance | - | \$0.0 | | - | \$0.0 | |
| | 0.0% | 0.0% | | 0.0% | 0.0% | |
| Vacancy/Absentee Coverage | (5,700) | (\$0.2) | Vacancy and Absentee Coverage | (15,771) | (\$0.5) | Vacancy and Absentee Coverage |
| | -30.3% | -18.5% | | -9.5% | -6.3% | |
| Weather Emergencies | 3,412 | \$0.1 | | 5,845 | \$0.2 | |
| | * | * | | * | * | |
| Safety/Security/Law Enforcement | 99 | \$0.0 | | 257 | \$0.0 | |
| | 35.1% | 45.4% | | 16.8% | 24.6% | |
| Other | (883) | (\$0.0) | | (2,184) | (\$0.1) | |
| | * | * | | * | * | |
| Subtotal | (13,409) | (\$0.8) | | (46,640) | (\$2.3) | |
| | -15.2% | -20.2% | | -5.6% | -6.6% | |
| REIMBURSABLE OVERTIME | 0 | \$0.0 | | 0 | \$0.0 | |
| | 0.0% | 0.0% | | 0.0% | 0.0% | |
| TOTAL OVERTIME | (13,409) | (\$0.8) | | (46,640) | (\$2.3) | |

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

| | (\$ Millions) | | |
|--------------------------------|----------------|-----------------|----------|
| | <u>Planned</u> | <u>Achieved</u> | <u>%</u> |
| Design Starts | \$53.3 | \$105.8 | 198 |
| Design Completions | 137.1 | 105.6 | 77 |
| Awards | 2,583.5 | 1,129.2 | 44 |
| Substantial Completions | 1,646.8 | 1,025.1 | 62 |
| Closeouts | 2,965.3 | 600.8 | 20 |

During August, NYCT awarded projects totaling \$17.2 million including:

- the installation of hard rail track panels at 9 stations on the Sea Beach Line in Brooklyn and;
- the purchase of 147 paratransit vehicles.

During the same period, NYCT substantially completed projects totaling \$225.8 million including:

- modernization of the interlocking at Church Avenue on the Culver Line in Brooklyn;
- mainline track and switch replacement on the Jamaica Line and in the Greenpoint Tube and;
- component repairs and station improvements at various stations throughout the transit system.

Also during August, NYCT started 12 design projects for \$9.6 million, completed 12 designs for \$10.8 million, and closed out four projects for \$8.0 million.

Capital Program Status
October 2014
(August 2014)

During August, NYCT awarded projects totaling \$17.2 million including \$8.0 million for the installation of hard rail track panels at 9 Stations on the Sea Beach Line in Brooklyn. This work is needed to allow for train diversions required for the upcoming station renewals on the Sea Beach Line.

Also during August, NYCT awarded the purchase of 147 paratransit vehicles for \$6.9 million. MTA New York City Transit operates a paratransit system (Access-A-Ride) in response to the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA). Since its inception, the service has grown enormously and has become an important mode of transportation for thousands of New Yorkers with disabilities. Access-A-Ride serves eligible customers within NYC who are unable to use fixed route bus and subways for some or all of their mass transportation trips. These vehicles are a modified SUV-type vehicle equipped with a wheelchair ramp.

During August, NYCT substantially completed projects totaling \$225.8 million including a \$192 million project to modernize and improve the reliability of the Church Avenue interlocking on the Culver Line in Brooklyn. Work included replacement with a modern, relay based interlocking and the construction of a new relay room and ancillary rooms to house the new equipment. This project is necessary for the future implementation of Communications Based Train Control (CBTC) on this line.

Additionally, NYCT substantially completed mainline track and switch replacement projects on the Jamaica Line in Brooklyn and in the Greenpoint Tube for \$11.1 million. Work includes the replacement of track and switch materials such as contact rail, running rails, ties, switches, ballast, and associated equipment that have reached the end of their useful life.

Also during August, NYCT completed component repairs and other station improvements at various stations throughout the transit system for \$8.2 million. Component repairs included the repair or replacement of stairs at the Franklin Avenue Station on the Eastern Parkway Line in Brooklyn. Other station improvements included the installation of Help Point kiosks at the 219th Street, 225th Street, 233rd Street and 238th Street Stations on the White Plains Road Line in the Bronx. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

Also during August, NYCT started 12 design projects for \$9.6 million, completed 12 designs for \$10.8 million, and closed out four projects for \$8.0 million.

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

Projects Closed During August 2014
 (\$ in millions)

| Project | Base Budget | Current Budget | Original Date | Months Delay |
|------------------------------------------------------------|----------------|-------------------|------------------|-----------------|
| 3 Bus Washers at Manhattanville Depot | \$3.9 | \$4.1 | 07/2014 | 1 |
| Station Ventilators: Phase 4 – 4 Locations /Eastern Queens | 2.5 | 2.5 | 11/2014 | (3) |
| Boring Services: Brooklyn, Queens, Staten Island | 1.5 | 0.8 | 12/2014 | (4) |
| Boring Services: Manhattan & Bronx | 1.9 | 0.7 | 12/2014 | (4) |

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

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

August

| | | | | | | |
|-------------------------|-------|----|-------|----|------|-------|
| Design Starts | \$0.0 | 0 | \$9.6 | 12 | N/A | N/A |
| Design Completions | 16.3 | 15 | 10.8 | 12 | 66.2 | 80.0 |
| Construction Awards | 204.3 | 16 | 17.2 | 3 | 8.4 | 18.8 |
| Substantial Completions | 453.1 | 7 | 225.8 | 14 | 49.8 | 200.0 |
| Closeouts | 90.7 | 14 | 8.0 | 4 | 8.9 | 28.6 |

2014 Year-To-Date

| | | | | | | |
|-------------------------|---------|-----|---------|----|-------|-------|
| Design Starts | \$53.3 | 30 | \$105.8 | 52 | 198.4 | 173.3 |
| Design Completions | 137.1 | 105 | 105.6 | 69 | 77.0 | 65.7 |
| Construction Awards | 2,583.5 | 157 | 1,129.2 | 94 | 43.7 | 59.9 |
| Substantial Completions | 1,646.8 | 128 | 1,025.1 | 92 | 62.3 | 71.9 |
| Closeouts | 2,965.3 | 134 | 600.8 | 56 | 20.3 | 41.8 |

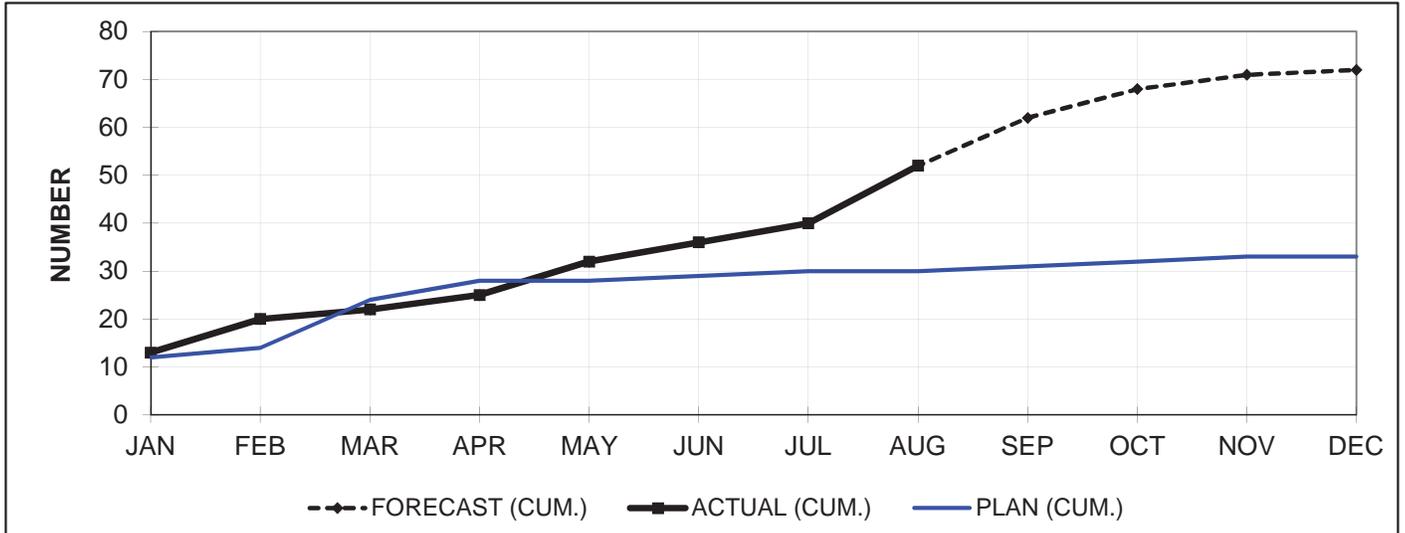
2014 Projected To-Year-End

| | Initial Plan | | Current Forecast | | %(\$) | %(#) |
|-------------------------|--------------|-----|------------------|-----|-------|-------|
| Design Starts | \$59.0 | 33 | \$122.6 | 72 | 207.8 | 218.2 |
| Design Completions | 177.1 | 129 | 193.2 | 136 | 109.0 | 105.4 |
| Construction Awards | 3,606.9 | 218 | 3,040.8 | 231 | 84.3 | 106.0 |
| Substantial Completions | 2,132.7 | 189 | 2,000.2 | 181 | 93.8 | 95.8 |
| Closeouts | 3,697.3 | 202 | 3,261.7 | 174 | 88.2 | 86.1 |

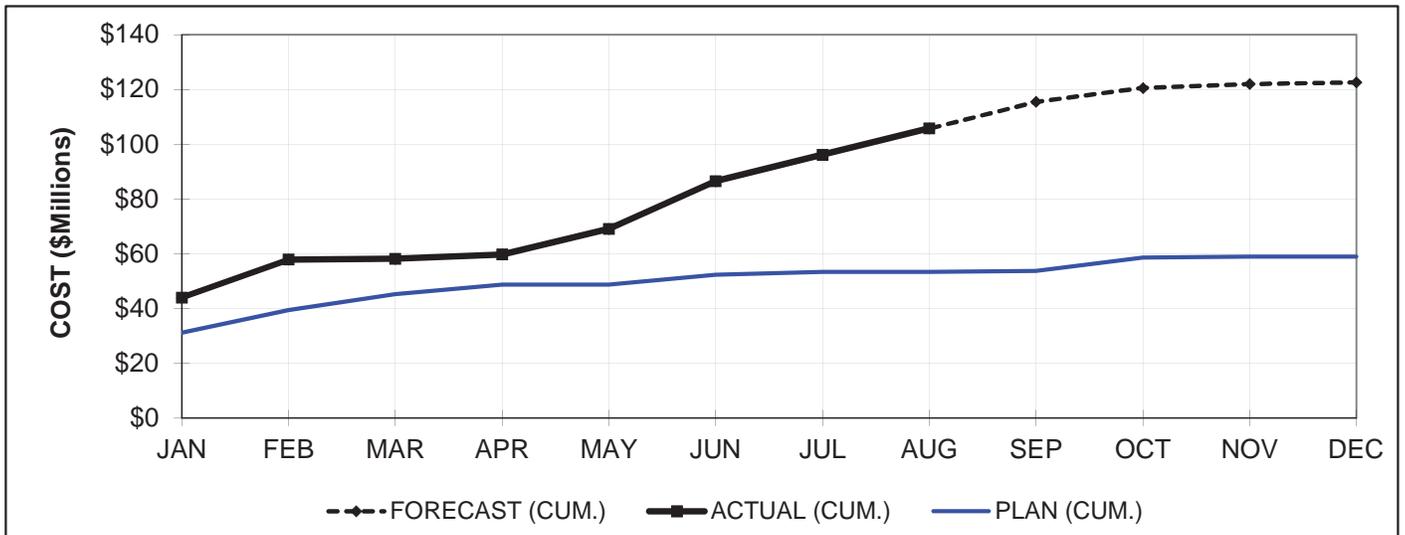
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2014 Design Starts Charts

As of August 2014



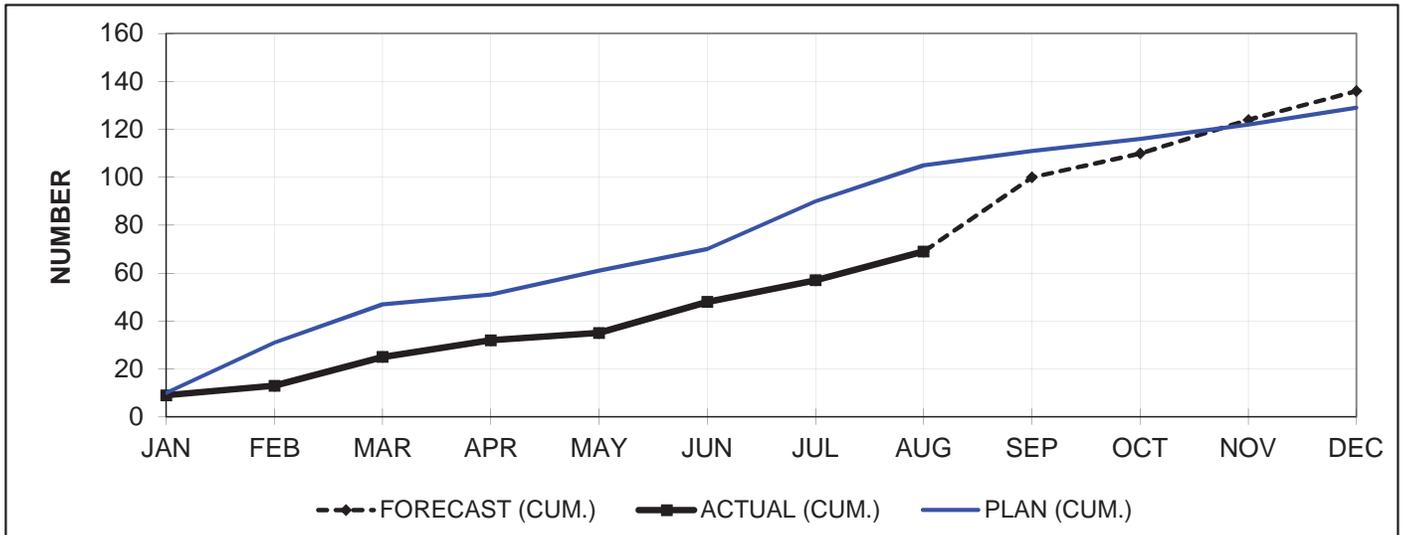
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | 10 | 6 | 3 | 1 |
| ACTUAL (NON-CUM.) | 13 | 7 | 2 | 3 | 7 | 4 | 4 | 12 | | | | |
| PLAN (NON-CUM.) | 12 | 2 | 10 | 4 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 |
| FORECAST (CUM.) | | | | | | | | | 62 | 68 | 71 | 72 |
| ACTUAL (CUM.) | 13 | 20 | 22 | 25 | 32 | 36 | 40 | 52 | | | | |
| PLAN (CUM.) | 12 | 14 | 24 | 28 | 28 | 29 | 30 | 30 | 31 | 32 | 33 | 33 |



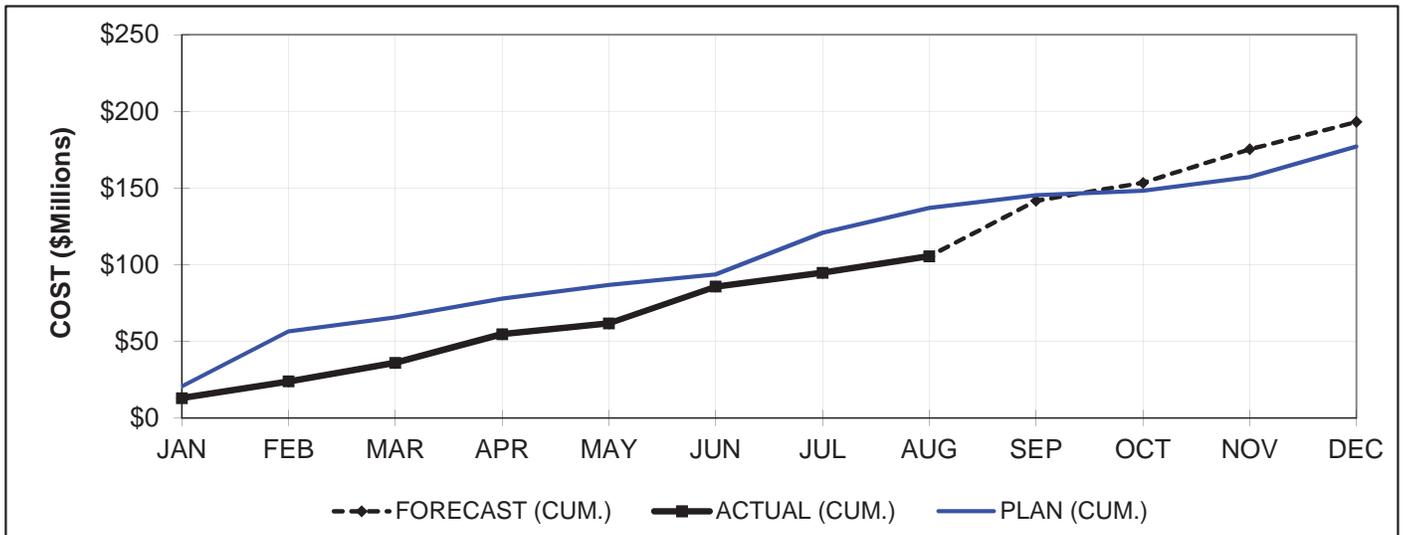
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) | | | | | | | | | 9.7 | 5.0 | 1.4 | 0.6 |
| ACTUAL (NON-CUM.) | 44.0 | 13.9 | 0.3 | 1.6 | 9.3 | 17.4 | 9.7 | 9.6 | | | | |
| PLAN (NON-CUM.) | 31.2 | 8.3 | 5.8 | 3.5 | 0.0 | 3.6 | 1.0 | 0.0 | 0.4 | 4.9 | 0.4 | 0.0 |
| FORECAST (CUM.) | | | | | | | | | 115.6 | 120.6 | 122.0 | 122.6 |
| ACTUAL (CUM.) | 44.0 | 57.9 | 58.2 | 59.8 | 69.1 | 86.5 | 96.2 | 105.8 | | | | |
| 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 August 2014



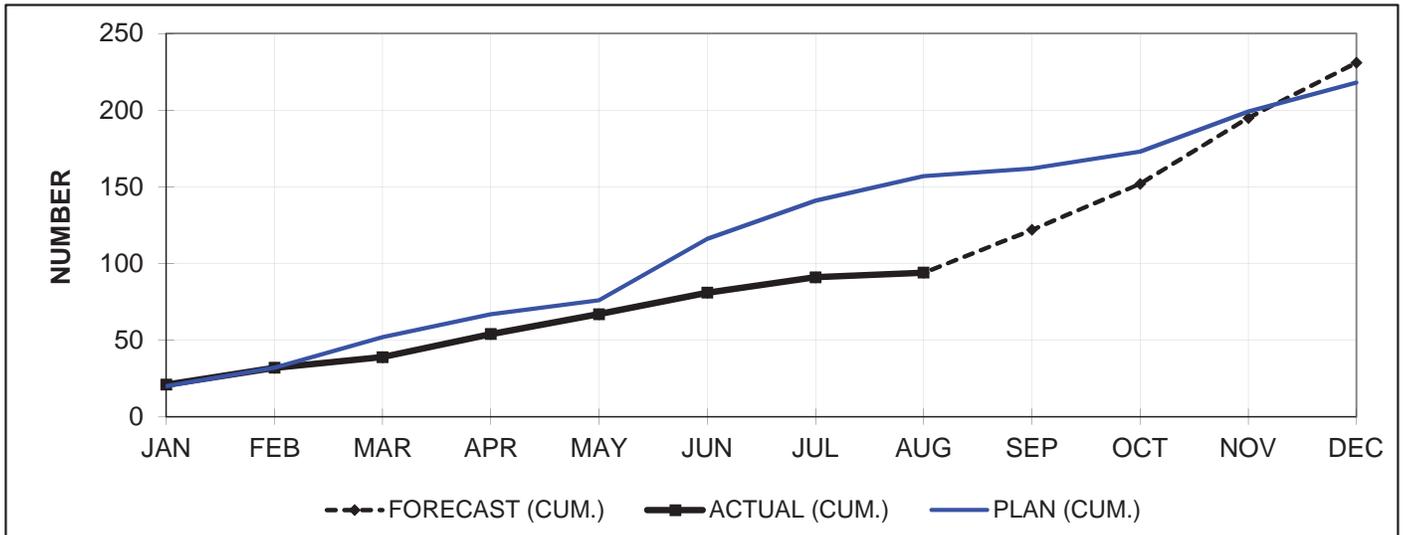
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | 31 | 10 | 14 | 12 |
| ACTUAL (NON-CUM.) | 9 | 4 | 12 | 7 | 3 | 13 | 9 | 12 | | | | |
| PLAN (NON-CUM.) | 10 | 21 | 16 | 4 | 10 | 9 | 20 | 15 | 6 | 5 | 6 | 7 |
| FORECAST (CUM.) | | | | | | | | | 100 | 110 | 124 | 136 |
| ACTUAL (CUM.) | 9 | 13 | 25 | 32 | 35 | 48 | 57 | 69 | | | | |
| PLAN (CUM.) | 10 | 31 | 47 | 51 | 61 | 70 | 90 | 105 | 111 | 116 | 122 | 129 |



