



# Transit & Bus Committee Meeting

## November 2014

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### Committee Members

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

**Transit & Bus Committee Meeting**  
**347 Madison Ave.-5th Floor Board Room**  
**New York, NY 10017**  
**Monday, 11/17/2014**  
**10:30 AM - 12:00 PM ET**

**1. PUBLIC COMMENT PERIOD**

**2. APPROVAL OF MINUTES – OCTOBER 27, 2014**

*October Committee Meeting Minutes - Page 4*

**3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 10*

**4. REVIEW OF NYCT AND MTA BUS COMMITTEE CHARTER**

*NYCT and MTA Bus Committee Charter - Page 18*

**5. OPERATIONS PERFORMANCE SUMMARY**

**a. September Operations Report**

*September Operations Report - Page 22*

**6. FINANCIAL REPORTS**

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

*NYCT Financial Report - Page 59*

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

*SIR Financial Report - Page 81*

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

*MTA Bus Financial Report - Page 92*

**d. Capital Program Status Report**

*Capital Program Status Report - Page 105*

**7. PROCUREMENTS**

*NYC Transit November Procurement Staff Summary and Resolution - Page 114*

**a. Non-Competitive**

*MTA Bus Non-Competitive Actions - Page 118*

**b. Competitive**

*NYCT Competitive Actions - Page 120*

**c. Ratifications**

*NYCT Ratifications - Page 136*

## **8. ACTION ITEM**

### **a. Amendment of TAB Hearing Officers Contracts**

*Amendment of Salary Cap in TAB Hearing Officers Contracts - Page 138*

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

### **a. MetroCard Report**

*MetroCard Report - Page 140*

### **b. 2014 Subway Customer Satisfaction Survey**

*2014 Subway Customer Satisfaction Survey - Page 144*

### **c. 2014 Local Bus Customer Satisfaction Survey**

*2014 Local Bus Customer Satisfaction Survey - Page 171*

### **d. 2015 NYC Transit Preliminary Budget (Materials Previously Distributed)**

### **e. 2015 SIR Preliminary Budget (Materials Previously Distributed)**

### **f. 2015 MTA Bus Preliminary Budget (Materials Previously Distributed)**

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

### **a. Elevator & Escalator Report**

*Elevator and Escalator Report, 3rd Quarter, 2014 - Page 187*

### **b. Transit Adjudication Bureau Report**

*Transit Adjudication Bureau Report, 3rd Quarter, 2014 - Page 210*

### **c. EEO & Diversity Report (NYCT & MTA Bus)**

*NYCT and MTA Bus EEO and Diversity Report - Page 212*

## **11. MTACC REPORT**

*MTACC Report - Page 224*

**Date of next meeting: December 15, 2014 at 10:30 AM**

**Minutes of Regular Meeting**  
**Committee on Operations of the MTA New York City Transit Authority, Manhattan**  
**and Bronx Surface Transit Operating Authority,**  
**Staten Island Rapid Transit Operating Authority,**  
**Capital Construction Company and Bus Company**  
**October 27, 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

The Following Member was Absent:

Hon. Polly Trottenberg

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  
Anthony D'Amico, VP and Chief Financial Officer, MTA Capital Construction

**I.** Chair Ferrer opened the meeting.

## **II. Public Speakers**

Murray Bodin commended NYCT on its ability to embrace change and suggested that MTA "apps" be based on official schedules, not on paper schedules, so that they can provide the most up to date information to riders.

Enrique Colon of the South Bronx Community Congress read a statement requesting that elevator service be restored to the 149<sup>th</sup> Street Grand Concourse subway station, asking that the MTA prioritize the installation of an elevator at that location in its next Capital Plan.

## **III. Minutes and Work Plan**

Upon motion duly made and seconded, the Committee approved the Minutes of the September 22, 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 commented that October 27, 2014 marked the 110th anniversary of New York City subway service, also noting that on September 23<sup>rd</sup> of this year, subway ridership exceeded 6.1 million, the highest weekday ridership since formal recordkeeping began. President Bianco attributed the increased ridership to capital plan investments promoting the maintenance of a state of good repair and the ongoing improvement and expansion of the system. He also advised the Committee that the Fulton Transit Center would officially open to the public on Monday, November 10th at 5:00 am.

With regard to recent concerns regarding communicable diseases, President Bianco reassured the Committee that a comprehensive policy for handling potentially infectious waste and sick passengers is in place.

SVP Leader reported to the Committee on the Department of Subways' operating performance.

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

In response to a question from Member Moerdler regarding resources needed to sustain good service, President Bianco advised the Committee that the Capital Program was developed to address and maintain the growth of the system, and that on the operating side, running times are being adjusted to better reflect existing realities with positive results. With regard to Member Moerdler's request for information regarding the potential for installing an elevator

at 149<sup>th</sup> Street, Grand Concourse, President Bianco advised that the project is being actively considered.

Member Greenberg questioned whether existing resources were sufficient to accommodate increased system capacity, including necessary changes to existing signal systems. Member Cappelli agreed, noting the need for additional City, State and Federal funding.

In response to questions from Member Albert, SVP Leader attributed delays on the 2 and F lines to weekend construction work, and Chief Cafiero noted that delays are measured in relation to the schedule that NYCT is trying to run, and not on changes in service destination.

Member Ballan expressed interest in getting information on not only the applicability of SEQRA to the lane changes on 106<sup>th</sup> Street, but also on NYC DOT's compliance with SEQRA in creating a bicycle lane at that location. In response to Member Albert's comment on the effect of the lane change on running times, President Irick noted that the impetus for changing the bus route from 106<sup>th</sup> to 116<sup>th</sup> street was primarily safety related and was not based on running time considerations.

VP Kennedy presented the Safety Report.

In response to Member Moerdler's question regarding the existence of statistics on the location of trash/debris accumulation, VP Kennedy said that although such statistics are kept, there have been few trends detected.

Deputy Chief Coogan presented the NYPD Transit Bureau statistics.

In response to a question from Member Cappelli, Deputy Chief Coogan informed the Committee that parole officers for repeat transit offenders are notified when system crimes occur to ensure that parolees are adhering to their parole stipulations.

In response to a concern expressed by Member Moerdler, Deputy Chief Coogan informed the Committee that District Attorneys' offices are advised whenever a felony arrest is made, and that high bail is typically requested.

In response to a question from Member Albert regarding recidivism, Deputy Chief Coogan noted that lists of parole stipulations are maintained, adding that parole officers are contacted if the Transit Bureau becomes aware that a transit offender is violating the terms of his or her parole.

In response to a question from Member Kay, EVP Bergen opined that the MTA Police, and not the NYPD Transit Bureau, was responsible for policing the Staten Island Rapid Transit Operating Authority ("SIRTOA") as a result of SIRTOA having once been a railroad, and not part of mass transit. President Bianco agreed to get back to Member Kay with a definitive response.

## **B. Financial Reports**

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

In response to a question from Member Kay regarding the reason for the decline in paratransit ridership, Tom Charles, VP Paratransit, noted that intermodal trip planning (feeder service) has reduced demand from customers with conditional eligibility. In response to a question from Member Cappelli, VP Charles informed the Committee that a taxi voucher ride is considered an ADA trip.

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

In response to a question from Member Moerdler regarding the effect of the increase in Staten Island Ferry ridership, Chief Cafiero noted that additional buses have been added to meet increased demand for evening service. Member Cappelli added that additional rail or dedicated transportation, such as bus rapid transit, would be beneficial, noting, however, that this has not been included in the Capital Plan.

SVP Smith presented Members with the Capital Program Status report, highlighting the installation of rail track panels at 9 stations on the Sea Beach Line in Brooklyn. Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

## **C. Procurements**

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 12 procurement action items totaling approximately \$88.5 Million in proposed expenditures. VP Plochochi informed the Committee that it would not be seeking approval at this time for the award of a vacuum train contract to New International Railways, or the expansion of the scope from two to three vacuum trains, due to a pending bid protest.

VP Plochochi highlighted for the Committee a competitively negotiated all-agency eleven-year purchase contract to design, furnish, install and maintain data communications hardware and software for a network infrastructure upgrade that will provide a fully redundant core data network, recommending that the contract be awarded to Vicom Computer Services, Inc.

In response to a question from Member Moerdler, VP Plochochi explained that the bid protest procedures require the protest to be reviewed by an independent party. Member Moerdler urged that the process be expedited due to the pressing need for new vacuum trains.

In response to a question from Member Albert, VP Plochochi informed the Committee that there is a two year duration from contract award to when the vacuum trains can be placed into service.

In response to a question from Member Moerdler, SVP Smith explained that the Systra Engineering, Inc. signal modernization procurement would provide consultant support for an internal safety certification process to be established when NYCT moved towards new modernized communication based train control.

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 was its competitive procurement requiring a two-thirds vote (Schedule C in the Agenda) and those requiring a majority vote (Schedules F and H 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 competitive procurements (Schedule I in the Agenda) and 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.

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

## **V. Action Item**

President Irick requested the Committee's approval to proceed with the rulemaking process, codifying and publicizing the rules and regulations governing the conduct and safety of the public at large with respect to the use of MTA Bus Company facilities and buses, as mandated under the State Administrative Procedures Act.

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

## **VI. Service Changes**

Mark Holmes, Director, Operations Planning, informed the Committee of a proposal to revise the travel path of westbound Q112 route from Archer to Jamaica Avenue in order to alleviate congestion.

In response to a question from Member Albert, Mr. Holmes clarified that while the Q112 bus has a westbound direction, it travels eastbound on Archer Avenue for a portion of the trip.

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

The 2015 NYCT, SIR and MTA Bus Preliminary Budgets (for which materials were distributed previously), as well as the MetroCard Report, were presented to the Committee for its information.



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

VP and CFO D'Amico reported on the status of the Fulton Transit Center, Second Avenue Subway and 7 Extension projects, noting that the Transit Center would be opening on November 10<sup>th</sup> at 5:00 am.

In response to a question from Member Albert, VP D'Amico noted that the MTA and the Port Authority are currently discussing the assignment of the design and construction contracts for the work at the Cortlandt Street station.

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary



## 2014 Transit & Bus Committee Work Plan

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### **I. RECURRING AGENDA ITEMS**

#### Responsibility

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

### **II. SPECIFIC AGENDA ITEMS**

#### Responsibility

#### November 2014

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

#### December 2014

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

#### January 2015

Approval of 2015 NYC Transit Committee Work Plan	Committee Chair & Members
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### **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
<u>March 2015</u>	
2014 Year-End Safety Report and 2014 Safety Agenda	System Safety
NYCT & MTA Bus EEO & Diversity Report – 2014	EEO & Human Resources
Year-End Report	
<u>April 2015</u>	
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
<u>May 2015</u>	
Transit Adjudication Bureau Report	Law
Elevator & Escalator Service Report	Subways
NYCT & MTA Bus EEO & Diversity Report	EEO & Human Resources
<u>June 2015</u>	
No Items	
<u>July 2015</u>	
NYCT & MTA Bus EEO & Diversity Report	EEO & Human Resources
<u>August 2015</u>	
No Meetings Held	
<u>September 2015</u>	
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
<u>October 2015</u>	
Public Comment/Committee review of budget	
2016 Preliminary NYC Transit Budget	Management & Budget
2016 Preliminary SIR Budget	Management & Budget
2016 Preliminary MTA Bus Budget	Management & Budget



## 2014 Transit & Bus Committee Work Plan

### Detailed Summary

#### **I. RECURRING**

##### Approval of Minutes

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

##### NYC Transit Work Plan

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

##### Operations Performance Summary

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

##### Procurements

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

##### MTACC Projects Report

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

##### MetroCard Report

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

##### Service Changes

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

##### Tariff Changes

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

##### Capital Budget Modifications

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

##### Action Items

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

## II. SPECIFIC AGENDA ITEMS

### NOVEMBER 2014

#### 2015 Preliminary NYC Transit Budget

Public comments will be accepted on the 2015 Preliminary Budget.

#### 2015 SIR Preliminary Budget

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

#### 2015 MTA Bus Preliminary Budget

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

#### Charter for Transit Committee

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

#### Elevator & Escalator Service Report

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

#### Transit Adjudication Bureau Report

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

#### EEO & Diversity Report

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

### DECEMBER 2014

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

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

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

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

### **III. 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.

#### **JANUARY 2015**

##### Approval of Committee Work Plan

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

#### **FEBRUARY 2015**

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

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

##### Preliminary Review of SIR 2014 Operating Results

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

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

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

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

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

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

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

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

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

#### Service Quality Indicators / PES Report

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

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

### ADA Compliance Report

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

### Elevator & Escalator Service Report

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

### Transit Adjudication Bureau Report

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

## **MARCH 2015**

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

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

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

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

## **APRIL 2015**

### Final Review of NYC Transit 2014 Operating Results

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

### Final Review of SIR 2014 Operating Results

NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### Final Review of MTA Bus 2014 Operating Results

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

### 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.

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

### **MAY 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.

### **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.

#### 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.



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

### Service Quality Indicators/PES Report

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

### Elevator & Escalator Service Report

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

### Transit Adjudication Bureau Report

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

## **OCTOBER 2015**

### 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 SIR 2016 Preliminary Budget.

### 2016 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2016 Preliminary Budget.

## **THE METROPOLITAN TRANSPORTATION AUTHORITY**

### **COMMITTEE ON OPERATIONS OF THE NEW YORK CITY TRANSIT AUTHORITY, THE MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY, THE STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY AND THE MTA BUS COMPANY**

This Charter for the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority and the MTA Bus Company was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”) on July 24, 2013.

#### **I. PURPOSE**

The Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority (collectively, “NYCT”) and of the MTA Bus Company (“MTA Bus”).

#### **II. COMMITTEE AUTHORITY**

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA, NYCT and/or MTA Bus. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

#### **III. COMMITTEE MEMBERSHIP**

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson and the vice-chairperson of the Committee. The vice-chairperson of the Committee shall be a person recommended to the Board by the Mayor of the City of New York. In the absence of the chairperson at a meeting of the Committee, the vice chairperson shall chair such meeting. In the absence of the chairperson and the vice chairperson, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

#### **IV. COMMITTEE MEETINGS**

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its

proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, the NYCT, MTA Bus or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of NYCT, the President of MTA Bus , and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

## **V. COMMITTEE REPORTS.**

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

## **VI. KEY RESPONSIBILITIES**

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to NYCT and MTA Bus:

- 1 monitor and update the Board Chair and the Board on the operating performance of NYCT and MTA Bus, including information on subway, bus and paratransit service;
- 2 monitor and update the Board Chair and the Board on the safety record of NYCT and MTA Bus; such monitoring shall include reviewing and monitoring customer and employee safety as well as crime statistics;
- 3 monitor and update the Board Chair and the Board on the implementation of security programs pertaining to NYCT and MTA Bus operations and facilities;
- 4 monitor and update the Board Chair and the Board on the finances of NYCT and MTA Bus, including financial reports, ridership reports, and the use of funds by NYCT and MTA Bus;

- 5 review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of NYCT and MTA Bus that require Board approval;
- 6 review and make recommendations to the Board Chair and the Board on proposed capital projects of NYCT and MTA Bus and monitor the status of such projects;
- 7 review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus service and policy changes that require Board approval;
- 8 facilitate the identification of approaches and solutions that address NYCT and MTA Bus security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus security issues; and
- 9 review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of NYCT and MTA Bus: (i) legal and regulatory matters that may have a material impact on NYCT; and (ii) the scope and effectiveness of compliance policies and programs.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of NYCT or MTA Bus:

- 1 review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
- 2 review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
- 3 monitor the progress of the capital projects undertaken by the MTACC;
- 4 monitor the budget and the schedule of capital projects undertaken by the MTACC;
- 5 monitor the progress of contract commitments and completions with respect to capital projects; and
- 6 track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

- 1 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 2 review and assess the adequacy of this Charter annually; and

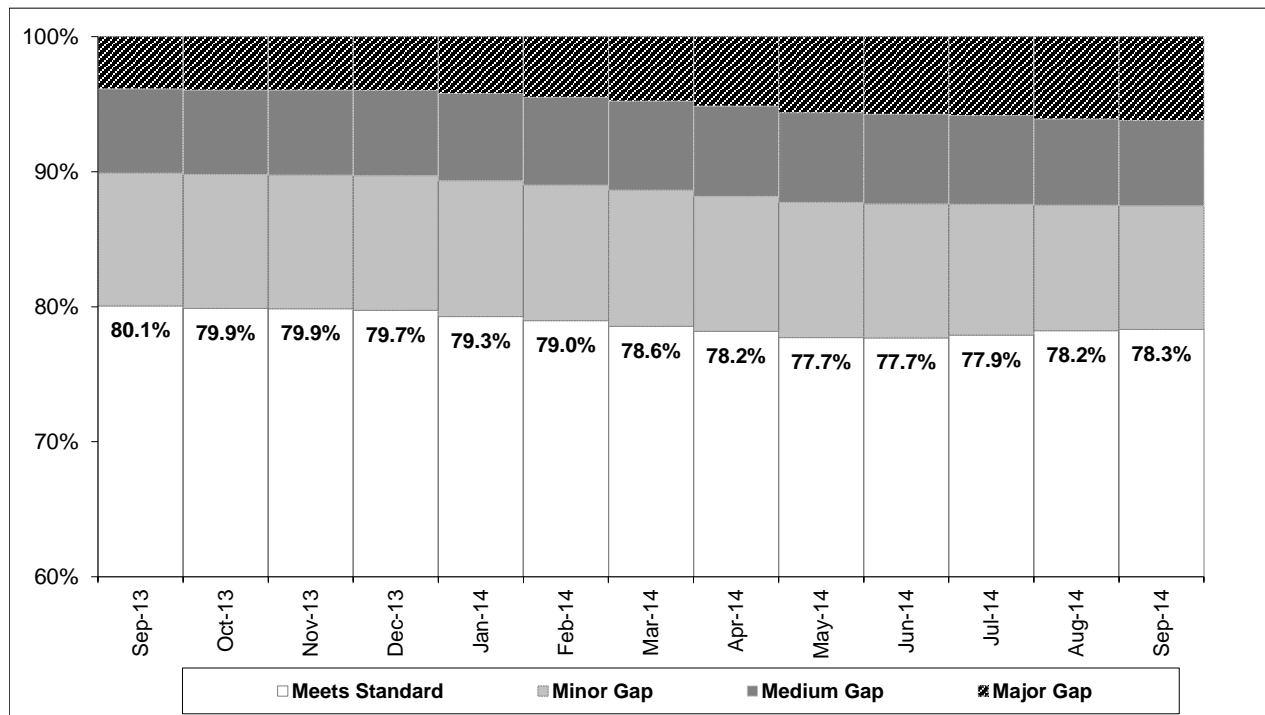
- 3 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

# Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: September 2014			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
<b>System Weekday Wait Assessment (Charts 1-2)</b>				78.3%	80.1%	-1.8%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	75.1%	74.9%	+0.2%	73.4%	76.0%	-2.6%
A Division Weekday Wait Assessment - (All Lines)				73.7%	76.5%	-2.8%
B Division Weekday Wait Assessment	81.2%	79.5%	+1.7%	80.5%	81.7%	-1.2%
<b>System Weekend Wait Assessment (Charts 3)</b>				83.9%	85.0%	-1.1%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	83.4%	83.9%	-0.5%	84.5%	84.2%	+0.3%
A Division Weekend Wait Assessment - (All Lines)				84.0%	83.7%	+0.3%
B Division Weekend Wait Assessment	80.2%	87.1%	-6.9%	83.8%	85.7%	-1.9%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	76.7%	80.7%	-4.0%	75.8%	81.7%	-5.9%
A Division Weekday Terminal On-Time Performance	73.5%	75.7%	-2.2%	70.1%	73.5%	-3.4%
B Division Weekday Terminal On-Time Performance	79.3%	84.6%	-5.3%	80.4%	87.2%	-6.8%
System Number of Terminal Delays (Charts 6)	38,317	30,861	+24.2%	40,596	26,637	+52.4%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	79.7%	85.7%	-6.0%	82.6%	86.3%	-3.7%
A Division Weekend Terminal On-Time Performance	75.9%	79.5%	-3.6%	80.1%	79.7%	+0.4%
B Division Weekend Terminal On-Time Performance	82.2%	89.5%	-7.3%	84.2%	90.3%	-6.1%
System Number of Weekend Terminal Delays (Charts 9)	9,908	8,142	+21.7%	8,774	6,208	+41.3%
<b>Mean Distance Between Failures (Charts 10-11)</b>	145,697	120,645	+20.8%	141,807	156,415	-9.3%
A Division Mean Distance Between Failures	147,951	120,046	+23.2%	129,239	147,189	-12.2%
B Division Mean Distance Between Failures	144,076	121,102	+19.0%	152,803	164,103	-6.9%
<b>System Weekday Service-KPI (Charts 12-13)</b>	78.6%	81.8%	-3.2%	78.3%	82.1%	-3.8%
A Division Weekday Service-KPI	76.3%	78.1%	-1.8%	73.0%	76.8%	-3.8%
B Division Weekday Service-KPI	81.3%	84.3%	-3.0%	81.6%	85.1%	-3.5%
<b>System Weekday PES-KPI (Charts 14-16)</b>				91.1%	91.6%	-0.5%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	92.4%	98.1%	-5.7%	92.7%	93.1%	-0.4%
AM Rush On-Time Performance	97.1%	100.0%	-2.9%	94.0%	97.7%	-3.7%
PM Rush On-Time Performance	97.5%	100.0%	-2.5%	95.5%	96.9%	-1.4%
Percentage of Completed Trips	100.0%	98.9%	+1.1%	99.6%	99.6%	0.0%
Mean Distance Between Failures	54,883	74,941	-26.8%	66,156	73,902	-10.5%
Staten Island Railway PES-KPI (Charts 17)				90.0%	92.8%	-2.8%

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



### Wait Assessment Definition

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

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

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

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

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

### Wait Assessment Results

Systemwide*					Annual Results (Meets Standard)
<u>12-Month Average</u>					
	<u>Meets Standard</u>	GAP			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Oct '13 - Sept '14	78.3%	9.1%	6.3%	6.2%	2014 GOAL: 80.7%
Oct '12 - Sept '13	80.1%	9.8%	6.2%	3.9%	2013 ACTUAL: 80.3%

Chart 1

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

Oct '13 - Sept '14					Oct '12 - Sept '13				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
①	80.5%	8.3%	5.8%	5.5%	82.2%	8.2%	5.0%	4.6%	-1.7%
②	71.6%	10.2%	9.2%	9.0%	73.5%	10.6%	8.8%	7.1%	-1.9%
③	77.2%	9.9%	7.0%	5.9%	77.5%	10.2%	7.0%	5.3%	-0.3%
④	71.8%	9.7%	8.7%	9.8%	73.9%	9.9%	8.0%	8.2%	-2.1%
⑤	68.2%	10.1%	9.8%	12.0%	71.2%	10.1%	8.7%	9.9%	-3.0%
⑥	71.0%	8.5%	8.7%	11.8%	77.7%	8.2%	6.4%	7.8%	-6.7%
⑦	75.8%	9.9%	7.3%	7.1%	79.5%	10.2%	6.6%	3.7%	-3.7%
Ⓢ 42nd	91.2%	3.8%	1.9%	3.0%	N/A	N/A	N/A	N/A	N/A
Subdivision A**	73.7%	9.5%	8.1%	8.7%	76.5%	9.6%	7.2%	6.7%	-2.8%
Ⓐ	69.9%	10.2%	8.2%	11.6%	74.1%	10.3%	10.0%	5.6%	-4.2%
Ⓑ	80.1%	9.9%	5.8%	4.2%	79.2%	11.4%	6.8%	2.6%	+0.9%
Ⓒ	80.6%	9.5%	5.4%	4.5%	83.9%	10.5%	4.1%	1.5%	-3.3%
Ⓓ	81.5%	9.3%	5.3%	3.8%	80.4%	11.6%	6.1%	1.9%	+1.1%
Ⓔ	74.0%	8.8%	8.2%	9.0%	76.4%	11.8%	7.6%	4.1%	-2.4%
Ⓕ	71.3%	9.1%	8.4%	11.2%	76.5%	10.5%	8.4%	4.6%	-5.2%
Ⓢ Fkln	96.0%	1.7%	1.0%	1.3%	97.1%	2.1%	0.6%	0.2%	-1.1%
Ⓖ	78.7%	11.1%	5.9%	4.3%	83.6%	10.4%	4.4%	1.6%	-4.9%
Ⓢ Rock	89.4%	6.6%	1.8%	2.2%	96.6%	2.4%	0.6%	0.4%	-7.2%
Ⓐ Ⓑ	80.8%	9.8%	5.7%	3.6%	81.2%	10.9%	5.4%	2.4%	-0.4%
Ⓕ	81.4%	10.1%	4.3%	4.2%	82.1%	10.8%	5.2%	1.9%	-0.7%
Ⓜ	78.8%	10.4%	6.6%	4.2%	78.2%	12.7%	6.7%	2.4%	+0.6%
Ⓐ	81.4%	8.4%	5.4%	4.8%	78.8%	11.2%	6.7%	3.3%	+2.6%
Ⓖ	80.1%	10.3%	5.8%	3.8%	78.9%	12.3%	6.3%	2.5%	+1.2%
Ⓕ	83.1%	9.5%	4.5%	3.0%	78.7%	10.2%	7.9%	3.2%	+4.4%
Subdivision B	80.5%	9.0%	5.5%	5.1%	81.7%	9.9%	5.8%	2.5%	-1.2%
Systemwide**	78.3%	9.1%	6.3%	6.2%	80.1%	9.8%	6.2%	3.9%	-1.8%

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)

Oct '13 - Sept '14					Oct '12 - Sept '13				
Line	Meets Standard	Headways*			Meets Standard	GAP	GAP	Major	Standard Difference
		Minor	Medium	Major					
1	89.0%	6.0%	3.0%	2.0%	84.7%	8.0%	4.5%	2.8%	+4.3%
2	81.5%	9.7%	5.8%	3.0%	82.8%	9.8%	5.1%	2.3%	-1.3%
3	88.5%	6.7%	2.9%	1.9%	87.8%	7.5%	2.9%	1.8%	+0.7%
4	79.5%	9.7%	6.3%	4.5%	80.1%	9.4%	6.2%	4.3%	-0.6%
5	84.1%	8.0%	4.7%	3.2%	85.7%	6.9%	4.1%	3.4%	-1.6%
6	84.2%	7.8%	4.8%	3.2%	84.1%	8.2%	4.6%	3.1%	+0.1%
7	81.2%	10.5%	5.4%	2.9%	81.0%	11.5%	5.6%	1.9%	+0.2%
S 42nd	98.3%	0.9%	0.3%	0.5%	N/A	N/A	N/A	N/A	N/A
Sub Division A **	84.0%	8.3%	4.7%	2.9%	83.7%	8.8%	4.7%	2.8%	+0.3%
A	80.2%	10.1%	5.0%	4.7%	79.0%	10.8%	8.0%	2.2%	+1.2%
C	76.5%	9.5%	9.2%	4.9%	83.4%	8.5%	5.7%	2.4%	-6.9%
D	82.1%	9.9%	6.0%	2.1%	83.4%	11.1%	4.5%	0.9%	-1.3%
E	83.8%	8.6%	4.8%	2.8%	88.2%	8.5%	2.5%	0.8%	-4.4%
F	77.3%	10.2%	6.4%	6.0%	79.3%	12.0%	6.6%	2.0%	-2.0%
S Fkln	96.1%	2.9%	0.4%	0.7%	96.3%	3.5%	0.2%	0.0%	-0.2%
G	86.0%	8.9%	2.4%	2.7%	88.3%	6.5%	3.6%	1.6%	-2.3%
J Z	92.7%	4.8%	1.8%	0.7%	89.2%	8.2%	1.8%	0.9%	+3.5%
L	84.1%	7.9%	4.0%	4.0%	86.5%	8.5%	3.3%	1.7%	-2.4%
N	80.5%	9.8%	5.9%	3.9%	84.7%	9.7%	4.5%	1.1%	-4.2%
Q	86.4%	8.6%	4.3%	0.7%	85.5%	8.2%	4.1%	2.1%	+0.9%
R	79.7%	11.9%	4.8%	3.7%	84.6%	11.5%	3.1%	0.9%	-4.9%
Sub Division B	83.8%	8.6%	4.6%	3.1%	85.7%	8.9%	4.0%	1.4%	-1.9%
Systemwide**	83.9%	8.5%	4.6%	3.0%	85.0%	8.9%	4.3%	1.9%	-1.1%

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

\* **Headway Definitions**

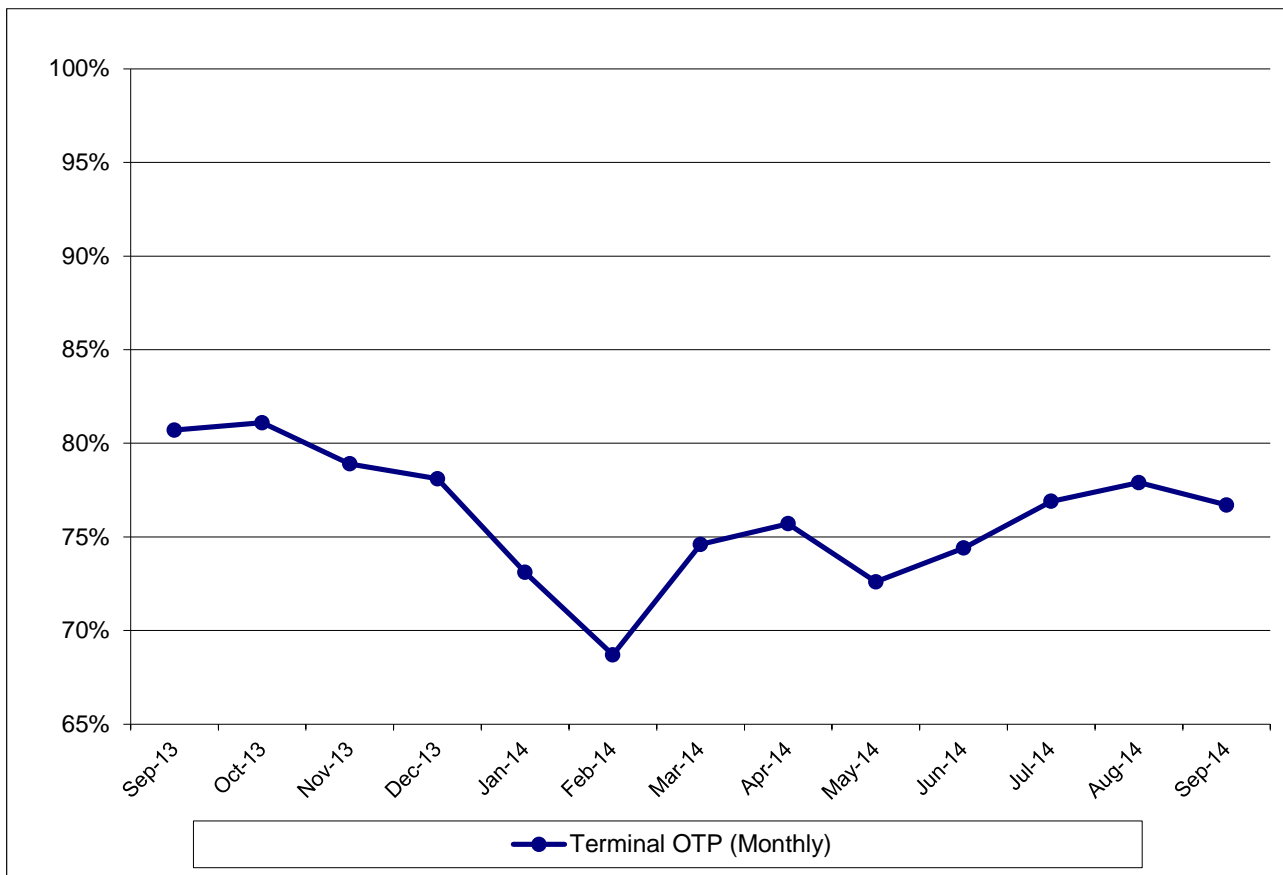
Minor Gap: from 25% to 50% over scheduled headway

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

Sep 2014: 76.7%  
 Sep 2013: 80.7%  
 12-Mon Avg: 75.8%  
 (Oct '13-Sep '14)

#### Subdivision A

##### Monthly Results

Sep 2014: 73.5%  
 Sep 2013: 75.7%  
 12-Mon Avg: 70.1%  
 (Oct '13-Sep '14)

#### Subdivision B

##### Monthly Results

Sep 2014: 79.3%  
 Sep 2013: 84.6%  
 12-Mon Avg: 80.4%  
 (Oct '13-Sep '14)

### Discussion of Results

In September 2014, Over Crowding (12,421 delays), Right Of Way (7,232 delays), and Track Gangs (5,279 delays) were the highest categories of delays, representing 65.1% of the total 38,317 delays.

**Chart 4**

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

<u>Line</u>	<u>Oct '13 - Sep '14</u>	<u>Oct '12 - Sep '13</u>	<u>% Difference</u>
①	80.2%	84.3%	-4.1%
②	47.0%	57.3%	-10.3%
③	65.9%	71.8%	-5.9%
④	46.2%	57.7%	-11.5%
⑤	45.3%	59.1%	-13.8%
⑥	57.5%	75.9%	-18.4%
⑦	87.9%	90.0%	-2.1%
Ⓢ 42 St	97.7%	N/A*	
<b>Subdivision A</b>	70.1%	73.5%	-3.4%
Ⓐ	75.2%	83.9%	-8.7%
Ⓑ	75.5%	85.9%	-10.4%
Ⓒ	85.6%	91.2%	-5.6%
Ⓓ	76.5%	84.9%	-8.4%
Ⓔ	72.8%	83.2%	-10.4%
Ⓕ	55.5%	77.4%	-21.9%
Ⓢ Fkln	98.9%	99.3%	-0.4%
Ⓖ	81.1%	86.6%	-5.5%
Ⓢ Rock	95.5%	97.4%	-1.9%
Ⓙ Ⓩ	88.3%	95.2%	-6.9%
Ⓛ	93.7%	94.9%	-1.2%
Ⓜ	77.2%	86.3%	-9.1%
Ⓝ	75.5%	82.0%	-6.5%
Ⓠ	81.7%	85.8%	-4.1%
Ⓡ	88.1%	86.9%	+1.2%
<b>Subdivision B</b>	80.4%	87.2%	-6.8%
<b>Systemwide</b>	<b>75.8%</b>	<b>81.7%</b>	<b>-5.9%</b>

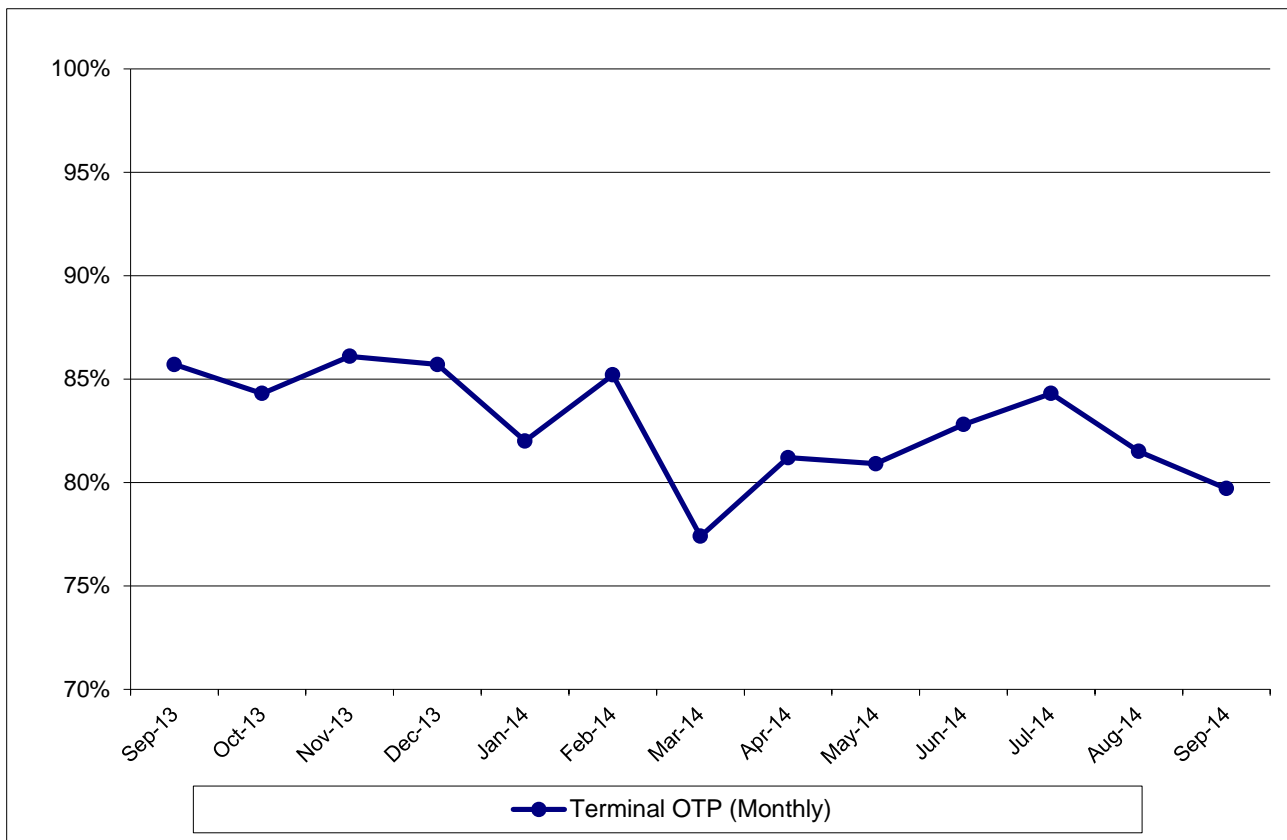
**Chart 5**

## September 2014 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	12,421
Row Delays	7,232
Track Gangs	5,279
Work Equipment/G. O.	3,483
Sick Customer	2,473
Car Equipment	2,030
Operational Diversions	1,328
Unruly Customer	1,234
Police	1,190
Employee	646
Fire	394
External	255
Infrastructure	253
Inclement Weather	99
Total Delays	<u><u>38,317</u></u>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Sep 2014: 79.7%  
 Sep 2013: 85.7%  
 12-Mon Avg: 82.6%  
 (Oct '13-Sep '14)

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

Sep 2014: 75.9%  
 Sep 2013: 79.5%  
 12-Mon Avg: 80.1%  
 (Oct '13-Sep '14)

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

Sep 2014: 82.2%  
 Sep 2013: 89.5%  
 12-Mon Avg: 84.2%  
 (Oct '13-Sep '14)

### Discussion of Results

In September 2014, Track Gangs, (2,466 delays), Over Crowding (1,911 delays), and Work Equipment G.O. (1,608 delays) were the highest categories of delays, representing 60.4% of the total 9,908 delays.

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

<u>Line</u>	<u>Oct '13 - Sep '14</u>	<u>Oct '12 - Sep '13</u>	<u>% Difference</u>
①	87.7%	83.3%	+4.4%
②	47.0%	65.8%	-18.8%
③	78.2%	82.7%	-4.5%
④	66.9%	70.0%	-3.1%
⑤	74.3%	85.2%	-10.9%
⑥	73.5%	74.5%	-1.0%
⑦	93.7%	92.6%	+1.1%
⑤ 42 St	99.3%	N/A*	
<b>Subdivision A</b>	<b>80.1%</b>	<b>79.7%</b>	<b>0.4%</b>
①	77.6%	83.9%	-6.3%
③	74.1%	84.4%	-10.3%
④	85.1%	87.3%	-2.2%
⑤	72.3%	90.6%	-18.3%
⑥	53.7%	80.0%	-26.3%
⑤ Fkln	99.0%	99.4%	-0.4%
⑦	90.8%	95.5%	-4.7%
⑤ Rock	97.5%	98.1%	-0.6%
① ②	95.7%	96.7%	-1.0%
④	96.2%	96.0%	+0.2%
⑤	97.9%	98.1%	-0.2%
⑥	80.4%	80.7%	-0.3%
⑦	90.4%	91.8%	-1.4%
⑧	75.6%	88.7%	-13.1%
<b>Subdivision B</b>	<b>84.2%</b>	<b>90.3%</b>	<b>-6.1%</b>
<b>Systemwide</b>	<b>82.6%</b>	<b>86.3%</b>	<b>-3.7%</b>

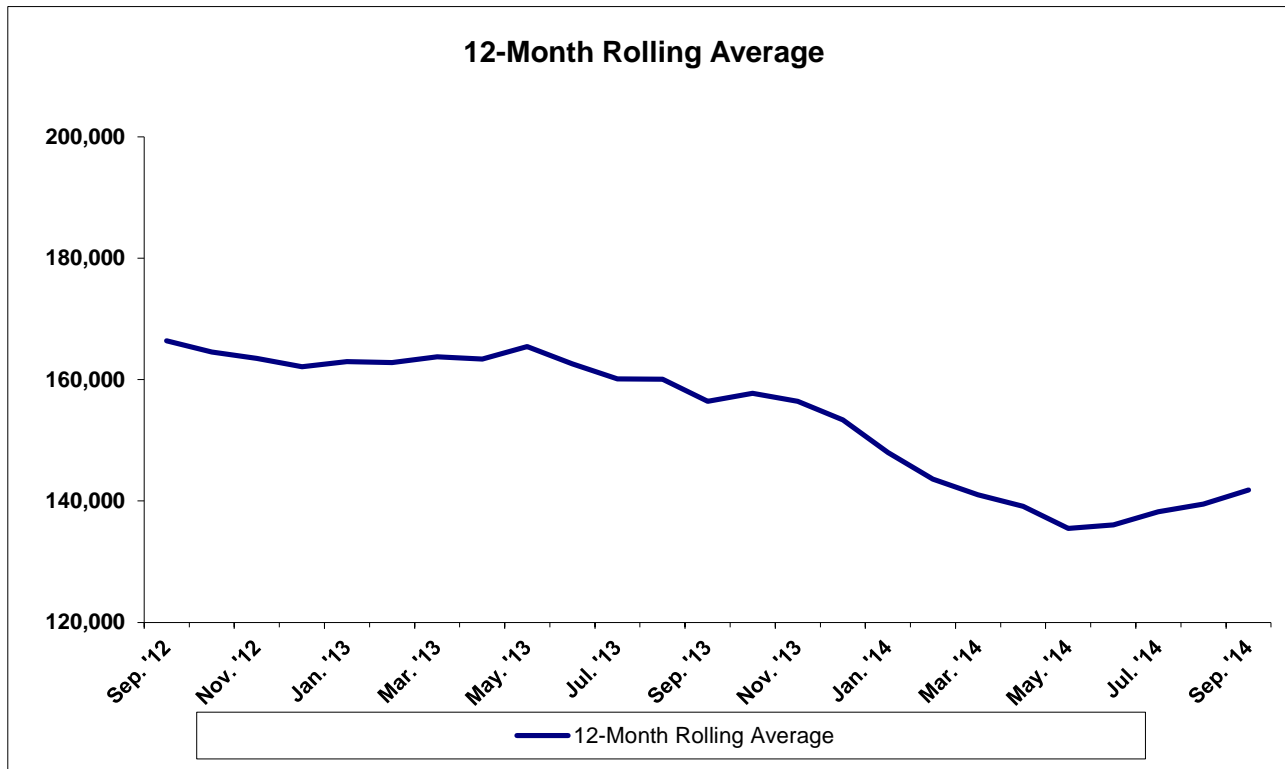
\* Performance data unavailable pending ATS system software upgrade.

## September 2014 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Track Gangs	2,466
Over Crowding	1,911
Work Equipment/G. O.	1,608
ROW Delays	1,534
Unruly Customer	694
Police	314
Car Equipment	272
Employee	259
Sick Customer	243
Operational Diversions	221
Infrastructure	171
External	90
Fire	65
Inclement Weather	59
Total Delays	9,908

\* 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

Sept 2014: 145,697

Sept 2013: 120,645

### 12-Month Average

Oct 13 - Sept 14: 141,807

Oct 12 - Sept 13: 156,415

### Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

## Discussion of Results

MDBF in September 2014 increased 20.8% from September 2013. Over the past year, the MDBF 12-month average decreased 9.3.%.



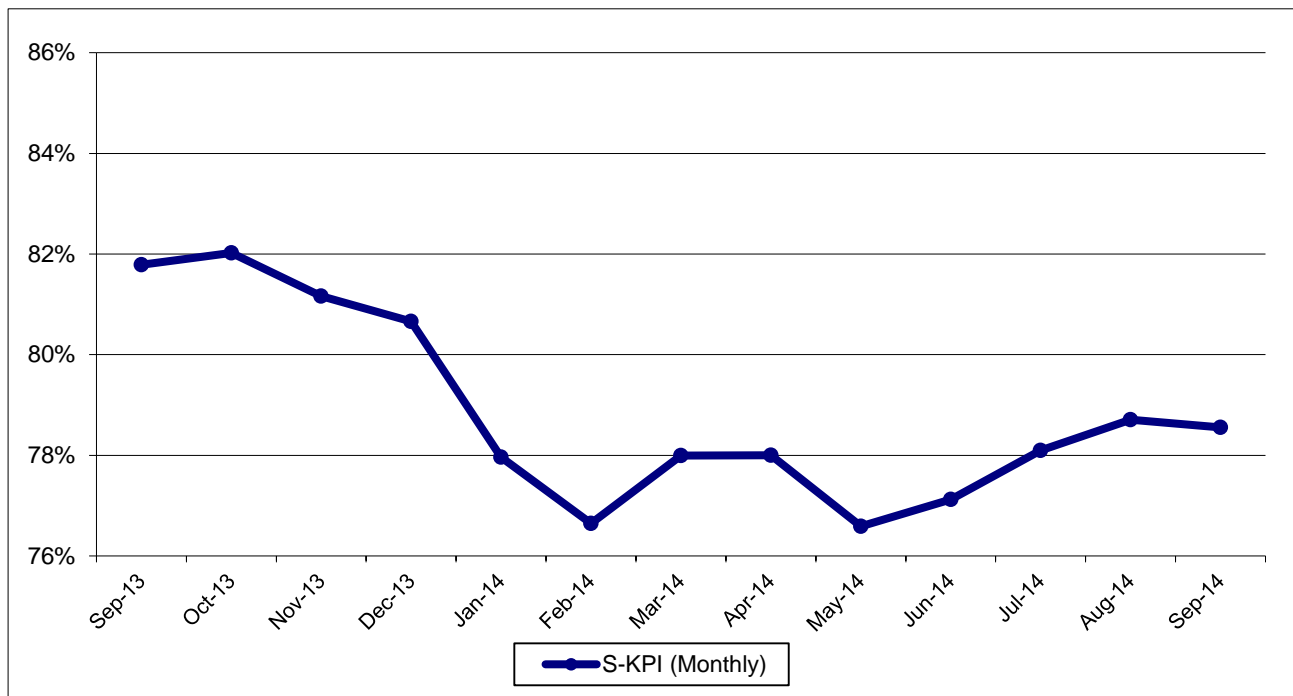
# Car Reliability

## Mean Distance Between Failures (Miles)

### 12-Month Average MDBF

Car Class	# of Cars	September '14	September '13	% Change
R32	222	54,710	52,539	4.13%
R42	50	40,272	39,192	2.76%
R46	752	85,148	95,487	-10.83%
R62	315	235,535	197,847	19.05%
R62A	824	132,988	154,352	-13.84%
R68	425	153,703	168,241	-8.64%
R68A	200	87,231	103,209	-15.48%
R142	1,030	136,416	160,386	-14.95%
R142A	490	89,431	110,262	-18.89%
R143	212	91,137	77,883	17.02%
R160	1,662	390,471	463,015	-15.67%
R188	165	437,793	NA	NA
FLEET	6,347	141,807	156,415	-9.34%

## 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

Sep. 2014: 78.6%  
 Sep. 2013: 81.8%  
 12 Mon Avg: 78.3%  
 (Sep '13 - Oct '14)

#### Subdivision A

##### Monthly Results

Sep. 2014: 76.3%  
 Sep. 2013: 78.1%  
 12 Mon Avg: 73.0%  
 (Sep '13 - Oct '14)

#### Subdivision B

##### Monthly Results

Sep. 2014: 81.3%  
 Sep. 2013: 84.3%  
 12 Mon Avg: 81.6%  
 (Sep '13 - Oct '14)

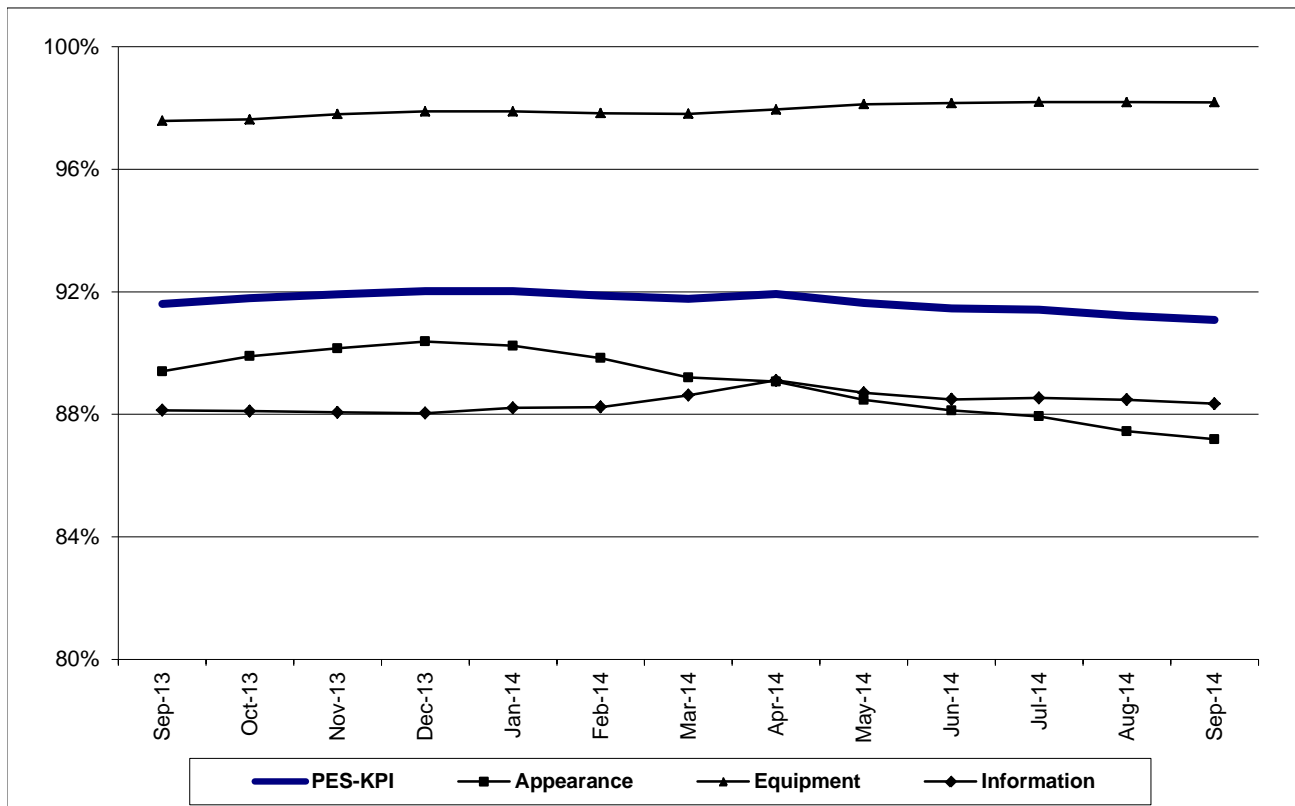
**Chart 12**

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

<u>Line</u>	<u>Oct '13 - Sep '14</u>	<u>Oct '12 - Sep '13</u>	<u>% Difference</u>
①	79.9%	81.6%	-1.7%
②	64.9%	69.4%	-4.5%
③	76.1%	78.1%	-2.0%
④	63.8%	70.2%	-6.4%
⑤	62.4%	70.4%	-8.0%
⑥	65.4%	76.0%	-10.6%
⑦	81.8%	84.7%	-2.9%
⑤ 42nd	85.2%	N/A	N/A
<b>SubDivision A</b>	<b>73.0%</b>	<b>76.8%</b>	<b>-3.8%</b>
①	69.7%	76.1%	-6.4%
②	76.9%	80.5%	-3.6%
③	77.8%	81.1%	-3.3%
④	81.9%	83.7%	-1.8%
⑤	76.2%	80.8%	-4.6%
⑥	69.5%	79.1%	-9.6%
⑤ Fkln	90.0%	91.4%	-1.4%
⑦	76.1%	81.2%	-5.1%
⑤ Rock	85.8%	97.2%	-11.4%
① ②	83.6%	86.9%	-3.3%
③	82.5%	82.7%	-0.2%
④	80.5%	82.8%	-2.3%
⑤	81.5%	81.9%	-0.4%
⑥	82.6%	83.1%	-0.5%
⑦	86.3%	79.0%	+7.3%
<b>SubDivision B</b>	<b>81.6%</b>	<b>85.1%</b>	<b>-3.5%</b>
<b>Systemwide</b>	<b>78.3%</b>	<b>82.1%</b>	<b>-3.8%</b>