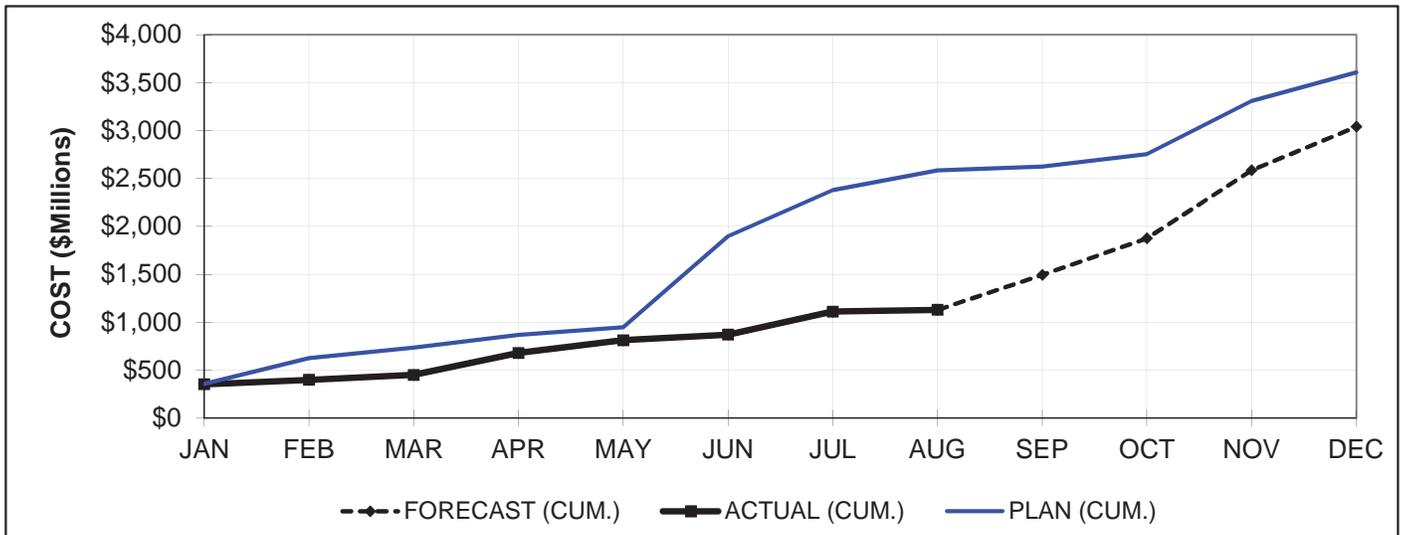
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) | | | | | | | | | 36.2 | 11.7 | 22.0 | 17.7 |
| ACTUAL (NON-CUM.) | 13.0 | 10.8 | 12.2 | 18.7 | 7.0 | 24.0 | 9.0 | 10.8 | | | | |
| PLAN (NON-CUM.) | 20.7 | 35.9 | 9.1 | 12.2 | 8.9 | 6.8 | 27.1 | 16.3 | 8.2 | 2.8 | 9.1 | 19.9 |
| FORECAST (CUM.) | | | | | | | | | 141.8 | 153.5 | 175.5 | 193.2 |
| ACTUAL (CUM.) | 13.0 | 23.9 | 36.0 | 54.7 | 61.8 | 85.7 | 94.8 | 105.6 | | | | |
| 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 August 2014



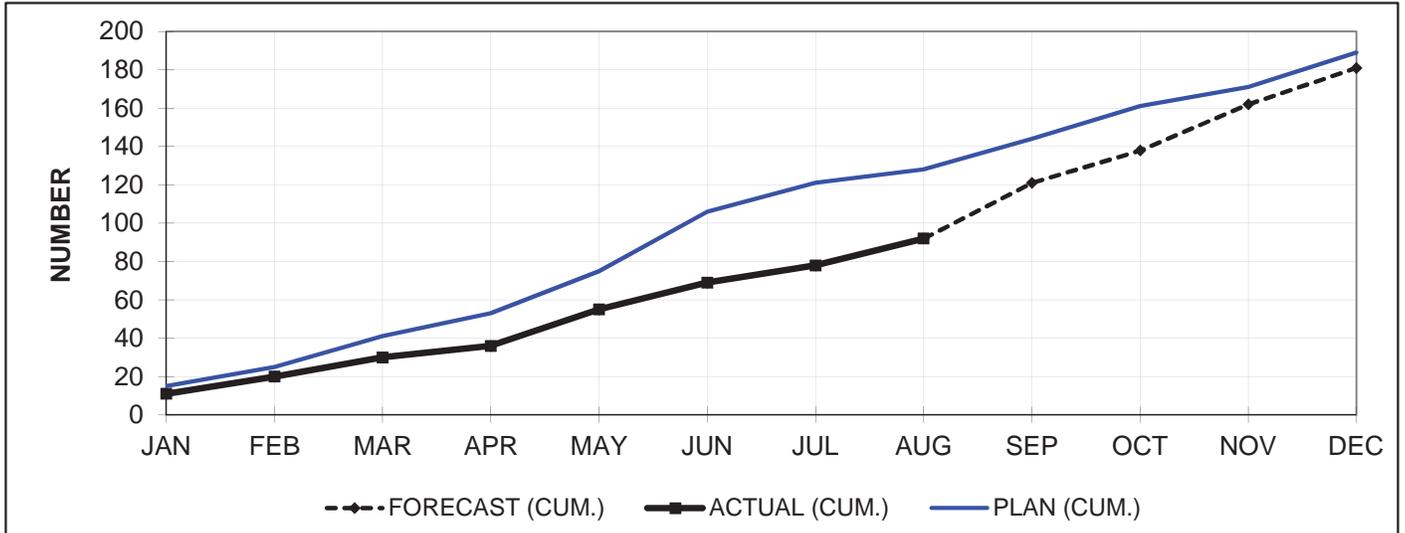
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | 28 | 30 | 43 | 36 |
| ACTUAL (NON-CUM.) | 21 | 11 | 7 | 15 | 13 | 14 | 10 | 3 | | | | |
| PLAN (NON-CUM.) | 20 | 12 | 20 | 15 | 9 | 40 | 25 | 16 | 5 | 11 | 26 | 19 |
| FORECAST (CUM.) | | | | | | | | | 122 | 152 | 195 | 231 |
| ACTUAL (CUM.) | 21 | 32 | 39 | 54 | 67 | 81 | 91 | 94 | | | | |
| PLAN (CUM.) | 20 | 32 | 52 | 67 | 76 | 116 | 141 | 157 | 162 | 173 | 199 | 218 |



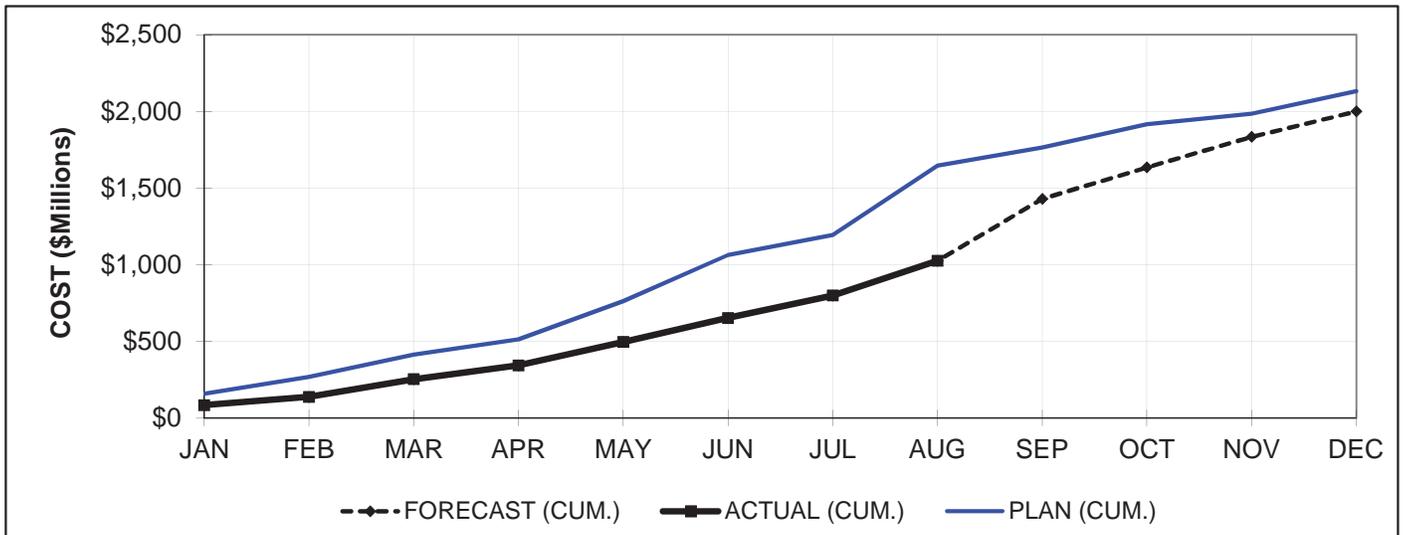
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | 365.1 | 381.8 | 710.0 | 454.8 |
| ACTUAL (NON-CUM.) | 352.7 | 46.4 | 52.2 | 228.1 | 132.3 | 58.8 | 241.5 | 17.2 | | | | |
| 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.) | | | | | | | | | 1,494.3 | 1,876.0 | 2,586.0 | 3,040.8 |
| ACTUAL (CUM.) | 352.7 | 399.2 | 451.3 | 679.4 | 811.7 | 870.5 | 1,112.0 | 1,129.2 | | | | |
| 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 August 2014



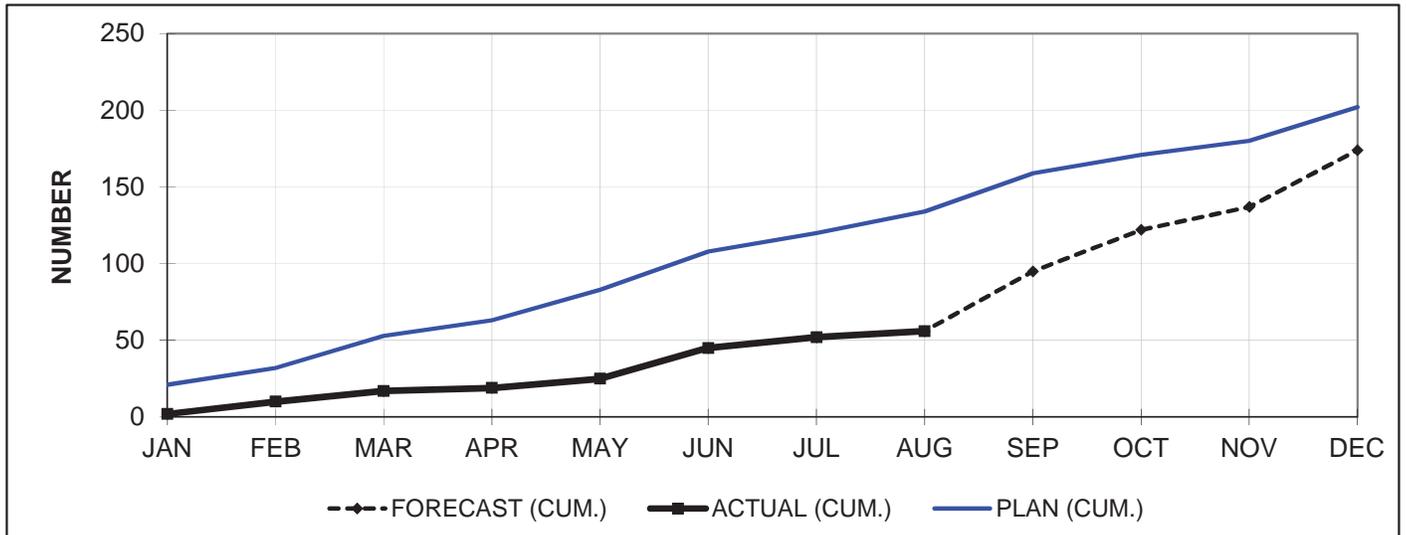
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | 29 | 17 | 24 | 19 |
| ACTUAL (NON-CUM.) | 11 | 9 | 10 | 6 | 19 | 14 | 9 | 14 | | | | |
| PLAN (NON-CUM.) | 15 | 10 | 16 | 12 | 22 | 31 | 15 | 7 | 16 | 17 | 10 | 18 |
| FORECAST (CUM.) | | | | | | | | | 121 | 138 | 162 | 181 |
| ACTUAL (CUM.) | 11 | 20 | 30 | 36 | 55 | 69 | 78 | 92 | | | | |
| PLAN (CUM.) | 15 | 25 | 41 | 53 | 75 | 106 | 121 | 128 | 144 | 161 | 171 | 189 |



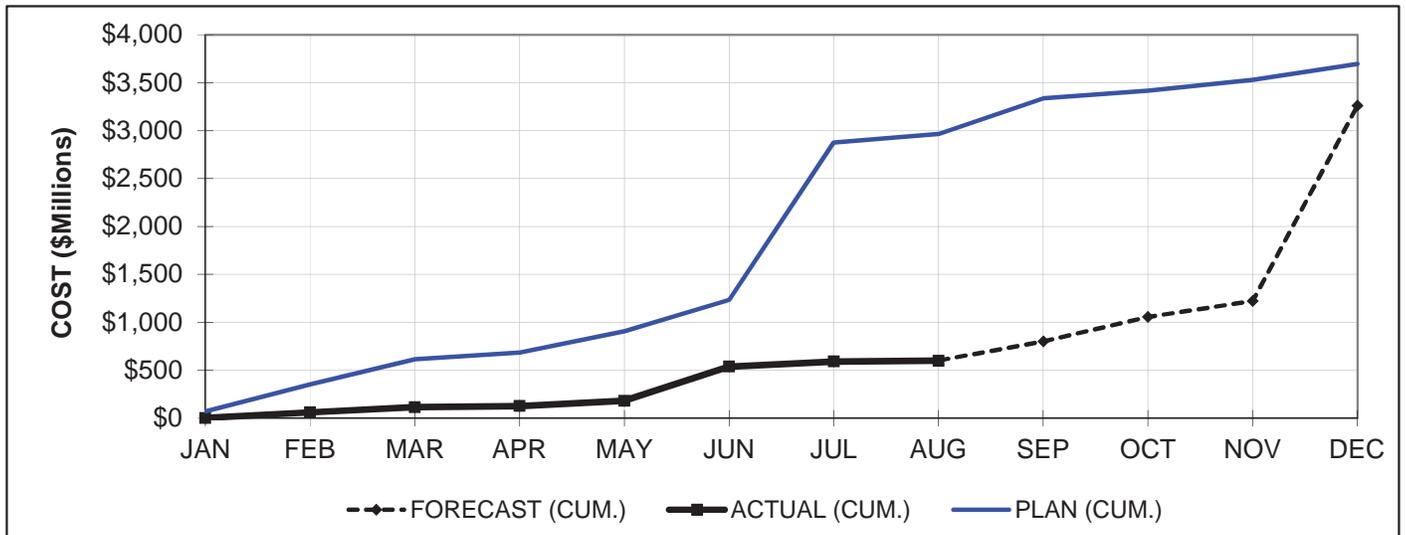
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | 405.4 | 205.2 | 199.5 | 165.0 |
| ACTUAL (NON-CUM.) | 84.4 | 54.1 | 115.1 | 90.1 | 152.9 | 156.7 | 146.1 | 225.8 | | | | |
| 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.) | | | | | | | | | 1,430.5 | 1,635.7 | 1,835.2 | 2,000.2 |
| ACTUAL (CUM.) | 84.4 | 138.4 | 253.5 | 343.6 | 496.5 | 653.2 | 799.3 | 1,025.1 | | | | |
| 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 August 2014



| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | 39 | 27 | 15 | 37 |
| ACTUAL (NON-CUM.) | 2 | 8 | 7 | 2 | 6 | 20 | 7 | 4 | | | | |
| PLAN (NON-CUM.) | 21 | 11 | 21 | 10 | 20 | 25 | 12 | 14 | 25 | 12 | 9 | 22 |
| FORECAST (CUM.) | | | | | | | | | 95 | 122 | 137 | 174 |
| ACTUAL (CUM.) | 2 | 10 | 17 | 19 | 25 | 45 | 52 | 56 | | | | |
| 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.) | | | | | | | | | 201.5 | 254.9 | 164.8 | 2039.7 |
| ACTUAL (NON-CUM.) | 2.7 | 57.9 | 55.4 | 10.4 | 55.9 | 356.6 | 53.8 | 8.0 | | | | |
| 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.) | | | | | | | | | 802.3 | 1,057.2 | 1,222.0 | 3,261.7 |
| ACTUAL (CUM.) | 2.7 | 60.7 | 116.0 | 126.5 | 182.4 | 539.0 | 592.8 | 600.8 | | | | |
| 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 |

Report

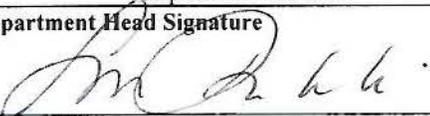
PROCUREMENTS

The Procurement Agenda this month includes 13 actions for a proposed expenditure of \$111.4M.

Subject Request for Authorization to Award Various Procurements

Department Materiel Division – NYCT

Department Head Name Stephen M. Plochochi

Department Head Signature


Project Manager Name Rose Davis

| Board Action | | | | | |
|--------------|-----------|----------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Committee | 10/27/14 | | | |
| 2 | Board | 10/29/14 | | | |
| | | | | | |

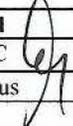
October 15, 2014

Department Law and Procurement – MTACC

Department Head Name Evan Eisland

Department Head Signature


Internal Approvals

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

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

PURPOSE:

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

DISCUSSION:

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

| Procurements Requiring Two Thirds Vote: | # of Actions | \$ Amount |
|-----------------------------------------------------------------|--------------|-----------|
| Schedule A: Non-Competitive Purchases and Public Work Contracts | 1 | \$ 3.0 M |
| • Knorr Brake Corporation \$ 3.0 M | | |
| SUBTOTAL | 1 | \$ 3.0 M |

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

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

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

| <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 | \$ 53.5 M |
| <u>Schedules Requiring Majority Vote:</u> | | |
| Schedule F: Personal Service Contracts | 2 | \$ 15.1 M |
| Schedule H: Modifications to Personal/Miscellaneous Service Contracts | 1 | \$ 1.0 M |
| SUBTOTAL | 5 | \$ 69.6 M |

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

| | | |
|------------------------------------------------------------------|---|----------|
| Schedule I: Modifications to Purchase and Public Works Contracts | 2 | \$ 3.8 M |
| SUBTOTAL | 2 | \$ 3.8 M |

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

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

NYC Transit proposes to award Ratifications in the following categories:

| <u>Schedules Requiring Two-Thirds Vote:</u> | | |
|-----------------------------------------------------------|---|-----------|
| Schedule D: Ratification of Completed Procurement Actions | 3 | \$ 22.4 M |
| <u>Schedules Requiring Majority Vote:</u> | | |
| Schedule K: Ratification of Completed Procurement Actions | 1 | \$ 11.4 M |
| SUBTOTAL | 4 | \$ 33.8 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 | \$ 1.2 M |
| SUBTOTAL | 1 | \$ 1.2 M |
| TOTAL | 13 | \$ 111.4 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.

OCTOBER 2014

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|-------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------------|
| 1. Knorr Brake Corporation | \$3,000,000 (Est.) | <i><u>Staff Summary Attached</u></i> |
| Sole Source - Three-year omnibus | | |
| Purchase of inventory and non-inventory replacement air brake parts and other sole source subway car parts. | | |

Schedule A: Non-Competitive Purchases and Public Work Contract

Item Number: 1

| |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vendor Name (& Location) Knorr Brake Corporation (Westminster, MD) |
| Description Purchase of inventory and non-inventory air brake parts and other sole source subway cars |
| Contract Term (including Options, if any) December 2, 2014 – December 1, 2017 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval |

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Contract Number NONE | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Total Amount: | \$3,000,000 (Est.) |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi | |

Discussion:

This is an omnibus approval request for items identified as obtainable only from Knorr Brake Corporation (Knorr) and will eliminate the need to advertise and prepare individual 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 Public Authorities Law §1209, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 2,227 items covered by this approval for the purchase of all air brake components and to a lesser extent certain other sole source inventory and non-inventory parts such as leveling valves and coupler sensors for NYC Transit subway cars. These items are identified as obtainable only from Knorr for the following reasons: sole pre-qualified source on the Qualified Products List and not available from any distributor or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Knorr. These items are advertised a minimum of once every twelve months to seek competition. A list of Knorr sole source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be purchased on an as-required basis. Knorr is approved to supply parts on 3,031 NYC Transit subway cars (752 R46, 824 R62A, 425 R68, and 1,030 R142).

The current omnibus approval for \$5,000,000 was approved by the Board in November 2011 and expires on December 1, 2014. There is a remaining balance of \$1,789,267 on the current omnibus approval. The remaining balance is attributable to forecast revisions and work scope changes to the Division of Car Equipment’s (DCE) Scheduled Maintenance System (SMS) plans since the current omnibus was approved. During the term of the new omnibus approval, the R62A subway cars will undergo a seven-year overhaul and the R46 and R142 subway cars will undergo a 14-year heavy overhaul.

Procurement performed a price analysis on 45 sole source items for which contracts were issued during the term of the current omnibus approval which exceeded the \$15,000 threshold, each of which was deemed fair and reasonable based on a thorough analysis. Of the 45 items, 23 items during the term of the current omnibus approval have a comparative price history. A comparative price analysis of these 23 items revealed an annual weighted average price decrease of approximately 2.93%. These 23 items amount to a total of \$1,559,991 or 51% of the value of the contracts issued under the current omnibus approval. However, the pricing for two of these items was influenced by a significant quantity increase and if these items are excluded from the calculation, the prices for the remaining 21 items show an overall weighted average annual price increase of 0.75%. This increase compares favorably to the annual average increase of approximately 1.32% in a weighted average of the Produce Price Indices for these items.