**Chart 13**

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>September 2014:</b>	<b>91.1%</b>	87.2%	98.2%	88.3%
<b>September 2013:</b>	<b>91.6%</b>	89.4%	97.6%	88.1%
<b>% Difference:</b>	<b>-0.5%</b>	-2.2%	+0.6%	+0.2%

## PES-KPI - Subway Car

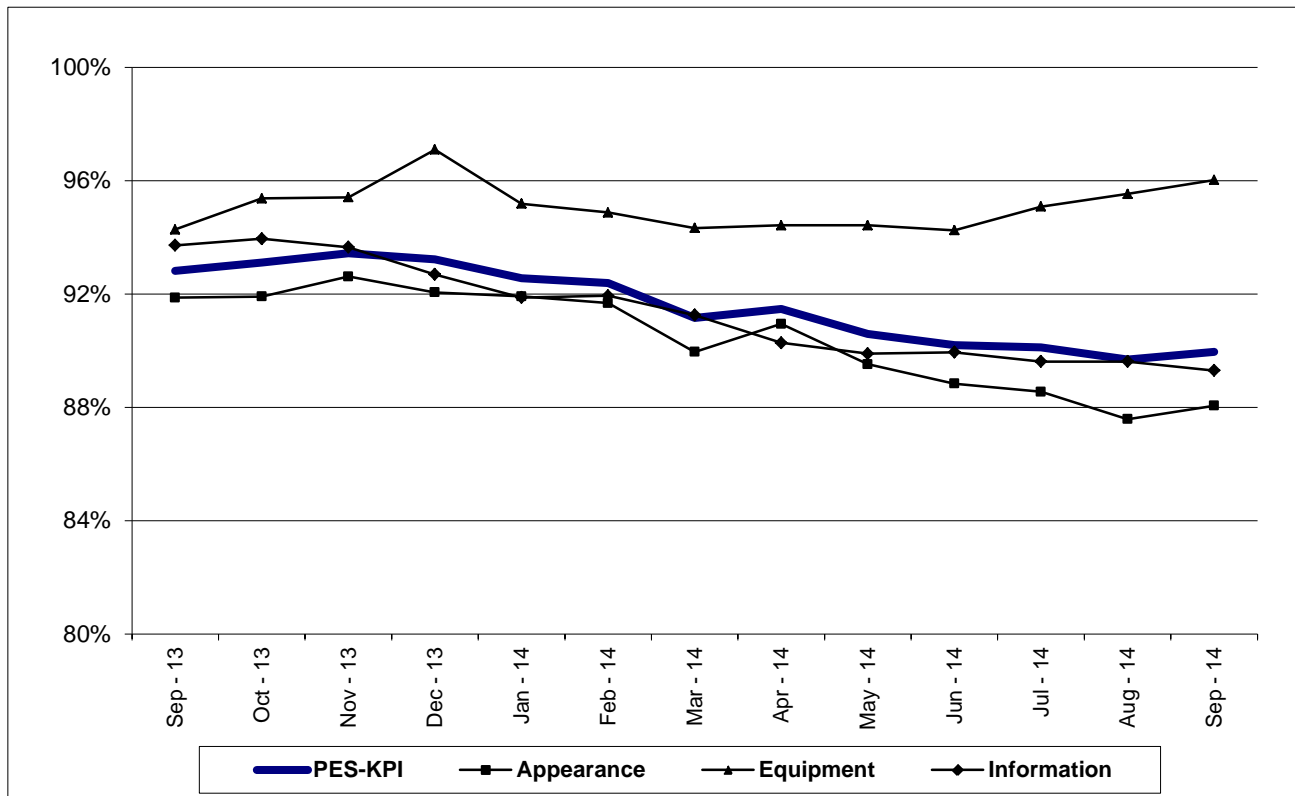
<u>Line</u>	<b>September 2014</b>				<b>September 2013</b>				<b>% Difference</b>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
<b>①</b>	<b>92.8%</b>	93.2%	93.4%	91.8%	<b>94.4%</b>	95.8%	97.5%	90.0%	<b>-1.6%</b>
<b>②</b>	<b>96.7%</b>	92.5%	98.9%	98.8%	<b>95.8%</b>	94.8%	96.2%	96.3%	<b>+0.9%</b>
<b>③</b>	<b>95.4%</b>	95.1%	98.5%	92.7%	<b>94.7%</b>	92.8%	97.7%	93.8%	<b>+0.7%</b>
<b>④</b>	<b>95.6%</b>	92.9%	97.7%	96.3%	<b>96.6%</b>	94.7%	96.8%	98.3%	<b>-1.0%</b>
<b>⑤</b>	<b>95.6%</b>	93.6%	97.8%	95.6%	<b>96.6%</b>	96.7%	95.6%	97.6%	<b>-1.0%</b>
<b>⑥</b>	<b>95.0%</b>	90.6%	97.2%	97.4%	<b>96.1%</b>	90.3%	98.7%	99.4%	<b>-1.1%</b>
<b>⑦</b>	<b>95.4%</b>	96.4%	98.2%	91.7%	<b>93.7%</b>	95.2%	92.3%	93.5%	<b>+1.7%</b>
<b>⑤ 42nd</b>	<b>96.0%</b>	95.9%	98.9%	93.1%	<b>95.7%</b>	96.4%	96.5%	94.2%	<b>+0.3%</b>
<b>SubDivision A</b>	<b>95.1%</b>	93.4%	97.2%	94.7%	<b>95.4%</b>	94.5%	96.4%	95.3%	<b>-0.3%</b>
<b>①</b>	<b>95.6%</b>	94.8%	97.1%	94.8%	<b>94.4%</b>	95.8%	94.9%	92.4%	<b>+1.2%</b>
<b>②</b>	<b>94.2%</b>	93.7%	95.9%	92.9%	<b>92.5%</b>	89.9%	96.5%	91.3%	<b>+1.7%</b>
<b>③</b>	<b>95.2%</b>	94.4%	99.0%	92.3%	<b>94.7%</b>	94.6%	96.2%	93.2%	<b>+0.5%</b>
<b>④</b>	<b>94.0%</b>	93.1%	96.8%	92.1%	<b>92.8%</b>	90.9%	95.2%	92.4%	<b>+1.2%</b>
<b>⑤</b>	<b>96.2%</b>	94.0%	99.3%	95.2%	<b>98.2%</b>	95.8%	99.1%	99.8%	<b>-2.0%</b>
<b>⑥</b>	<b>94.9%</b>	92.7%	99.2%	93.0%	<b>97.2%</b>	95.4%	97.7%	98.5%	<b>-2.3%</b>
<b>⑤ Fkln</b>	<b>92.9%</b>	93.6%	95.2%	89.9%	<b>93.7%</b>	93.8%	95.2%	92.0%	<b>-0.8%</b>
<b>⑦</b>	<b>94.6%</b>	94.2%	95.4%	94.2%	<b>95.6%</b>	96.1%	98.7%	92.1%	<b>-1.0%</b>
<b>①/②</b>	<b>95.0%</b>	92.0%	95.4%	97.7%	<b>96.6%</b>	97.1%	94.0%	98.8%	<b>-1.6%</b>
<b>③</b>	<b>95.7%</b>	92.2%	97.7%	97.3%	<b>96.8%</b>	94.2%	98.4%	97.8%	<b>-1.1%</b>
<b>④</b>	<b>96.6%</b>	92.3%	99.1%	98.4%	<b>96.2%</b>	92.4%	97.3%	99.1%	<b>+0.4%</b>
<b>⑤</b>	<b>95.2%</b>	89.3%	98.9%	97.5%	<b>96.4%</b>	91.1%	99.5%	98.7%	<b>-1.2%</b>
<b>⑥</b>	<b>95.1%</b>	88.7%	99.7%	96.9%	<b>96.9%</b>	94.3%	98.0%	98.7%	<b>-1.8%</b>
<b>⑦</b>	<b>96.2%</b>	91.7%	98.4%	98.6%	<b>94.4%</b>	93.7%	97.4%	92.0%	<b>+1.8%</b>
<b>SubDivision B</b>	<b>95.2%</b>	92.5%	97.9%	95.4%	<b>95.6%</b>	93.9%	97.2%	95.8%	<b>-0.4%</b>
<b>Systemwide</b>	<b>95.2%</b>	<b>92.8%</b>	<b>97.6%</b>	<b>95.1%</b>	<b>95.5%</b>	<b>94.1%</b>	<b>96.9%</b>	<b>95.6%</b>	<b>-0.3%</b>

Chart 15

## PES-KPI - Station

<u>Borough</u>	<b>September 2014</b>				<b>September 2013</b>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	<b>86.8%</b>	81.8%	98.2%	81.4%	<b>85.6%</b>	81.7%	97.8%	78.3%	<b>+1.2%</b>
Manhattan	<b>86.3%</b>	79.3%	98.7%	82.5%	<b>87.7%</b>	83.5%	98.3%	82.4%	<b>-1.4%</b>
Brooklyn	<b>87.0%</b>	84.2%	98.9%	78.7%	<b>87.7%</b>	86.3%	98.3%	78.9%	<b>-0.7%</b>
Queens	<b>88.0%</b>	82.3%	99.0%	84.1%	<b>89.3%</b>	88.4%	98.5%	81.6%	<b>-1.3%</b>
<b>Systemwide</b>	<b>87.0%</b>	<b>82.0%</b>	<b>98.8%</b>	<b>81.4%</b>	<b>87.7%</b>	<b>85.1%</b>	<b>98.3%</b>	<b>80.4%</b>	<b>-0.7%</b>

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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>September 2014:</b>	<b>90.0%</b>	88.1%	96.0%	89.3%
<b>September 2013:</b>	<b>92.8%</b>	91.9%	94.3%	93.7%
<b>% Difference:</b>	<b>-2.8%</b>	-3.8%	+1.7%	-4.4%

**Chart 17**

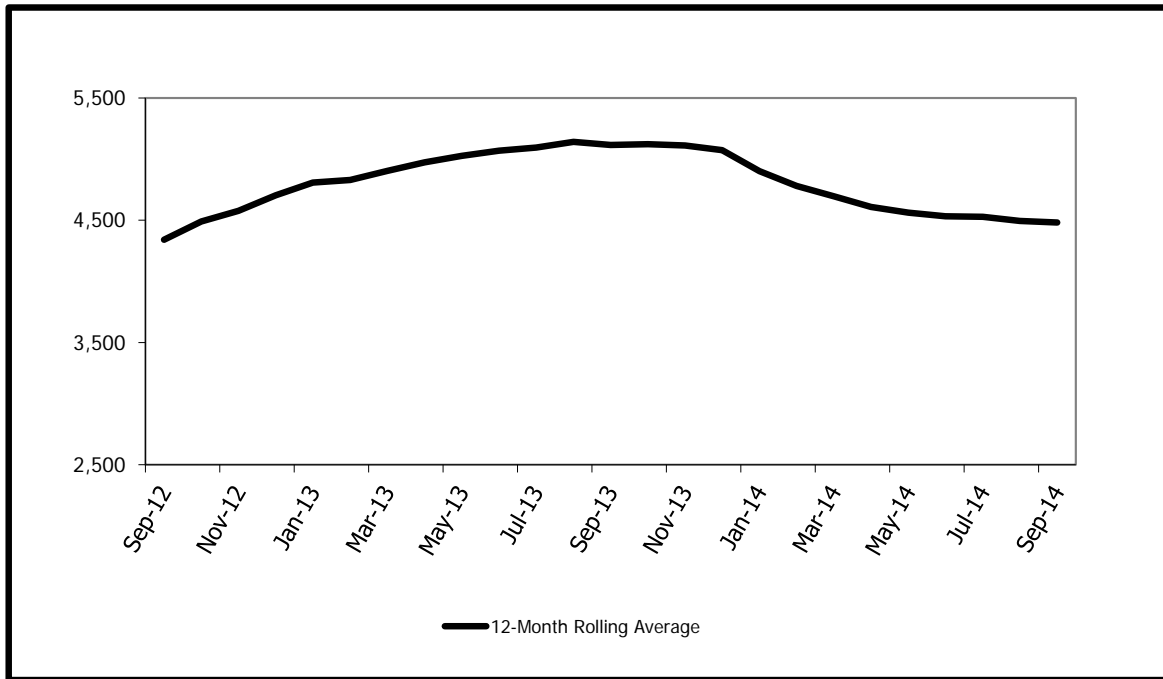
# Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: September 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,677	4,859	-3.7%	4,482	5,117	-12.4%
NYCT Bus	4,457	4,774	-6.6%	4,285	4,979	-13.9%
MTA Bus	5,561	5,157	+7.8%	5,254	5,616	-6.4%
System MDBSI (chart 2)	2,553	2,690	-5.1%	2,415	2,781	-13.2%
NYCT Bus	2,465	2,685	-8.2%	2,389	2,751	-13.2%
MTA Bus	2,883	2,705	+6.6%	2,505	2,884	-13.2%
System Trips Completed (chart 3)	99.17%	99.22%	-0.1%	98.88%	99.22%	-0.3%
NYCT Bus	99.19%	99.31%	-0.1%	99.06%	99.23%	-0.2%
MTA Bus	99.08%	98.85%	+0.2%	98.15%	99.18%	-1.0%
System AM Pull Out (chart 4)	99.67%	99.70%	-0.0%	99.29%	99.66%	-0.4%
NYCT Bus	99.66%	99.90%	-0.2%	99.54%	99.68%	-0.1%
MTA Bus	99.70%	99.02%	+0.7%	98.42%	99.56%	-1.1%
System PM Pull Out (chart 5)	99.82%	99.85%	-0.0%	99.55%	99.85%	-0.3%
NYCT Bus	99.86%	99.92%	-0.1%	99.80%	99.84%	-0.0%
MTA Bus	99.67%	99.59%	+0.1%	98.66%	99.85%	-1.2%
System Buses >= 12 years	28%	25%				
NYCT Bus	32%	29%				
MTA Bus	12%	13%				
System Fleet Age	8.65	7.62				
NYCT Bus	8.82	7.77				
MTA Bus	8.06	7.08				
Paratransit						
% of Trips Completed	94.35%	94.42%	-0.1%	94.01%	93.90%	+0.1%
Trips Requested	649,832	654,286	-0.7%	653,209	650,096	+0.5%
Trips Scheduled	574,757	590,112	-2.6%	572,443	584,697	-2.1%
Trips Completed	542,257	557,164	-2.7%	538,136	549,029	-2.0%
Early Cancellations as a Percentage of Trips Requested	10.70%	8.98%	+1.7%	11.56%	9.33%	+2.2%
Late Cancellations as a Percentage of Trips Scheduled	3.57%	3.75%	-0.2%	3.83%	3.89%	-0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.32%	1.39%	-0.1%	1.47%	1.74%	-0.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.77%	0.44%	+0.3%	0.70%	0.47%	+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	0.85%	0.83%	+0.0%	0.80%	0.73%	+0.1%
New Applications Received	2,848	3,016	-5.6%	3,029	2,757	+9.9%



## 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

September 2014: 4,677

September 2013: 4,859

### 12-Month Average

October 13 - September 14 4,482

October 12 - September 13 5,117

### Annual Results

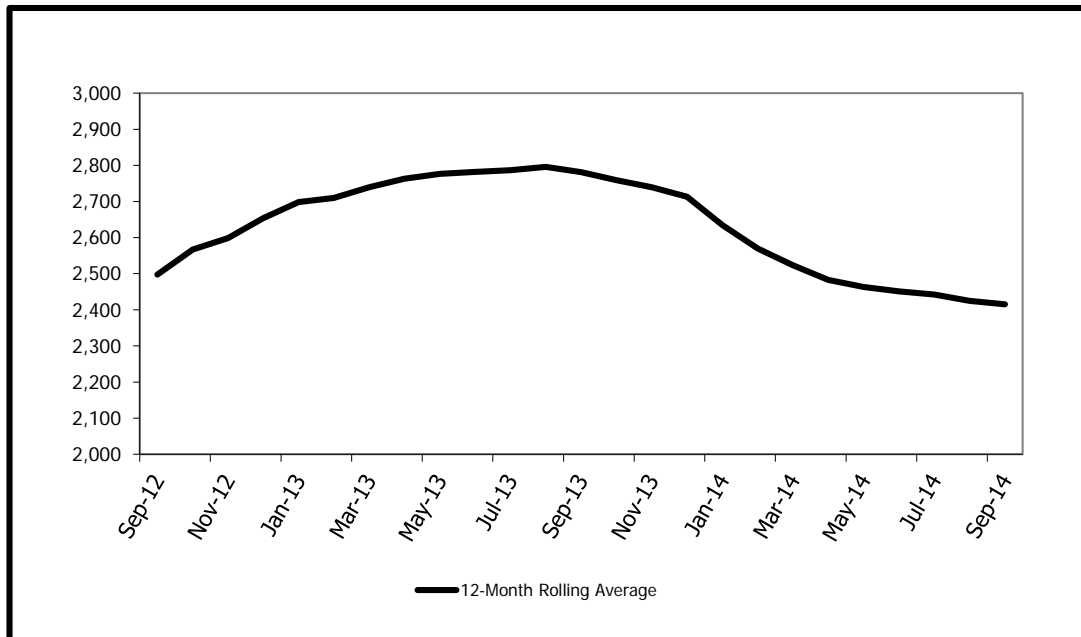
2014 Goal: 5,000

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

September 2014: 2,553

September 2013: 2,690

### 12-Month Average

October 13 - September 14 2,415

October 12 - September 13 2,781

### Annual Results

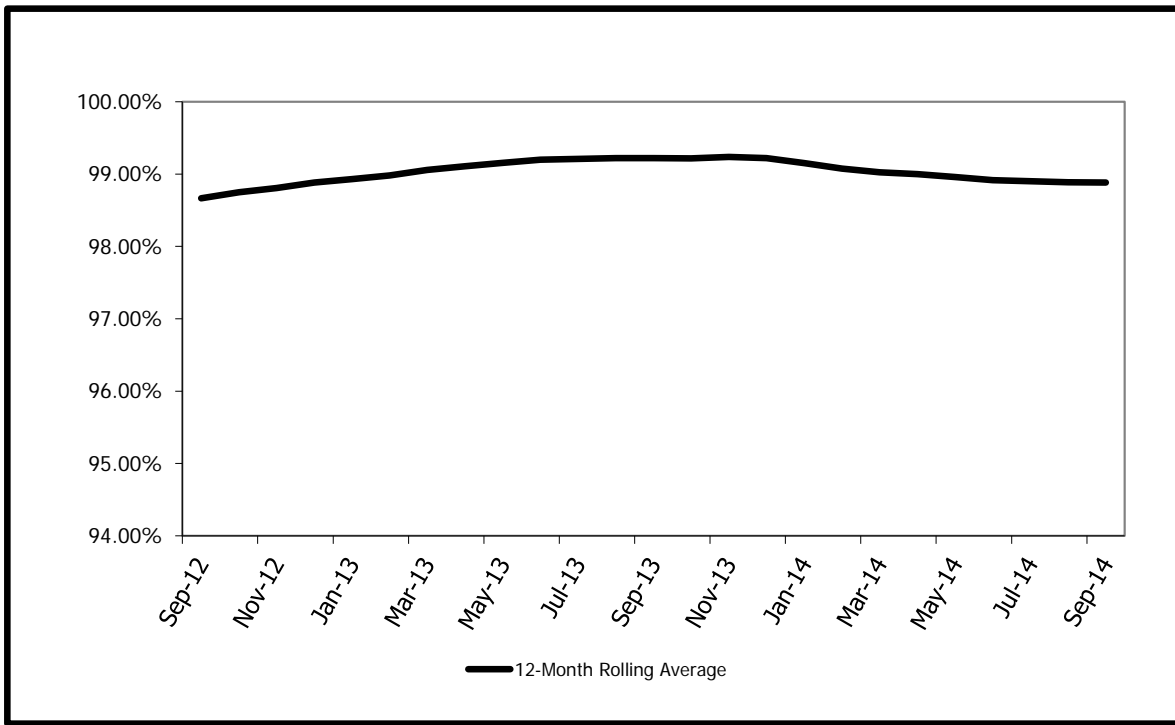
2014 YTD: 2,344

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

September 2014: 99.17%

September 2013: 99.22%

### 12-Month Average

October 13 - September 14 98.88%

October 12 - September 13 99.22%

### Annual Results

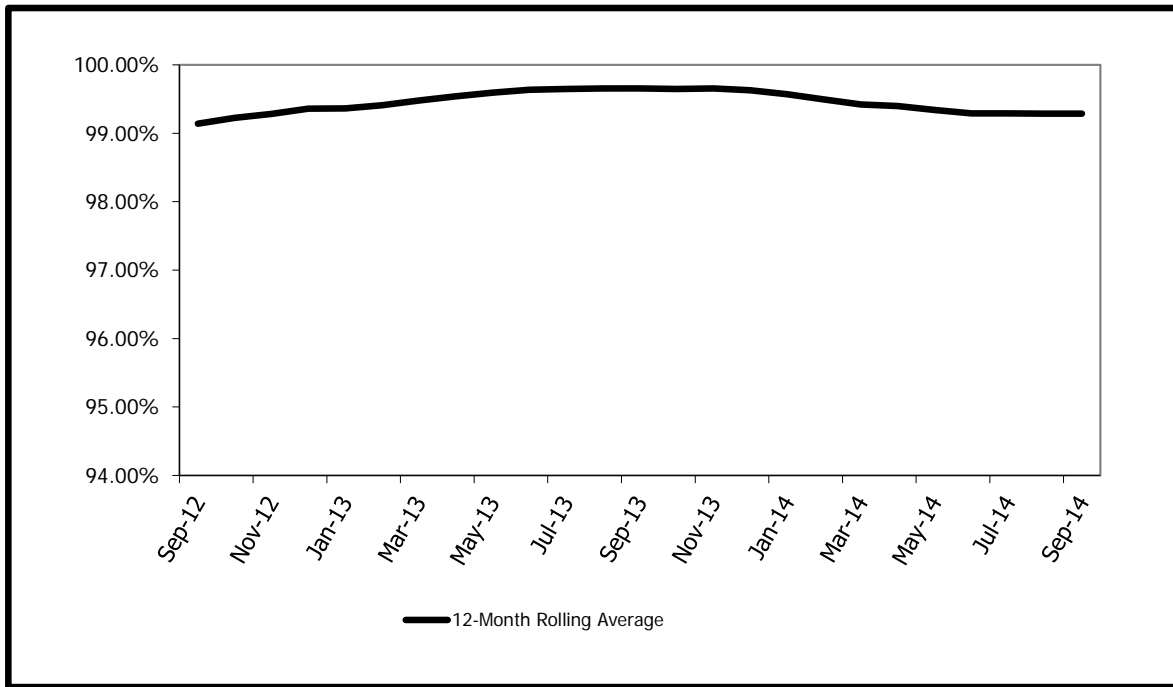
2014 YTD: 98.81%

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

September 2014: 99.67%

September 2013: 99.70%

### 12-Month Average

October 13 - September 14 99.29%

October 12 - September 13 99.66%

### Annual Results

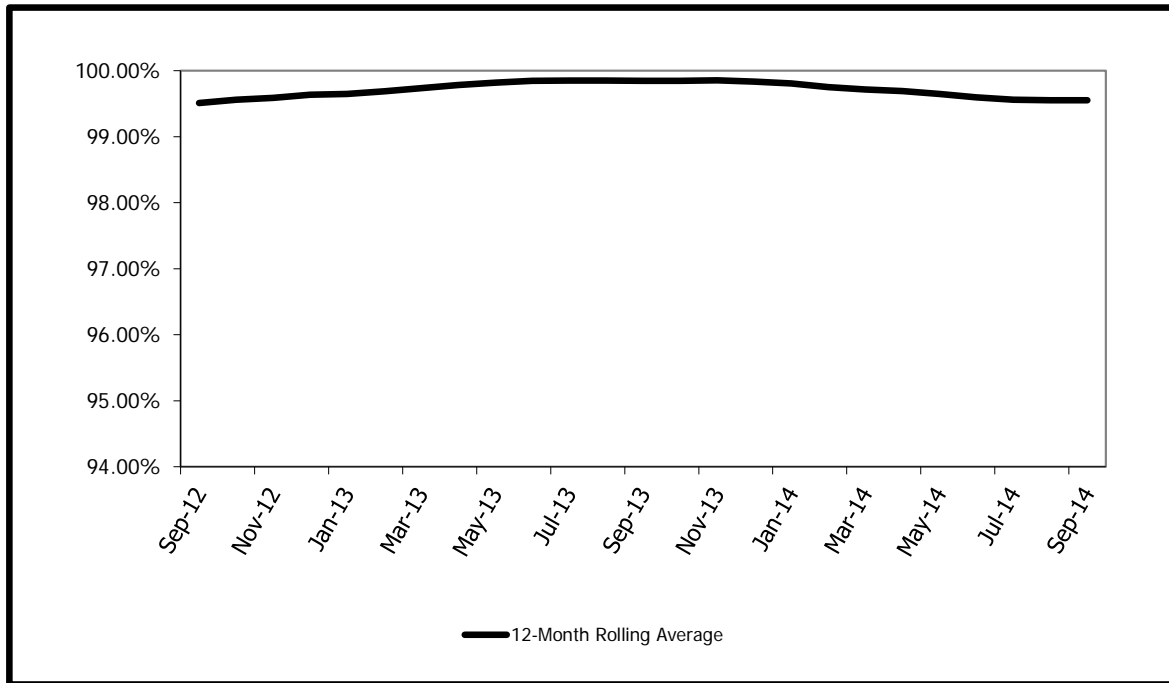
2014 YTD: 99.22%

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

September 2014: 99.82%

September 2013: 99.85%

### 12-Month Average

October 13 - September 14 99.55%

October 12 - September 13 99.85%

### Annual Results

2014 YTD: 99.50%

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 September 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: September 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1,5</sup> (chart 1)	2.40	2.35	+2.1%	2.61	2.53	+3.2%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	2.45	2.33	+5.2%	2.64	2.53	+4.3%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	2	2	0.0%
Subway Fires <sup>2</sup> (charts 5-6)	72	76	-5.3%	985	862	+14.3%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.34	2.52	-7.4%	2.66	2.78	-4.2%

Bus Collisions Per Million Miles (chart 7)						
Regional	51.40	48.98	+5.0%	49.41	48.85	+1.1%
NYCT Bus	52.23	50.50	+3.4%	50.32	50.19	+0.2%
MTA Bus	48.75	44.04	+10.7%	46.53	44.55	+4.4%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	7.26	12.22	-40.6%	6.36	6.61	-3.8%
NYCT Bus	6.76	14.52	-53.4%	6.55	7.16	-8.5%
MTA Bus	8.89	4.78	+86.1%	5.73	4.84	+18.3%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.12	0.96	+16.9%	1.07	1.03	+4.0%
NYCT Bus	1.16	0.98	+18.9%	1.13	1.04	+8.3%
MTA Bus	0.90	0.86	+5.1%	0.77	0.97	-20.6%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.14	1.06	+6.9%	1.13	1.11	+2.1%
NYCT Bus	1.18	1.03	+14.5%	1.19	1.11	+6.7%
MTA Bus	0.90	1.24	-27.2%	0.83	1.08	-23.1%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.87	4.80	+22.4%	5.56	5.25	+6.1%
MTA Bus	8.54	4.35	+96.3%	7.31	6.80	+7.5%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.22	2.96	+8.8%	3.33	3.30	+0.9%

Subways Crime Report						
Performance Indicator	Current Month: October 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	203	232	-12.5%	1,808	2,120	-14.7%
Robberies <sup>3,4</sup>	35	44	-20.5%	349	509	-31.4%

SIR Crime Report						
Performance Indicator	Current Month: October 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	3	1	+200.0%	13	7	+85.7%
Robberies <sup>3,4</sup>	1	0	+100.0%	21	19	+10.5%

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

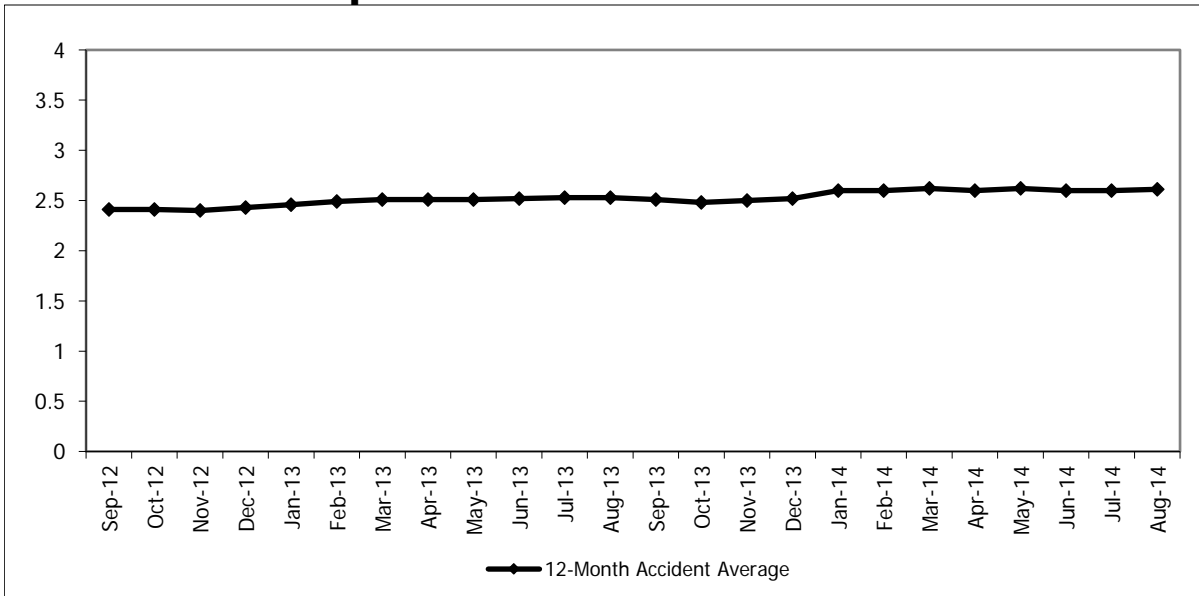
<sup>2</sup> 12-month figures shown are totals rather than averages.

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

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

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

## Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

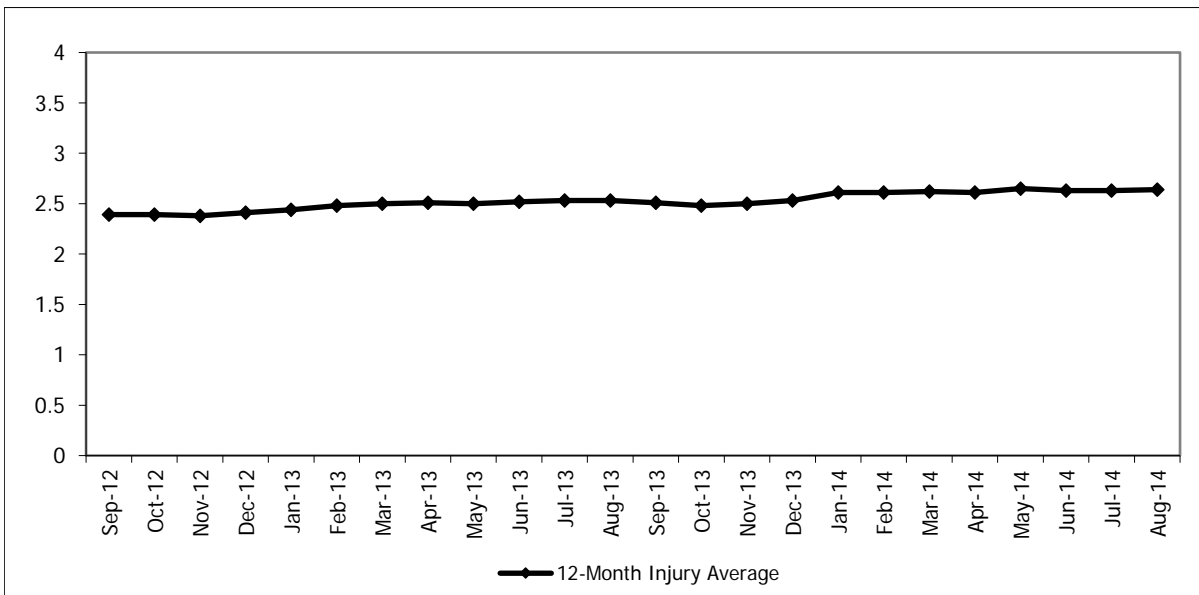
Aug 2014: 2.40  
Aug 2013: 2.35

### 12-Month Average

Sep 13 – Aug 14: 2.61  
Sep 12 – Aug 13: 2.53

### Annual Results

2014 YTD: 2.66  
2013 Actual: 2.52



### Monthly Results

Aug 2014: 2.45  
Aug 2013: 2.33

### 12-Month Average

Sep 13 – Aug 14: 2.64  
Sep 12 – Aug 13: 2.53

### Annual Results

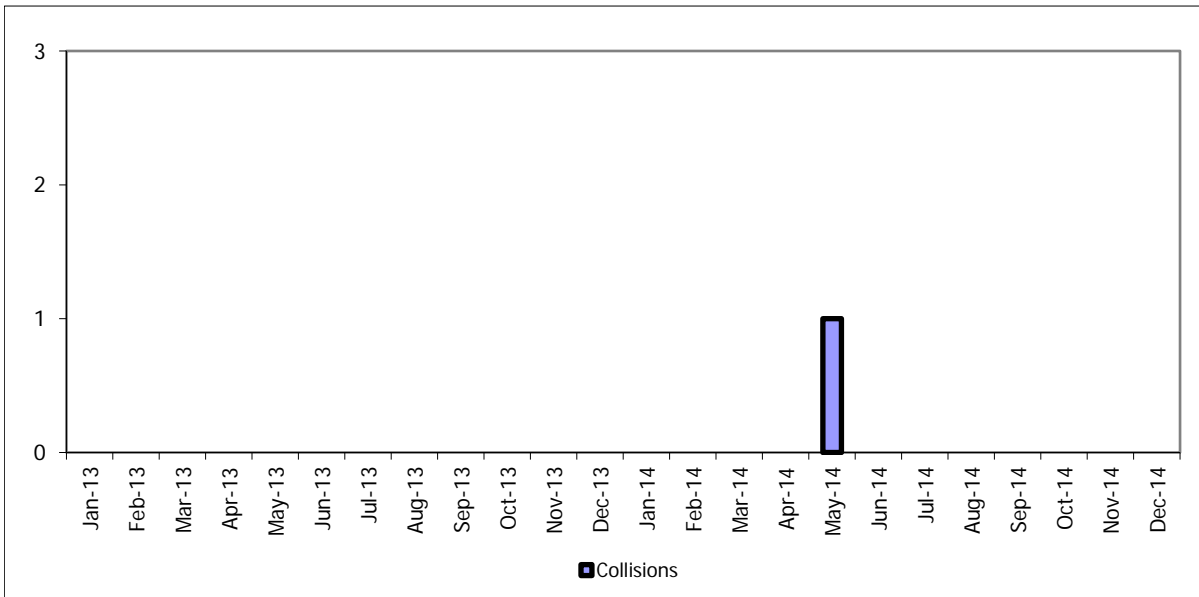
2014 YTD: 2.70  
2013 Actual: 2.53

### Definitions

Any claimed accident to a subway customer within/on transit property, or an injury resulting there from. Does not include crime/assault statistics.

Charts 1-2

# Subway Collisions/Derailments



## Monthly Results

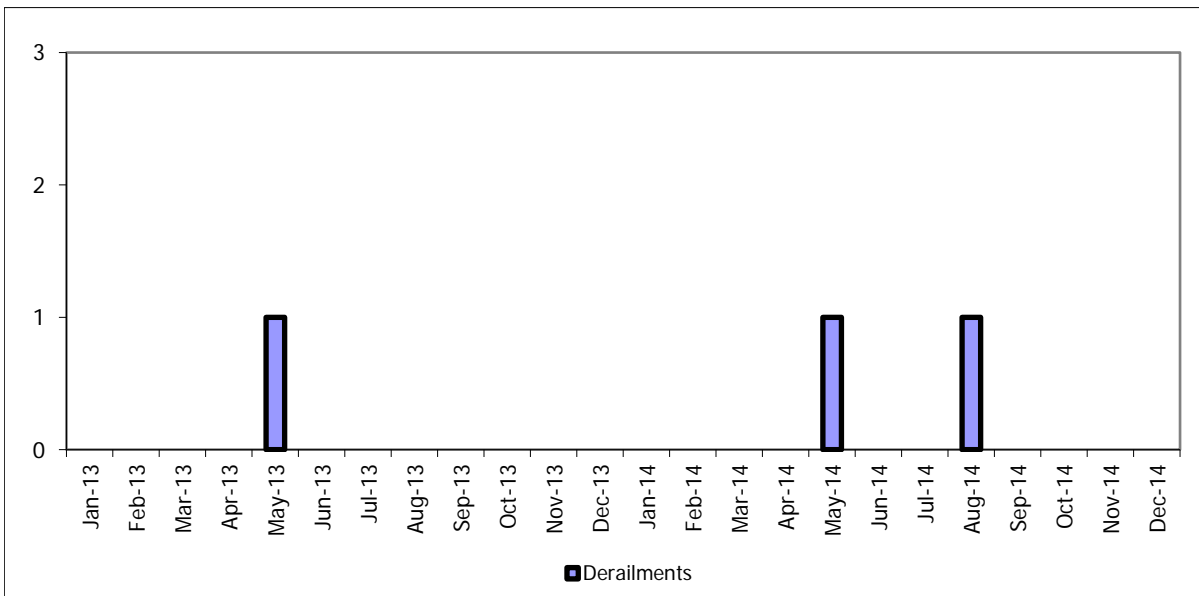
Oct 2014: 0  
Oct 2013: 0

## 12-Month Average

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

## Annual Results

2014 YTD: 1  
2013 Actual: 0



## Monthly Results

Oct 2014: 0  
Oct 2013: 0

## 12-Month Average

Nov 13 – Oct 14: 2  
Nov 12 – Oct 13: 2

## Annual Results

2014 YTD: 2  
2013 Actual: 1

## Definitions

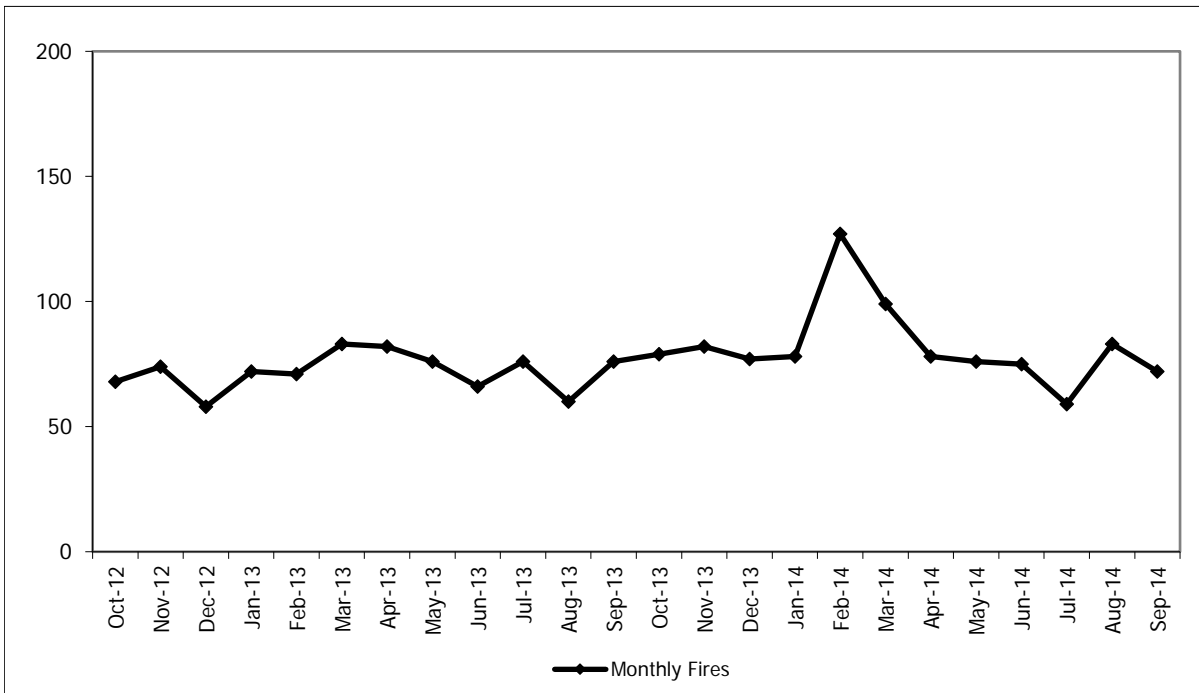
**Collision:** An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc. (5-29-14)

**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

Sep 2014: 72

Sep 2013: 76

## 12-Month Average

Oct 13 – Sep 14: 985

Oct 12 – Sep 13: 862

## Annual Results

2014 YTD: 748

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:

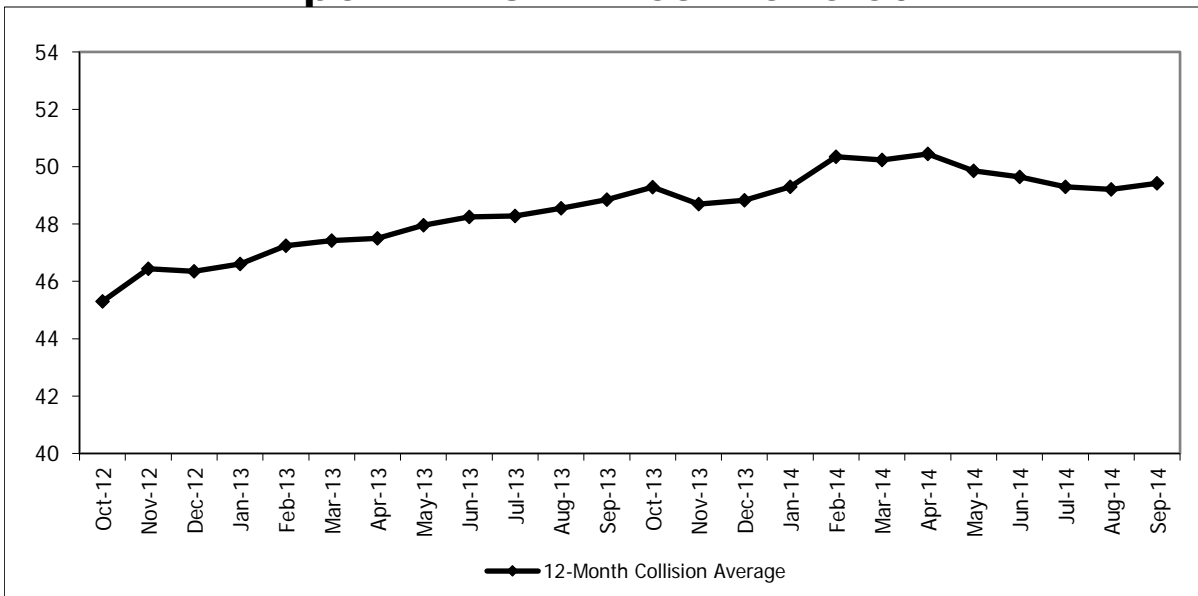
Low:	95.8%	Train:	11
Average:	4.2%	Right-of-way	54
Above Average:	0.0%	Station:	7
High:	0.0%	Other:	0
		Total:	72

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

Train:		Right-of-Way:		Station:	
Hot Wheels:	2	Debris:	36	Debris:	4
Brake Shoes:	2	Tie:	9	Electrical:	3
Debris:	2	Slatting/Walkway:	2		
Grease:	1	Insulator:	2		
Battery:	1	Material:	1		