Based on the current forecasts and projections for 2015 through 2018 as provided by DCE, it is anticipated that DCE will require approximately \$3,000,000 for sole source items from Knorr during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from Knorr for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Knorr on an as-required basis. Each item purchased under this approval will be subject to a cost and/or price analysis and determination that the negotiated price is found to be fair and reasonable.

OCTOBER 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont'd:

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

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

- 5. International Business Machines \$971,412 Staff Summary Attached**
Corp. (IBM)
Contract # 03A8602-1.109

Modification to the contract to provide Data Center IT support services, in order to upgrade the existing PeopleSoft Tivoli Storage Manager Backup and Recovery infrastructure for the MTA Business Service Center's PeopleSoft Enterprise Resources Planning environments at the IBM Data Center.

OCTOBER 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

E.E. Cruz/Tully Construction Company, JV, LLC

- | | | | |
|----|------------------------------|--------------------|-------------------------------|
| 1. | Contract# C-26005.94 | \$2,463,000 | <u>Staff Summary Attached</u> |
| 2. | Contract# C-26005.161 | \$1,352,000 | ↓ |

Modifications to the contract for civil, structural and utility relocation work for the Second Avenue Subway, 96th Street Station, in order to address impact costs associated with compensable extensions of time granted under previous modifications.

Staff Summary

| Item Number 1 | | | |
|-----------------------------------------------------------------------------------|----------------|------|-----------|
| Division/Division Head/Signature: VP Materiel, Stephen M. Plochochi | | | |
|  | | | |
| Internal Approvals | | | |
| Order | Approval | Date | Approval |
| 1 | Materiel | 6 | President |
| 2 X | Law | | |
| 3 X | Capital Budget | | |
| 4 X | Subways | | |
| 5 | EVP | | |

| SUMMARY INFORMATION | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Vendor Name | Contract Nos. |
| NEU International Railways | R34251 |
| Description | |
| Purchase of Three Vacuum Trains | |
| Total Amount | |
| \$22,966,046 | |
| Contract Term (including Options, if any) | |
| 60 months from NOA | |
| Option(s) included in Total Amount? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Renewal? | <input type="checkbox"/> Yes <input checked="" 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 Board approval to award a competitively solicited contract to NEU International Railways (NEU) to purchase three vacuum trains at a total price of \$22,966,046. This action also requests Board approval to increase the scope of the Purchase Vacuum Trains project in the 2010-2014 Capital Program from two to three vacuum trains.

DISCUSSION:

Pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, an Authorizing Resolution to issue a Request for Proposals (RFP) was approved by the Board in September 2013 for the purchase of two vacuum trains, with the funding for the equipment provided in the MTA Capital Program. Prior to issuance of the RFP, in order to cultivate competition, members from the Department of Subways (DOS) - the Divisions of Car Equipment (DCE) and Maintenance of Way - as well as Procurement visited vacuum train manufacturers and transit properties in Europe who own vacuum trains. Further, a Request for Information (RFI) was generated in December 2012 in an attempt to identify more competition. This RFI was advertised internationally and the outreach included contacting 26 firms with responses received from 12 firms.

The RFP was publicly advertised, both locally and internationally, in January 2014 and a notice was sent to all firms who responded to the RFI. A total of 12 firms picked up the RFP package. On May 16, 2014, proposals were received from three firms: Oregon Iron Works Inc. (OIW), NEU and Schorling kommunal GmbH (Schorling), in the amounts \$35,156,467, \$19,626,375 and \$16,941,260 respectively.

A vacuum train is a piece of track bed cleaning equipment consisting of an operator cab, self-powered vacuuming and filtering apparatus and storage space for the debris collected. Vacuum trains are used in DOS' Division of Track operations to remove debris from the track bed which can cause fires resulting in delays in service. The new vacuum trains will replace the two existing self-propelled vacuum trains which began service in 1997 and 2000 and have now reached the end of their useful lives. In order to eliminate dependency on its own propulsion system and maximize availability, in the event of a propulsion failure, the new vacuum trains will not be self-propelled. Each train will be moved through the system by NYC Transit locomotives. The new vacuum trains will employ improved debris agitation and suction systems to improve vacuuming efficiency in a single pass and enable NYC Transit to increase the amount of track bed to be cleaned and maximize the speed and effectiveness of the cleaning operation.

After evaluating initial proposals for the purchase of two vacuum trains, the Selection Committee determined that the three proposers appeared to be qualified to perform the work. This evaluation was conducted in accordance with the stated evaluation criteria, which included compliance with the specifications; experience of the project team in similar projects; management approach and staffing plan;

Staff Summary

product maintainability (including optimizing the use of Commercial Off The Shelf components) and operation of equipment; plan to meet or reduce the maximum delivery schedule; the quality assurance program; experience in providing quality training, manuals, drawings, and aftermarket support; overall project cost and value to the Authority; and other relevant matters including compliance with and acceptance of NYC Transit's terms and conditions; clarity and completeness of the written proposal, quality of oral presentation.

The Selection Committee voted unanimously to invite all three proposers to give oral presentations. The technical ranking of the proposers was NEU first, OIW second and Schorling third. After oral presentations, the Selection Committee unanimously decided to negotiate with NEU and Schorling, both of whom have demonstrated significant experience in building vacuum trains. OIW was eliminated from further consideration because its price was significantly outside of the competitive range and the oral presentation further illuminated that the nature of its proposal was primarily research and development based, with no prior experience of having actually built a vacuum train.

Negotiations were held with both NEU and Schorling between July and September 2014 with a focus on pricing, the technical aspects of the proposals, delivery schedules as well as the commercial aspects of each proposal, including payment terms and bonding.

During the course of the negotiation period, the issue of acquiring a third vacuum train was raised by DOS. This third vacuum train will allow NYC Transit to further increase its cleaning frequency, allow for more efficient vacuum train operations and support operation of the trains in as many as three of the sub-divisions simultaneously. The third train will also permit more efficient preventative maintenance of the vacuum trains while still providing adequate system coverage. Collectively, with the purchase of these three vacuum trains, NYC Transit will effectively reduce the debris buildup which can cause track fires, thus mitigating service delays. Procurement leveraged this quantity change in its negotiations with both proposers to reduce pricing by taking into account economies of scale. As a result, a request for pricing for three vacuum trains was included in the request for Best and Final Offers (BAFOs).

On October 2, 2014, NYC Transit requested BAFOs which included price proposals for the purchase of both two and three trains. BAFOs were received on October 10, 2014 as follows:

| | <u>Three Trains</u> | <u>Two Trains</u> |
|-----------|---------------------|-------------------|
| NEU | \$22,966,046* | \$17,280,969* |
| Schorling | \$25,005,310 | \$17,182,730 |

*This represents NEU's BAFO prices which included an advantageous alternate accelerated delivery schedule (deemed acceptable by NYC Transit prior to BAFO) with an associated monetary credit.

After review of the BAFOs in accordance with the evaluation criteria, the Selection Committee unanimously selected NEU for award of this contract as NEU was evaluated as being technically superior, based on its demonstrated higher level of proficiency in vacuuming technology and its ability to integrate NYC Transit's requirements into its design solution, as well as offering the lowest overall price for the purchase of three trains. NEU's accelerated delivery schedule was considerably better than that offered by Schorling and is an improvement over the RFP schedule. NEU will manufacture the vacuuming equipment at its plant in Lille, France and ship it to its strategic subcontractor Socofer. Socofer, the carbuilder, located in Tours, France, will integrate NEU's equipment into the train. The first train will arrive 24 months after Notice of Award (NOA) as per the schedule in the RFP, with the second and third train being delivered 31 and 35 months after NOA respectively, which is an improvement of four months and six months respectively over the RFP schedule. The Selection Committee determined that based on its technical superiority, the accelerated delivery schedule and lower price, NEU's proposal offers the best overall value to NYC Transit. NEU was the manufacturer of NYC Transit's existing vacuum trains and is recognized as a world leader in the supply of vacuum trains with equipment in operation in Paris, Brussels, Rome, Munich, Seoul and Santiago (Chile). The Selection Committee also unanimously determined that if the award was being made on the basis of two trains NEU would also have been the selected awardee.

It should be noted that despite having been given multiple opportunities by NYC Transit through the process, Schorling was unable to demonstrate the viability of its proposed vacuuming/suction hood design solution and how it would meet the exhaust temperature and noise requirements.

NEU's price of \$22,966,046 is broken out as follows: three vacuum trains at \$21,023,940 (\$7,007,980 each x 3) plus \$1,942,106 comprised of non-car items (which includes spare parts, special tools, manuals, training, car history books, drawings and bonding costs). Procurement, NYC Transit's Cost/Price Analysis Unit and DCE's Work Car Engineering group reviewed the prices and concluded that NEU's price of \$22,966,046, which is \$13,518,231 (37%) lower than the three train in-house estimate of \$36,484,277,

Staff Summary

is fair and reasonable. The price per train for two trains from the initial price proposal was \$8,322,103. The price per train for the BAFO representing three trains is \$7,007,980 resulting in a reduction in the price of \$1,314,123 (16%) per train.

The trains proposed by NEU will consist of three cars: two filter cars, one of which will house the operator's cab, and a third center car which houses the vacuuming system.

Background investigations and Questionnaires submitted by NEU disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines. Procurement and DCE finds NEU to be responsible and the NYC Transit Controller's Office determined that the firm is financially qualified to receive this contract award.

Note, this contract is subject to review and approval of the Office of the NY State Comptroller (OSC) and award will not be made prior to this approval.

MBE/WBE:

Based on the Scope of Work and lack of subcontracting opportunities, no goals were established.

IMPACT ON FUNDING:

Additional funding has been made available via the Capital Plan Amendment staff summary dated July 28, 2014 providing funding for the Service Vehicles category of NYC Transit's 2010-2014 Capital Program, which allowed a \$35.6 million budget to be established for the Purchase Vacuum Trains project. This \$35.6 million budget was based on an earlier bid estimate (prior to advertisement) of \$26.5 million to purchase two vacuum trains, plus design and support costs. Since the negotiated price of \$22,966,046 for the purchase of three trains is less than the earlier bid estimate, there is sufficient funding in the project budget to award the project.

RECOMMENDATION:

It is recommended that the Board approve award of a competitively solicited contract to NEU International Railways for the purchase of three vacuum trains at a total price of \$22,966,046 and concurrently approve a scope increase to the Purchase Vacuum Train project in the 2010-2014 Capital Program for a total of three vacuum trains.

Staff Summary

| Item Number <u>2</u> | | | |
|-----------------------------------------------------------------------------------|------------------|------|---------------------------------------------------------------------------------------------|
| Division/Div. Head/Signature: VP Materiel, Stephen M. Plochochi | | | |
|  | | | |
| Internal Approvals | | | |
| Order | Approval | Date | Approval |
| 1 | Materiel | 6 X | MTA-IT |
| 2 X | Law | 7 | EVP  |
| 3 X | Operating Budget | 8 | President  |
| 4 X | Capital Budget | 9 | |
| 5 X | DDCR | 10 | |

| SUMMARY INFORMATION | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| Vendor Name Vicom Computer Services, Inc. | Contract Number RFQ 57710 |
| Description Network Infrastructure Upgrade | |
| Total Amount \$30,640,539 (Est.) | |
| Contract Term (including Options, if any) Eleven Years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

PURPOSE

To obtain approval from the Board to award a competitively negotiated All-Agency eleven-year purchase contract to Vicom Computer Services, Inc., (Vicom) to design, furnish, install and maintain data communications hardware (routers, switches and wireless LANs), software and a comprehensive enterprise management system for a network infrastructure upgrade at three NYC Transit core data center locations, six concentrator locations, 58 major facilities and approximately 250 smaller remote network locations throughout NYC Transit as well as future estimated purchases of network equipment, maintenance and professional services for all MTA Agencies in the combined estimated amount of \$30,640,539.

DISCUSSION

Pursuant to Subdivision 9(f) of §1209 of the Public Authorities Law, an authorizing resolution to utilize the Request for Proposal (RFP) process for this procurement was approved by the Board in March 2013. The existing NYC Transit core data network infrastructure was installed approximately 20 years ago and consists of over 1,200 network devices. Most of the current data infrastructure is now considered end of life and is no longer supported by product vendors. The older hardware that is still supported is costly to maintain. Day-to-day support of network components is difficult and the existing infrastructure has limited functionality as MTA Information Technology (MTA-IT) incorporates new technologies such as virtualization and storage area networks (SANs) to support disaster recovery and other systems into the NYC Transit network.

The project encompasses creating a fully redundant core data network to support SANs and application redundancy across the three core data centers and upgrade user access to applications at facilities throughout NYC Transit. These systems support critical applications which are vital to NYC Transit's core business and must be included in a disaster recovery/business continuity plan. The intent is to enhance support and services by including wireless capabilities, minimize system downtime and provide expanded disaster recovery capabilities at the NYC Transit core data center locations. Additionally, concentrator locations, major facilities and remote locations need to have network hardware components replaced. At these locations, user access to the network is limited by current transmission technology that was implemented over 15 years ago. This transmission technology is static and slow by today's standards, limiting application and internet access. It does not allow for future growth. Under this contract, the hardware will be replaced in several phases over a two-year period. The contractor will perform installation at the three core, and six concentrator locations as well as the 58 major facilities while MTA-IT staff will perform installation at the remote locations. The contract will provide one year of enhanced warranty and a seven-year maintenance agreement for hardware and software support. By combining the maintenance with the initial purchase decision, NYC Transit sought to leverage its purchasing power and avoid future non-competitive maintenance contracts by employing life cycle costing analysis with the initial acquisition.

A Request for Proposals was advertised in September 2013, resulting in the receipt of nine proposals from Alcatel-Lucent, Copper River, Hewlett-Packard, IBM, Integration Partners, Netfast, Vandis, Verizon and Vicom. Based on the evaluations of these proposals by the Selection and Technical Committees, three firms and their respective manufacturers were invited for oral presentations: Integration Partners/Avaya, Netfast/Brocade and Vicom/Cisco. The remaining six firms were eliminated from further consideration due to their inability to meet all requirements of the Scope of Work such as: inability to optimize network utilization; the proposed

Staff Summary

hardware does not have a lifecycle of at least seven years from time of award; and the proposed hardware does not allow for upgrades of the network in the future. Based on the oral presentations and continuing review of the proposals, the Selection Committee recommended two firms for negotiations: Netfast and Vicom. Integration Partners was eliminated due to issues regarding its management software, network traffic and the capacity of its equipment.

The other MTA agencies were consulted about this RFP, but initially opted out of this procurement since they had standardized their network hardware and were committed to maintaining a state of good repair utilizing equipment from their current manufacturers. However, while the RFP was in progress, the IT departments of the various MTA agencies were consolidated into MTA-IT. After the consolidation, Procurement proposed a strategy whereby all MTA agencies will utilize this contract to satisfy upcoming demands for replacement network devices. Therefore, the estimated requirements of all MTA agencies over a three-year period were added to the scope of the contract via an addendum to the RFP. This will provide all MTA agencies with access to very competitive volume discount pricing for certain network equipment and maintenance on that equipment.

Initial proposals included only the NYC Transit Portion; the corresponding prices were \$19,212,445 for Netfast and \$30,788,266 for Vicom. Negotiations focused on technical clarifications, contract terms, implementation schedule and cost. The NYC Transit Portion of the network equipment and maintenance is known and the quantities are fully specified. However, the requirement for future purchases of network equipment, maintenance and professional services for all MTA agencies (“All-Agency Portion”) is estimated and the full extent of the requirement is not known with certainty at this time. Therefore, prior to requesting Best and Final Offers (BAFOs), it was determined that a weighted price would be used when comparing BAFO prices. The weighted price was computed based on a conservative estimate of the type and quantity of devices the MTA was anticipated to need. This resulted in weighting, for evaluation purposes, 100% of the price for the NYC Transit Portion and 50% of the price for the All-Agency Portion. Interim proposals were obtained after the requirements of the other agencies were added and pricing continued to be volatile throughout the negotiation process. At the conclusion of negotiations, BAFOs were requested from Netfast for Brocade equipment and Vicom for Cisco equipment. BAFOs were received August 15, 2014. The following chart summarizes the BAFOs:

| | NYCT | All-Agency | Total | Evaluated Price |
|----------------|--------------|--------------|--------------|-----------------|
| Netfast | \$20,130,517 | \$14,630,276 | \$34,760,793 | \$27,445,655 |
| Vicom | \$20,880,338 | \$10,510,730 | \$31,391,068 | \$26,135,703 |

Based on the results of the BAFO proposals and in accordance with the stated evaluation criteria, the Selection Committee unanimously voted to select Vicom for award of this contract. All members of the Selection Committee found Vicom to be technically superior. Vicom has a demonstrated successful performance record and had positive reference checks with several enterprise firms and government agencies. Although not presently NYC Transit’s primary network equipment, Cisco devices are used in many locations and applications at NYC Transit and have performed well (maintenance for existing Cisco equipment is provided under a separate contract). Vicom’s evaluated BAFO price was \$26,135,703 which was \$1.3M (4.8%) less than Netfast’s evaluated BAFO price.

After Final Selection, Procurement requested a unilateral price reduction from Vicom. Vicom provided a price reduction of \$750,529, reflecting a reduction in its price for the NYC Transit Portion. The final pricing is as follows: NYC Transit Portion - \$20,129,809; All-Agency Portion - \$10,510,730; Total - \$30,640,539; Evaluated Price - \$25,385,174. The final price for the contract is \$30,640,539. NYC Transit’s revised in-house estimate is \$37.4M. Through negotiations, NYC Transit has achieved savings of \$10.7M. The price has been found fair and reasonable based on adequate price competition and comparison to NY State OGS pricing. A review of Vicom’s submittals and a background check disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. After considering all relevant information, Vicom was found fully responsible for award.

M/W/DBE INFORMATION

The MBE/WBE goals are 10% MBE and 10% WBE. The Department of Diversity and Civil Rights has approved Vicom’s MBE/WBE utilization plan. Vicom has not completed any MTA contracts with MBE/WBE goals, therefore, no assessment of the firm’s MBE/WBE performance can be determined at this time.

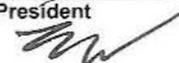
IMPACT ON FUNDING

The hardware acquisition, installation and warranty for the NYC Transit Portion will be funded in the first instance by the operating budget and will be reimbursed by MTA capital funds that are available from WAR certificates T00023544 and T00023320. Maintenance costs will be funded by the operating budget; funding for the NYC Transit Portion is available in MTA-IT’s operating budget in RC 7522, GLA 711557. Separate budget approvals will be obtained for any expenditures under the All-Agency Portion of the contract.

ALTERNATIVES

None recommended. Due to aged equipment and lack of support for the current network, NYC Transit must bring the network up to date to meet current and future needs in the IT environment. MTA-IT does not possess sufficient staff with the requisite skills to perform the requirements of this Contract.

Staff Summary

| Item Number <u>3</u> | | | |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------|------------------------------------------------------------------------------------------------|
| Division/Division Head/Signature: VP Materiel, Stephen M. Plochochi | | | |
|  | | | |
| Internal Approvals | | | |
| Order | Approval | Date | Approval |
| 1 | Materiel  | 6 X | Subways |
| 2 X | Law | 7 | EVP  |
| 3 X | Budget | 8 | President  |
| 4 X | DDCR | | |
| 5 X | CPM | | |

| SUMMARY INFORMATION | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Vendor Name SYSTRA Engineering, Inc. | Contract Nos. CM-1539 |
| Description Consultant Services to Support the Construction of the Communication Based Train Control (CBTC)/AWS Signal System for the Queens Blvd Line (QBL) and for the Qualification of a Future CBTC Vendor | |
| Total Amount \$12,555,698 (NTE) | |
| Contract Term (including Options, if any) Seventy-three months | |
| Option(s) included in Total Amount? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Renewal? | <input type="checkbox"/> Yes <input checked="" 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 Board approval to award a competitively negotiated contract for Consultant Services to Support Construction of the Communication Based Train Control (CBTC)/Auxiliary Wayside Signaling (AWS) System for the Queens Boulevard Line (QBL) and for the Qualification of a Future CBTC Vendor to SYSTRA Engineering, Inc. (SYSTRA) in the not-to-exceed amount of \$12,555,698 with a duration of 73 months.

DISCUSSION:

As part of its ongoing modernization program, NYCT is upgrading its signal system, from fixed block, wayside signal/train stop technology to a CBTC system. The Canarsie Line was selected to be the pilot and first location at NYCT to be equipped with CBTC technology. The Flushing Line was the subsequent project and the signal systems were designed and procured to utilize this NYCT "standard" CBTC system technology developed under the Canarsie CBTC project. NYCT is developing and validating interoperability interface specifications (I2S) for this technology. A state-of-the-art signal system is being designed for the Queens Boulevard Line based on interoperable CBTC technology being finalized on the Culver Test Track project. This new CBTC signal system will work in coordination with an AWS system. These systems will be integrated to permit both CBTC equipped and unequipped trains to operate on the Queens Boulevard Line.

Under this contract, the consultant will support the project design effort and ongoing revisions to the specifications and provide construction management support necessary for the installation, testing, and commissioning of a CBTC system for NYC Transit's Queens Boulevard Line, and for the qualification of an additional vendor for future CBTC projects. Services also include tasks related to development of functional and system requirements, modifying specifications, comprehensive analyses, review of technology demonstration tests and other deliverables that include approval of plans and drawings, estimating, resolving technical issues and monitoring schedule compliance.

A One-step RFP was advertised in April 2014. This is a highly specialized field and outreach efforts were made to the consulting industry to encourage competition for this and similar RFPs. Five firms purchased the RFP package. Three firms declined to propose due to insufficient technical qualifications including a lack of CBTC experience. Proposals were received from CH2M Hill (CH2M) and SYSTRA. Both firms were found to be technically capable to perform the work and were invited for oral presentations in support of their written technical proposals. During the oral presentations, both firms presented strong team approaches to the project with a well structured management plan, a high level of expertise in the areas of management, engineering, signaling and design, and the key personnel's extensive experience with complex CBTC and Signaling projects.