**Chart 6**

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

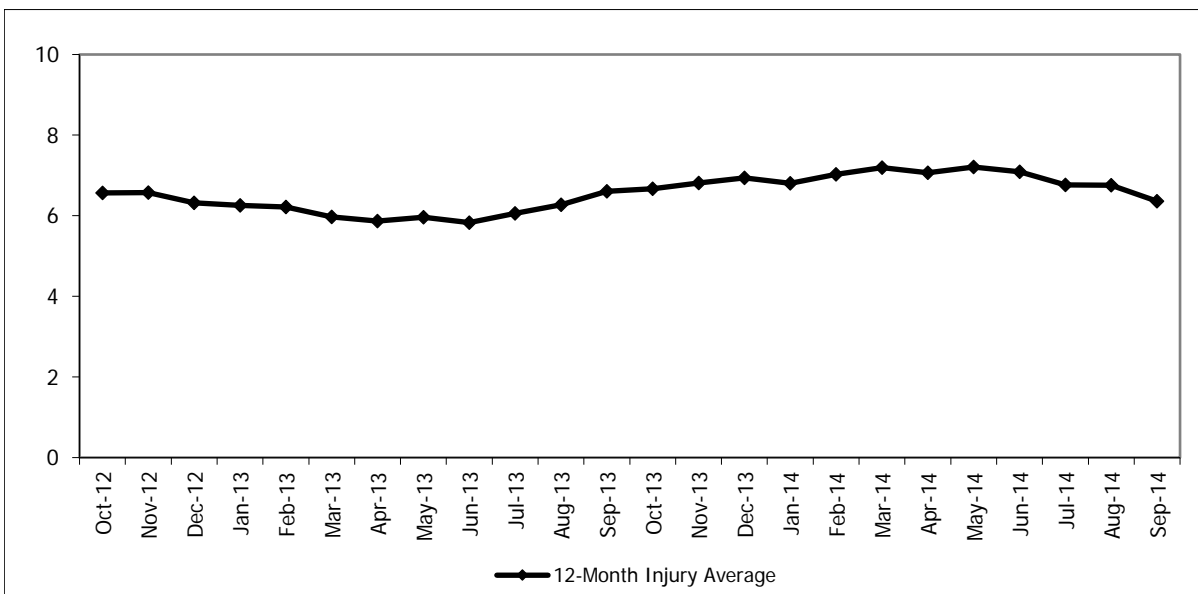
Sep 2014: 51.40  
Sep 2013: 48.98

### 12-Month Average

Oct 13 – Sep 14: 49.41  
Oct 12 – Sep 13: 48.85

### Annual Results

2014 YTD: 49.15  
2013 Actual: 48.83



### Monthly Results

Sep 2014: 7.26  
Sep 2013: 12.22

### 12-Month Average

Oct 13 – Sep 14: 6.36  
Oct 12 – Sep 13: 6.61

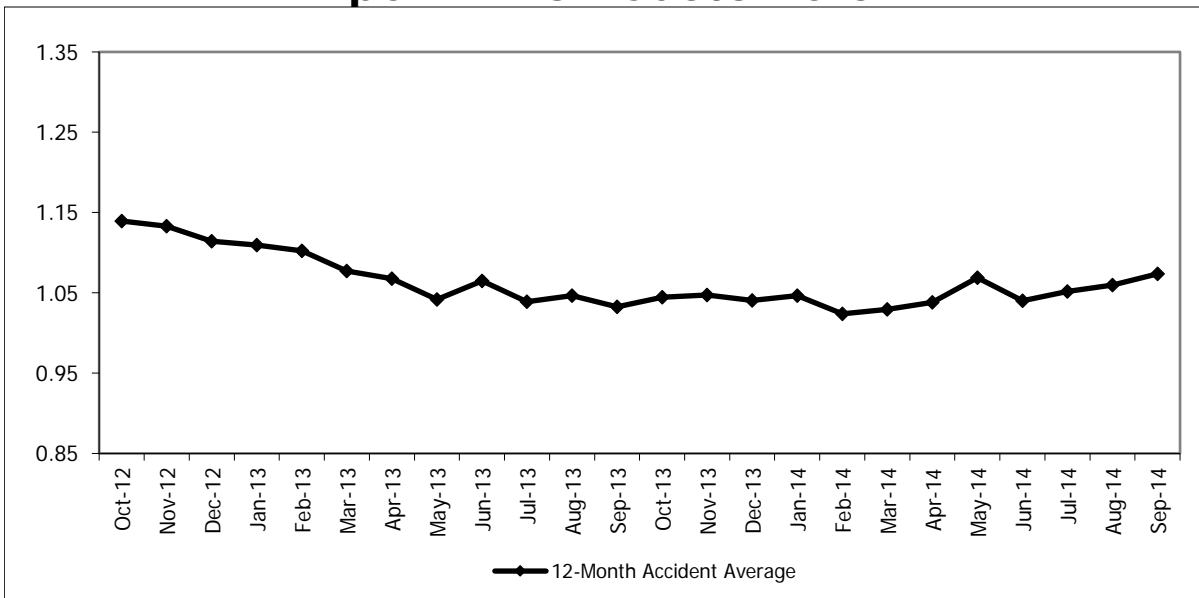
### Annual Results

2014 YTD: 5.93  
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

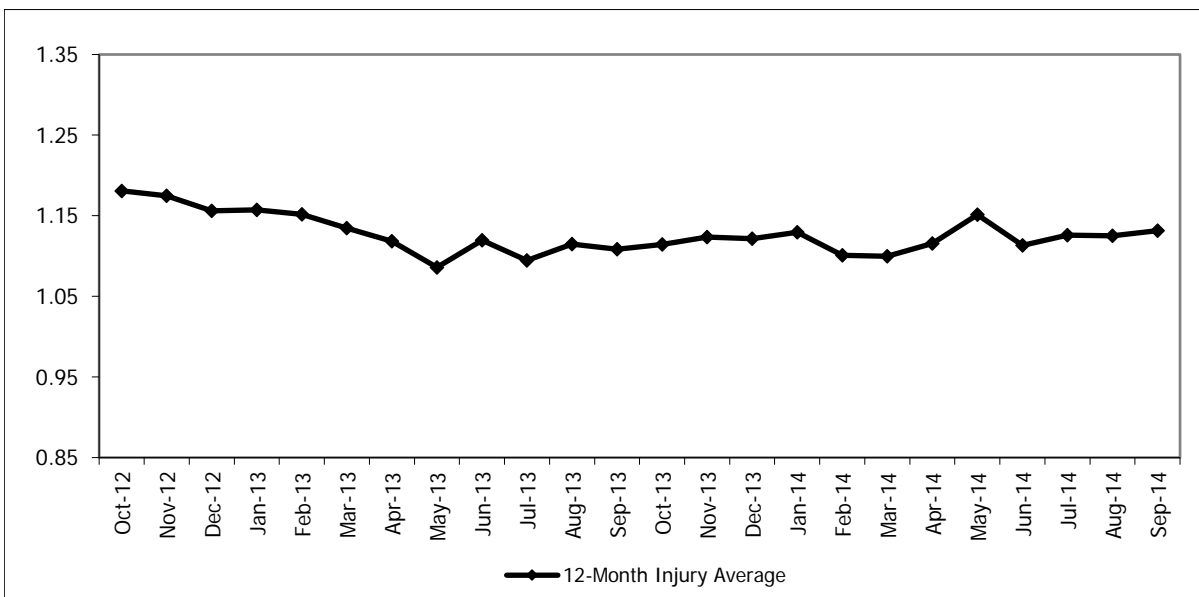
Sep 2014: 1.12  
Sep 2013: 0.96

### 12-Month Average

Oct 13 – Sep 14: 1.07  
Oct 12 – Sep 13: 1.03

### Annual Results

2014 YTD: 1.08  
2013 Actual: 1.04



### Monthly Results

Sep 2014: 1.14  
Sep 2013: 1.06

### 12-Month Average

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

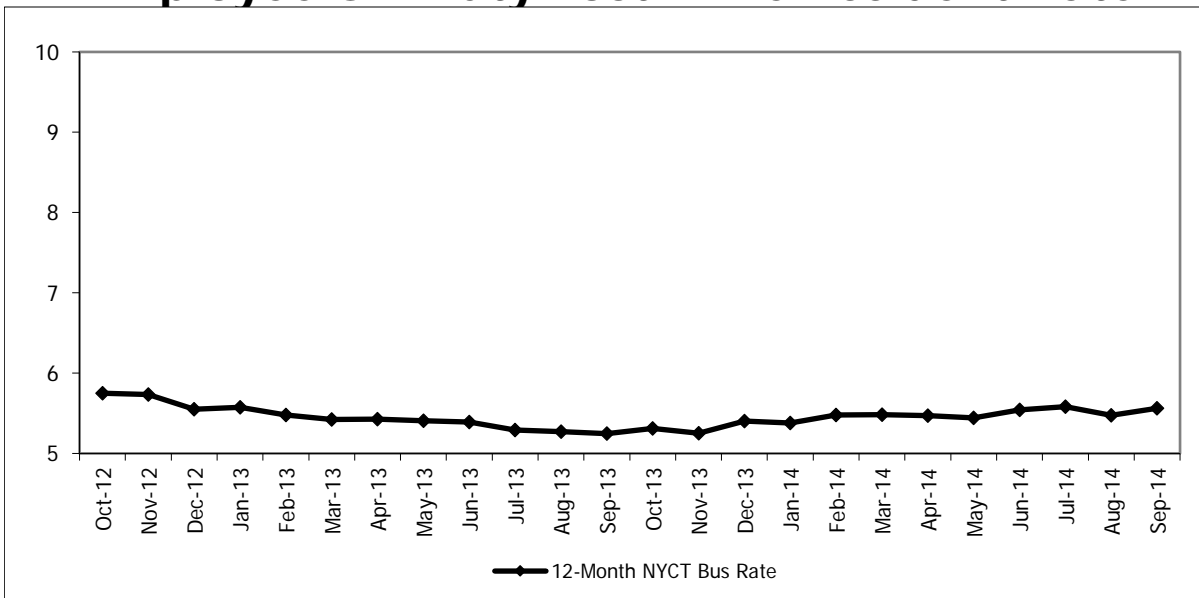
### Annual Results

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

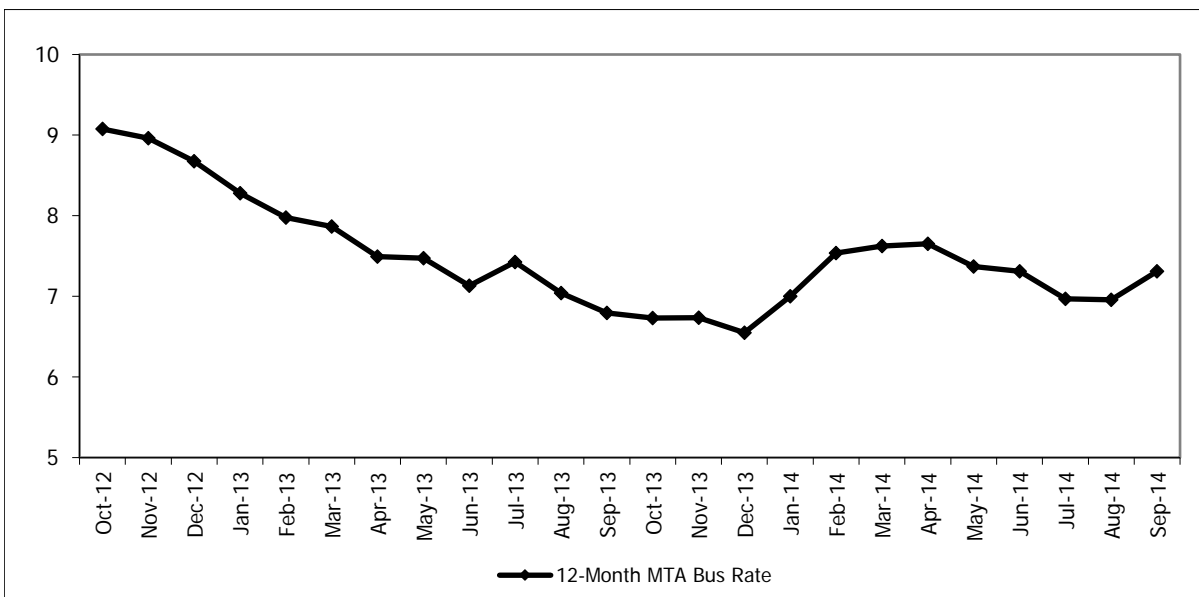
Sep 2014: 5.87  
Sep 2013: 4.80

### 12-Month Average

Oct 13 – Sep 14: 5.56  
Oct 12 – Sep 13: 5.25

### Annual Results

2014 Goal: 5.06  
2013 Actual: 5.40



### Monthly Results

Sep 2014: 8.54  
Sep 2013: 4.35

### 12-Month Average

Oct 13 – Sep 14: 7.31  
Oct 12 – Sep 13: 6.80

### Annual Results

2014 Goal: 6.22  
2013 Actual: 6.55

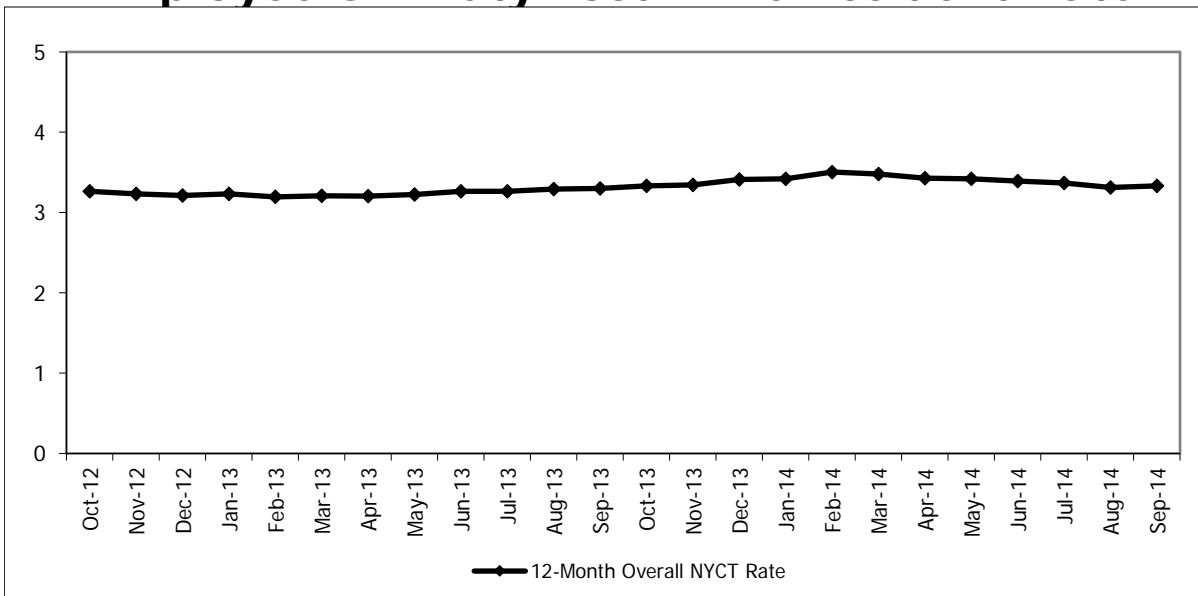
### Definitions

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

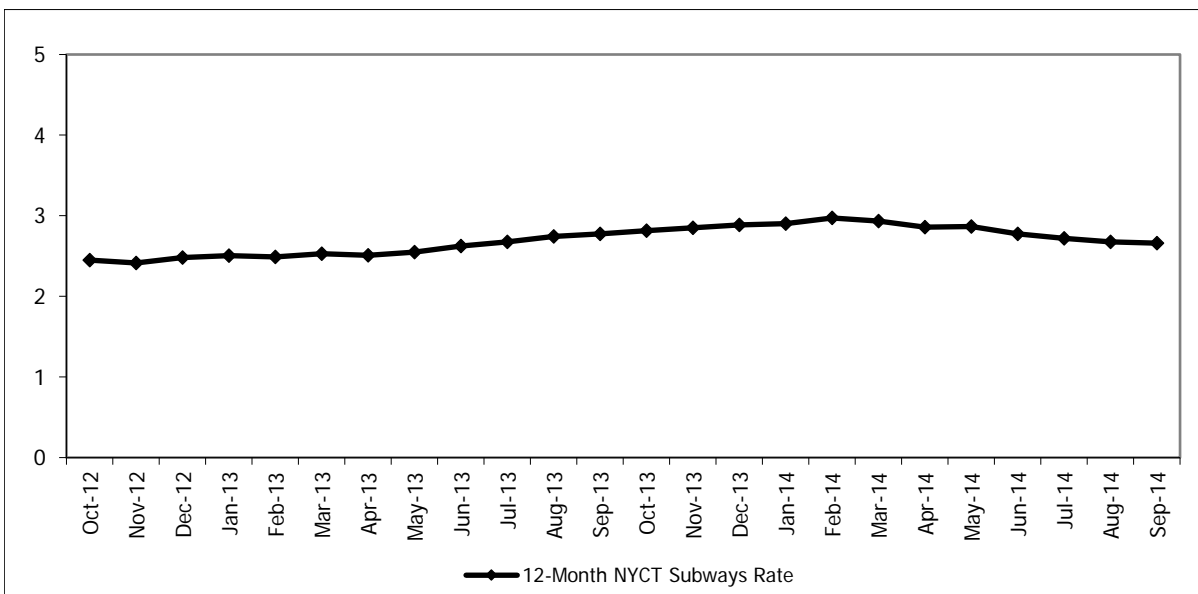
Sep 2014: 3.22  
Sep 2013: 2.96

### 12-Month Average

Oct 13 – Sep 14: 3.33  
Oct 12 – Sep 13: 3.30

### Annual Results

2014 Goal: 3.20  
2013 Actual: 3.41



### Monthly Results

Sep 2014: 2.34  
Sep 2013: 2.52

### 12-Month Average

Oct 13 – Sep 14: 2.66  
Oct 12 – Sep 13: 2.78

### 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



Police Department  
City of New York

REPORT

**CRIME STATISTICS OCTOBER**

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	35	44	-9	-20.5%
FELASSAULT	18	23	-5	-21.7%
BURGLARY	2	1	1	100.0%
GRLARCENY	148	164	-16	-9.8%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>203</u></b>	<b><u>232</u></b>	<b><u>-29</u></b>	<b><u>-12.5%</u></b>

*During October the daily Robbery average decreased from 1.4 to 1.1*

*During October the daily Major Felony average decreased from 7.5 to 6.5*

**CRIME STATISTICS JANUARY THRU OCTOBER**

	2014	2013	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	5	5	0	0.0%
ROBBERY	349	509	-160	-31.4%
FELASSAULT	168	164	4	2.4%
BURGLARY	16	30	-14	-46.7%
GRLARCENY	1269	1411	-142	-10.1%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1808</u></b>	<b><u>2120</u></b>	<b><u>-312</u></b>	<b><u>-14.7%</u></b>

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

*Year to date, the daily Major Felony average decreased from 7 to 5.9*

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



**Police Department  
City of New York**

**REPORT**

**OCTOBER ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	4295	4154	141	3.4%
TosArrest	2270	2233	37	1.7%
Summ	7486	6766	720	10.6%

**JANUARY - OCTOBER ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	43819	43804	15	0.0%
TosArrest	22964	24064	-1100	-4.6%
Summ	74720	73092	1628	2.2%

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





Police Department  
City of New York

## REPORT

	JANUARY-OCTOBER																	
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<i>Murder</i>	4	1	5	1	2	1	3	3	4	2	4	2	1	1	1	0	1	1
<i>Rape</i>	1	13	1	5	1	0	3	2	3	3	1	2	1	1	3	8	5	5
<i>Robbery</i>	1898	1555	1376	1161	1002	1049	955	897	960	831	657	636	572	605	643	680	509	349
<i>Assault</i>	397	363	345	305	227	238	208	228	181	155	174	150	134	162	166	165	164	168
<i>Burglary</i>	26	14	8	10	38	13	7	5	1	5	2	5	1	2	8	23	30	16
<i>GL</i>	2964	2143	1996	2105	1885	1803	1455	1547	1514	1233	1065	1090	940	1001	1255	1403	1411	1269
<i>TOTAL MAJOR FELONIES</i>	5290	4089	3731	3587	3155	3104	2631	2682	2663	2229	1903	1885	1649	1772	2076	2279	2120	1808
<i>Major Fel Per Day</i>	17.40	13.45	12.27	11.80	10.38	10.21	8.65	8.82	8.76	7.33	6.26	6.20	5.42	5.83	6.83	7.50	6.97	5.95



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **Staten Island Rapid Transit**

#### **October 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>

#### **Year to Date 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>86%</b>
<b>Felony Assault</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>11</b>	<b>-4</b>	<b>-36%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>21</b>	<b>19</b>	<b>2</b>	<b>11%</b>



## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	September Results		September Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	13.6	3.8	3,103.8	3,131.0	27.2	0.9
Nonreimb. Exp. before Dep./OPEB	0.0	0.0	5,588.4	5,499.1	89.3	1.6
Net Cash Deficit*	35.4	14.4	(2,182.1)	(2,298.1)	(116.0)	(5.3)

\*Excludes Subsidies and Debt Service

September 2014 **farebox revenue** was \$367.9 million, \$13.6 million (3.8 percent) above forecast. Subway revenue was \$11.7 million (4.4 percent) above forecast, bus revenue was \$2.1 million (2.5 percent) above forecast, and paratransit revenue was \$0.1 million (7.0 percent) below forecast. Accrued fare media liability was equal to the forecast. Year-to-date revenue was \$27.2 million (0.9 percent) above forecast, mostly due to subway revenue, which was \$27.1 million (1.2 percent) above forecast; bus revenue was \$3.3 million (0.5 percent) above forecast and paratransit revenue was \$0.5 million (4.1 percent) below forecast. Accrued fare media liability for the year-to-date was \$2.6 million (5.1 percent) below forecast. The September 2014 non-student **average fare** of \$1.79 increased 0.7¢ from September 2013. The subway fare increased 0.4¢, the local bus fare increased 0.5¢, and the express bus fare decreased 0.9¢.

Total **ridership** in September 2014 of 208.5 million was 2.0 million (1.0 percent) above forecast. Average weekday ridership in September 2014 was 8.1 million, an increase of 2.2 percent from September 2013. Average weekday ridership for the twelve months ending September 2014 was 7.7 million, an increase of 1.3 percent from the twelve months ending September 2013.

**Nonreimbursable expenses** before depreciation and OPEB in September were essentially on forecast. Labor expenses were less than forecast by \$1.4 million (0.4 percent), due largely to favorable reimbursable overhead credits and lower pension expenses, partly offset by higher payroll costs and health & welfare/OPEB current expenses. Non-labor expenses were above forecast by \$1.4 million (1.0 percent), including overruns in professional service contract and fuel expenses, partly offset by favorable results in electric power and paratransit expenses. Year-to-date, nonreimbursable expenses were less than forecast by \$89.3 million (1.6 percent). Labor expenses were under forecast by \$84.7 million (2.0 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 \$4.5 million (0.4 percent), as favorable expense results in paratransit service contracts, electric power expenses, maintenance contract and claims expenses were partly offset by higher fuel costs.

The **net cash deficit** for September year-to-date was \$2,298.1 million, unfavorable to forecast by \$116.0 million (5.3 percent), due primarily to the unfavorable timing of capital reimbursements and higher payouts of public liability claims.

## FINANCIAL RESULTS

### Farebox Revenue

**September 2014 Farebox Revenue - (\$ in millions)**

	September				September Year-to-Date			
	Forecast	Preliminary Actual	Favorable/(Unfavorable)		Forecast	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	264.4	276.1	11.7	4.4%	2,330.9	2,358.0	27.1	1.2%
NYCT Bus	82.3	84.4	2.1	2.5%	709.1	712.4	3.3	0.5%
Paratransit	1.5	1.4	(0.1)	(7.0%)	12.4	11.9	(0.5)	(4.1%)
Subtotal	348.3	361.9	13.6	3.9%	3,052.4	3,082.3	29.9	1.0%
Fare Media Liability	6.1	6.1	0.0	0.0%	51.4	48.8	(2.6)	(5.1%)
<b>Total - NYCT</b>	<b>354.3</b>	<b>367.9</b>	<b>13.6</b>	<b>3.8%</b>	<b>3,103.8</b>	<b>3,131.0</b>	<b>27.2</b>	<b>0.9%</b>
MTA Bus Company	17.3	18.2	0.9	5.3%	149.6	152.1	2.5	1.7%
<i>Total - Regional Bus</i>	<i>99.6</i>	<i>102.6</i>	<i>3.0</i>	<i>3.0%</i>	<i>858.7</i>	<i>864.5</i>	<i>5.8</i>	<i>0.7%</i>

Note: Totals may not add due to rounding.

- The favorable September revenue results include a \$9.3 million positive prior-month adjustment based on updated 3<sup>rd</sup> quarter average fares for pass ridership.
- Paratransit revenue was below forecast as various initiatives continue to reduce ridership growth rates below historic rates.

### Average Fare

**September Non-Student Average Fare - (in \$)**

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.870	1.874	0.004	0.2%				
Local Bus	1.483	1.489	0.005	0.4%	1.500	1.508	0.008	0.5%
Subway & Local Bus	1.765	1.772	0.007	0.4%	1.500	1.508	0.008	0.5%
Express Bus	4.965	4.957	(0.009)	(0.2%)	4.948	4.944	(0.003)	(0.1%)
Total	1.781	1.788	0.007	0.4%	1.760	1.766	0.006	0.3%

- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the September average fare of \$1.15 was 23¢ lower than the average fare of \$1.38 in September 1996.

### Other Operating Revenue

In the month of September, other operating revenue exceeded forecast by \$2.5 million (7.6 percent), due mostly to higher advertising and paratransit Urban Tax revenues. Year-to-date, other operating revenue was higher by \$10.3 million (3.3 percent), primarily from favorable results in paratransit Urban Tax, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees.

## Nonreimbursable Expenses

In the month of September, nonreimbursable expenses before depreciation and OPEB were essentially on forecast. Year-to-date, expenses underran by \$89.3 million (1.6 percent). The major causes of these variances are reviewed below:

*Labor* expenses in the month of September were below forecast by \$1.4 million (0.4 percent). Reimbursable overhead credits were favorable by \$4.7 million (27.7 percent), resulting from higher reimbursable overtime costs. Pension expenses underran forecast by \$1.9 million (9.9 percent), due to the timing of expenses. Partly offsetting these positive results were higher payroll expenses of \$2.3 million (0.9 percent), caused mostly by the unfavorable timing of retro-wage payments, partly offset by vacancies. Health & welfare/OPEB current expenses were above forecast by \$1.2 million (1.4 percent), due to the unfavorable timing of expenses. Other fringe benefits were higher than forecast by \$0.9 million (3.7 percent), mainly from higher Workers' Compensation expenses, partly offset by favorable direct overhead credits, resulting from higher reimbursable overtime expenses. Year-to-date, expenses were under forecast by \$84.7 million (2.0 percent), due mainly to a significant pension underrun of \$78.8 million (8.8 percent), caused mostly 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 \$2.3 million (0.1 percent) due to vacancies, partly offset by higher earned employee separation payments. Favorable reimbursable overhead credits of \$9.8 million (6.4 percent) resulted from higher reimbursable overtime costs. Overtime expenses were higher by \$5.4 million (1.8 percent), due primarily to additional bus unscheduled service and fleet/facility maintenance requirements.

*Non-labor* expenses were more than forecast in September by \$1.4 million (1.0 percent). Professional service contract expenses were higher by \$3.6 million (35.8 percent), due primarily to the unfavorable timing of data communications, EDP consulting, EDP maintenance & repair and office-related equipment expenses. Fuel expenses overran by \$1.5 million (12.4 percent), mainly from higher consumption and the unfavorable timing of expenses, partly offset by lower prices. Other business expenses were higher by \$1.2 million (17.0 percent), largely involving reimbursable job closing adjustments and higher MVM debit/credit card charges, partly offset by stationery expense underruns. Electric power expenses were favorable by \$3.0 million (11.0 percent), due mainly to the favorable timing of expenses and lower consumption, partly offset by higher prices. Paratransit expenses underran by \$1.1 million (3.3 percent), resulting from lower completed trips. Year-to-date, non-labor expenses were favorable by \$4.5 million (0.4 percent), including the following:

- Paratransit service contract expenses were under forecast by \$8.0 million (2.9 percent), due mainly to lower completed trips.
- Electric power expenses were favorable by \$3.2 million (1.3 percent), due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses.
- Maintenance contract expenses were less by \$2.0 million (1.4 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 \$1.7 million (2.4 percent), due to timing.
- Fuel expenses overran by \$8.4 million (6.6 percent), resulting from higher consumption and the unfavorable timing of expenses, partly offset by lower prices.
- Materials and supplies expenses exceeded forecast by \$1.5 million (0.7 percent), due mainly to the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap/surplus sales.
- Professional service contract expenses were unfavorable by \$1.3 million (1.4 percent), primarily from the unfavorable timing of office-related equipment expenses, partly offset by underruns in various professional services and the favorable timing of Information Technology expenses.

Depreciation expenses were below forecast year-to-date by \$7.0 million (0.6 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 \$1,228.8 million of accrued expenses year-to-date, \$64.0 million (5.5 percent) higher than forecast, based on current actuarial information.

### **Net Cash Deficit**

The net cash deficit for September year-to-date was \$2,298.1 million, unfavorable to forecast by \$116.0 million (5.3 percent), due primarily to the unfavorable timing of capital reimbursements and higher payouts of public liability claims.

### **Incumbents**

There were 46,664 full-time paid incumbents at the end of September, an increase of 150 from August and an increase of 800 from December 2013 (excluding 301 temporary December paid incumbents).

## RIDERSHIP RESULTS

September 2014 Ridership vs. Forecast - (millions)

	September				September Year-to-Date			
	Forecast	Preliminary Actual	More/(Less)		Forecast	Actual	More/(Less)	
			Amount	Percent			Amount	Percent
Subway	147.1	149.4	2.2	1.5%	1,290.9	1,299.8	8.9	0.7%
NYCT Bus	58.5	58.4	(0.1)	(0.2%)	497.4	497.3	(0.1)	(0.0%)
Subtotal	205.7	207.8	2.1	1.0%	1,788.3	1,797.1	8.8	0.5%
Paratransit	0.8	0.8	(0.1)	(7.8%)	6.8	6.6	(0.2)	(3.2%)
<b>Total - NYCT</b>	<b>206.5</b>	<b>208.5</b>	<b>2.0</b>	<b>1.0%</b>	<b>1,795.1</b>	<b>1,803.7</b>	<b>8.6</b>	<b>0.5%</b>
MTA Bus Company	10.8	11.1	0.3	3.1%	91.9	93.1	1.2	1.3%
<i>Total - Regional Bus</i>	<i>69.3</i>	<i>69.5</i>	<i>0.2</i>	<i>0.3%</i>	<i>589.3</i>	<i>590.4</i>	<i>1.1</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.
- September monthly and year-to-date ridership were above forecast on subway, and slightly below forecast on bus.