Staff Summary

The Selection Committee voted unanimously to negotiate with both firms. The initial cost proposals for the 73-month contract were as follows: SYSTRA \$18,987,699 and CH2M \$16,805,326. The engineer's estimate was \$19,017,001. Negotiations focused on the proposed titles and labor hours, ensuring that there was a unified understanding as to what type of qualifications and experience were required for each title. Negotiations also focused on direct rates, fixed fee, overhead rates, other direct costs, and a clarification of significant reductions in the Scope of Work (SOW), including the fact that approximately 75% of this work should use field overhead rates.

Based upon reductions in the SOW and overhead clarification, the engineer's estimate was revised to \$15,460,565. Best and Final Offers (BAFO) were received as follows: SYSTRA \$12,555,698 and CH2M with \$15,639,642. Both BAFOs are considered "Fair and Reasonable" by Procurement and CPM based on the competitive nature of the RFP.

Based on the technical proposal submittals, oral presentations and the BAFOs, and in accordance with the evaluation criteria, the Selection Committee (SC) unanimously voted to recommend award of the contract to SYSTRA. Both firms were deemed to be technically qualified. CH2M was rated technically higher than SYSTRA; however, the SC determined that there was not a significant technical variance to justify the cost difference presented in their respective Best & Final Offers. SYSTRA has successfully completed numerous complex projects for NYCT and other MTA agencies and provides well known key personnel, each with 20 to 30 years of successful and relevant experience. Project Team members have worked on dozens of similar projects around the world. SYSTRA is well qualified and represents the best overall value to NYCT.

SYSTRA has extensive experience in CBTC, Signaling and Solid State Interlocking (SSI). SYSTRA is the Independent Safety Assessor (ISA) on the Dyre Avenue SSI as well as the Canarsie CBTC project; provided support of the NYCT Rail Control Center ATS 'A'; NYCT Operations Simulations for Queens Blvd. Line Signal System Modernization as well as multiple worldwide CBTC and Signal projects.

A review of SYSTRA's submittals and the Division of Materiel background check disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines.

M/W/DBE:

The MTA Department of Diversity and Civil Rights (DDCR) has established goals at 0.5% Minority-owned Business Enterprise (MBE) and 0.5% Woman-owned Business Enterprise (WBE) for this contract. DDCR has approved the M/WBE Utilization Plan for SYSTRA.

SYSTRA has achieved its previous MWDBE goals on previous MTA Contracts.

PREVIOUS WORK OF THE SELECTED CONSULTANT FOR MTA OR AFFILIATES

CM-1062 Canarsie Communication Based Train Control (CBTC) ISA

CM-1508 I.Q. Services for Construction Management and Inspection Services for Construction and Security Projects.

CM-1524 Independent Safety Assessor for System Signal Modernization for the Dyre Avenue Solid State Interlocking Project.

IMPACT ON FUNDING:

This contract is funded with 100% MTA funds. The contract will not be executed until a WAR Certificate has 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.

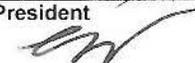
CAPITAL PROGRAM REPORTING

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 the competitively negotiated contract for Consultant Services to Support Construction of the Communication Based Train Control/Auxiliary Wayside Signaling System for the Queens Boulevard Line and for the Qualification of a Future CBTC Vendor to SYSTRA Engineering, Inc. in the not-to-exceed amount of \$12,555,698 with a duration of 73 months.

Staff Summary

| Item Number <u>4</u> | | | |
|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------|------------------------------------------------------------------------------------------------|
| Division/Division Head/Signature: VP Materiel, Stephen M. Plochochi | | | |
|  | | | |
| Internal Approvals | | | |
| Order | Approval | Date | Approval |
| 1 | Materiel  | 6 X | Subways |
| 2 X | Law | 7 | EVP  |
| 3 X | Budget | 8 | President  |
| 4 X | DDCR | | |
| 5 X | CPM | | |

| SUMMARY INFORMATION | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Vendor Name | Contract Nos. |
| SYSTRA/Rail Safety Consulting JV | CM-1112 |
| Description | |
| Independent Safety Assessor (ISA) Signal Modernization for West 4 th St. and 34 th St. Solid State Interlocking Projects | |
| Total Amount | |
| \$2,495,343 (NTE) | |
| Contract Term (including Options, if any) | |
| Fifty-three months | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" 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 Board approval to award a competitively negotiated contract for an Independent Safety Assessor (ISA) for the Signal Modernization for the West 4th Street and 34th Street Solid State Interlocking (SSI) Projects to SYSTRA Engineering Inc./Rail Safety Consulting JV (SYSTRA/RSC JV) in the not-to-exceed amount of \$2,495,343 with a duration of 53 months.

DISCUSSION:

This contract requires the services of a consultant to provide an independent safety assessment for the implementation of new SSI technology being installed for the West 4th and 34th Street SSI Projects. Construction contracts for the West 4th Street and 34th Street SSI Projects were awarded in July 2014 and April 2014 respectively, and use two different manufacturers of SSI equipment. This new SSI technology will be replacing two conventional relay-based interlockings, and will have safety-critical interfaces with the Communication Based Train Control (CBTC) system. The ISA will conduct independent reviews during the design, development, manufacture, integration, factory testing, installation, field testing and commissioning of the two SSIs to ensure that all safety related requirements have been met. The ISA will provide an independent evaluation of each SSI manufacturer's use of safety design practices and will evaluate the NYC Transit Rail Safety Program Plan (RSPP) as well as the Product Safety Plan (PSP) from each SSI manufacturer and conduct independent reviews of Verification and Validation (V&V) procedures developed for safety certification.

A One-Step RFP was advertised in April 2014. This is a highly specialized field and outreach efforts were made to the consulting industry to encourage competition for this and similar RFPs. Six firms purchased the RFP packages and two proposals were received. Three of the six firms joined the procurement either as subconsultants or as part of a Joint Venture (JV), and one firm declined to participate. Proposals were received from Battelle Memorial Institute (Battelle) and SYSTRA/RSC JV. Both firms were found to be technically capable of performing the work and were invited for oral presentations in support of their written technical proposals. During the oral presentations, both firms demonstrated comprehensive knowledge and experience with SSI and NYC Transit signaling and procedures.

The Selection Committee (SC) voted unanimously to negotiate with both firms. The initial cost proposals for the 53-month contract were as follows: SYSTRA/RSC JV \$2,753,784 and Battelle \$3,683,115. The engineer's estimate was \$3,208,866. Negotiations focused on the proposed titles and labor hours, ensuring that there was a unified understanding as to what type of qualifications and experience was required for each title. Negotiations also focused on direct rates, fixed fee, overhead rates, other direct costs, and clarifications of the scope of work.

Staff Summary

Best and Final Offers (BAFO) were received as follows: SYSTRA/RSC JV \$2,495,343 and Battelle \$2,964,603. Based on the technical proposals, oral presentations and the BAFOs, and in accordance with the evaluation criteria, the SC unanimously voted to recommend award of the contract to SYSTRA/RSC JV. Although both firms were deemed to be technically well-qualified with extensive worldwide experience, the SYSTRA/RSC JV proposal offered the best overall value to NYC Transit. Both members of the Joint Venture have extensive experience with the implementation, verification and maintenance of SSI systems. SYSTRA Engineering Inc. is the ISA on the Dyre Avenue SSI as well as the Canarsie CBTC project; provided support of the NYC Transit Rail Control Center ATS 'A'; Bay Area Rapid Transit Automatic Train Control Systems (San Francisco) and Los Angeles County Metropolitan Transit Authority Safety Certification. RSC has performed as a subconsultant on multiple NYC Transit projects and is also a Division of TUV Rheinland Mobility Inc., a global provider of safety assessment and certification services.

The SYSTRA/RSC JV BAFO of \$2,495,343 was \$713,523 below the estimate of \$3,208,866. Battelle's BAFO of \$2,964,603 was \$244,263 below the estimate. Both BAFOs are considered "Fair & Reasonable" by Procurement and CPM based on the competitive nature of the RFP.

A review of SYSTRA/RSC JV submittals and the Division of Materiel background check disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines. Procurement finds SYSTRA/RSC JV to be fully responsible for award.

M/W/DBE:

The MTA Department of Diversity and Civil Rights (DDCR) has established goals at 5% MBE and 0% WBE for this contract. DDCR has approved the MBE Utilization Plan for SYSTRA/RSC JV.

SYSTRA Engineering Inc. has achieved its previous MWDBE goals on previous MTA Contracts.

The joint venture partner, Rail Safety Consulting, Inc., has not participated as a prime on MTA/NYC Transit contracts.

PREVIOUS WORK OF THE SELECTED CONSULTANT FOR MTA OR AFFILIATES

CM-1062 Canarsie Communication Based Train Control ISA

CM-1508 I.Q. Services for Construction Management and Inspection Services for Construction and Security Projects.

CM-1524 ISA Signal System Modernization Dyre Avenue Solid State Interlocking

IMPACT ON FUNDING:

This contract is funded with 100% MTA funds. The contract will not be executed until a WAR Certificate has 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 this competitively negotiated consultant contract for an Independent Safety Assessor for the Signal Modernization for West 4th Street and 34th Street Solid State Interlocking Projects to SYSTRA/RSC JV in the not-to-exceed amount of \$2,495,343 with a duration of 53 months.

Item Number: 5

| |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vendor Name (& Location) International Business Machines Corp. (Albany, NY) |
| Data Center IT Support Services |
| Contract Term (including Options, if any) February 1, 2005 – May 31, 2018 |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Dept/Div & Dept/Div Head Name: MTA-IT, Sidney Gellineau |

| | |
|---------------------------------------------------------------------|---------------------------|
| Contract Number 03A8602-1 | ASWO/Mod.#: 109 |
| Original Amount: | \$ 65,228,757 |
| Option Amount: | \$ 35,711,692 |
| Total Amount: | \$ 100,940,449 |
| Prior Modifications: | \$ 79,996,582 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 180,937,031 |
| This request: | \$ 971,412 |
| % of This Request to Current Amount: | 0.5% |
| % of Modifications (including This Request) to Total Amount: | 80.2% |

Discussion:

This modification is for a capacity upgrade to the existing PeopleSoft Tivoli Storage Manager (TSM) Backup and Recovery infrastructure, which services the MTA-Business Service Center (MTA-BSC) PeopleSoft environment.

This contract is for Data Center IT Services that include mainframe and midrange server processing for NYC Transit, MTA-BSC, and other agencies including MTA Headquarters, MTA Bridges and Tunnels, MTA Long Island Railroad, and MTA Metro-North Railroad.

TSM is an automated back up and recovery platform consisting of hardware (server, tape drives, disk units) and software components. TSM is used to organize, schedule and perform automated back ups of enterprise data.

The current TSM platform is near maximum capacity and is in need of an upgrade. The TSM upgrade has become immediately necessary in order to accommodate the back ups of data stored on additional equipment that will be installed in the MTA’s main data center for the PeopleSoft upgrade project. MTA-IT is upgrading the PeopleSoft environment from version 9.0 to version 9.2 because the current 9.0 version has reached end-of-support from Oracle and continued maintenance and support costs will increase. The migration from PeopleSoft version 9.0 to version 9.2 will require both versions to run concurrently. This increases the amount of storage that must be backed up daily by approximately 35%. This significant expansion will overload the current TSM platform, making the TSM upgrade necessary to allow for back ups during the migration period. This TSM upgrade will address the need to back up additional data during the migration as well as the expanded capacity that will be needed for growth under PeopleSoft version 9.2.

IBM submitted an initial proposal of \$1,277,152. Negotiations were held in August 2014. As a result of negotiations, IBM submitted a revised proposal of \$971,412. The final price was found to be fair and reasonable. Savings of \$305,740 were achieved.

Item Number: 1-2

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Vendor Name (& Location) E.E. Cruz/Tully Construction Company, JV, LLC (New York, NY) | |
| Description Civil, Structural, and Utility Relocation for the Second Avenue Subway – 96 th Street Station | |
| Contract Term (including Options, if any) May 28, 2009 – November 5, 2013 | |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu | |

| | |
|------------------------------------------------------------------------|-------------------|
| Contract Number | AWO/Mod. # |
| C-26005 | 94 & 161 |
| Original Amount: 303,863,700 | |
| Option 1 Amount: | \$ 17,526,300 |
| Option 2 Amount | \$ 3,610,000 |
| Total Amount: | \$ 325,000,000 |
| Prior Modifications: | \$ 43,054,872 |
| Prior Budgetary Increases: | \$ |
| Current Amount: | \$ 368,054,872 |
| This Request: | |
| Mod. 94: \$2,463,000 | \$ 3,815,000 |
| Mod. 161: \$1,352,000 | |
| % of This Request to Current Amount: | 1.0% |
| % of Modifications (including This Request) to Original Amount: | 14.4% |

Discussion:

These modifications will address impact costs associated with excusable time extensions granted under previous modifications. This contract is for civil, structural, and utility relocation work for the 96th Street Station for the Second Avenue Subway. The work to be performed under this contract includes: the relocation of utilities, demolition of the former Century Lumber Building and interior demolition at Astor Terrace Condominium; construction of temporary and permanent support of excavation (SOE) retaining structures including the construction of slurry walls, secant piles and micro pile walls; connection to the existing tunnel north of 99th Street; installation of temporary roadway decking; construction of the 96th Street Station invert slab; and construction of certain station entrance and ancillary building structural elements.

Modification No. 94

The Contract includes the relocation of utilities along 2nd Avenue to make way for the construction of the 96th Station. During the performance of this work, the contractor encountered several conditions requiring modifications including revisions to their SOE, ground treatment for building stabilization, modified sewer excavation, revisions to a 12” gas line and additional building protection for various buildings along the project site. These changes potentially resulted in a cumulative delay of approximately 139 work days to Substantial Completion. In order to mitigate this delay to the extent possible, MTACC developed a re-sequencing plan of the slurry wall work which resulted in the mitigation of 101 work days. Modification No. 48 for this re-sequencing plan was approved by the Board in June 2013. This modification addresses the impact costs associated with the remaining 38 excusable and compensable work days including increased costs (trade labor escalation) for contract work that was pushed-out into higher wage periods. The Contractor’s proposal was \$7,852,977; MTACC’s revised estimate was \$2,602,544. Following review by MTA Audit, negotiations resulted in agreement on a lump sum price of \$2,463,000 which is considered fair and reasonable. The agreement includes approximately \$1.1 million for trade labor escalation. Savings of \$5,389,977 were achieved.

Modification No. 161

Modification No. 116 addressed the aggregate schedule impact and partial impact costs of several modifications issued between August 25, 2010 and December 1, 2012. Among those was Modification No. 66 which implemented a revised sewer system alignment due to conflicts with an existing duct bank and was determined to have the primary schedule impact. Agreement was subsequently reached under Modification No. 116 on an aggregate delay of 57 compensable work days including partial impact costs associated with 19 work days. This modification addresses the impact costs associated with the remaining 38 work days. The Contractor’s proposal was \$2,712,426; MTACC’s revised estimate was \$1,632,215. Following review by MTA Audit, negotiations resulted in agreement on a lump sum price of \$1,352,000, which is considered fair and reasonable. Savings of \$1,360,426 were achieved.

OCTOBER 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

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

- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------------------------|
| 1. Electro Switch, Inc. | \$304,151 (Est.) | <u>Staff Summary Attached</u> |
| 2. Neopart, LLC Various Contracts Immediate Operating Need Purchase of kneeling sensor switches used on all RTS buses. | | ↓ |
| 3. Various Contractors Various Contracts Emergency Declaration Superstorm Sandy Emergency Procurement Actions. | \$22,074,318 (Est.) | <u>Staff Summary Attached</u> |

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------|
| 4. Fox Industries, Ltd. Contract# C-42000.4 Modification to the contract for the rehabilitation of the Culver Line Viaduct Phase III, in order to provide for various concrete repairs, lead abatement, painting and a credit for deleted work. | \$11,429,000 | <u>Staff Summary Attached</u> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------|

OCTOBER 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. Skanska/Traylor, JV | \$1,175,000 | <u>Staff Summary Attached</u> |
| Contract# C-26008.71 | | |
- Modification to the contract for station cavern mining and heavy civil/structural work for the Second Avenue Subway, 86th Street Station, in order to address modifications to longitudinal reinforcement in the station cavern lining.

Schedule D: Ratification of Completed Procurement Actions



Item Number: 1-2

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| Vendor Name (& Location) Electro Switch, Inc. (Raleigh, NC) Neopart, LLC (Honey Brook, PA) | |
| Description Purchase of Kneeling Sensor Switches | |
| Contract Term (including Options, if any) Various | |
| Option(s) included in Total Amount? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Informal Competition | |

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Contract Number Various | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Total Amount: Electro Switch: \$90,221 Neopart: \$213,930 \$304,151 (Est.) | |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl Irick | |
| | |

Discussion:

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (ION) made by the Vice President, Materiel waiving formal competitive bidding pursuant to Article III, Paragraph A of the All-Agency Procurement Guidelines and Public Authorities Law § 1209 subsection 9(a) and approve various awards for kneeling sensor switches to Electro Switch, Inc. (Electro Switch) in the amount of \$90,221 and to Neopart, LLC (Neopart) in the estimated amount of \$213,930 for a total estimated amount of \$304,151.

There are two switches that are used in the kneeling system on the RTS high floor 40-foot bus. The kneeling system allows the front of the bus to lower to the ground in order to make boarding and egress at the front door easier for passengers. The switches are used in conjunction with the bus' kneeling system to prevent the bus from going too far down, or above level when utilized. The switches are manufactured by Electro Switch, Inc.

In May 2011 premature failures of these switches resulted in a high replacement rate precipitating the need to purchase additional material. At the time, both switches were on contract with Megabite Electronics, Inc. (Megabite) an aftermarket distributor of electrical parts. Megabite, purportedly supplying Electro Switch parts, was notified of the problem and advised NYC Transit that the defective switches would be replaced and that it would investigate the cause of the failures. Electro Switch, the original equipment manufacturer, was also contacted by Procurement regarding the increase in failures relating to these switches. Electro Switch was able to establish it did not produce the failing switches, and thus an investigation of Megabite commenced, suspecting it of supplying non-genuine parts.

While the investigation was ongoing, an ION was declared in order to keep purchasing parts. Initially, parts were purchased directly from Electro Switch until its remaining inventory was depleted, a total value of \$90,221. Electro Switch's prices were found fair and reasonable based on previous history. When Electro Switch again began to manufacture the item it reestablished a network of distributors through which it would supply parts. Procurement conducted an informal competitive procurement among Electro Switch's distributors, and awarded two 27-month estimated quantity contracts for both switches to Neopart in the estimated total amount of \$213,930. Neopart's prices were found fair and reasonable based on adequate price competition.

On January 30, 2014, Megabite pled guilty to one count of identity theft, and the president of Megabite pled guilty to one count of felony grand larceny. Following sentencing, Megabite was fined \$1,000 and the president of Megabite was ordered to pay \$330,081.50 in restitution to NYC Transit, as well as serve 30 days in jail. NYC Transit has received the restitution payment.

Staff Summary

| Item Number 3 | | | |
|---------------------------------------------------------------------|------------------|------|-----------|
| Division/Div. Head/Signature: VP Materiel, Stephen M. Plochochi | | | |
| Internal Approvals | | | |
| Order | Approval | Date | Approval |
| 1 <i>SMS</i> <i>10/16/14</i> | Materiel | 5 | President |
| 2 X | Law | 6 | |
| 3 X | Capital Budget | 7 | |
| 4 X | Operating Budget | 8 | |
| 5 | EVP <i>REB</i> | 9 | |

| SUMMARY INFORMATION | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Vendor Name Various | Contract Number Various |
| Description Superstorm Sandy Emergency Procurement Actions | |
| Total Amount \$22,074,318 (Est.) | |
| Contract Term (including Options, if any) N/A | |
| Option(s) included in Total Amount? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Renewal? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Procurement Type <input type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive <input checked="" type="checkbox"/> Various | |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Various | |
| Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Various | |

PURPOSE:

To obtain Board ratification for procurement actions conducted under the Presidents' Emergency Declaration for Hurricane (Superstorm) Sandy and under New York State Executive Order No. 99 and its extensions.

DISCUSSION:

On October 29, 2012, Superstorm Sandy hit the New York metropolitan area, causing widespread damage to MTA property, equipment, and facilities. The devastating effects of the storm necessitated a series of emergency procurement actions to restore service to the NYC Transit system. On November 1, 2012, as permitted by statute and Board guidelines, the Presidents of NYC Transit, MTA Capital Construction, and MTA Bus Company signed a Declaration of Emergency for Hurricane Sandy (the "Presidents' Emergency Declaration"), recognizing the danger to life, safety, and property caused by the storm. The Presidents' Emergency Declaration deemed formal bidding impractical and inappropriate for the award of contracts, and authorized the award of contracts and change orders without prior Board approval, using competition to the extent practical. A number of procurement actions which could not await competitive bidding were undertaken pursuant to the Presidents' Emergency Declaration. These procurement actions included contracts to assess, mitigate, and remedy the effects of flood and wind at passenger stations, bus depots, infrastructure and other transit facilities, as well as to repair, restore, and/or replace equipment and property at numerous MTA locations, including track and signal equipment throughout the NYC Transit system.