September Average Weekday and Weekend Ridership vs. Prior Year

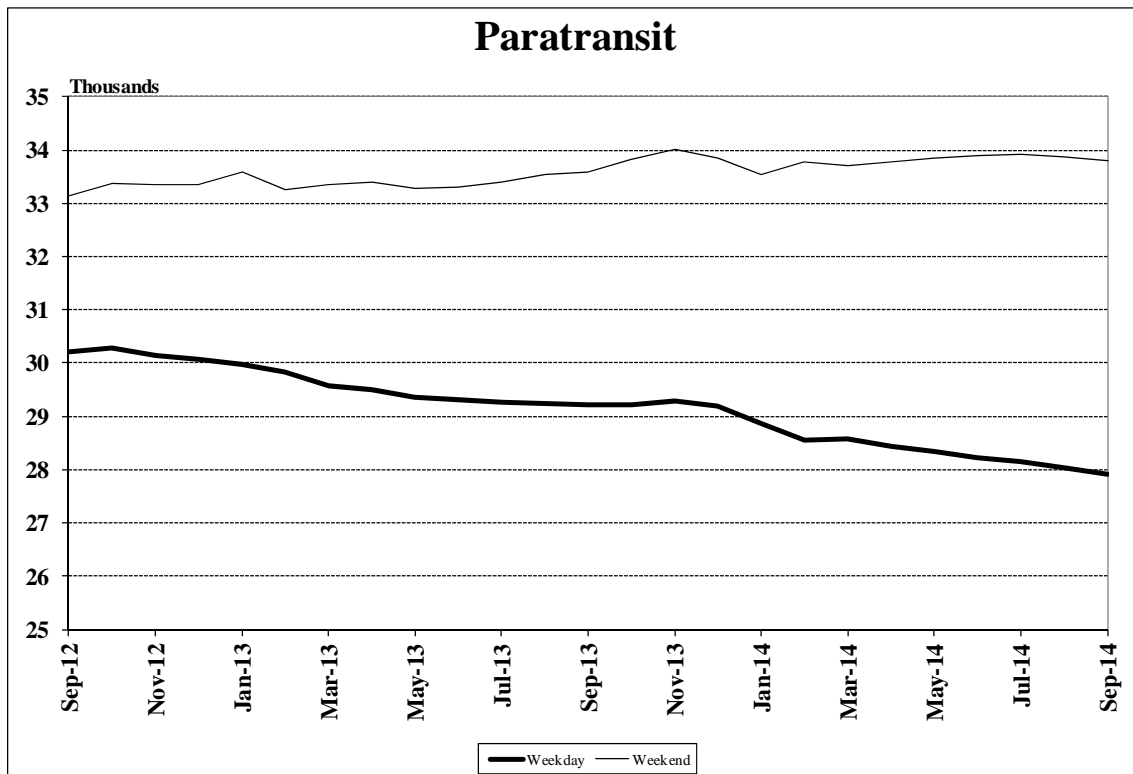
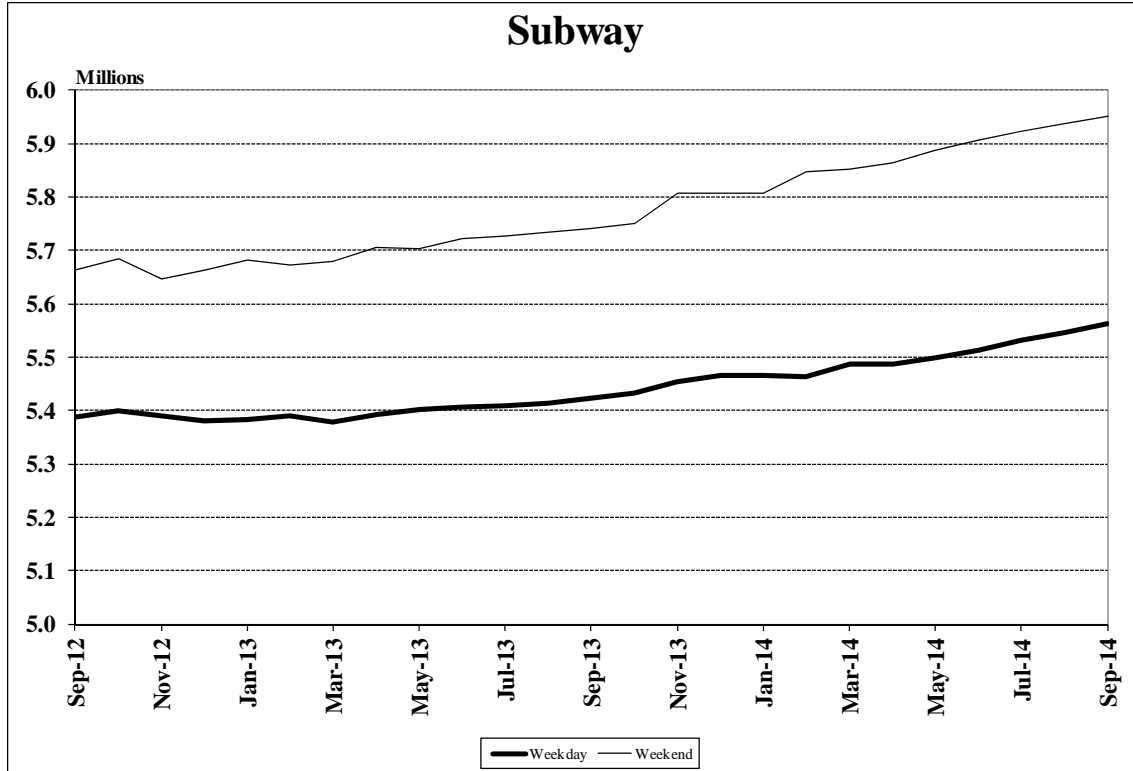
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary 2014	Change		2013	2014	Change	
			Amount	Percent			Amount	Percent
Subway	5,628	5,811	+184	+3.3%	5,959	6,154	+195	+3.3%
NYCT Local Bus	2,228	2,223	-5	-0.2%	2,401	2,414	+13	+0.5%
NYCT Express Bus	44	44	-1	-1.3%	12	13	+0	+3.3%
Paratransit	30	29	-1	-4.6%	35	35	-1	-1.6%
<b>TOTAL - NYCT</b>	<b>7,931</b>	<b>8,107</b>	<b>+177</b>	<b>+2.2%</b>	<b>8,408</b>	<b>8,616</b>	<b>+208</b>	<b>+2.5%</b>
MTABC Local Bus	393	405	+12	+3.0%	399	416	+17	+4.3%
MTABC Express Bus	33	33	+1	+1.8%	13	13	-0	-1.6%
Total - MTA Bus	426	438	+12	+2.9%	412	429	+17	+4.2%
<i>Total - Regional Bus</i>	<i>2,699</i>	<i>2,705</i>	<i>7</i>	<i>+0.3%</i>	<i>2,826</i>	<i>2,856</i>	<i>30</i>	<i>+1.1%</i>
<b>12-Month Rolling Average</b>								
Subway	5,422	5,562	+140	+2.6%	5,742	5,952	+211	+3.7%
Local Bus	2,127	2,087	-40	-1.9%	2,312	2,320	+7	+0.3%
Express Bus	42	43	+0	+0.8%	12	12	+1	+6.8%
Paratransit	29	28	-1	-4.4%	34	34	+0	+0.7%
<b>TOTAL - NYCT</b>	<b>7,620</b>	<b>7,720</b>	<b>+99</b>	<b>+1.3%</b>	<b>8,099</b>	<b>8,318</b>	<b>+219</b>	<b>+2.7%</b>
MTABC Local Bus	374	373	-1	-0.3%	377	390	+13	+3.4%
MTABC Express Bus	33	32	-1	-4.0%	13	13	-1	-4.1%
Total - MTA Bus	407	404	-3	-0.6%	390	402	+12	+3.1%
<i>Total - Regional Bus</i>	<i>2,576</i>	<i>2,534</i>	<i>-42</i>	<i>-1.6%</i>	<i>2,714</i>	<i>2,734</i>	<i>20</i>	<i>+0.7%</i>

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

- September 2014 average weekday and average weekend subway and total ridership were the highest of any September in over forty-five years.
- Five weekdays in September had over six million riders, the first time ridership has exceeded six million since daily records began in 1985, and likely the first time since the late 1940s or early 1950s.
- Sunday, September 21, 2014, the day of the People's Climate March, was the highest Sunday on record with 2,953,948 riders.

# Average Weekday and Weekend Ridership

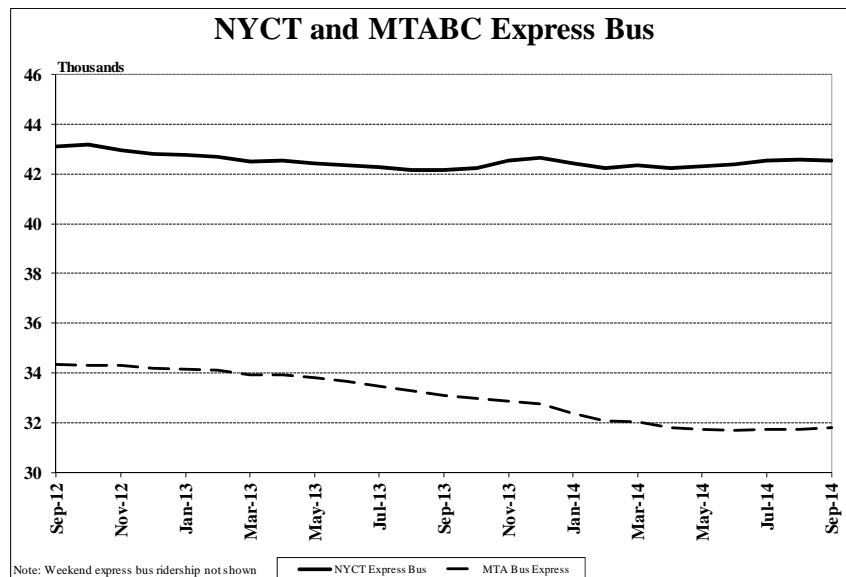
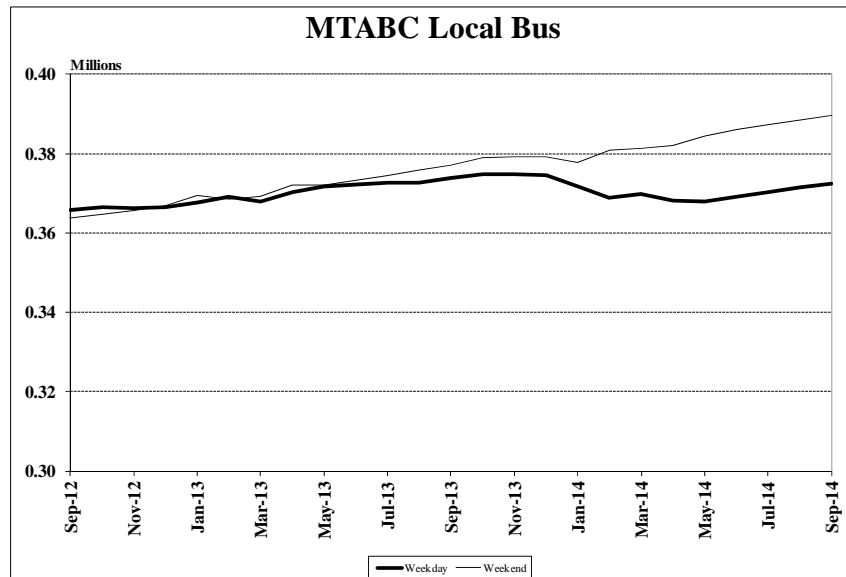
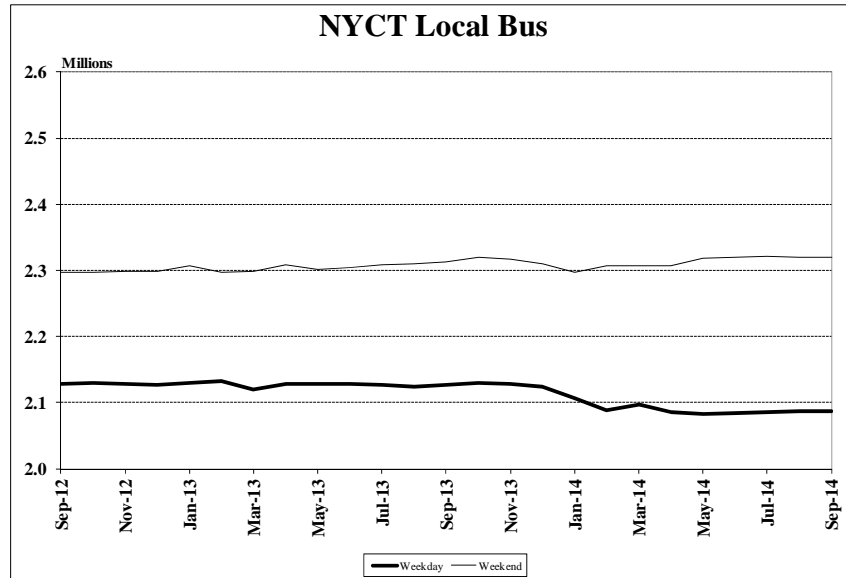
## 12-Month Rolling Averages





# 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 and NYCT local and express bus. The largest increase was on the Staten Island Ferry (up 7.5 percent), followed by the Staten Island Railway (up 3.7 percent). Average weekend ridership increased on every service except NYCT Paratransit, MTA Express Bus and PATH.

Bridges and Tunnels traffic increased on both weekdays and weekends.

<b>Ridership on Transit Services in the New York Area</b> (thousands)				
<b>Transit Service</b>	<b>Sep-13</b>	<b>Preliminary Sep-14</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
<b>NYCT Subway</b>	<b>5,628</b>	<b>5,811</b>	<b>+3.3%</b>	<b>+2.6%</b>
<b>NYCT Local Bus</b>	<b>2,228</b>	<b>2,223</b>	<b>-0.2%</b>	<b>-1.9%</b>
<b>NYCT Express Bus</b>	<b>44</b>	<b>44</b>	<b>-1.3%</b>	<b>+0.8%</b>
<b>NYCT Paratransit</b>	<b>30</b>	<b>29</b>	<b>-4.6%</b>	<b>-4.4%</b>
<b>Staten Island Railway</b>	<b>16</b>	<b>17</b>	<b>+3.7%</b>	<b>+2.4%</b>
<b>MTA Local Bus</b>	<b>393</b>	<b>405</b>	<b>+3.0%</b>	<b>-0.3%</b>
<b>MTA Express Bus</b>	<b>33</b>	<b>33</b>	<b>+1.8%</b>	<b>-4.0%</b>
Long Island Rail Road	296	306	+3.2%	+4.4%
Metro-North Railroad	283	291	+2.9%	+1.7%
Staten Island Ferry	66	71	+7.5%	+5.5%
PATH	257	258	+0.5%	+9.1%
<u>Average Weekend</u>				
<b>NYCT Subway</b>	<b>5,959</b>	<b>6,154</b>	<b>+3.3%</b>	<b>+3.7%</b>
<b>NYCT Local Bus</b>	<b>2,401</b>	<b>2,414</b>	<b>+0.5%</b>	<b>+0.3%</b>
<b>NYCT Express Bus</b>	<b>12</b>	<b>13</b>	<b>+3.3%</b>	<b>+6.8%</b>
<b>NYCT Paratransit</b>	<b>35</b>	<b>35</b>	<b>-1.6%</b>	<b>+0.7%</b>
<b>Staten Island Railway</b>	<b>8</b>	<b>9</b>	<b>+6.3%</b>	<b>+7.7%</b>
<b>MTA Local Bus</b>	<b>399</b>	<b>416</b>	<b>+4.3%</b>	<b>+3.4%</b>
<b>MTA Express Bus</b>	<b>13</b>	<b>13</b>	<b>-1.6%</b>	<b>-4.1%</b>
Long Island Rail Road	187	196	+4.5%	+5.1%
Metro-North Railroad	205	216	+5.1%	+1.4%
Staten Island Ferry	96	96	+0.1%	+8.5%
PATH	221	193	-12.9%	+4.6%

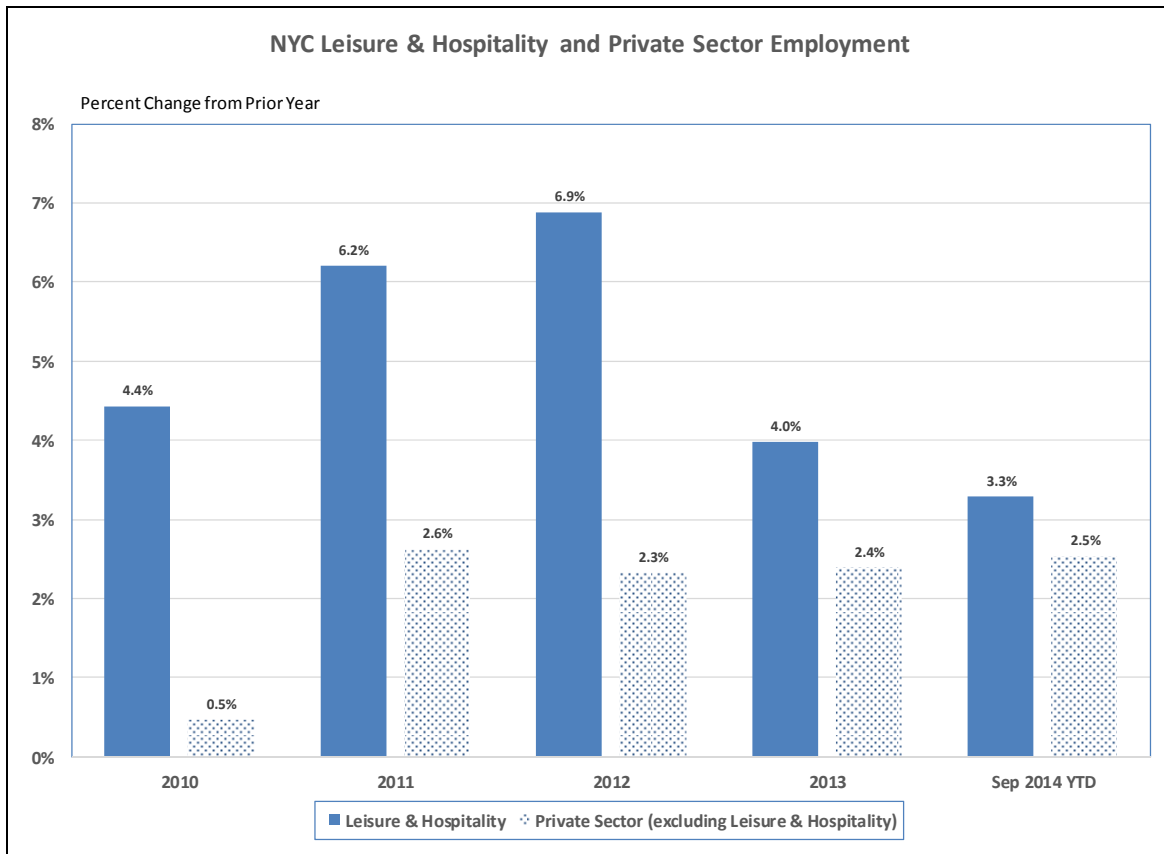
<b>MTA Bridges and Tunnels</b> (thousands)				
<b>Average Weekday</b>	<b>811</b>	<b>832</b>	<b>+2.6%</b>	<b>+1.2%</b>
<b>Average Weekend</b>	<b>1,546</b>	<b>1,583</b>	<b>+2.4%</b>	<b>+2.2%</b>

Note: Percentages are based on unrounded data. Staten Island Ferry rolling average based on Apr-Sep of each year.

## Economy

From September 2013 to September 2014, New York City employment increased 2.4 percent (93,500 jobs). Private sector employment increased 2.8 percent (95,400 jobs) and government employment decreased 0.4 percent (1,900 jobs). Every private employment sub-sector increased from September 2013 except information, which decreased 2.2 percent. The sub-sector with the largest absolute increase was educational and health services (up 32,000 jobs or 4.0 percent). The subsector with the largest percentage increase was leisure & hospitality (up 4.1 percent or 15,700 jobs).

Annual percentage growth in the leisure and hospitality sector has outpaced the private sector every year since 2010 when the New York economy began to recover from the 2009 recession. The chart below compares the annual change in leisure & hospitality employment with the private sector. Growth in the sector, which includes hotels, restaurants and performing arts venues, mirrors strong growth in New York City tourism since 2009. According to NYC & Company, the annual number of visitors to New York City increased 18.6 percent from 45.8 million in 2009 to 54.3 million in 2013.



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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$264.438	\$276.117	\$11.679	4.4	\$0.000	\$0.000	\$0.000	-	\$264.438	\$276.117	\$11.679	4.4
Bus	82.331	84.390	2.059	2.5	0.000	0.000	0.000	-	82.331	84.390	2.059	2.5
Paratransit	1.481	1.377	(0.104)	(7.0)	0.000	0.000	0.000	-	1.481	1.377	(0.104)	(7.0)
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	354.302	367.936	13.634	3.8	0.000	0.000	0.000	-	354.302	367.936	13.634	3.8
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	6.512	6.916	0.404	6.2	0.000	0.000	0.000	-	6.512	6.916	0.404	6.2
Paratransit Reimbursement	14.324	14.625	0.301	2.1	0.000	0.000	0.000	-	14.324	14.625	0.301	2.1
Other	11.825	13.587	1.762	14.9	0.000	0.000	0.000	-	11.825	13.587	1.762	14.9
Total Other Operating Revenue	32.661	35.128	2.467	7.6	0.000	0.000	0.000	-	32.661	35.128	2.467	7.6
Capital and Other Reimbursements	0.000	0.000	0.000	-	75.838	96.755	20.917	27.6	75.838	96.755	20.917	27.6
<b>Total Revenue</b>	<b>\$386.963</b>	<b>\$403.064</b>	<b>\$16.101</b>	<b>4.2</b>	<b>\$75.838</b>	<b>\$96.755</b>	<b>\$20.917</b>	<b>27.6</b>	<b>\$462.801</b>	<b>\$499.819</b>	<b>\$37.018</b>	<b>8.0</b>
<b>Expenses</b>												
Labor:												
Payroll	250.696	253.013	(2.317)	(0.9)	32.031	32.226	(0.195)	(0.6)	282.727	285.239	(2.512)	(0.9)
Overtime	30.110	30.829	(0.719)	(2.4)	6.084	13.100	(7.016)	(115.3)	36.194	43.929	(7.735)	(21.4)
Total Salaries & Wages	280.806	283.842	(3.036)	(1.1)	38.115	45.326	(7.211)	(18.9)	318.921	329.168	(10.247)	(3.2)
Health and Welfare	59.208	57.596	1.612	2.7	2.541	2.007	0.534	21.0	61.749	59.603	2.146	3.5
OPEB Current Payment	29.162	31.992	(2.830)	(9.7)	0.000	0.000	0.000	-	29.162	31.992	(2.830)	(9.7)
Pensions	19.677	17.736	1.941	9.9	0.370	0.353	0.017	4.6	20.047	18.089	1.958	9.8
Other Fringe Benefits	24.957	25.888	(0.931)	(3.7)	10.063	12.589	(2.526)	(25.1)	35.020	38.477	(3.457)	(9.9)
Total Fringe Benefits	133.004	133.212	(0.208)	(0.2)	12.974	14.949	(1.975)	(15.2)	145.978	148.161	(2.183)	(1.5)
Reimbursable Overhead	(16.873)	(21.548)	4.675	27.7	16.873	21.548	(4.675)	(27.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$396.937</b>	<b>\$395.506</b>	<b>\$1.431</b>	<b>0.4</b>	<b>\$67.962</b>	<b>\$81.823</b>	<b>(\$13.861)</b>	<b>(20.4)</b>	<b>\$464.899</b>	<b>\$477.329</b>	<b>(\$12.430)</b>	<b>(2.7)</b>
Non-Labor:												
Electric Power	26.872	23.921	2.951	11.0	0.014	0.034	(0.020)	(142.9)	26.886	23.955	2.931	10.9
Fuel	12.096	13.599	(1.503)	(12.4)	0.002	0.001	0.001	50.0	12.098	13.600	(1.502)	(12.4)
Insurance	5.676	5.680	(0.004)	(0.1)	0.000	0.000	0.000	-	5.676	5.680	(0.004)	(0.1)
Claims	8.068	7.641	0.427	5.3	0.000	0.000	0.000	-	8.068	7.641	0.427	5.3
Paratransit Service Contracts	33.209	32.126	1.083	3.3	0.000	0.017	(0.017)	-	33.209	32.143	1.066	3.2
Mtce. and Other Operating Contracts	15.955	15.872	0.083	0.5	1.886	2.710	(0.824)	(43.7)	17.841	18.582	(0.741)	(4.2)
Professional Service Contracts	10.141	13.776	(3.635)	(35.8)	0.870	1.106	(0.236)	(27.1)	11.011	14.882	(3.871)	(35.2)
Materials & Supplies	24.356	23.966	0.390	1.6	4.849	10.831	(5.982)	(123.4)	29.205	34.797	(5.592)	(19.1)
Other Business Expenses	6.958	8.142	(1.184)	(17.0)	0.255	0.233	0.022	8.6	7.213	8.375	(1.162)	(16.1)
<b>Total Non-Labor Expenses</b>	<b>\$143.331</b>	<b>\$144.723</b>	<b>(\$1.392)</b>	<b>(1.0)</b>	<b>\$7.876</b>	<b>\$14.932</b>	<b>(\$7.056)</b>	<b>(89.6)</b>	<b>\$151.207</b>	<b>\$159.655</b>	<b>(\$8.448)</b>	<b>(5.6)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$540.268</b>	<b>\$540.229</b>	<b>\$0.039</b>	<b>0.0</b>	<b>\$75.838</b>	<b>\$96.755</b>	<b>(\$20.917)</b>	<b>(27.6)</b>	<b>\$616.106</b>	<b>\$636.984</b>	<b>(\$20.878)</b>	<b>(3.4)</b>
Depreciation	133.000	154.672	(21.672)	(16.3)	0.000	0.000	0.000	-	133.000	154.672	(21.672)	(16.3)
OPEB Account	387.000	408.356	(21.356)	(5.5)	0.000	0.000	0.000	-	387.000	408.356	(21.356)	(5.5)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$1,060.268</b>	<b>\$1,103.257</b>	<b>(\$42.989)</b>	<b>(4.1)</b>	<b>\$75.838</b>	<b>\$96.755</b>	<b>(\$20.917)</b>	<b>(27.6)</b>	<b>\$1,136.106</b>	<b>\$1,200.012</b>	<b>(\$63.906)</b>	<b>(5.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$673.305)</b>	<b>(\$700.193)</b>	<b>(\$26.888)</b>	<b>(4.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$673.305)</b>	<b>(\$700.193)</b>	<b>(\$26.888)</b>	<b>(4.0)</b>

NOTE: Totals may not add due to rounding.