Thereafter, in order to expedite the award of contracts necessary for remaining critical repairs, reconstruction, rehabilitation, and mitigation work, and to maximize the use of federal assistance money, Governor Andrew M. Cuomo issued Executive Order No. 99, the Temporary Suspension of Provisions Relating to Transportation Infrastructure Recovery for the State Disaster Emergency ("Executive Order No. 99") on May 17, 2013. Executive Order No. 99 temporarily suspended sections 1209, 1265-a, and 2879(3)(b)(ii) of the Public Authorities Law, to the extent that the Chief Executive Officer or Executive Director of the MTA determined it necessary to authorize the award of contracts without the use of sealed bidding or other prescribed competitive measures. The Executive Order also authorized the addition of work, sites, and time to existing MTA contracts. Executive Order No. 99 was continued by the Governor through Executive Order No. 101, signed June 18, 2013; again by Executive Order No. 109, signed July 15, 2013; and lastly by Executive Order No. 112, signed September 6, 2013 (collectively, the "Governor's Executive Orders"), which cumulatively extended the original Executive Order through September 14, 2013. A number of procurement actions were authorized pursuant to the Governor's Executive Orders, as the use of sealed bidding and other prescribed competitive measures would have been impractical and inappropriate. Those procurement actions that were authorized under the Governor's Executive Orders were initiated prior to their cumulative expiration on September 14, 2013.

The Presidents' Emergency Declaration indicated that Board approval would be sought in the form of approval or ratification of those actions that require it. Accordingly, in September 2013, the Board ratified 158 emergency procurement actions that had been finalized at that time, for approximately \$126 million.

NYC Transit is now submitting to the Board additional emergency procurement actions related to Superstorm Sandy. This current request includes nine procurement actions listed in the attachment that were authorized under the Presidents' Emergency Declaration for approximately \$6.0 million and eight procurement actions listed in the attachment that were authorized under the Governor's Executive Orders for approximately \$16.1 million.

In all, NYC Transit is submitting to the Board a total of 17 Superstorm Sandy-related procurement actions comprising approximately \$22.1 million. Most of these were awarded as public work contracts and change orders to existing public work contracts. These actions were for emergency repairs to hard-hit areas such as the Rockaways, Staten Island, and NYC Transit's under-river tunnels. Of the total amount being submitted to the Board, \$15.2 million was awarded using informal competition, representing approximately 69% of the total dollar amount.

Additional Sandy-related procurement actions will be awarded in the future, including some which may require approval or ratification by the Board.

IMPACT ON FUNDING:

Funding for these projects was initially provided through MTA and NYC Transit Operating and Capital budgets. Reimbursement is being sought for these costs from the FTA and insurance.

RECOMMENDATION:

That the Board ratify the procurement actions described above and listed in the attachment, which were conducted pursuant to the Presidents' Declaration of Emergency for Hurricane (Superstorm) Sandy or New York State Executive Order No. 99 and its extensions.

ATTACHMENT: SUPERSTORM SANDY PROCUREMENT ACTIONS FOR RATIFICATION

| Procurement Actions Authorized Pursuant to the MTA Presidents' Emergency Declaration | | |
|---------------------------------------------------------------------------------------------|--------------------------|--------------------|
| | <u>Number of Actions</u> | <u>Value</u> |
| Public Work Contract | 1 | \$349,500 |
| Public Work Modifications | 6 | \$3,653,700 |
| Miscellaneous Procurement | 1 | \$1,043,000 |
| Purchase Contract | 1 | \$957,519 |
| Sub Total: | 9 | \$6,003,719 |

| Procurement Actions Authorized Pursuant to the Governor's Executive Orders | | |
|-----------------------------------------------------------------------------------|--------------------------|---------------------|
| | <u>Number of Actions</u> | <u>Value</u> |
| Public Work Contracts | 2 | \$14,967,420 |
| Public Work Modification | 1 | \$586,000 |
| Purchase Contracts | 5 | \$517,179 |
| Sub Total: | 8 | \$16,070,599 |

TOTAL: 17 \$22,074,318

| Procurement Actions Authorized Pursuant to the MTA Presidents' Emergency Declaration | | | | | | | |
|--------------------------------------------------------------------------------------|------------------------------------------|------------|--------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------|--------------------------|
| Category | Date Contractor Directed to Perform Work | Award Date | Contract # | Description | Contractor | Solicitation Method | Value |
| Public Work Modification | 4/30/13 | 5/18/14 | C-52115 AWO 11 | Repair of Security System Damage in 5 Under River Tunnels | Henry Bros. Electronics | Change Order | \$1,645,000 |
| Public Work Modification | 6/27/14 | 8/29/14 | C-52116 AWO 5 | Repair of Security System Damage in Montague Tube | TAP Electric | Change Order | \$1,450,000 |
| Misc. Procurement | 11/3/12 | 4/10/14 | 6243 / 6030100827 | Removal, Storage, Rehabilitation, and Return of Flood Damaged CPM Archive Drawings and CDs | Document Reprocessors | Non Competitive | \$1,043,000 Estimated |
| Purchase Contract | 9/22/14 | 9/22/14 | RFQ 83718 | Purchase of Two Complete Keene Vacuum Revenue Collection Units, and Purchase of Spare Parts for Three Keene Units | SPX Genfare | Sole Source | \$957,519 |
| Public Work | 11/20/12 | 3/21/14 | C-31673 Work Order 51 | Emergency Repairs of Boilers at Clifton Shop (SIR) | Lighton Industries | Non Competitive | \$349,500 |
| Public Work Modification | 5/2/13 | 5/30/13 | S-32761 AWO 20 | Rockaway Park – Installation of Mechanical Compressor Equipment | TC Electric | Change Order | \$189,000 |
| Public Work Modification | 5/30/13 | 5/30/13 | S-32761 AWO 29 | Rockaway Park – Restoration and Installation of Signal Line Cables F6-861 CIH | TC Electric | Change Order | \$66,500 |
| Public Work Modification | 7/17/13 | 8/7/13 | S-32761 AWO 51 | Rockaway Park – Restoration of Damaged Signs and Track Wires on F5 Test Track | TC Electric | Change Order | \$165,000 |
| Public Work Modification | 11/26/12 | 1/10/13 | C-52062 AWO 37 | St. George, Clifton Shop, Tottenville – Survey and Repair Damage to Electrical Systems | Tap Electric | Change Order | \$138,200 |
| Total Authorized Pursuant to the MTA Presidents' Emergency Declaration: | | | | | | | \$6,003,719 |

Procurement Actions Authorized Pursuant to the Governor's Executive Orders

| Category | Date Contractor Directed to Perform Work | Award Date | Contract # | Description | Contractor | Solicitation Method | Value |
|----------------------------------------------------------------------|-------------------------------------------------|-------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------|---------------------|
| Public Work | 10/24/13 | 10/24/13 | E-40828 | Steinway Tube Pump Room and Track Work (Supplemental Agreement to S-32773 Dyre Avenue Line Signal Modernization) | JTJ Contracting | Informal Competition | \$10,900,000 |
| Public Work | 12/11/13 | 12/11/13 | S-32165 | Install PLC Signal Equipment, Rockaway Line (Supplemental Agreement to S-32773 Dyre Avenue Line Signal Modernization) | JTJ Contracting | Informal Competition | \$4,067,420 |
| Public Work Modification | 6/21/13 | 6/28/13 | S-32742 AWO 46 | Signal Circuit Modification to Allow Montague Tube Rehabilitation (AWO 46 to S-32742) | L.K. Comstock | Change Order | \$586,000 |
| Purchase Contract | 9/9/13 | 1/30/14 | 6030115394 | Purchase of Piping for Three Prototype Hose and Reach Cars | Ferguson Enterprises | Non Competitive | \$150,342 |
| Purchase Contract | 8/26/14 | 8/26/14 | 6030137541 | Purchase of Automatic Fire Suppression Systems for Pump Trains | Statewide Fire Protection | Informal Competition | \$144,696 |
| Purchase Contract | 9/9/13 | 1/30/14 | 6030115356 | Purchase of Piping for One Prototype Pump Train | Ferguson Enterprises | Non Competitive | \$108,181 |
| Purchase Contract | 11/18/13 | 11/18/13 | 6030105781 | Purchase of Discharge Hoses for the Prototype Pump Train | JGB Enterprises | Informal Competition | \$84,960 |
| Purchase Contract | 10/24/13 | 10/24/13 | 6030104383 | Purchase of Two Diesel Generators for the Prototype Pump Trains | WW Grainger | Informal Competition | \$29,000 |
| Total Authorized Pursuant to the Governor's Executive Orders: | | | | | | | \$16,070,599 |

| | |
|------------------------------------------|---------------------|
| Presidents' Emergency Declaration Total: | \$6,003,719 |
| Governor's Executive Orders Total: | \$16,070,599 |
| TOTAL: | \$22,074,318 |

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| Vendor Name (& Location) | |
| Fox Industries Ltd. (Brooklyn, NY) | |
| Rehabilitation of the Culver Line Viaduct – Phase III | |
| Contract Term (including Options, if any) | |
| May 3, 2011 – June 10, 2013 | |
| Option(s) included in Total Amount? | |
| <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a | |
| Procurement Type | <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive |
| Solicitation Type | <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source | |
| <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept/Div & Dept/Div Head Name: | |
| Capital Program Management, Frederick E. Smith | |

| | |
|------------------------------------------------------------------------|-------------------|
| Contract Number | AWO/Mod.#: |
| C-42000 | 4 |
| Original Amount: | \$ 43,378,000 |
| Prior Modifications: | \$ 591,702 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 43,969,702 |
| This Request: | \$ 11,429,000 |
| % of This Request to Current Amount: | 26.0% |
| % of Modifications (including This Request) to Original Amount: | 27.7% |

Discussion:

This retroactive modification provides various items of added work, credit for various items of deleted work, and a time extension of 519 work days, excusable and non-impactable, from June 11, 2013 to October 19, 2015.

The contract is the last of three contracts awarded to rehabilitate the Culver Viaduct. The contract includes removal of temporary wrapping and safety net systems from the underside of the concrete deck; restoring the spalled concrete surfaces on the concrete encasement of all columns, bracings, deck floor beams and girders, and the underside of concrete deck, as well sealing all cracks; repairing structural steel; wrapping for all columns, bracings, floor beams and girders with fiber reinforced polymer (FRP) strengthening system; supporting and maintaining all drainage pipes and utilities attached to the structure; and lead abatement and painting. The contract is currently 91% complete.

This modification provides for concrete encasement removal, spall repairs, lead abatement, painting, structural steel repairs, and scaffolding. This modification also includes a credit for deleted FRP wrap, grouting, and crack repairs.

Prior to contract award, much of the underside of the viaduct was concealed by temporary safety netting installed during Phase I of the rehabilitation through a contract awarded in 1998. The extent of the deterioration of the concrete encasements and the structural steel within the encasements could not be accurately assessed due to this safety netting. As such, the bid documents contained estimated quantities of various types of repairs.

After contract award, during condition surveys conducted jointly by NYC Transit and the contractor, it was determined that additional work was required, such as: the removal of additional concrete encasement; additional concrete spall repair; additional lead abatement; additional painting on steel surfaces; additional structural steel repair; and additional scaffolding had to be utilized.

On April 17, 2013 the SVP & Chief Engineer approved a retroactive memo directing the contractor to proceed with the additional work. The cost of the added work is partly offset by contractual work that need not be performed, as follows: concrete spall repair under the deck and on beams; spall concrete at columns; concrete reinforcement; grout application; crack repairs; and FRP wrapping.

On April 17, 2014, the VP Materiel approved the payment of \$5.25M for additional work performed through November 2013. The contractor’s revised proposal was \$11,610,815 net additional cost (\$17,481,955 added work offset by \$5,871,140 deleted work); NYC Transit’s revised estimate was \$11,093,000 net additional cost (\$17,163,000 added work offset by \$6,070,000 deleted work). Negotiations, conducted after coordination with MTA Audit, resulted in the agreed net additional cost of \$11,429,000 (\$17,300,140 added work offset by \$5,871,140 deleted work). Agreed price is based on firm unit prices and estimated quantities. The unit prices shall apply to any increase or decrease in actual quantities of work performed.

The contractor and NYC Transit also agreed on an extension of 519 work days, excusable and non-impactable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| Vendor Name (& Location) Skanska/Traylor, JV (New York, NY) | |
| Second Avenue Subway - 86th Street Station Cavern Mining, and Heavy Civil Structural - Manhattan "B" Division | |
| Contract Term (including Options, if any) August 4, 2011 – December 16, 2014 | |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a | |
| Procurement Type | <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive |
| Solicitation Type | <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu | |

| | |
|------------------------------------------------------------------------|--------------------------|
| Contract Number C-26008 | AWO/Mod. #: 71 |
| Original Amount: | \$ 294,360,000 |
| Option 1 Amount: | \$ 7,500,000 |
| Total Amount: | \$ 301,860,000 |
| Prior Modifications: | \$ 15,814,592 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 317,674,592 |
| This Request: | \$ 1,175,000 |
| % of This Request to Current Amount: | 0.4% |
| % of Modifications (including This Request) to Original Amount: | 5.6% |

Discussion:

This retroactive Modification No. 71 is for modifications to longitudinal reinforcement in the station cavern lining.

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

The contract design requires the use of #5 rebar at 9 inch spacing for the longitudinal reinforcement in the interior and exterior face of the Public and Ancillary Cavern Final Lining; and #5 rebar at 9 inch spacing for splices in the cavern lining vertical construction joints. As a result of shop drawing reviews and after further analysis, the Designer of Record determined that the longitudinal reinforcement in the interior and exterior face of the Public and Ancillary Cavern Final Lining was insufficient. This modification includes the use of #5 rebar at 6 inch spacing and #7 dowels and couplers at 12 inch spacing for splices in the cavern lining vertical construction joints. This modification also includes a credit for the deletion of previously required #5 rebar for splices. Based on present information, it appears that this modification is the result of an apparent design error/omission.

In order to maintain the schedule for the first cavern wall pour, which took place on October 2, 2013, it was necessary to proceed with these changes on a retroactive basis. Approval from the MTACC President was subsequently obtained.

The contractor’s proposal was \$1,660,527. MTACC’s revised estimate is \$1,164,655. Negotiations resulted in a net lump sum price of \$1,175,000 which was found to be fair and reasonable. Savings of \$485,527 were achieved.

Staff Summary



| | |
|---------------------------|-----------------------|
| Subject | Rules and Regulations |
| Department | Law Department |
| Department Head Name | Elizabeth A. Cooney |
| Department Head Signature | |
| Project Manager Name | N/A |

| | |
|-------------------------|--------------------|
| Date | September 22, 2014 |
| Vendor Name | N/A |
| Contract Number | N/A |
| Contract Manager Name | N/A |
| Table of Contents Ref # | N/A |

| Board Action | | | | | |
|--------------|-------------------------|------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Transit & Bus Committee | | | | |
| 2 | Board | | | | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|------------------|-------|----------|
| Order | Approval | Order | Approval |
| 1 | Legal | | |
| 2 | MTABC, President | | |
| | | | |
| | | | |

Narrative

PURPOSE:

To obtain the Board's approval to commence the rulemaking process mandated under the State Administrative Procedures Act ("SAPA") for the promulgation of rules and regulations governing the conduct and safety of the public in the facilities and on the buses of the MTA Bus Company ("MTABC").

DISCUSSION:

MTABC does not have a codified set of rules and regulations to govern the conduct and safety of the public on its buses and in its facilities. To date, regulation of public conduct has been based almost exclusively on State penal statutes.

The purpose of the proposed rules and regulations is to codify in a single document standards of conduct for MTABC's customers and for the public at large with respect to the use of the MTABC facilities and buses. The promulgation of the proposed rules and regulations will permit an expansion of the enforcement team (the "Eagle Team") to issue appearance tickets and/or order ejection from an MTABC facility or bus for the violation of any of these rules. The Board's action in approving the commencement of the statutory process for the promulgation of rules and regulations will lead to the publication of a notice of rulemaking and an opportunity for the public to submit written comments with respect to the proposed rules and regulations. Thereafter, MTABC will return to the Board for approval to conclude the

regulation process and formal adoption of the rules in accordance with the Executive Law/State Administrative Procedure Act.

Attached as Exhibit A is a copy of the proposed rules and regulations which have been modelled after the Rules and Regulations promulgated by the New York City Transit Authority/MaBSTOA and the Staten Island Transit Operating Authority approved by the Board and codified by the State in its official Code of Rules and Regulations.

Section 7, entitled “Prohibited Uses,” is an all-purpose provision that lists a broad spectrum of conduct that shall be barred in MTABC facilities and on MTABC buses. Included in this list as prohibited activities are, among other things, blocking the free movement of pedestrians, lying down, occupying more than a single seat, vandalizing or defacing property, creating extensive noise (a phrase defined in Section 2, subparagraph (e)), fighting, entering restricted areas, consuming illegal drugs, consuming alcohol, being impaired by alcohol or drugs, smoking, riding on any areas outside of a bus, and other like behaviors. The purpose of these prohibitions is to protect the safety and comfort of customers, employees, and the public at large as well as to preserve MTABC’s facilities.

Sections 8 through 11 of the proposed rules and regulations require little in the way of explanation beyond their plain words. They prohibit littering (Section 8), unhygienic conduct (Section 9), animals, except under controlled circumstances (Section 10), the unlicensed carrying of firearms (Section 11), the transport of dangerous substances (Section 12) and interference with MTABC’s various mechanical, electrical, and safety and communication systems (Section 12).

Section 14 of the proposed rules and regulations, entitled “Enforcement,” grants authority to an authorized police officer or as noted above, the agency enforcement team to issue a summons and/or to eject a person from MTABC facilities or buses for violating any provision of the rules. The maximum penalty for violating a provision of the rules is a fine not exceeding \$50 or imprisonment not exceeding 30 days, which are the maximum penalties authorized by Public Authorities Law section 1266(4).

Finally, Section 15 of the proposed rules also provides to the public, notice of the provisions of NY Penal Law §165.16 as to the unauthorized sale of certain transportation services, as required pursuant to Part T, Section 2 of Chapter 57 of the Laws of 2005.

Staff Summary



Recommendation:

That the Board approve the commencement of the steps required by law for promulgation of the attached rules and regulations for the MTA Bus Company.

Exhibit A

21 NYCRR _____

**OFFICIAL COMPILATION OF CODES, RULES AND REGULATIONS OF THE
STATE OF NEW YORK
TITLE 21. MISCELLANEOUS
CHAPTER XXI. METROPOLITAN TRANSPORTATION AUTHORITY
SUBCHAPTER D. RULES AND REGULATIONS GOVERNING THE CONDUCT
AND SAFETY OF THE
PUBLIC
PART _____ RULES GOVERNING THE CONDUCT AND SAFETY OF THE
PUBLIC IN THE USE
OF THE FACILITIES OF THE MTA BUS COMPANY
Text is current through _____.**

Section _____.1 Authorization and purpose.

- (a) MTA Bus Company ("MTABC") is a public benefit corporation and an independent subsidiary of the Metropolitan Transportation Authority ("MTA") created pursuant to Public Authorities Law, section 1266(5). As such, MTABC is empowered by the New York State Public Authorities Law to make rules and regulations governing the conduct and safety of the public in the use and operation of its transportation facilities, buses and other conveyances. Public Authorities Law, sections 1265(5), 1265(14), 1266(4) and 1266(8).
- (b) These rules are established by MTABC to promote safety, to facilitate the proper use of MTABC transportation facilities, and to protect its transportation facilities, its customers, its employees and the public and to assure the payment of fares and other lawful charges for the use of its system. In addition to these rules, all applicable provisions of the Penal Law or any other applicable law shall continue to be enforceable.
- (c) These rules may be amended or added to from time to time at the sole discretion of MTABC in accordance with law.

Section _____.2 Definitions.

The following terms as used in this part shall have the following meanings:

- (a) "Authority" means the Metropolitan Transportation Authority, the public benefit corporation created by Section 1263 of the Public Authorities Law.
- (b) "Facilities" includes all property and equipment, including, without limitation, fuel, communication systems, power plants, stations, terminals, signage, storage yards, depots, repair and maintenance shops, yards, offices and other real estate or personalty used or held for or incidental to the operation, rehabilitation or improvement of any bus line of MTABC.
- (c) "Service animal" means a guide dog, signal dog, or other animal individually trained to perform tasks for the benefit of a person with a disability that such person is unable to perform due to such disability, such as guiding persons with impaired vision, alerting persons with impaired hearing to sounds, pulling a wheelchair, retrieving dropped items or providing rescue assistance. The term service animal does not include a therapy animal or animal used for emotional support.
- (d) "Sound production device" includes, but is not limited to, any radio receiver, phonograph, television receiver, musical instrument, tape recorder, cassette player, compact disc player, speaker device or system, and any sound amplifier or any other sound-producing device of similar nature.
- (e) "Excessive noise" means excessively or unusually loud sounds produced by any means which are audible to another person and which cause public inconvenience, annoyance or alarm, or which interfere with transit operations, but does not include conversational speech or sounds incident to walking or normal movement. The emission of any sound in excess of 85 dBA on the A weighted scale measured at five feet from the source of the sound is excessive noise and is prohibited. The term excessive noise also includes sounds which interfere with the audibility of the normal communication, audio communication equipment and speaker system of a terminal, station or bus.
- (f) "Conveyance" includes any bus or other vehicle used or held for use by MTABC as a means of transportation of passengers.
- (g) "Commercial activities" means activities whose main purpose is the sale of goods or services or the promotion or advertising of goods or services, including the distribution of goods or materials for free. Commercial activities include:
 - (i) the advertising, display, sale, lease, offer for sale or lease, or distribution of food, goods, services or entertainment (including the free distribution of promotional goods or materials); and

- (ii) the solicitation of money or payment for food, goods, services or entertainment.
- (h) "Controlled substance" means those substances designated as controlled substances by the New York State Penal Law.
- (i) "Rules" means these rules.
- (j) "Person" means any natural person, individual, firm, partnership, corporation, society, organization, association or company or other entity.
- (k) "Police Officer" refers to any member of the New York City Police and any other police officer duly appointed pursuant to New York Criminal Procedure Law, Section 1.20 who pursuant to his authority, has jurisdiction within a terminal, station or bus.
- (l) "Fare" means the lawful charges established by the Authority for the use of facilities.
- (m) "Fare Media" means the various instruments issued by or on behalf of or accepted by MTABC to use for the payment of fare, including, but not limited to, farecards, passes, transfers, tickets, and vouchers.
- (n) "Farecards" include, but are not limited to, (i) value-based, magnetically encoded cards (frequently referred to as pay-per-ride MetroCards) containing stored monetary value from which a specified amount of value is deducted as payment of a fare, and (ii) time-based, magnetically encoded cards (frequently referred to as unlimited ride MetroCards) which permit entrance onto conveyances for a specified period of time.
- (o) "Payment of the fare" includes the use at a fare collection device of a time-based farecard for purposes of gaining lawful entry onto a conveyance.
- (p) "Noncommercial activities" means activities involving public speaking; distribution of written materials related to a charitable, religious or political causes; solicitation of contributions for charitable, religious or political causes; and artistic performances, including the acceptance of donations for such performances.

Section _____.3 Construction.

In interpreting or applying these rules, the following provisions shall apply:

- (a) MTABC reserves the right from time to time to suspend, modify or revoke application of any or all of the rules as it deems necessary or desirable.

- (b) No act otherwise prohibited by any of these rules may be undertaken unless specifically authorized by the terms of any written contract, agreement, permit, license or lease of the type issued in the ordinary course of business of MTABC, provided that such act is otherwise in compliance with any other applicable laws, rules and regulations. Any act otherwise prohibited by these rules is lawful if performed by an officer, employee or designated agent of MTABC acting within the scope of his employment or agency.
- (c) The rules shall not apply to an MTABC employee acting within the course of his employment in an area which is closed to the public. Conduct by employees in areas closed to the public shall continue to be governed in accordance with applicable rules, laws and MTABC operating and disciplinary procedures.
- (d) The rules shall apply with equal force to any person assisting, aiding or abetting another, including a minor, in any of the acts prohibited by the rules or assisting, aiding or abetting another, including a minor, in the avoidance of any of the requirements of the rules.
- (e) The order or judgment of a court or other tribunal of competent jurisdiction that any provision of the rules is invalid shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate any other provision of the rules or the application of any part of the rules to any other person or circumstance; the provisions of the rules are declared to be severable.
- (f) The singular shall mean and include the plural; the masculine gender shall mean and include the feminine, and vice versa.

Section ____ .4 General provisions.

- (a) Public areas within terminals or stations are open to the public at such times as may be established by MTABC from time to time. Public areas are those areas of the terminals or stations which are open for use by the public in gaining access to transportation, terminals or stations, in traveling through the terminals or stations from one point to another, in waiting for transportation, and in utilizing public toilet facilities and public pay telephones or other services as may be permitted pursuant to these rules.
- (b) No persons except persons assigned to duty therein by MTABC or the Authority shall enter any area of a depot, storage yard or any other facility that is not a public area or that is closed to the public, except in a public safety capacity or pursuant to the terms of a lease, license, operating agreement or concession granted by MTABC or the Authority.
- (c) No person, unless duly authorized by MTABC or the Authority, shall engage in any commercial activity upon any facility or bus. No person shall panhandle or beg upon any facility or bus.

- (d) Except as expressly authorized and permitted in this subdivision, no person shall engage in any nontransit uses upon any facility or conveyance. Nontransit uses are noncommercial activities that are not directly related to the use of a facility or conveyance for transportation. The following nontransit activities are authorized and permitted by MTABC, provided they do not impede transit activities and they are conducted in accordance with the rules governing the conduct and safety of the public in the use of MTA Bus facilities and conveyances: public speaking; distribution of written noncommercial materials; artistic performances, including the acceptance of donations; solicitation for religious or political causes; solicitation for charities that:
- (i) have been licensed for any public solicitation within the preceding 12 months by the Commissioner of Social Services of the City of New York under Section 21-111 of the Administrative Code of the City of New York or any successor provision;
 - (ii) are duly registered as charitable organizations with the Attorney General of the State of New York under Section 172 of the New York Executive Law or any successor provision; or
 - (iii) are exempt from Federal income tax under section 501(c)(3) of the United States Internal Revenue Code or any successor provision.

Solicitors for such charities shall provide, upon request, evidence that such charity meets one of the preceding qualifications. The aforementioned nontransit uses within the stations and terminals are deemed to be authorized provided that such activities:

- (i) do not impede or interfere with or impair transportation services or the movement of persons to or from a bus;
 - (ii) do not violate any of the prohibitions contained in these rules; and
 - (iii) do not take place on buses.
- (e) Photography, filming or video recording in any facility or bus is permitted except that ancillary equipment such as lights, reflectors or tripods may not be used. Members of the press holding valid identification issued by the New York City Police Department are hereby authorized to use necessary ancillary equipment. All photographic activity must be conducted in accordance with the provisions of these rules.

Section ____ .5 Payment of Fare and Access to MTABC Facilities

- (a) No person shall use or enter upon the facilities or conveyances of MTABC, for any purpose, without the payment of the fare or tender of other valid fare media used in accordance with any conditions and restrictions imposed by the Authority.

For the purposes of this section, it shall be considered an entrance into a facility or conveyance whenever a person passes through a point at which a fare is required or collected.

- (b) Except for employees of MTABC acting within the scope of their employment, no person shall sell, provide, copy, reproduce or produce, or create any version of any fare media or otherwise authorize access to or use of the facilities, conveyances or services of MTABC without the written permission of a representative of MTABC duly authorized by the Authority to grant such right to others.
- (c) No person shall put or attempt to put any paper, article, instrument or item, other than fare media issued by the Authority and valid for the place, time and manner in which used, into any farebox, turnstile, pass reader or other fare collection instrument, receptacle, device, machine or location.
- (d) Fare media that have been forged, counterfeited, imitated, altered or improperly transferred or that have been used in a manner inconsistent with the rules shall be confiscated.

Section __.6 Property and Equipment.

- (a) No person shall destroy, mark, soil or paint, or draw, inscribe, write, spray paint or place graffiti upon, or remove, injure or tamper with any facility, conveyance, sign, advertisement, or notice of MTABC, including any facilities under the jurisdiction of tenants or licensees, except that this provision shall not apply to any work within the scope of any contract made by or on behalf of MTABC.
- (b) No person shall post, distribute or display any sign, poster, notice, advertisement or other printed or written matter in or on any facility or conveyance without the permission of MTABC, except as otherwise provided by law.
- (c) Except as an incident to travel on MTABC conveyances for which a fare has been paid or which has otherwise been duly authorized by MTABC, no conveyance or facility may be occupied, used or handled, except by permit, agreement, license or other authorization of the Authority or MTABC duly made.

Section __.7 Prohibited uses.

No person in a facility or bus shall:

- (a) block free movement of another person or persons; lie on the floor, stairs or occupy more than one seat when to do so would interfere with the operation of MTABC's transportation system or the comfort of other passengers; or place his or her foot, or item on any seat;

- (b) create any sound through the use of any sound production device, except as is specifically authorized by these rules. In no event will the use of amplification devices of any kind, electronic or otherwise, be permitted on a bus. Use of radios and other devices listened to solely by headphones or earphones and inaudible to others is permitted;
- (c) throw, drop or cause to be propelled any object, projectile or other article at, from, upon, in or on a facility or bus;
- (d) bring into a facility or carry onto a bus liquid in an open container, or drink any alcoholic beverage or possess any opened or unsealed container of alcoholic beverage;
- (e) consume any controlled substance except pursuant to valid prescription;
- (f) enter or remain in any facility or bus while his or her ability to function safely in the environment of the facility or bus is impaired by the consumption of alcohol or by the taking of any drug;
- (g) endanger the safety of others, engage in fighting or assault another person or persons, or threaten another person with such conduct;
- (h) vandalize, injure, deface, alter, write upon, destroy, remove or tamper with the facilities or buses, including any facilities under the jurisdiction of tenants or permittees;
- (i) except as specifically authorized by the Authority or MTABC, enter or attempt to enter into any area not open to the public, including, but not limited to, bus operator's seat location, closed-off areas, mechanical or equipment rooms, storage areas, interior rooms, catwalks, emergency stairways (except in cases of an emergency), roadbeds, plants, shops, barns, garages, depots or any area marked with a sign restricting access or indicating a dangerous environment.
- (j) enter or attempt to enter any area which is locked or otherwise restricted from public access by any means including, but not limited to, barricades, fencing, doors and signs, or enter or leave a facility or bus except by designated entrance ways or exits;
- (k) ride or otherwise stand on a skateboard, wear roller skates or in-line skates, ride or straddle a bicycle while in motion, or ride a scooter or any other self-propelled vehicle or motor-propelled vehicle or device, on or through any part of a facility or bus, or while attached to the outside of a bus. This provision does not apply to the proper use of self-propelled or motor-propelled vehicles or similar devices by nonambulatory persons;

- (l) cook, light a fire or otherwise create a fire except pursuant to the terms of any lease, license, operating agreement or concession granted by MTABC or the Authority;
- (m) dispense commercial merchandise with or without charge or carry on any commercial activity except pursuant to the terms of a lease, license, operating agreement or concession granted MTABC or the Authority;
- (n) burn a lighted cigarette, cigar, pipe or any other matter or substance which contains tobacco or any tobacco substitute on a bus or within any facility;
- (o) engage in any activity which interferes with the commercial activities of lessees, tenants or their customers;
- (p) engage in noncommercial activities, except as expressly permitted by these rules;
- (q) misrepresent through words, signs, leaflets, attire or otherwise, such person's affiliation with or lack of affiliation with or support by any organization, group, entity, or cause, including any affiliation with or support by MTABC or the Authority;
- (r) carry on or bring to any facility or bus any item that:
 - (i) is so long as to extend outside the window or door of a bus;
 - (ii) constitutes a hazard to the operation of MTABC, interferes with passenger traffic or impedes service; or
 - (iii) constitutes a danger or hazard to other persons. Nothing contained in this section shall apply to the use of wheelchairs, crutches, canes, or other physical assistance devices;
- (s) bring a bicycle into a facility or bus;
- (t) extend his or her hand, arm, leg, head or other part of his or her person, or extend any item, article or other substance outside of the window or door of a bus or other conveyance operated by MTABC.
- (u) ride on the roof or any other area outside a bus or any other conveyance operated by MTABC;
- (v) refuse or fail to relinquish a seat on a conveyance which has been designated as "PRIORITY SEATING", "WHEELCHAIR PRIORITY SEATING" or words of similar import, if requested to do so by or on behalf of a person with a disability, or occupy any location on a conveyance designated for persons using wheelchairs if such location is required to accommodate a person using a wheelchair; and

- (w) gain entry into a bus in any unauthorized manner through an exit door or through or past any point at which a fare is required or collected, and it shall be no defense to a charge of a violation of this subdivision that fare media, a fare media sales device or a fare collection device was malfunctioning.

Section __.8 Littering and dumping rubbish and refuse.

No person shall litter in a facility or bus. All persons shall use receptacles provided for the disposal of refuse, if any. No bulk refuse generated or collected on property outside the jurisdiction of MTABC may be taken into, dumped within or carried through a facility or bus or deposited in any facility receptacle. Trash and other waste materials contained in waste receptacles within a facility or bus shall not be removed except by persons duly authorized to do so.

Section __.9 Hygiene.

- (a) No person shall spit in or upon any facility or bus.
- (b) No person shall urinate or defecate in any part of a facility or bus, other than in a urinal or toilet intended for that purpose.
- (c) No person shall use any water fountain, drinking fountain, or any other water found in a facility for the purpose of washing or cleaning himself or herself, his or her clothing, or other personal belongings. This subdivision shall not apply to those areas within the facilities which are specifically designated for personal hygiene purposes (i.e., wash basin, bathroom, shower room) for employees provided, however, that no person shall wash his or her clothes or personal belongings in such areas and that only one person at a time may occupy a shower.

Section __.10 Animals

- (a) No person, except as otherwise provided in subdivision (b) of this section, may bring any animal on or into any conveyance or facility unless enclosed in a container and carried in a manner which would not annoy other passengers.
- (b) Subdivision (a) of this section does not apply to working dogs for law enforcement agencies, to service animals which have been trained or are being trained to aid or guide a person with a disability and are accompanying persons with disabilities, or to service animals which are being trained by a professional trainer. All service animals must be harnessed or leashed.
- (c) Upon request by a Police officer or other designated employee of MTABC or the Authority, a trainer must display proof of affiliation with professional training school and that the animal is a licensed service animal or an animal being trained as a service animal. Upon request of a Police Officer or designated MTABC or Authority personnel, a passenger must provide evidence that an animal claimed to

be a service animal and thus exempt from the provisions of subdivision (a) of this section qualifies as such or is being trained as a service animal. Such evidence may be supplied through: the display of a service animal license issued by the New York City Department of Health, New York State Department of Agriculture and Markets or by other governmental agencies in New York or elsewhere authorized to issue such licenses, the display of an identification from a professional training school that the animal is a trained service animal, the presence of a harness or a marking on a harness, or the credible verbal assurances of the person with a disability using the service animal or animal being trained as such. For purposes of this paragraph, credible verbal assurances may include a description of one or more tasks that the animal performs or is being trained to perform for the benefit of the person with a disability.

- (d) As an alternative to any of the methods described in subdivision (c) of this section for providing evidence that an animal meets the definition of service animal, persons with disabilities who use service animals who do not have a service animal license or other written documentation that the accompanying animal is a service animal may apply to the Authority for a service animal identification card.
- (e) Police Officers or designated MTABC or Authority personnel have the right to refuse admission to or eject any passenger accompanied by an animal, including a service animal, which poses a direct threat to the safety of other passengers.

Section ____ .11 Firearms or other weapons.

No weapon, dangerous instrument, or any other item intended for use as a weapon may be carried in or on any facility or conveyance. This provision does not apply to law enforcement personnel and persons to whom a license for such weapon has been duly issued and is in force (provided in the latter case the weapon is concealed from view). For the purposes hereof, a weapon or dangerous instrument shall include, but not be limited to, a firearm, switchblade knife, gravity knife, box cutter, straight razor or razorblades that are not wrapped or enclosed in a protective covering, sword, shotgun or rifle.

Section ____ .12 Explosives, acids, inflammables, compressed gases, and other dangerous substances.

No person shall bring into or carry in a facility or bus any explosives, acids, inflammables, compressed gases or articles or materials having or capable of producing strong offensive odors, explosion or fire, or articles or materials likely to endanger persons or property. No person shall bring or cause to be brought into or kept in a facility or bus any signal flare or any container filled with or which has been emptied or partially emptied of oil, gas, petroleum products, paint or varnish.

Section ____ .13 Unauthorized interference with or use of systems or equipment prohibited.

No person shall do or permit to be done anything which may interfere with the effectiveness or accessibility of the fire protection system, sprinkler system, drainage system, alarm system, telephone system, electrical system, public announcement and intercommunications system, plumbing system, lighting system, security system, air-conditioning system, ventilation system, fire hydrants, hoses, fire extinguishers, towing equipment or other mechanical systems, facilities or equipment installed or located at or in any facility or bus, including closed circuit television cameras and monitors, signs and notices; nor shall any person operate, adjust or otherwise handle or manipulate, without permission, any of the aforesaid systems or portions thereof, or any machinery, equipment or other devices installed in or located at or in a facility or bus. Tags showing date of last inspection attached to units of fire extinguishing and fire fighting equipment shall not be removed therefrom, nor shall any person plug a television, radio or other electrical device into any outlet or connect any device to any utility at or in any facility or bus, except with the permission of an authorized MTABC employee.

Section ____ .14 Enforcement.

- (a) Any person violating any of these rules may receive a summons and/or may be subject to ejection from a facility or bus.
- (b) Any Police officer or member of MTABC or the Authority enforcement team is empowered to issue an appearance ticket and/or order ejection from a facility or bus for violation of any of these rules.
- (c) Violation of these rules shall constitute an offense punishable by a fine not exceeding \$50 or imprisonment for not more than 30 days or both.

Section ____ .15 Public notice of the provisions of New York Penal Law 165.16 (as added by chapter 57 of the Laws of 2005).

The following notice of the provisions of New York Penal Law is provided pursuant to part T, section 2 of chapter 57 of the Laws of 2005. New York Penal Law, section 165.16 states:

Unauthorized sale of certain transportation services.

1. A person is guilty of unauthorized sale of certain transportation services when, with intent to avoid payment by another person to the metropolitan transportation authority, New York city transit authority or a subsidiary or affiliate of either such authority of the lawful charge for transportation services on a railroad, subway, bus or mass transit service operated by either such authority or a subsidiary or affiliate thereof, he or she, in exchange for value, sells access to such transportation services to such person, without authorization, through the use of an unlimited farecard or doctored farecard. This section shall apply only to such sales that occur in a transportation

facility, as such term is defined in subdivision two of section 240.00 of this chapter, operated by such metropolitan transportation authority, New York city transit authority or subsidiary or affiliate of such authority, when public notice of the prohibitions of its section and the exemptions thereto appears on the face of the farecard or is conspicuously posted in transportation facilities operated by such metropolitan transportation authority, New York city transit authority or such subsidiary or affiliate of such authority.

2. It shall be a defense to a prosecution under this section that a person, firm, partnership, corporation, or association: (a) selling a farecard containing value, other than a doctored farecard, relinquished all rights and privileges thereto upon consummation of the sale; or (b) sold access to transportation services through the use of a farecard, other than a doctored farecard, when such sale was made at the request of the purchaser as an accommodation to the purchaser at a time when a farecard was not immediately available to the purchaser, provided, however, that the seller lawfully acquired the farecard and did not, by means of an unlawful act, contribute to the circumstances that caused the purchaser to make such request.
3. For purposes of this section:
 - (a) "farecard" means a value-based, magnetically encoded card containing stored monetary value from which a specified amount of value is deducted as payment of a fare;
 - (b) "unlimited farecard" means a farecard that is time-based, magnetically encoded and which permits entrance an unlimited number of times into facilities and conveyances for a specified period of time; and
 - (c) "doctored farecard" means a farecard that has been bent or manipulated or altered so as to facilitate a person's access to transportation services, without paying the lawful charge. Unauthorized sale of transportation services is a class B misdemeanor.



SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE
NOTIFICATION SERVICE REVISION
Q112 WESTBOUND (TO OZONE PARK)
TRAVEL PATH REVISION in
JAMAICA, QUEENS**

SERVICE ISSUE:

The Q112 provides local bus service between Jamaica and Ozone Park, Queens, via the Liberty Avenue corridor. The Q112 shares the bus stop along the south side of Archer Avenue between Parsons Boulevard and 160th Street, at the Jamaica Center **E J Z** subway station, with the Q24, Q111, Q113 Limited, and Q114 Limited. Due to the high frequency of these bus routes, the bus stop is extremely congested at times. This bus stop congestion makes maneuvering the buses and accessing the curb difficult. There are also traffic congestion issues that are exacerbated by the bus congestion at this bus stop, which affect many other bus routes.

RECOMMENDED SOLUTION:

To help reduce bus congestion on eastbound Archer Avenue between Parsons Boulevard and 160th Street at both the bus stop and the travel lanes, revise the travel path of the westbound (to Ozone Park) Q112 from Archer Avenue to Jamaica Avenue as it travels between Parsons Boulevard and Guy R. Brewer Boulevard. Jamaica Avenue has more curb space for bus stops and more pedestrian circulation space at the bus stop, and the Q112 would not be obstructing other bus and vehicular traffic. This revision would relocate one westbound Q112 bus stop one block north, sharing the current Q110 bus stop, and remain proximate to the subway. The travel path and bus stops of the eastbound Q112 (to Jamaica) would remain unchanged.

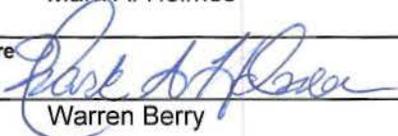
ESTIMATED IMPACT:

The net result of revision would be no change in annual operating cost, as travel time and travel distance would remain similar.

PLANNED IMPLEMENTATION:

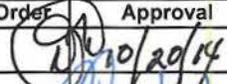
December 2014

Staff Summary

| | |
|---------------------------|-----------------------------------------------------------------------------------|
| Subject | Q112 Westbound (to Ozone Park) Travel Path Revision in Jamaica, Queens |
| Department | Operations Planning |
| Department Head Name | Mark A. Holmes |
| Department Head Signature |  |
| Project Manager Name | Warren Berry |

| | |
|-------------------------|-----------------|
| Date | October 3, 2014 |
| Vendor Name | N/A |
| Contract Number | N/A |
| Contract Manager Name | N/A |
| Table of Contents Ref # | N/A |

| Board Action | | | | | |
|--------------|----------------------|------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | | X | | |
| 2 | NYCT/MTA Bus Comm | | | X | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|-------------------------------------------|-------|----------------------------------------------------------------------------------------------|
| Order | Approval | Order | Approval |
| 4 | President | |  10/29/14 |
| 3 | Executive Vice President | |  10/17/14 |
| 2 | VP, Government and Community Relations | |  10/17/14 |
| 1 | Chief Officer, Operations Planning | |  |

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path of the westbound Q112 local bus route in Jamaica, Queens. The Q112 route was formerly operated by Jamaica Bus Lines and transitioned into MTA Bus service on January 30, 2006.

DISCUSSION:

The Q112 provides local bus service on weekdays, Saturdays, and Sundays at all times except late nights between Jamaica and Ozone Park via the intermediate neighborhood of Richmond Hill. The Q112 travels a one-way distance of approximately 4.1 miles, transporting approximately 4,700 passengers per weekday, 3,400 passengers per Saturday, and 2,100 passengers per Sunday.