Table 2

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**September 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
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$2,330.921	\$2,358.008	\$27.087	1.2	\$0.000	\$0.000	\$0.000	-	\$2,330.921	\$2,358.008	\$27.087	1.2
Bus	709.114	712.380	3.266	0.5	0.000	0.000	0.000	-	709.114	712.380	3.266	0.5
Paratransit	12.392	11.889	(0.503)	(4.1)	0.000	0.000	0.000	-	12.392	11.889	(0.503)	(4.1)
Fare Media Liability	51.383	48.766	(2.617)	(5.1)	0.000	0.000	0.000	-	51.383	48.766	(2.617)	(5.1)
Total Farebox Revenue	3,103.810	3,131.043	27.233	0.9	0.000	0.000	0.000	-	3,103.810	3,131.043	27.233	0.9
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	58.511	59.634	1.123	1.9	0.000	0.000	0.000	-	58.511	59.634	1.123	1.9
Paratransit Reimbursement	133.804	138.029	4.225	3.2	0.000	0.000	0.000	-	133.804	138.029	4.225	3.2
Other	121.147	126.085	4.938	4.1	0.000	0.000	0.000	-	121.147	126.085	4.938	4.1
Total Other Operating Revenue	313.462	323.748	10.286	3.3	0.000	0.000	0.000	-	313.462	323.748	10.286	3.3
Capital and Other Reimbursements	0.000	0.000	0.000	-	732.366	785.213	52.847	7.2	732.366	785.213	52.847	7.2
<b>Total Revenue</b>	<b>\$3,417.272</b>	<b>\$3,454.791</b>	<b>\$37.519</b>	<b>1.1</b>	<b>\$732.366</b>	<b>\$785.213</b>	<b>\$52.847</b>	<b>7.2</b>	<b>\$4,149.638</b>	<b>\$4,240.004</b>	<b>\$90.366</b>	<b>2.2</b>
<b>Expenses</b>												
Labor:												
Payroll	2,252.267	2,250.008	2.259	0.1	276.552	270.406	6.146	2.2	2,528.819	2,520.414	8.405	0.3
Overtime	309.067	314.515	(5.448)	(1.8)	75.440	99.578	(24.138)	(32.0)	384.507	414.093	(29.586)	(7.7)
Total Salaries & Wages	2,561.334	2,564.523	(3.189)	(0.1)	351.992	369.984	(17.992)	(5.1)	2,913.326	2,934.507	(21.181)	(0.7)
Health and Welfare	499.124	492.322	6.802	1.4	19.234	17.388	1.846	9.6	518.358	509.710	8.648	1.7
OPEB Current Payment	258.208	264.193	(5.985)	(2.3)	0.000	0.000	0.000	-	258.208	264.193	(5.985)	(2.3)
Pensions	900.440	821.621	78.819	8.8	27.758	27.340	0.418	1.5	928.198	848.961	79.237	8.5
Other Fringe Benefits	229.698	231.211	(1.513)	(0.7)	99.554	102.588	(3.034)	(3.0)	329.252	333.799	(4.547)	(1.4)
Total Fringe Benefits	1,887.470	1,809.347	78.123	4.1	146.546	147.316	(0.770)	(0.5)	2,034.016	1,956.663	77.353	3.8
Reimbursable Overhead	(153.939)	(163.736)	9.797	6.4	153.939	163.736	(9.797)	(6.4)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$4,294.865</b>	<b>\$4,210.134</b>	<b>\$84.731</b>	<b>2.0</b>	<b>\$652.477</b>	<b>\$681.036</b>	<b>(\$28.559)</b>	<b>(4.4)</b>	<b>\$4,947.342</b>	<b>\$4,891.170</b>	<b>\$56.172</b>	<b>1.1</b>
Non-Labor:												
Electric Power	249.488	246.323	3.165	1.3	0.208	0.286	(0.078)	(37.5)	249.696	246.609	3.087	1.2
Fuel	127.817	136.224	(8.407)	(6.6)	0.016	0.014	0.002	12.5	127.833	136.238	(8.405)	(6.6)
Insurance	51.062	51.027	0.035	0.1	0.000	0.000	0.000	-	51.062	51.027	0.035	0.1
Claims	70.472	68.762	1.710	2.4	0.000	0.000	0.000	-	70.472	68.762	1.710	2.4
Paratransit Service Contracts	279.406	271.384	8.022	2.9	0.722	0.739	(0.017)	(2.4)	280.128	272.123	8.005	2.9
Mtce. and Other Operating Contracts	144.011	142.012	1.999	1.4	23.238	31.125	(7.887)	(33.9)	167.249	173.137	(5.888)	(3.5)
Professional Service Contracts	90.273	91.538	(1.265)	(1.4)	14.490	15.775	(1.285)	(8.9)	104.763	107.313	(2.550)	(2.4)
Materials & Supplies	224.279	225.822	(1.543)	(0.7)	42.701	56.672	(13.971)	(32.7)	266.980	282.494	(15.514)	(5.8)
Other Business Expenses	56.697	55.880	0.817	1.4	(1.486)	(0.434)	(1.052)	(70.8)	55.211	55.446	(0.235)	(0.4)
<b>Total Non-Labor Expenses</b>	<b>\$1,293.505</b>	<b>\$1,288.972</b>	<b>\$4.533</b>	<b>0.4</b>	<b>\$79.889</b>	<b>\$104.177</b>	<b>(\$24.288)</b>	<b>(30.4)</b>	<b>\$1,373.394</b>	<b>\$1,393.149</b>	<b>(\$19.755)</b>	<b>(1.4)</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>	<b>\$5,588.370</b>	<b>\$5,499.106</b>	<b>\$89.264</b>	<b>1.6</b>	<b>\$732.366</b>	<b>\$785.213</b>	<b>(\$52.847)</b>	<b>(7.2)</b>	<b>\$6,320.736</b>	<b>\$6,284.319</b>	<b>\$36.417</b>	<b>0.6</b>
before Depreciation and OPEB												
Depreciation	1,141.462	1,134.446	7.016	0.6	0.000	0.000	0.000	-	1,141.462	1,134.446	7.016	0.6
OPEB Account	1,164.791	1,228.759	(63.968)	(5.5)	0.000	0.000	0.000	-	1,164.791	1,228.759	(63.968)	(5.5)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$7,894.623</b>	<b>\$7,862.311</b>	<b>\$32.312</b>	<b>0.4</b>	<b>\$732.366</b>	<b>\$785.213</b>	<b>(\$52.847)</b>	<b>(7.2)</b>	<b>\$8,626.989</b>	<b>\$8,647.524</b>	<b>(\$20.535)</b>	<b>(0.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$4,477.351)</b>	<b>(\$4,407.520)</b>	<b>\$69.831</b>	<b>1.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$4,477.351)</b>	<b>(\$4,407.520)</b>	<b>\$69.831</b>	<b>1.6</b>

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**  
**September 2014**  
**(\$ in millions)**

<b><u>Generic Revenue or Expense Category</u></b>	<b><u>Nonreimb or Reimb</u></b>	<b><u>MONTH</u></b>			<b><u>YEAR TO DATE</u></b>		
		<b><u>Favorable (Unfavorable) Variance</u></b>		<b><u>Reason for Variance</u></b>	<b><u>Favorable (Unfavorable) Variance</u></b>		<b><u>Reason for Variance</u></b>
		<b><u>\$</u></b>	<b><u>%</u></b>		<b><u>\$</u></b>	<b><u>%</u></b>	
Farebox Revenue	NR	13.6	3.8	Mostly due to higher average fares, resulting from lower trips per pass, and increased subway ridership	27.2	0.9	Mainly due to increased subway ridership and higher average fares, resulting from lower trips per pass
Other Operating Revenue	NR	2.5	7.6	Mostly due to higher advertising and paratransit Urban Tax revenues	10.3	3.3	Mostly due to favorable results in paratransit Urban Tax, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees
Payroll	NR	(2.3)	(0.9)	Mostly the unfavorable timing of retro-wage payments, partly offset by vacancies	2.3	0.1	Largely due to vacancies, partly offset by higher employee earned separation payments
Overtime	NR	(0.7)	(2.4)	Mainly due to additional bus unscheduled service and fleet/facility maintenance requirements	(5.4)	(1.8)	Mainly due to additional bus unscheduled service and fleet/facility maintenance requirements
Health & Welfare (including OPEB current payment)	NR	(1.2)	(1.4)	Primarily the unfavorable timing of expenses			
Pension	NR	1.9	9.9	Due to the favorable timing of pension expenses	78.8	8.8	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
Other Fringe Benefits	NR	(0.9)	(3.7)	Mainly higher Workers' Compensation expenses, partly offset by favorable direct overhead credits, resulting from higher reimbursable overtime expenses	(1.5)	(0.7)	Mainly higher Workers' Compensation expenses, partly offset by favorable direct overhead credits, resulting from higher reimbursable overtime expenses
Reimbursable Overhead	NR	4.7	27.7	Mainly favorable overhead credits, resulting from higher reimbursable overtime costs	9.8	6.4	Mainly favorable overhead credits, resulting from higher reimbursable overtime costs

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

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Electric Power	NR	3.0	11.0	Due largely to the favorable timing of expenses and lower consumption, partly offset by higher prices	3.2	1.3	Due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses
Fuel	NR	(1.5)	(12.4)	Mainly higher consumption and the unfavorable timing of expenses, partly offset by lower prices	(8.4)	(6.6)	Mainly higher consumption and the unfavorable timing of expenses, partly offset by lower prices
Claims	NR	0.4	5.3	The favorable timing of expenses	1.7	2.4	The favorable timing of expenses
Paratransit Service Contracts	NR	1.1	3.3	Mostly due to lower completed trips	8.0	2.9	Mostly due to lower completed trips
Maintenance and Other Operating Contracts	NR				2.0	1.4	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	(3.6)	(35.8)	Primarily the unfavorable timing of data communications, EDP consulting, EDP maintenance & repair and office-related equipment expenses	(1.3)	(1.4)	Mainly the unfavorable timing of office-related equipment expenses, partly offset by underruns in various professional services and the favorable timing of Information Technology expenses
Materials and Supplies	NR				(1.5)	(0.7)	Mainly the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and higher scrap/surplus sales
Other Business Expenses	NR	(1.2)	(17.0)	Mostly reimbursable job closing adjustments and higher MVM debit/credit card charges, partly offset by stationery expense underruns	0.8	1.4	Mostly underruns in stationery expenses, partly offset by higher MVM debit/credit card charges
Depreciation	NR	(21.7)	(16.3)	The unfavorable timing of assets reaching beneficial use	7.0	0.6	The favorable timing of assets reaching beneficial use
Other Post-Employment Benefits	NR	(21.4)	(5.5)	Higher accrued expenses, based on current actuarial information	(64.0)	(5.5)	Higher accrued expenses, based on current actuarial information

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS**  
**September 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
		\$	%		\$	%	
Capital and Other Reimbursements	R	20.9	27.6	Reimbursement increase consistent with higher reimbursable expenses	52.8	7.2	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R				6.1	2.2	Mostly due to underruns of non-capital expenses
Overtime	R	(7.0)	over (100.0)	Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Greenpoint tunnel	(24.1)	(32.0)	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	21.0	The favorable timing of expenses	1.8	9.6	The favorable timing of expenses
Other Fringe Benefits	R	(2.5)	(25.1)	Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses	(3.0)	(3.0)	Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses
Maintenance and Other Operating Contracts	R	(0.8)	(43.7)	Largely the unfavorable timing of building-related and operating contract expenses	(7.9)	(33.9)	Largely the unfavorable timing of construction services and building-related expenses
Professional Service Contracts	R	(0.2)	(27.1)	Mainly the unfavorable timing of Information Technology hardware expenses, partly offset by the favorable timing of data center expenses	(1.3)	(8.9)	Mainly the unfavorable timing of Information Technology hardware and EDP maintenance/consulting costs, partly offset by the favorable timing of data center expenses
Materials & Supplies	R	(6.0)	over (100.0)	Primincipally the unfavorable timing of non-vehicle maintenance requirements	(14.0)	(32.7)	Primincipally the unfavorable timing of non-vehicle maintenance requirements
Other Business Expenses	R				(1.1)	(70.8)	Mostly the unfavorable timing of reimbursable job closing adjustments



Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$351.373	\$361.862	\$10.489	3.0	\$3,097.032	\$3,127.163	\$30.131	1.0
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	0.000	0.000	-	56.391	56.426	0.035	0.1
Paratransit Reimbursement	57.249	3.861	(53.388)	(93.3)	158.514	147.748	(10.766)	(6.8)
Other	3.382	3.470	0.088	2.6	37.172	37.626	0.454	1.2
Total Other Operating Revenue	60.631	7.331	(53.300)	(87.9)	252.077	241.800	(10.277)	(4.1)
Capital and Other Reimbursements	95.838	79.273	(16.565)	(17.3)	766.364	695.762	(70.602)	(9.2)
<b>Total Receipts</b>	<b>\$507.842</b>	<b>\$448.466</b>	<b>(\$59.376)</b>	<b>(11.7)</b>	<b>\$4,115.473</b>	<b>\$4,064.725</b>	<b>(\$50.748)</b>	<b>(1.2)</b>
<b>Expenditures</b>								
Labor:								
Payroll	357.996	262.935	95.061	26.6	2,682.218	2,716.474	(34.256)	(1.3)
Overtime	44.777	40.178	4.599	10.3	406.992	401.764	5.228	1.3
Total Salaries & Wages	402.773	303.113	99.660	24.7	3,089.210	3,118.238	(29.028)	(0.9)
Health and Welfare	61.748	72.141	(10.393)	(16.8)	497.802	503.954	(6.152)	(1.2)
OPEB Current Payment	29.162	31.992	(2.830)	(9.7)	258.208	264.193	(5.985)	(2.3)
Pensions	84.455	75.035	9.420	11.2	727.484	691.067	36.417	5.0
Other Fringe Benefits	37.875	31.911	5.964	15.7	315.457	322.284	(6.827)	(2.2)
Total Fringe Benefits	213.240	211.079	2.161	1.0	1,798.951	1,781.498	17.453	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	-
<b>Total Labor Expenditures</b>	<b>\$616.013</b>	<b>\$514.192</b>	<b>\$101.821</b>	<b>16.5</b>	<b>\$4,922.208</b>	<b>\$4,935.522</b>	<b>(\$13.314)</b>	<b>(0.3)</b>
Non-Labor:								
Electric Power	26.113	24.595	1.518	5.8	252.016	249.065	2.951	1.2
Fuel	12.220	11.589	0.631	5.2	127.469	131.796	(4.327)	(3.4)
Insurance	(0.022)	3.920	(3.942)	(55.9)	51.795	54.631	(2.836)	(5.5)
Claims	7.051	7.536	(0.485)	(1.5)	64.995	89.023	(24.028)	(37.0)
Paratransit Service Contracts	32.929	32.239	0.690	3.6	278.964	271.134	7.830	2.8
Mtce. and Other Operating Contracts	19.328	17.190	2.138	20.8	164.276	171.979	(7.703)	(4.7)
Professional Service Contracts	10.261	11.932	(1.671)	(7.2)	109.297	108.565	0.732	0.7
Materials & Supplies	23.351	29.781	(6.430)	(27.5)	270.530	295.754	(25.224)	(9.3)
Other Business Expenditures	7.212	6.694	0.518	7.2	56.015	55.343	0.672	1.2
<b>Total Non-Labor Expenditures</b>	<b>\$138.443</b>	<b>\$145.476</b>	<b>(\$7.033)</b>	<b>(5.1)</b>	<b>\$1,375.357</b>	<b>\$1,427.290</b>	<b>(\$51.933)</b>	<b>(3.8)</b>
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$754.456</b>	<b>\$659.668</b>	<b>\$94.788</b>	<b>12.6</b>	<b>\$6,297.565</b>	<b>\$6,362.812</b>	<b>(\$65.247)</b>	<b>(1.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$246.614)</b>	<b>(\$211.202)</b>	<b>\$35.412</b>	<b>14.4</b>	<b>(\$2,182.092)</b>	<b>(\$2,298.087)</b>	<b>(\$115.995)</b>	<b>(5.3)</b>

NOTE: Totals may not add due to rounding.

Table 5

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS**  
**September 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	10.5	3.0	Mostly due to higher subway ridership	30.1	1.0	Mostly due to higher subway ridership
Other Operating Receipts	(53.3)	(87.9)	Due primarily to the forecasted receipt of NYC partial reimbursement of paratransit expenses, which was previously received	(10.3)	(4.1)	Due primarily to the unfavorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(16.6)	(17.3)	Largely due to the unfavorable timing of reimbursements	(70.6)	(9.2)	Largely due to the unfavorable timing of reimbursements
Salaries & Wages	99.7	24.7	Mainly the favorable timing of TWU retro-wage payments mostly paid in August	(29.0)	(0.9)	Mainly the unfavorable timing of TWU retro-wage payments
Health & Welfare (including OPEB current payment)	(13.2)	(14.4)	Largely the unfavorable timing of payments	(12.2)	(1.6)	Largely the unfavorable timing of payments
Pensions	9.4	11.2	Mainly the favorable timing of payments	36.4	5.0	Mostly the favorable timing of a NYCERS actuarial update, based on a recent TWU labor agreement
Other Fringe Benefits	6.0	15.7	Mainly the favorable timing of TWU retro-wage payments (FICA) mostly paid in August	(6.8)	(2.2)	Mainly the unfavorable timing of TWU retro-wage payments (FICA)
Fuel				(4.3)	(3.4)	Mainly higher consumption and the unfavorable timing of expenses, partly offset by the favorable timing of payments
Insurance	(3.9)	(55.9)	The unfavorable timing of interagency payments	(2.8)	(5.5)	The unfavorable timing of interagency payments
Claims				(24.0)	(37.0)	Higher claims payouts than anticipated
Paratransit Service Contracts	0.7	3.6	Mostly due to lower completed trips	7.8	2.8	Mostly due to lower completed trips
Maintenance Contracts	2.1	20.8	Largely the favorable timing of payments	(7.7)	(4.7)	Largely the unfavorable timing of reimbursable construction services and building-related expenses
Professional Service Contracts	(1.7)	(7.2)	Primarily the unfavorable timing of data communications, EDP consulting, EDP maintenance & repair and office-related equipment expenses, partly offset by the favorable timing of expenses			
Materials & Supplies	(6.4)	(27.5)	Primarily the unfavorable timing of reimbursable non-vehicle maintenance requirements	(25.2)	(9.3)	Primarily the unfavorable timing of reimbursable non-vehicle maintenance requirements and payments

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$2.929)	(\$6.074)	(\$3.145)	(107.4)	(\$6.778)	(\$3.880)	\$2.898	42.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(6.512)	(6.916)	(0.404)	(6.2)	(2.120)	(3.208)	(1.088)	(51.3)
Paratransit Reimbursement	42.925	(10.764)	(53.689)	(125.1)	24.710	9.719	(14.991)	(60.7)
Other	(8.443)	(10.117)	(1.674)	(19.8)	(83.975)	(88.459)	(4.484)	(5.3)
<b>Total Other Operating Revenue</b>	<b>27.970</b>	<b>(27.797)</b>	<b>(55.767)</b>	<b>(199.4)</b>	<b>(61.385)</b>	<b>(81.948)</b>	<b>(20.563)</b>	<b>(33.5)</b>
Capital and Other Reimbursements	20.000	(17.482)	(37.482)	(187.4)	33.998	(89.451)	(123.449)	(363.1)
<b>Total Receipts</b>	<b>\$45.041</b>	<b>(\$51.353)</b>	<b>(\$96.394)</b>	<b>(214.0)</b>	<b>(\$34.165)</b>	<b>(\$175.279)</b>	<b>(\$141.114)</b>	<b>(413.0)</b>
<b>Expenditures</b>								
Labor:								
Payroll	(75.269)	22.304	97.573	129.6	(153.399)	(196.060)	(42.661)	(27.8)
Overtime	(8.583)	3.751	12.334	143.7	(22.485)	12.329	34.814	154.8
Total Salaries & Wages	(83.852)	26.055	109.907	131.1	(175.884)	(183.731)	(7.847)	(4.5)
Health and Welfare	0.001	(12.538)	(12.539)	-	20.556	5.756	(14.800)	(72.0)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(64.408)	(56.946)	7.462	11.6	200.714	157.894	(42.820)	(21.3)
Other Fringe Benefits	(2.855)	6.566	9.421	330.0	13.795	11.515	(2.280)	(16.5)
Total Fringe Benefits	(67.262)	(62.918)	4.344	6.5	235.065	175.165	(59.900)	(25.5)
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	-
<b>Total Labor Expenditures</b>	<b>(\$151.114)</b>	<b>(\$36.863)</b>	<b>\$114.251</b>	<b>75.6</b>	<b>\$25.134</b>	<b>(\$44.352)</b>	<b>(\$69.486)</b>	<b>(276.5)</b>
Non-Labor:								
Electric Power	0.773	(0.640)	(1.413)	(182.8)	(2.320)	(2.456)	(0.136)	(5.9)
Fuel	(0.122)	2.011	2.133	-	0.364	4.442	4.078	-
Insurance	5.698	1.760	(3.938)	(69.1)	(0.733)	(3.604)	(2.871)	(391.7)
Claims	1.017	0.105	(0.912)	(89.7)	5.477	(20.261)	(25.738)	(469.9)
Paratransit Service Contracts	0.280	(0.096)	(0.376)	(134.3)	1.164	0.989	(0.175)	(15.0)
Mtce. and Other Operating Contracts	(1.487)	1.392	2.879	193.6	2.973	1.158	(1.815)	(61.0)
Professional Service Contracts	0.750	2.950	2.200	293.3	(4.534)	(1.252)	3.282	72.4
Materials & Supplies	5.854	5.016	(0.838)	(14.3)	(3.550)	(13.260)	(9.710)	(273.5)
Other Business Expenses	0.001	1.681	1.680	-	(0.804)	0.103	0.907	112.8
<b>Total Non-Labor Expenditures</b>	<b>\$12.764</b>	<b>\$14.179</b>	<b>\$1.415</b>	<b>11.1</b>	<b>(\$1.963)</b>	<b>(\$34.141)</b>	<b>(\$32.178)</b>	<b>-</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$138.350)</b>	<b>(\$22.684)</b>	<b>\$115.666</b>	<b>83.6</b>	<b>\$23.171</b>	<b>(\$78.493)</b>	<b>(\$101.664)</b>	<b>(438.8)</b>
Depreciation	133.000	154.672	21.672	16.3	1,141.462	1,134.446	(7.016)	(0.6)
OPEB Account	387.000	408.356	21.356	5.5	1,164.791	1,228.759	63.968	5.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$381.650</b>	<b>\$540.344</b>	<b>\$158.694</b>	<b>41.6</b>	<b>\$2,329.424</b>	<b>\$2,284.712</b>	<b>(\$44.712)</b>	<b>(1.9)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$426.691</b>	<b>\$488.991</b>	<b>\$62.300</b>	<b>14.6</b>	<b>\$2,295.259</b>	<b>\$2,109.433</b>	<b>(\$185.826)</b>	<b>(8.1)</b>

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**  
**September 2014**

	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./Unfav</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	57	57	0	
Law	278	264	14	
Office of the EVP	42	41	1	
Human Resources	219	233	(14)	
Office of Management and Budget	40	38	2	
Capital Planning & Budget	33	29	4	
Corporate Communications	262	257	5	
Technology & Information Services	447	413	34	
Non-Departmental	(100)	-	(100)	Negative budget represents vacancy provision
Labor Relations	96	88	8	
Materiel	255	261	(6)	
Controller	137	130	7	
<b>Total Administration</b>	<b>1,766</b>	<b>1,811</b>	<b>(45)</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,694	7,773	(79)	Mostly Conductors
Subways Operations Support	369	361	8	
Subways Stations	2,624	2,633	(9)	
<b>Sub-total Subways</b>	<b>10,687</b>	<b>10,767</b>	<b>(80)</b>	
Buses	10,629	10,595	34	
Paratransit	214	204	10	
Operations Planning	404	388	16	
Revenue Control	436	415	21	
<b>Total Operations</b>	<b>22,370</b>	<b>22,369</b>	<b>1</b>	
<b>Maintenance</b>				
Subways Operations Support	202	194	8	
Subways Engineering	338	344	(6)	
Subways Car Equipment	4,300	4,289	11	
Subways Infrastructure	1,481	1,419	62	Mainly hourlies-Maintainers
Subways Elevators & Escalators	400	359	41	
Subways Stations	3,642	3,559	83	Largely hourlies-Cleaners
Subways Track	2,767	2,706	61	Mostly Track Workers & Power Distrib. Maint.
Subways Power	624	560	64	Mainly hourlies-Elect. Helpers & Maintainers
Subways Signals	1,427	1,388	39	
Subways Electronic Maintenance	1,505	1,425	80	Mostly hourlies and computer programmers
<b>Sub-total Subways</b>	<b>16,686</b>	<b>16,243</b>	<b>443</b>	
Buses	3,805	3,755	50	Mostly hourlies-Bus Maintainers/Cleaners
Revenue Control	137	137	0	
Supply Logistics	565	568	(3)	
System Safety	91	81	10	
<b>Total Maintenance</b>	<b>21,284</b>	<b>20,784</b>	<b>500</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,274	1,324	(50)	CPM Vacancy Provision
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,324</b>	<b>(50)</b>	
<b>Public Safety</b>				
Security	638	611	27	Mainly Special Inspector vacancies
<b>Total Public Safety</b>	<b>638</b>	<b>611</b>	<b>27</b>	
<b>Total Positions</b>	<b>47,332</b>	<b>46,899</b>	<b>433</b>	
Non-Reimbursable	42,594	42,535	59	
Reimbursable	4,738	4,364	374	
Total Full-Time	47,174	46,656	518	
Total Full-Time Equivalents	158	243	(85)	

**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**  
**September 2014**

FUNCTION/OCCUPATION	Forecast	Actual	Variance	Explanation
			Fav./Unfav)	
<b>Administration:</b>				
Managers/Supervisors	558	561	(3)	
Professional, Technical, Clerical	1,157	1,229	(72)	
Operational Hourlies	51	21	30	
<b>Total Administration</b>	<b>1,766</b>	<b>1,811</b>	<b>(45)</b>	
<b>Operations</b>				
Managers/Supervisors	2,578	2,530	48	
Professional, Technical, Clerical	481	473	8	
Operational Hourlies	19,311	19,366	(55)	
<b>Total Operations</b>	<b>22,370</b>	<b>22,369</b>	<b>1</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,923	3,766	157	
Professional, Technical, Clerical	1,048	1,004	44	
Operational Hourlies	16,313	16,014	299	
<b>Total Maintenance</b>	<b>21,284</b>	<b>20,784</b>	<b>500</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	329	316	13	
Professional, Technical, Clerical	943	1,006	(63)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,324</b>	<b>(50)</b>	
<b>Public Safety</b>				
Managers/Supervisors	254	236	18	
Professional, Technical, Clerical	40	33	7	
Operational Hourlies	344	342	2	
<b>Total Public Safety</b>	<b>638</b>	<b>611</b>	<b>27</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,642	7,409	233	
Professional, Technical, Clerical	3,669	3,745	(76)	
Operational Hourlies	36,021	35,745	276	
<b>Total Positions</b>	<b>47,332</b>	<b>46,899</b>	<b>433</b>	