The current westbound Q112 travel path begins on Parsons Boulevard at 89th Avenue, continuing south on Parsons Boulevard before turning east onto Archer Avenue, stopping at the intersection of Archer Ave and 160th Street to connect to the Jamaica Center-Parsons/Archer **E J Z** subway station. The Q112 bus stop shares the curb on the south side of Archer Avenue between Parsons Boulevard and 160th Street with the Q24, Q111, Q113 Limited, and Q114 Limited. After stopping at the 160th Street bus stop, the Q112 continues east on Archer Avenue and turns south onto Guy R. Brewer Boulevard toward South Road and Liberty Avenue to Ozone Park.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The Q111, Q113 and Q114 serve the high ridership Guy R. Brewer Boulevard corridor, and because of this ridership, these routes operate very frequent service (up to a combined 32 buses per hour during the weekday PM peak period). Together with the Q112 and Q24 (another six Q112 and six Q24 buses per hour), the curb space on eastbound Archer Avenue between Parsons Boulevard and 160th Street experiences heavy bus congestion. In addition to the bus stop congestion, the NYCT Q4, Q5, Q20A, Q20B, Q30, Q31, Q42, Q44, Q83, Q84 and Q85, and NICE Bus' N4 bus routes, and vehicular traffic pass by this bus stop.

This bus congestion creates difficulties when maneuvering in and out of the bus stop as well as passenger safety issues when boarding and alighting, as buses have difficulty accessing the curb. The curb space is approximately 280 feet long and cannot be extended. This curb space is also on a narrow section of sidewalk that is heavily used by pedestrians walking to and from York College. On the roadway, the bus lane that helps to keep the Q24, Q111, Q112, Q113 and Q114 out of the flow of traffic at the bus stop narrows as the lane approaches a pinch point at 160th Street. The bus stop space currently designated for the Q112 is at this narrowing point in the roadway where the bus lane ends, and as such, the Q112 obstructs through traffic (bus traffic and general traffic) while at its bus stop. Specifically, Q112 buses heavily impact many bus routes that turn right (south) onto 160th Street (all limited-stop trips on the Q4, Q5, Q83, Q85, Q113 and Q114), as well as the remaining bus routes continuing straight.

There is an opportunity to help reduce this bus congestion by revising the travel path of the westbound Q112 to utilize Jamaica Avenue from Parsons Boulevard to Guy R. Brewer Boulevard and then to turn south to Guy R. Brewer Boulevard where it would resume its regular travel path upon passing Archer Avenue (see the attached map). The travel distance and travel time would remain similar.

This travel path revision would only affect the bus stop on Archer Avenue at 160th Street, which would be relocated one block north, approximately 410 feet, on Jamaica Avenue at 160th Street. The current bus stop is used by approximately 550 passengers per weekday, and fewer on weekends. The Q112 would continue to serve Jamaica Center and the **E J Z** subway from this relocated bus stop. This bus stop is currently used only by the Q110 and is fully within in a protected bus lane. The stop can comfortably accommodate two buses at any one time, has a double-length bus shelter, and is located on a wide sidewalk with a width of approximately 20 feet.

The relocated bus stop would remain a similar walking distance from the **E J Z** subway. The current Q112 bus stop on Archer Avenue at 160th Street is approximately 425 feet from the subway exit on the south side of Archer Avenue at the intersection with Parsons Boulevard. The relocated bus stop on Jamaica Avenue at 160th Street is also approximately 425 feet from its closest subway exit on the north side of Archer Avenue and Parsons Boulevard, and both subway exits have escalators.

The travel path of the eastbound Q112 (to Jamaica) would remain unchanged, and continue to travel on westbound Archer Avenue from Guy R. Brewer Boulevard to 153rd Street.

RECOMMENDATION:

To help reduce bus congestion on eastbound Archer Avenue between Parsons Boulevard and 160th Street at both the bus stop and the travel lanes, revise the travel path of the westbound (to Ozone Park) Q112 from Archer Avenue to Jamaica Avenue as it travels between Parsons Boulevard and Guy R. Brewer Boulevard. Jamaica Avenue has more curb space for bus stops, more pedestrian circulation space at the bus stop, and

Staff Summary

the Q112 would not be obstructing other bus and vehicular traffic. This revision would relocate one westbound Q112 bus stop one block north, sharing the current eastbound Q110 bus stop, remaining proximate to the subway. The travel path and bus stops of the eastbound Q112 (to Jamaica) would remain unchanged.

ALTERNATIVES:

The only alternative would be to leave the existing Q112 local service unchanged, operating its current travel path. This would forgo the opportunity help to reduce bus congestion and improve passenger safety at the bus stop on eastbound Archer Avenue at 160th Street.

IMPACT ON FUNDING:

The net result of revision would be no change in annual operating cost, as travel time and travel distance would remain similar.

IMPLEMENTATION:

December 2014

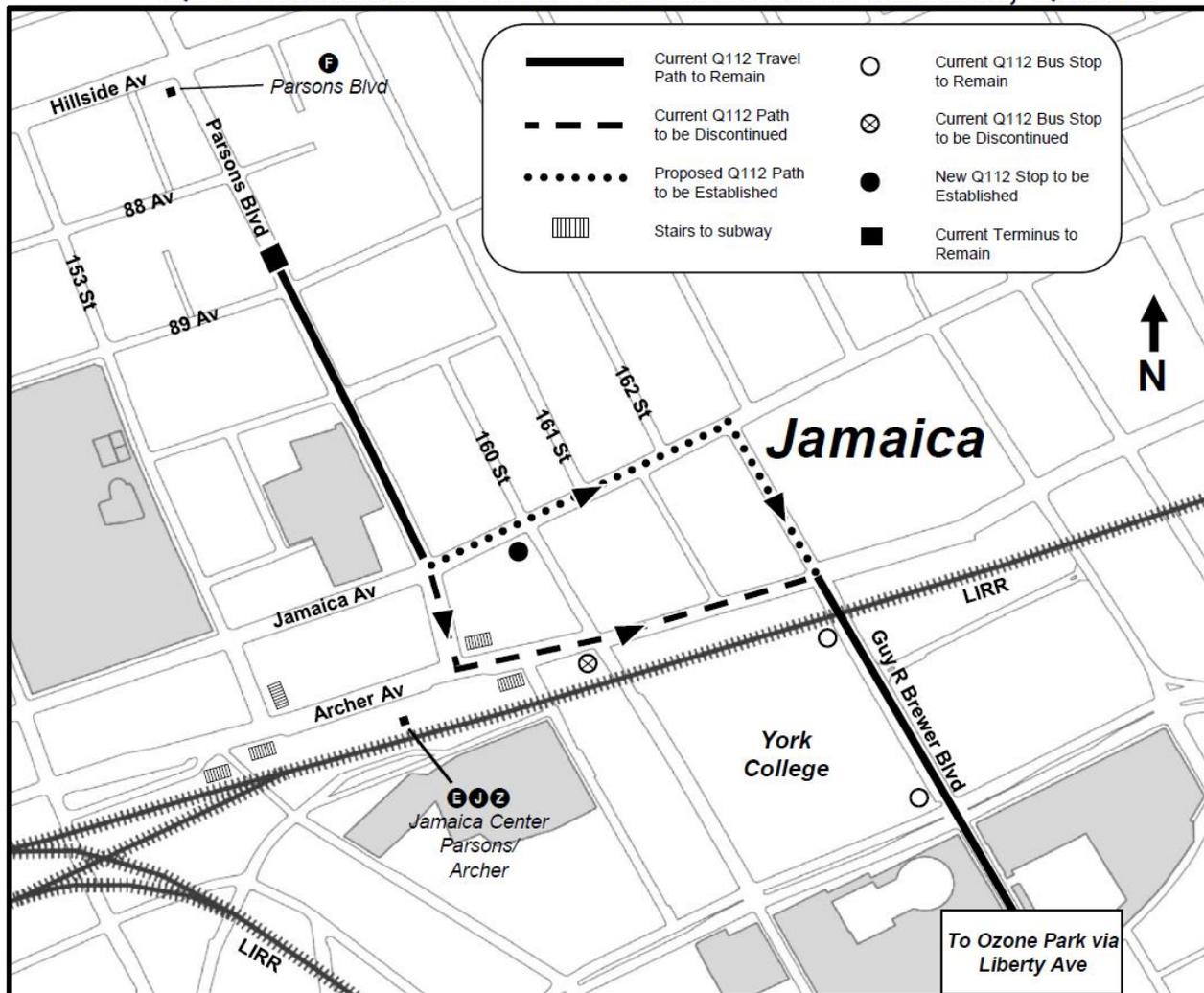
Approved:



Darryl C. Irick
President

Staff Summary

Q112 Westbound Travel Path Revision in Jamaica, Queens





SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

| <u>Fare Media</u> | <u>August 2013</u> | <u>August 2014*</u> | <u>Difference</u> |
|------------------------|--------------------|---------------------|-------------------|
| Cash | 3.1% | 2.9% | (0.2%) |
| Single-Ride Ticket | 1.0% | 0.9% | (0.1%) |
| Bonus Pay-Per-Ride | 44.6% | 43.8% | (0.7%) |
| Non-Bonus Pay-Per-Ride | 3.6% | 3.6% | 0.0% |
| 7-Day Farecard | 20.3% | 21.9% | 1.6% |
| 30-Day Farecard | <u>27.5%</u> | <u>26.9%</u> | (0.6%) |
| Total | 100.0% | 100.0% | |

* Preliminary

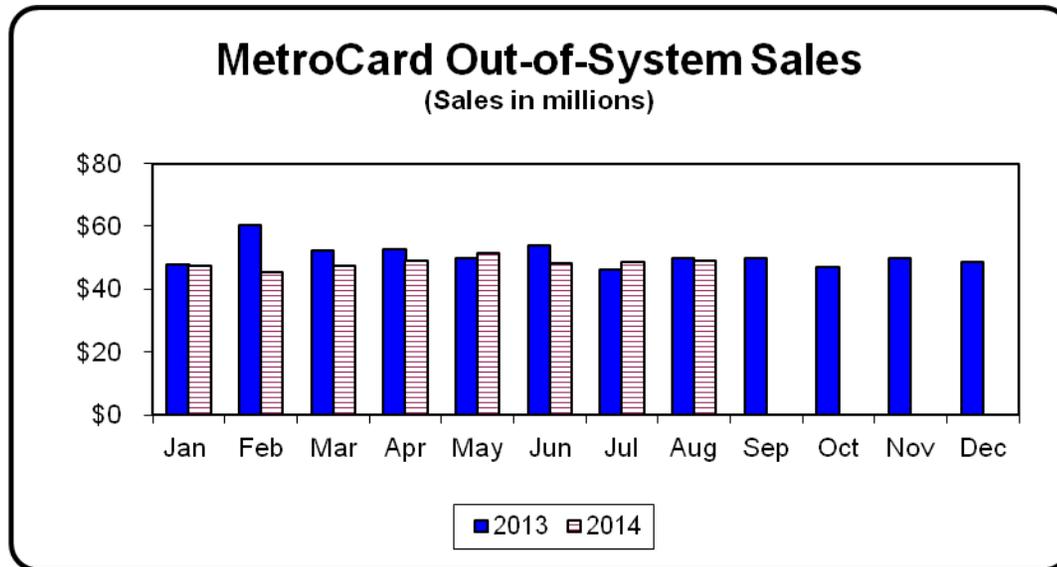
Note: Percentages may not add due to rounding.

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 August 2014 was 4,188, a 2.77 percent increase from the same period last year. The average value of a credit issued was \$68.15.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.1 million in August 2014, a 1.2 percent decrease compared to August of 2013. Year-to-date sales totaled \$387.5 million, a 6.1 percent decrease compared to the same period last year.



Retail Sales

There were 4,511 active out-of-system sales and distribution locations for MetroCards, generating \$26.7 million in sales revenue during August 2014.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 153,360 MetroCards valued at approximately \$12.9 million were made in August 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$84.42. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 68,011 for August 2014, generating an additional \$7.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$174.2 million, a 7.0 percent decrease when compared to last year.

Mobile Sales Program

In August 2014, the Mobile Sales unit completed 197 site visits, of which 141 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$123,000 in revenue was generated. In August 2014, the Mobile Sales unit assisted and enabled 1,981 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at Harlem Day (Manhattan).

Reduced-Fare Program

During August 2014 enrollment in the Reduced-Fare Program increased by 5,593 new customers, while 877 customers left the program. The total number of customers in the program is 915,110. Seniors account for 746,966 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 168,144 customers. Of those, a total of 36,434 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.4 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In August 2014, the EasyPay Reduced Fare program enrollment totaled 140,651 accounts. During the month, active EasyPay customers accounted for approximately 1.9 million subway and bus rides with \$1.8 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In August 2014, the EasyPay Xpress PPR program enrollment totaled 69,589 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.1 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$57.

EasyPay Xpress Unlimited Program

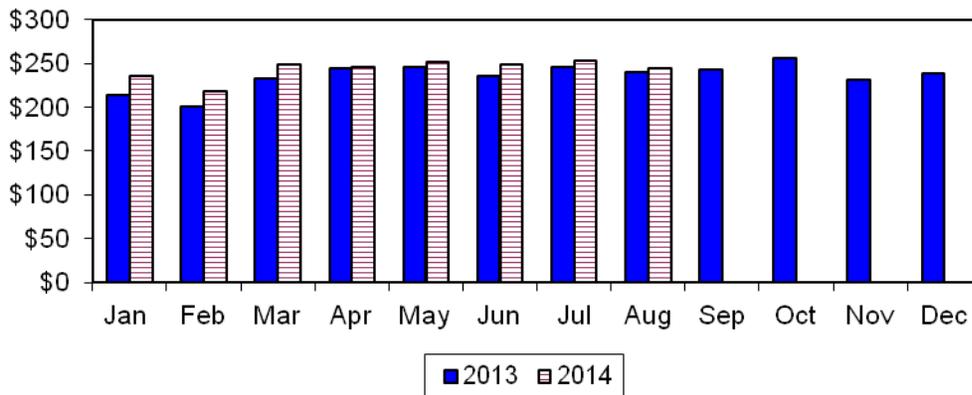
In August 2014, the EasyPay Xpress Unlimited program enrollment totaled 13,711 accounts. During this month, active Xpress Unlimited customers accounted for approximately 588,000 subway and local bus rides with \$1.2 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during August 2014 totaled \$244.9 million, on a base of 16.1 million customer transactions. This represents a 4.7 percent increase in year-to-date vending machine sales compared to the same period last year. During August 2014, MEMs accounted for 2,106,005 transactions resulting in \$49,555,031 in sales. Debit/credit card purchases accounted for 73.4 percent of total vending machine revenue, while cash purchases accounted for 26.6 percent. Debit/credit card transactions account for 48.2 percent of total vending machine transactions, while cash transactions account for 51.8 percent. The average credit sale was \$26.33, more than three times the average cash sale of \$7.77. The average debit sale was \$18.71.

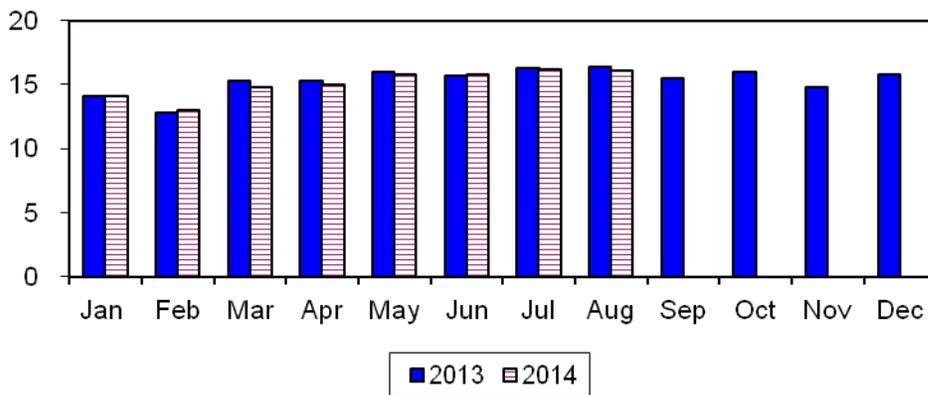
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTACC MONTHLY PROJECT STATUS REPORT:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - October 2014

data thru September 2014; \$s in million

| | Budget | Expenditures |
|-------------------------|-------------------|-------------------|
| Construction | \$ 935.4 | \$ 855.7 |
| Design | 105.3 | 104.3 |
| Construction Management | 138.5 | 112.0 |
| Real Estate | 220.9 | 206.7 |
| Total | \$ 1,400.0 | \$ 1,278.7 |

| | Schedule |
|----------------------------|---------------|
| Project Design Start | August-2003 |
| Project Design Completion | May-2010 |
| Project Construction Start | December-2004 |
| Fulton Center Opening* | Q4-2014 |

| Project Description | Budget (Bid + Contingency) | Current Contract (Bid + Approved AWOs)** | Remaining Contingency | Expenditures | Re-Baseline Award Date | Actual/ Forecast Award Date | Planned Completion at Award | Customer Benefit Milestone* | Forecast Substantial Completion |
|------------------------------------------------------|----------------------------------------------|------------------------------------------------|--------------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------------------------------|
| 4F: Transit Center Building Plaza - Schiavone, JV | \$212.8 | \$206.6 | \$6.2 | \$189.8 | Jan-2011 | Aug-2010 | Jun-2014 | Q4-2014 | Dec-2014 |
| R to E Connector | <i>To be Coordinated with Port Authority</i> | | | | TBD | TBD | TBD | TBD | TBD |

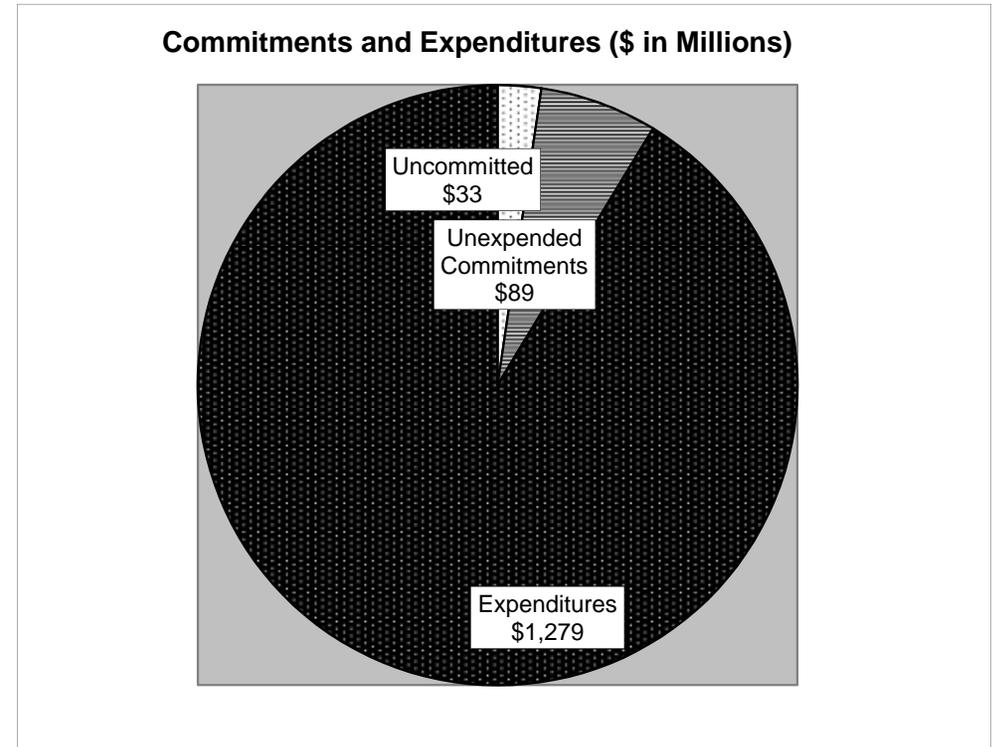
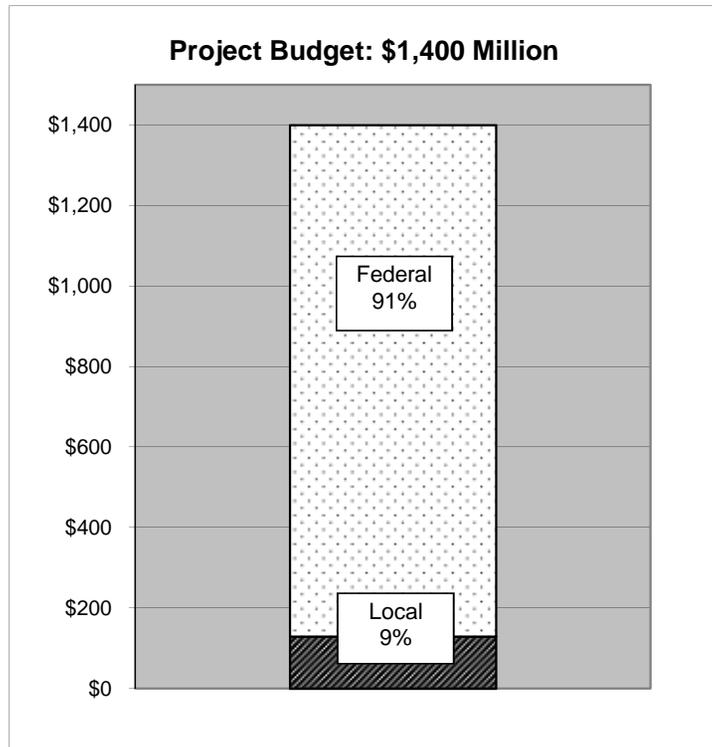
* The Fulton Center Opening date is currently under review.

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

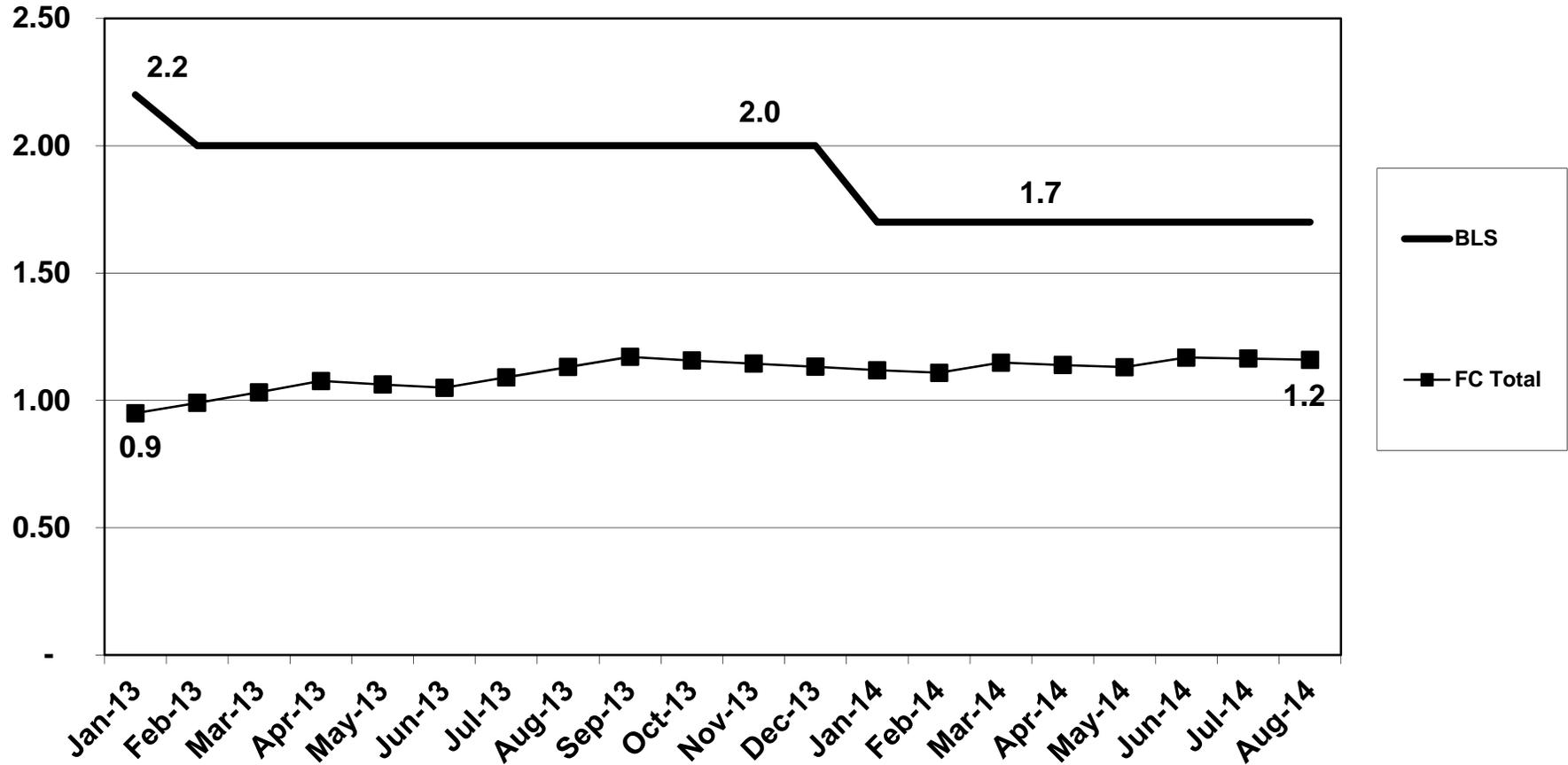
Fulton Center Status

Report to the Transit Committee - October 2014
data thru September 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 | \$ 944 | \$ 33 | \$ 864 |
| ARRA (Federal Stimulus) | 423 | - | 423 | 423 | 423 | - | 414 |
| Total | \$ 1,400 | \$ 130 | \$ 1,270 | \$ 1,270 | \$ 1,367 | \$ 33 | \$ 1,279 |



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 - October 2014

data thru September 2014; \$s in million

| | Budget | Expenditures |
|--------------------------------------------------------|-------------------|-------------------|
| Final Design | \$ 117.4 | 115.2 |
| Construction | 1,905.7 | 1,762.8 |
| Construction Management | 44.2 | 35.6 |
| Subway Project Reserve | 33.5 | - |
| Total of HYDC-Funded Subway Work | \$ 2,100.8 | \$ 1,913.5 |
| HYDC-Funded Non-Subway Work [†] | 266.0 | 228.3 |
| Total of HYDC-Funded Subway and Non-Subway Work | \$ 2,366.8 | \$ 2,141.8 |
| MTA-Funded PE/EIS Work and Other | 53.1 | 53.0 |
| Total | \$ 2,419.9 | \$ 2,194.8 |

| | 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 | 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> | \$555.8 | \$535.8 | \$20.0 | \$478.6 | Aug-2011 | Jun-2014 | Q1-2015 |
| Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i> | \$92.3 | \$84.9 | \$7.3 | \$28.8 | 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.

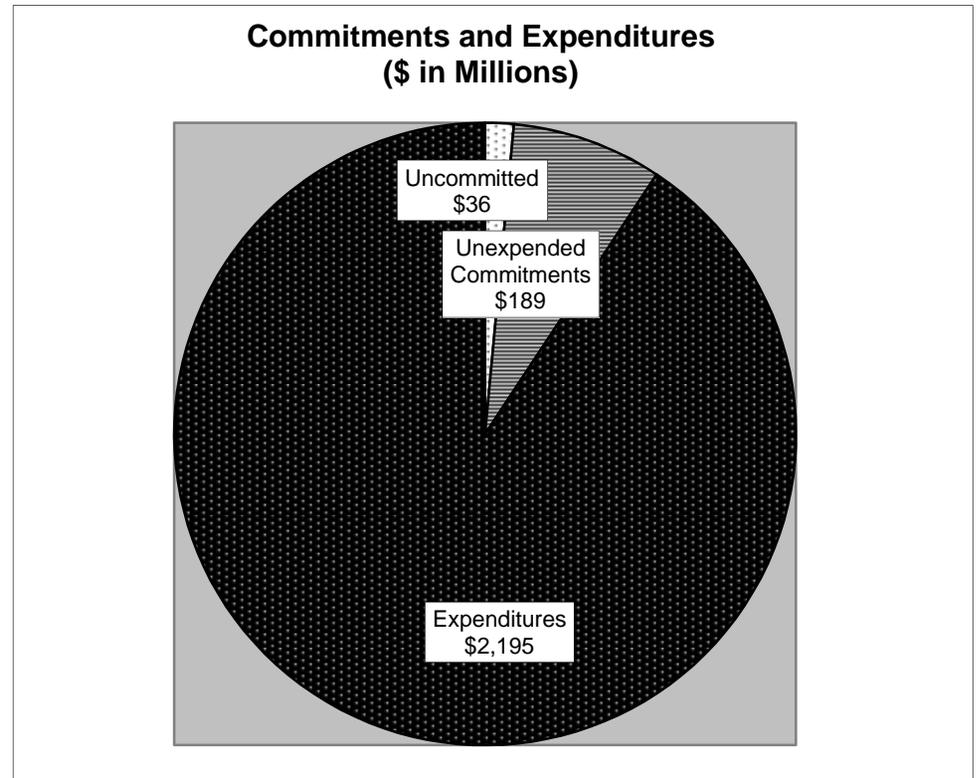
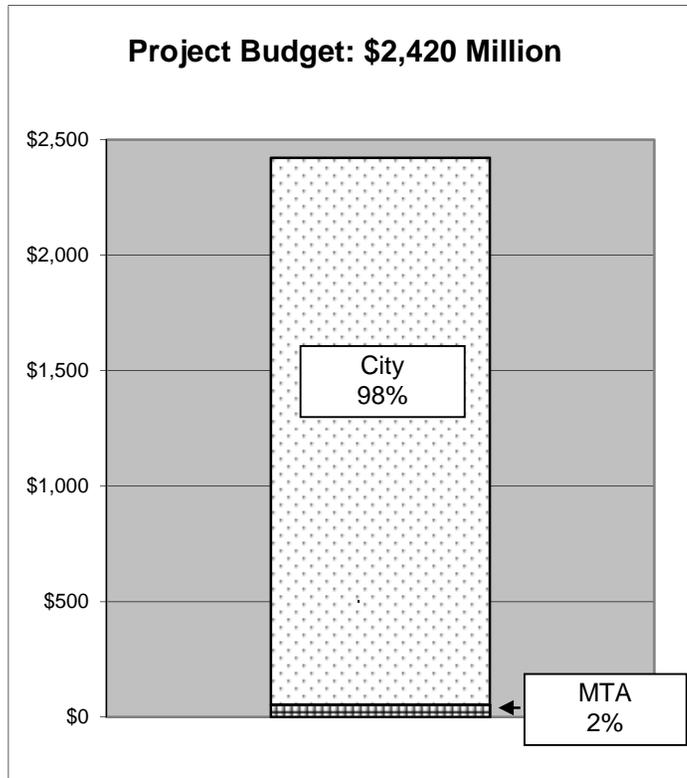
7 Line Extension Status

Report to the Transit Committee - October 2014

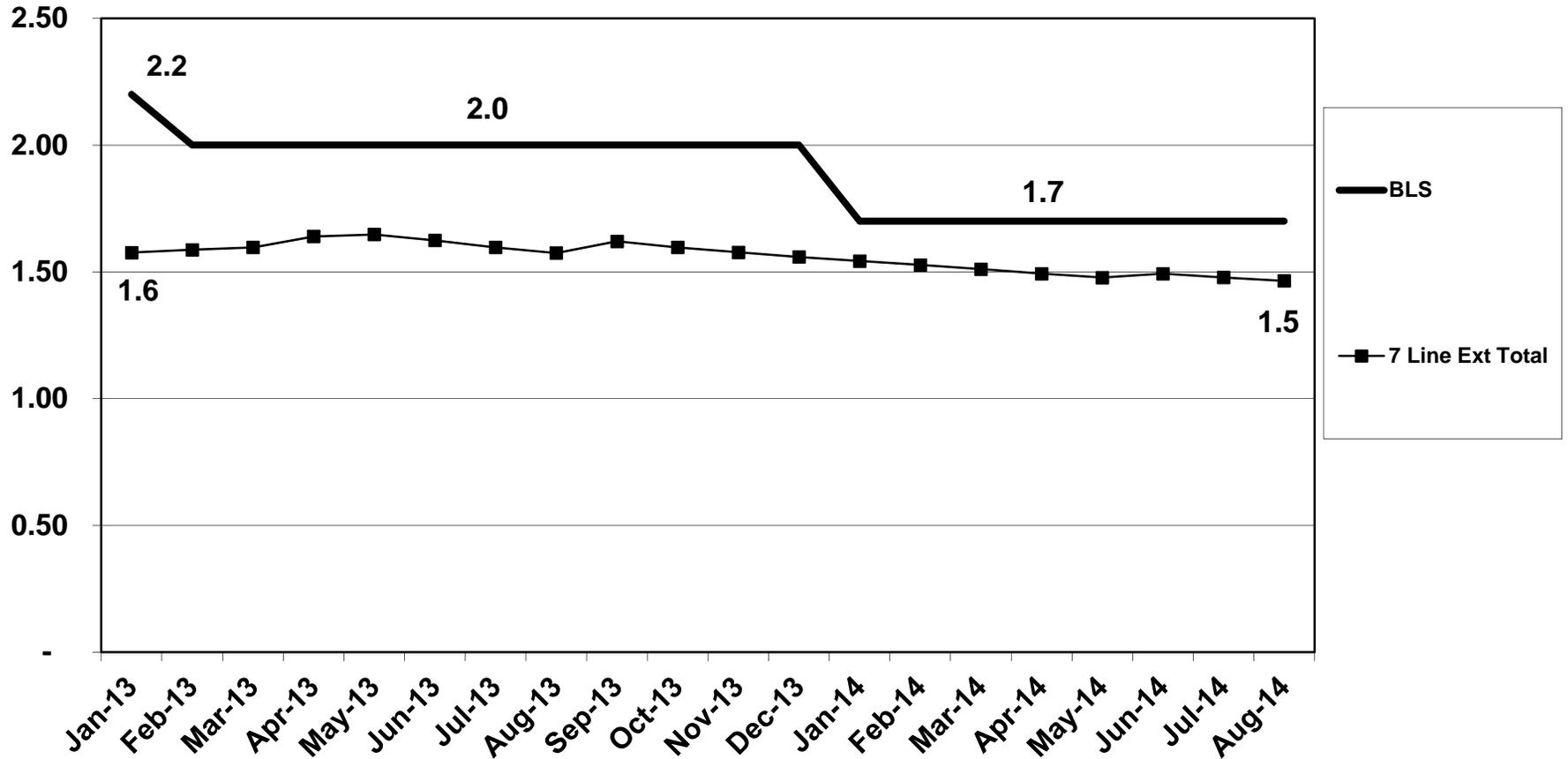
data thru September 2014

| 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 | 2,331 | 2,331 | 36 | 2,142 |
| Total Authorized | \$ 2,420 | \$ 53 | \$ 2,367 | \$ 2,331 | \$ 2,384 | \$ 36 | \$ 2,195 |

* 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 - October 2014

data thru September 2014; \$s in million

| | Budget | Expenditures |
|-------------------------|-------------------|-------------------|
| Construction | \$ 3,440.1 | \$ 2,184.0 |
| Design | \$ 508.2 | 471.9 |
| Construction Management | \$ 221.3 | 138.7 |
| Real Estate | \$ 281.5 | 224.0 |
| Total | \$ 4,451.0 | \$ 3,018.6 |

| | 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 | \$187.6 | \$3.3 | \$149.1 | Jul-2010 | Jan-2011 | May-2014 | Oct-2015 |
| 86th St Station Structure <i>Skanska/Traylor, JV</i> | \$332.0 | \$318.0 | \$14.0 | \$304.0 | Jan-2011 | Aug-2011 | Sep-2014 | Jan-2015 |
| Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i> | \$282.9 | \$267.2 | \$15.6 | \$90.5 | Mar-2011 | Jan-2012 | Aug-2016 | Aug-2016 |
| 96th St Station Finishes <i>EE Cruz & Tully, JV</i> | \$347.3 | \$338.8 | \$8.5 | \$147.1 | Mar-2011 | Jun-2012 | Dec-2015 | Aug-2016 |
| 72nd St Station Finishes <i>Judlau Contracting</i> | \$276.4 | \$264.0 | \$12.4 | \$56.7 | Nov-2012 | Feb-2013 | Nov-2015 | Sep-2016 |
| 86th St Station Finishes <i>Schiavone - Picone, JV</i> | \$223.0 | \$208.6 | \$14.4 | \$18.4 | Oct-2013 | Jun-2013 | May-2016 | May-2016 |

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

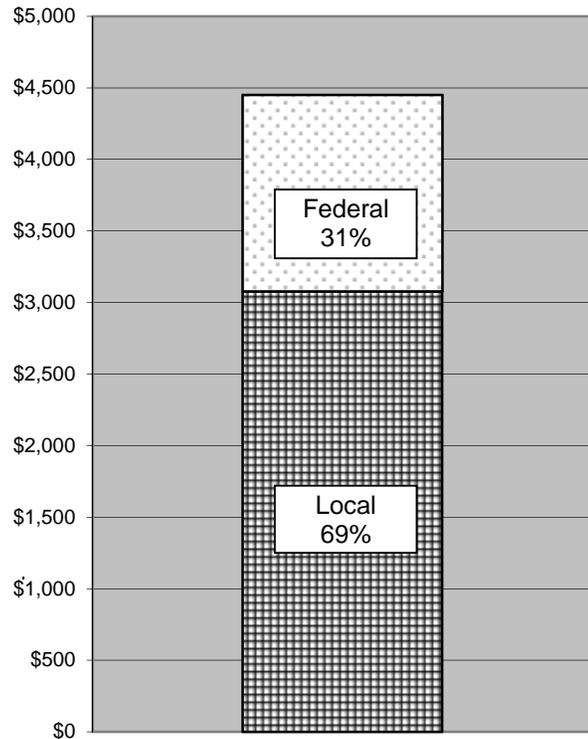
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - October 2014

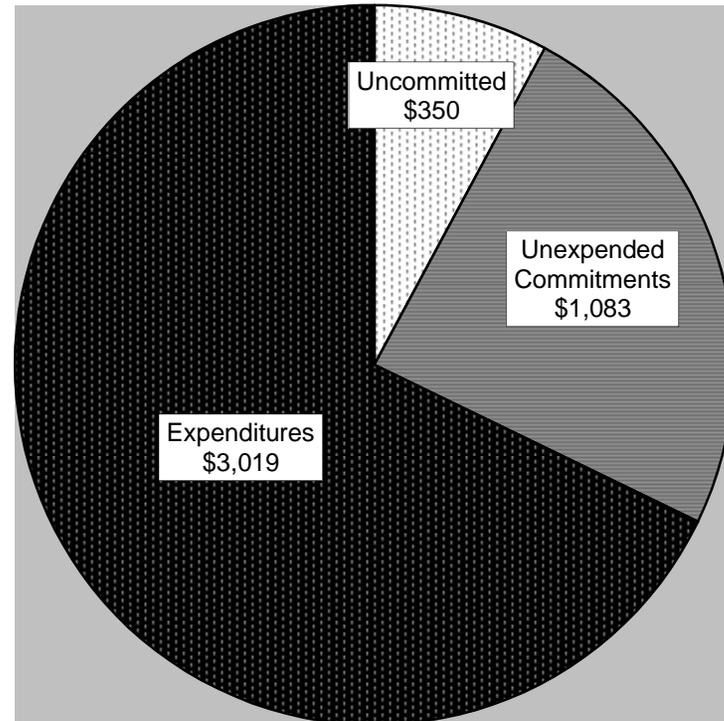
data thru September 2014

| 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 | 1,862 | 52 | 1,506 |
| 2010-2014 | 1,487 | 1,487 | - | - | 1,192 | 295 | 477 |
| Total | \$ 4,451 | \$ 3,077 | \$ 1,374 | \$ 1,064 | \$ 4,101 | \$ 350 | \$ 3,019 |

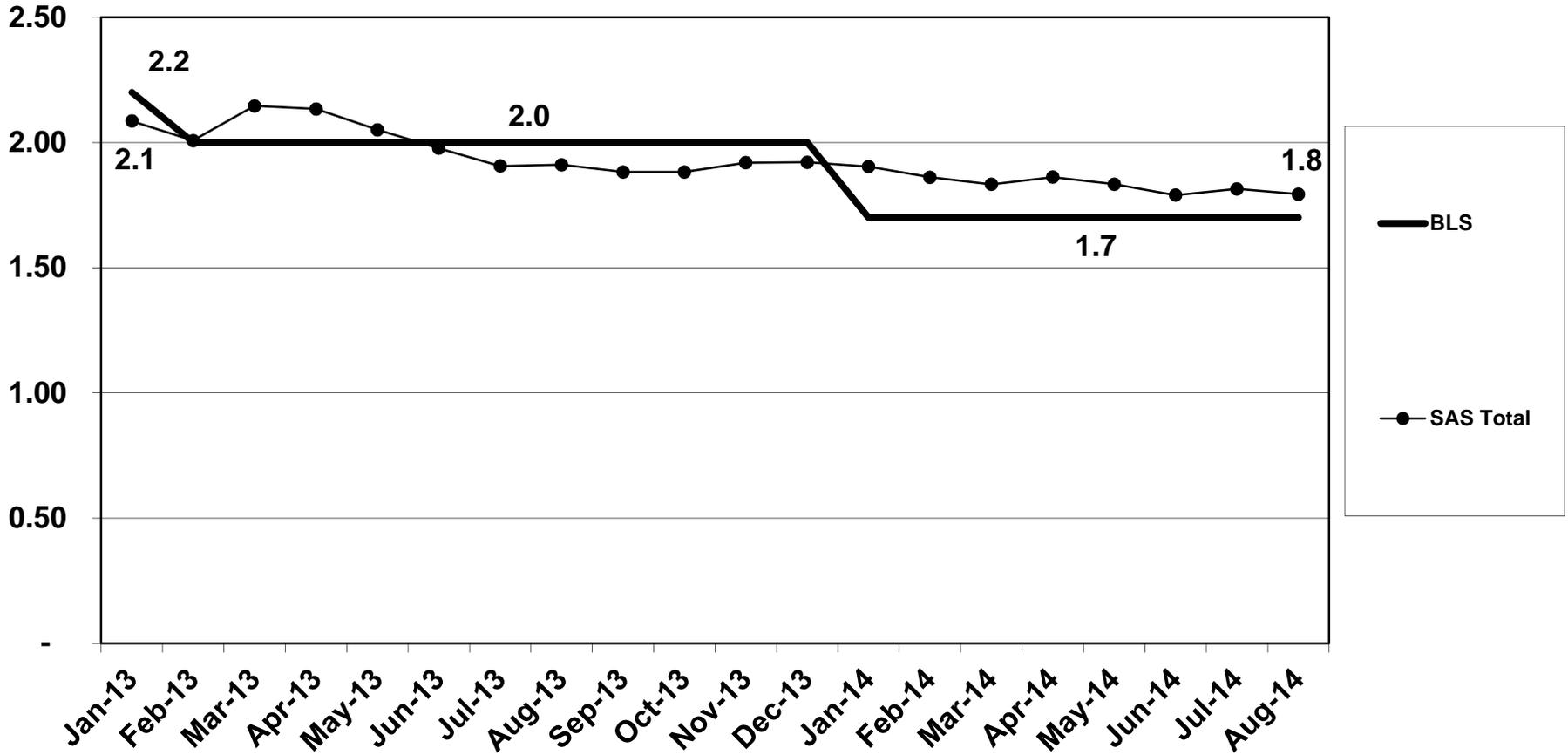
Project Budget: \$4,451 Million



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)