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

	September						September Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	319,025	\$9.6	349,834	\$10.1	(30,810)	(\$0.5) (4.7%)	2,875,733	\$85.7	2,898,590	\$86.2	(22,857)	(\$0.5) (0.6%)
<u>Unscheduled Service</u>	241,101	\$7.3	303,420	\$9.2	(62,319)	(\$1.9) (26.0%)	2,755,359	\$79.1	3,008,964	\$84.6	(253,605)	(\$5.5) (7.0%)
Programmatic/Routine Maintenance	314,499	\$9.5	375,673	\$10.6	(61,174)	(\$1.1) (11.6%)	2,909,664	\$90.9	3,003,038	\$94.5	(93,374)	(\$3.6) (3.9%)
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0 100.0%	28,908	\$0.9	30,063	\$0.9	(1,155)	\$0.0 2.5%
<u>Vacancy/Absentee Coverage</u>	79,544	\$2.4	10,568	\$0.2	68,976	\$2.2 92.5%	520,310	\$23.6	582,610	\$17.9	(62,300)	5.7 24.2%
<u>Weather Emergencies</u>	1,385	\$0.0	5,623	\$0.2	(4,238)	(\$0.1) *	735,084	\$23.1	765,611	\$23.7	(30,527)	(\$0.6) (2.8%)
<u>Safety/Security/Law Enforcement</u>	11,157	\$0.3	9,134	\$0.3	2,023	\$0.1 18.1%	87,690	\$2.4	96,915	\$2.9	(9,225)	(\$0.6) -23.5%
<u>Other</u>	33,421	\$1.0	25,152	\$0.4	8,269	\$0.6 63.2%	113,495	\$3.6	153,026	\$3.9	(39,531)	(\$0.3) 2.6%
Subtotal	1,000,133	\$30.1	1,079,406	\$30.8 \$0.0	(79,273)	(\$0.7) (2.2%)	10,026,243	\$309.2	10,538,818	\$314.6 \$0.0	(512,575)	(\$5.4) (1.6%)
<b>REIMBURSABLE OVERTIME</b>	185,719	\$6.1	350,293	\$13.1 (\$0.0)	(164,574)	(\$7.0) (115.5%)	2,055,706	\$75.3	2,867,656	\$99.6 \$0.0	(366,115)	(\$24.3) (32.2%)
<b>TOTAL OVERTIME</b>	<b>1,185,852</b>	<b>\$36.2</b>	<b>1,429,699</b>	<b>\$43.9</b>	<b>(243,847)</b>	<b>(\$7.7) (21.3%)</b>	<b>12,081,949</b>	<b>\$384.5</b>	<b>13,406,474</b>	<b>\$414.1</b>	<b>(878,691)</b>	<b>(\$29.6) (7.7%)</b>

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)

	September			September.-Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(30,810)	(\$0.5) (4.7%)		(22,857)	(\$0.5) .0%	
<u>Unscheduled Service</u>	(62,319)	(\$1.9) (26.0%)	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.	(253,605)	(\$5.5) .0%	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.
<u>Programmatic/Routine Maintenance</u>	(61,174)	(\$1.1) (11.6%)	Primarily due to facility maintenance in Department of Buses, which will be charged-back to MTA Bus (timing), and overtime for overage fleet maintenance in advance of hiring efforts.	(93,374)	(\$3.6) .0%	Primarily due to facility maintenance in Department of Buses, which will be charged-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%		(1,155)	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	68,976	\$2.2 92.5%	Primarily due to lower vacancies than anticipated in July FP.	(62,300)	\$5.7 .0%	Primarily due to lower vacancies than anticipated in July FP.
<u>Weather Emergencies</u>	(4,238)	(\$0.1) *		(30,527)	(\$0.6) .0%	
<u>Safety/Security/Law Enforcement</u>	2,023	\$0.1 18.1%		(9,225)	(\$0.6) .0%	
<u>Other</u>	8,269	\$0.6 63.2%		(39,531)	(\$0.3) .0%	
<b>Subtotal</b>	(79,273)	(\$0.7) (6.5%)		(512,575)	(\$5.4) .0%	
<b>REIMBURSABLE OVERTIME</b>	(164,574)	(\$7.0) (115.5%)	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work.	(366,115)	(\$24.3) (32.2%)	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.
<b>TOTAL OVERTIME</b>	<b>(243,847)</b>	<b>(\$7.7)</b>		<b>(878,691)</b>	<b>(\$29.6)</b>	

Totals may not add due to rounding.

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

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2014 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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





## FINANCIAL AND RIDERSHIP REPORT

**September 2014**

(All data are preliminary and subject to audit)

In the month of September, **operating revenues** were \$0.8 million, less than \$0.1 million (6.5 percent) above forecast and, year-to-date, operating revenues were \$6.1 million, under forecast by \$0.1 million (2.1 percent). The year-to-date result was due primarily to the unfavorable timing of student fare reimbursements, partly offset by higher farebox revenue caused by higher ridership and pass average fares.

Total **ridership** in September 2014 was 393,292 riders, 0.1 percent (590 riders) below forecast. Year-to-date, total ridership was 3,220,732 riders, 0.7 percent (22,217 riders) higher than forecast. September 2014 average weekday ridership was 17,013 riders, 3.7 percent (612 riders) higher than September 2013. Average weekday ridership for the twelve months ending September 2014 was 15,398 riders, 2.4 percent (357 riders) higher than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits of \$3.6 million were lower than forecast in September by \$0.2 million (4.0 percent). Labor expenses overran by \$0.5 million (20.4 percent), mainly resulting from unfavorable reimbursable overhead credits of \$0.3 million (96.7 percent), due largely to the timing of reimbursable work, increased payroll expenses of \$0.1 million (10.9 percent), due to timing, and higher other fringe benefit expenses \$0.1 million (58.6 percent), mostly from higher Workers' Compensation requirements and interagency charges. Non-labor expenses were less than forecast by \$0.6 million (46.1 percent), due primarily to the favorable timing of electric power expenses of \$0.3 million (55.2 percent) and maintenance contract expense underruns of \$0.3 million (81.0 percent), caused largely by timing and lower facility maintenance and repair costs. Year-to-date, expenses of \$34.8 million were below forecast by \$0.3 million (0.9 percent), consisting of labor overruns of \$1.4 million (5.5 percent) and favorable non-labor results of \$1.7 million (17.0 percent). These results were due essentially to the same factors that impacted the month.

Year-to-date, depreciation expenses were \$5.9 million, \$0.3 million (5.0 percent) lower than forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.9 million of accrued expenses year-to-date, higher than forecast by \$0.1 million (8.3 percent).

The **operating cash deficit** (excluding subsidies) year-to-date was \$28.3 million, \$2.9 million (11.6 percent) unfavorable to forecast, due mainly to the timing of health & welfare payments.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.509	0.525	0.016	3.1	-	-	-	-	0.509	0.525	0.016	3.1
Other Operating Revenue	0.200	0.230	0.030	15.0	-	-	-	-	0.200	0.230	0.030	15.0
Capital and Other Reimbursements	-	-	-	-	0.773	0.012	(0.761)	(98.4)	0.773	0.012	0.761	(98.4)
<b>Total Revenue</b>	<b>\$ 0.709</b>	<b>\$ 0.755</b>	<b>\$ 0.046</b>	<b>6.5</b>	<b>\$ 0.773</b>	<b>\$ 0.012</b>	<b>\$ (0.761)</b>	<b>(98.4)</b>	<b>\$ 1.482</b>	<b>\$ 0.767</b>	<b>\$ (0.715)</b>	<b>(48.2)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.351	1.498	(0.147)	(10.9)	0.314	(0.010)	0.324	103.2	1.665	1.488	0.177	10.6
Overtime	0.245	0.183	0.062	25.3	0.088	0.006	0.082	93.2	0.333	0.189	0.144	43.2
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.596</b>	<b>\$ 1.681</b>	<b>\$ (0.085)</b>	<b>(5.3)</b>	<b>\$ 0.402</b>	<b>\$ (0.004)</b>	<b>\$ 0.406</b>	<b>101.0</b>	<b>\$ 1.998</b>	<b>\$ 1.677</b>	<b>\$ 0.321</b>	<b>16.1</b>
Health and Welfare	0.400	0.389	0.011	2.8	0.074	\$ -	0.074	100.0	0.474	0.389	0.085	17.9
OPEB Current Portion	0.021	0.080	(0.059)	(281.0)	-	-	-	-	0.021	0.080	(0.059)	(281.0)
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	0.169	0.268	(0.099)	(58.6)	0.011	\$ -	0.011	100.0	0.180	0.268	(0.088)	(48.9)
<b>Total Fringe Benefits</b>	<b>\$ 1.072</b>	<b>\$ 1.212</b>	<b>\$ (0.140)</b>	<b>(13.1)</b>	<b>\$ 0.098</b>	<b>\$ -</b>	<b>\$ 0.098</b>	<b>100.0</b>	<b>\$ 1.170</b>	<b>\$ 1.212</b>	<b>\$ (0.042)</b>	<b>(3.6)</b>
Reimbursable Overhead	(0.273)	(0.009)	(0.264)	(96.7)	0.273	0.009	0.264	96.7	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.395</b>	<b>\$ 2.884</b>	<b>\$ (0.489)</b>	<b>(20.4)</b>	<b>\$ 0.773</b>	<b>\$ 0.005</b>	<b>\$ 0.768</b>	<b>99.4</b>	<b>\$ 3.168</b>	<b>\$ 2.889</b>	<b>\$ 0.279</b>	<b>8.8</b>
Non-Labor:												
Electric Power	0.569	0.255	0.314	55.2	-	-	-	-	0.569	0.255	0.314	55.2
Fuel	0.012	0.006	0.006	50.0	-	-	-	-	0.012	0.006	0.006	50.0
Insurance	0.085	0.238	(0.153)	(180.0)	-	-	-	-	0.085	0.238	(0.153)	(180.0)
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	0.399	0.076	0.323	81.0	-	-	-	-	0.399	0.076	0.323	81.0
Professional Service Contracts	0.074	0.036	0.038	51.4	-	-	-	-	0.074	0.036	0.038	51.4
Materials & Supplies	0.237	0.126	0.111	46.8	-	0.007	(0.007)	-	0.237	0.133	0.104	43.9
Other Business Expenses	-	0.008	(0.008)	-	-	-	-	-	-	0.008	(0.008)	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.386</b>	<b>\$ 0.747</b>	<b>\$ 0.639</b>	<b>46.1</b>	<b>\$ -</b>	<b>\$ 0.007</b>	<b>\$ (0.007)</b>	<b>-</b>	<b>\$ 1.386</b>	<b>\$ 0.754</b>	<b>\$ 0.632</b>	<b>45.6</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.781</b>	<b>\$ 3.631</b>	<b>\$ 0.150</b>	<b>4.0</b>	<b>\$ 0.773</b>	<b>\$ 0.012</b>	<b>\$ 0.761</b>	<b>98.4</b>	<b>\$ 4.554</b>	<b>\$ 3.643</b>	<b>\$ 0.911</b>	<b>20.0</b>
Depreciation	0.688	0.637	0.051	7.4	-	-	-	-	0.688	0.637	0.051	7.4
Other Post Employment Benefits	0.579	0.692	(0.113)	(19.5)	-	-	-	-	0.579	0.692	(0.113)	(19.5)
<b>Total Expenses</b>	<b>\$ 5.048</b>	<b>\$ 4.960</b>	<b>\$ 0.088</b>	<b>1.7</b>	<b>\$ 0.773</b>	<b>\$ 0.012</b>	<b>\$ 0.761</b>	<b>98.4</b>	<b>\$ 5.821</b>	<b>\$ 4.972</b>	<b>\$ 0.849</b>	<b>14.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.339)</b>	<b>\$ (4.205)</b>	<b>\$ 0.134</b>	<b>3.1</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.339)</b>	<b>\$ (4.205)</b>	<b>\$ 0.134</b>	<b>3.1</b>

Table 2

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**September 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
<b>Revenue</b>												
Farebox Revenue	4.348	4.409	0.061	1.4	-	-	-	-	4.348	4.409	0.061	1.4
Other Operating Revenue	1.896	1.703	(0.193)	(10.2)	-	-	-	-	1.896	1.703	0.193	(10.2)
Capital and Other Reimbursements	-	-	-	-	3.821	1.009	(2.812)	(73.6)	3.821	1.009	2.812	(73.6)
<b>Total Revenue</b>	<b>\$ 6.244</b>	<b>\$ 6.112</b>	<b>\$ (0.132)</b>	<b>(2.1)</b>	<b>\$ 3.821</b>	<b>\$ 1.009</b>	<b>\$ (2.812)</b>	<b>(73.6)</b>	<b>\$ 10.065</b>	<b>\$ 7.121</b>	<b>\$ (2.944)</b>	<b>(29.2)</b>
<b>Expenses</b>												
Labor:												
Payroll	14.350	14.063	0.287	2.0	1.506	0.359	1.147	76.2	15.856	14.422	1.434	9.0
Overtime	2.073	2.339	(0.266)	(12.8)	0.440	0.095	0.345	78.4	2.513	2.434	0.079	3.1
<b>Total Salaries &amp; Wages</b>	<b>\$ 16.423</b>	<b>\$ 16.402</b>	<b>\$ 0.021</b>	<b>0.1</b>	<b>\$ 1.946</b>	<b>\$ 0.454</b>	<b>\$ 1.492</b>	<b>76.7</b>	<b>\$ 18.369</b>	<b>\$ 16.856</b>	<b>\$ 1.513</b>	<b>8.2</b>
Health and Welfare	2.889	2.945	(0.056)	(1.9)	0.296	-	0.296	100.0	3.185	2.945	0.240	7.5
OPEB Current Portion	0.811	0.760	0.051	6.3	0.005	0.012	(0.007)	(140.0)	0.816	0.772	0.044	5.4
Pensions	4.303	4.275	0.028	0.7	0.052	-	0.052	100.0	4.355	4.275	0.080	1.8
Other Fringe Benefits	2.112	2.552	(0.440)	(20.8)	0.044	-	0.044	100.0	2.156	2.552	(0.396)	(18.4)
<b>Total Fringe Benefits</b>	<b>\$ 10.115</b>	<b>\$ 10.532</b>	<b>\$ (0.417)</b>	<b>(4.1)</b>	<b>\$ 0.397</b>	<b>\$ 0.012</b>	<b>\$ 0.385</b>	<b>97.0</b>	<b>\$ 10.512</b>	<b>\$ 10.544</b>	<b>\$ (0.032)</b>	<b>(0.3)</b>
Reimbursable Overhead	(1.384)	(0.408)	(0.976)	(70.5)	1.384	0.408	0.976	70.5	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 25.154</b>	<b>\$ 26.526</b>	<b>\$ (1.372)</b>	<b>(5.5)</b>	<b>\$ 3.727</b>	<b>\$ 0.874</b>	<b>\$ 2.853</b>	<b>76.5</b>	<b>\$ 28.881</b>	<b>\$ 27.400</b>	<b>\$ 1.481</b>	<b>5.1</b>
Non-Labor:												
Electric Power	4.302	3.211	1.091	25.4	0.001	0.006	(0.005)	(500.0)	4.303	3.217	1.086	25.2
Fuel	0.324	0.335	(0.011)	(3.4)	-	-	-	-	0.324	0.335	(0.011)	(3.4)
Insurance	1.089	1.174	(0.085)	(7.8)	-	-	-	-	1.089	1.174	(0.085)	(7.8)
Claims	0.050	0.014	0.036	72.0	-	-	-	-	0.050	0.014	0.036	72.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	2.245	1.233	1.012	45.1	-	-	-	-	2.245	1.233	1.012	45.1
Professional Service Contracts	0.503	0.798	(0.295)	(58.6)	-	-	-	-	0.503	0.798	(0.295)	(58.6)
Materials & Supplies	1.321	1.361	(0.040)	(3.0)	0.093	0.129	(0.036)	(38.7)	1.414	1.490	(0.076)	(5.4)
Other Business Expenses	0.084	0.105	(0.021)	(25.0)	-	-	-	-	0.084	0.105	(0.021)	(25.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 9.918</b>	<b>\$ 8.231</b>	<b>\$ 1.687</b>	<b>17.0</b>	<b>\$ 0.094</b>	<b>\$ 0.135</b>	<b>\$ (0.041)</b>	<b>(43.6)</b>	<b>\$ 10.012</b>	<b>\$ 8.366</b>	<b>\$ 1.646</b>	<b>16.4</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 35.072</b>	<b>\$ 34.757</b>	<b>\$ 0.315</b>	<b>0.9</b>	<b>\$ 3.821</b>	<b>\$ 1.009</b>	<b>\$ 2.812</b>	<b>73.6</b>	<b>\$ 38.893</b>	<b>\$ 35.766</b>	<b>\$ 3.127</b>	<b>8.0</b>
Depreciation	6.232	5.919	0.313	5.0	-	-	-	-	6.232	5.919	0.313	5.0
Other Post Employment Benefits	1.722	1.865	(0.143)	(8.3)	-	-	-	-	1.722	1.865	(0.143)	(8.3)
<b>Total Expenses</b>	<b>\$ 43.026</b>	<b>\$ 42.541</b>	<b>\$ 0.485</b>	<b>1.1</b>	<b>\$ 3.821</b>	<b>\$ 1.009</b>	<b>\$ 2.812</b>	<b>73.6</b>	<b>\$ 46.847</b>	<b>\$ 43.550</b>	<b>\$ 3.297</b>	<b>7.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (36.782)</b>	<b>\$ (36.429)</b>	<b>\$ 0.353</b>	<b>1.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (36.782)</b>	<b>\$ (36.429)</b>	<b>\$ 0.353</b>	<b>1.0</b>

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	0.016	3.1	Mostly higher pass average fares	0.061	1.4	Higher ridership and pass average fares
Other Operating Revenue	Non Reimb.	0.030	15.0	The favorable timing of student fare reimbursements	(0.193)	(10.2)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.147)	(10.9)	The unfavorable timing of expenses	0.287	2.0	The favorable timing of expenses and vacancies
Overtime	Non Reimb.	0.062	25.3	Mostly the favorable timing of expenses	(0.266)	(12.8)	Mostly additional maintenance and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.048)	(11.4)	The unfavorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.099)	(58.6)	Mostly additional Workers' Compensation requirements and interagency charges	(0.440)	(20.8)	Mostly additional Workers' Compensation requirements and interagency charges
Reimbursable Overhead	Non Reimb.	(0.264)	(96.7)	Reduced overhead credits, due largely to the timing of reimbursable work	(0.976)	(70.5)	Reduced overhead credits, due largely to the timing of reimbursable work
Electric Power	Non Reimb.	0.314	55.2	Favorable timing of expenses and lower prices	1.091	25.4	Favorable timing of expenses and lower prices
Insurance	Non Reimb.	(0.153)	over (100.0)	The unfavorable timing of interagency payments	(0.085)	(7.8)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.323	81.0	Mostly the favorable timing of expenses and lower facility maintenance & repair costs	1.012	45.1	Mostly the favorable timing of expenses and lower facility maintenance & repair costs
Professional Service Contracts	Non Reimb.				(0.295)	(58.6)	Largely the unfavorable timing of engineering services, Information Technology and legal costs
Materials and Supplies	Non Reimb.	0.111	46.8	Mostly favorable inventory adjustments			
Capital and Other Reimbursements	Reimb.	(0.761)	(98.4)	Timing of Contractor requirements	(2.812)	(73.6)	Timing of Contractor requirements
Payroll	Reimb.	0.324	103.2	Timing of Contractor requirements	1.147	76.2	Timing of Contractor requirements
Overtime	Reimb.	0.082	93.2	Timing of Contractor requirements	0.345	78.4	Timing of Contractor requirements
Health and Welfare	Reimb.	0.074	100.0	Timing of Contractor requirements	0.296	100.0	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.432	0.491	0.059	13.7	4.019	4.338	0.319	7.9
Other Operating Revenue	0.345	0.001	(0.344)	(99.7)	3.034	1.661	(1.373)	(45.3)
Capital and Other Reimbursements	0.866	0.170	(0.696)	(80.4)	4.798	2.346	(2.452)	(51.1)
<b>Total Receipts</b>	<b>\$ 1.643</b>	<b>\$ 0.662</b>	<b>\$ (0.981)</b>	<b>(59.7)</b>	<b>\$ 11.851</b>	<b>\$ 8.345</b>	<b>\$ (3.506)</b>	<b>(29.6)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	1.812	3.383	(1.571)	(86.7)	13.494	13.771	(0.277)	(2.1)
Overtime	0.407	0.333	0.074	18.2	2.586	2.337	0.249	9.6
Health and Welfare	0.596	2.696	(2.100)	(352.3)	2.817	5.150	(2.333)	(82.8)
OPEB Current Portion	0.119	0.020	0.099	83.2	0.518	0.334	0.184	35.5
Pensions	0.726	-	0.726	100.0	5.404	4.000	1.404	26.0
Other Fringe Benefits	0.239	2.081	(1.842)	(770.7)	1.179	2.698	(1.519)	(128.8)
GASB Account	-	-	-	-	0.587	0.464	0.123	21.0
<b>Total Labor Expenditures</b>	<b>\$ 3.899</b>	<b>\$ 8.513</b>	<b>\$ (4.614)</b>	<b>(118.3)</b>	<b>\$ 26.585</b>	<b>\$ 28.754</b>	<b>\$ (2.169)</b>	<b>(8.2)</b>
Non-Labor:								
Electric Power	0.642	0.001	0.641	99.8	4.588	3.327	1.261	27.5
Fuel	0.035	(0.015)	0.050	142.9	0.254	0.115	0.139	54.7
Insurance	0.190	0.207	(0.017)	(8.9)	1.150	0.639	0.511	44.4
Claims	0.012	0.023	(0.011)	(91.7)	0.048	0.023	0.025	52.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.369	(0.309)	0.678	183.7	2.336	1.220	1.116	47.8
Professional Service Contracts	0.078	0.075	0.003	3.8	0.494	0.439	0.055	11.1
Materials & Supplies	0.317	0.215	0.102	32.2	1.783	2.084	(0.301)	(16.9)
Other Business Expenditures	-	0.057	(0.057)	-	0.007	0.073	(0.066)	(942.9)
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.643</b>	<b>\$ 0.254</b>	<b>\$ 1.389</b>	<b>84.5</b>	<b>\$ 10.660</b>	<b>\$ 7.920</b>	<b>\$ 2.740</b>	<b>25.7</b>
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 5.542</b>	<b>\$ 8.767</b>	<b>\$ (3.225)</b>	<b>(58.2)</b>	<b>\$ 37.245</b>	<b>\$ 36.674</b>	<b>\$ 0.571</b>	<b>1.5</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.899)</b>	<b>\$ (8.105)</b>	<b>\$ (4.206)</b>	<b>(107.9)</b>	<b>\$ (25.394)</b>	<b>\$ (28.329)</b>	<b>\$ (2.935)</b>	<b>(11.6)</b>

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	0.059	13.7%	The favorable timing of cash settlements with NYCT	0.319	7.9%	The favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.344)	(99.7%)	Mostly unfavorable timing of student fare reimbursements	(1.373)	(45.3%)	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.696)	(80.4%)	The unfavorable timing of reimbursable work requirements	(2.452)	(51.1%)	The unfavorable timing of reimbursable work requirements
Payroll	(1.571)	(86.7%)	Mostly catch-up of payments	(0.277)	(2.1%)	Mostly catch-up of payments
Health and Welfare (including OPEB current payment)	(2.001)	over (100.0%)	Mostly catch-up of payments	(2.149)	(64.4%)	Mostly catch-up of payments
Pensions	0.726	100.0%	Favorable timing of payments	1.404	26.0%	Favorable timing of payments
Other Fringe Benefits	(1.842)	over (100.0%)	Catch-up of payments	(1.519)	over (100.0%)	Catch-up of payments
Electric Power	0.641	99.8%	Favorable timing of payments	1.261	27.5%	Favorable timing of payments
Maintenance Contracts	0.678	over 100.0%	Mostly the favorable timing of expenses and payments	1.116	47.8%	Mostly the favorable timing of expenses and lower facility maintenance & repair costs
Materials and Supplies				(0.301)	(16.9%)	Largely the unfavorable timing of payments

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	(0.077)	(0.034)	0.043	55.8	(0.329)	(0.071)	0.258	78.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.145	(0.229)	(0.374)	(257.9)	1.138	(0.042)	(1.180)	(103.7)
Capital and Other Reimbursements	0.093	0.158	0.065	69.9	0.977	1.337	0.360	36.8
<b>Total Receipts</b>	<b>\$0.161</b>	<b>(\$0.105)</b>	<b>(\$0.266)</b>	<b>(165.2)</b>	<b>\$1.786</b>	<b>\$1.224</b>	<b>(\$0.562)</b>	<b>(31.5)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	(0.147)	(1.895)	(1.748)	(1,189.1)	2.362	0.651	(1.711)	(72.4)
Overtime	(0.074)	(0.144)	(0.070)	(94.6)	(0.073)	0.097	0.170	232.9
Health and Welfare	(0.122)	(2.307)	(2.185)	(1,791.0)	0.368	(2.205)	(2.573)	(699.2)
OPEB Current Portion	(0.098)	0.060	0.158	161.2	0.298	0.438	0.140	47.0
Pensions	(0.231)	0.475	0.706	305.6	(1.049)	0.275	1.324	126.2
Other Fringe Benefits	(0.059)	(1.813)	(1.754)	(2,972.9)	0.977	(0.146)	(1.123)	(114.9)
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	-
<b>Total Labor Expenditures</b>	<b>(\$0.731)</b>	<b>(\$5.624)</b>	<b>(\$4.893)</b>	<b>(669.4)</b>	<b>\$2.296</b>	<b>(\$1.354)</b>	<b>(\$3.650)</b>	<b>(159.0)</b>
Non-Labor:								
Electric Power	(0.073)	0.254	0.327	447.9	(0.285)	(0.110)	0.175	61.4
Fuel	(0.023)	0.021	0.044	191.3	0.070	0.220	0.150	214.3
Insurance	(0.105)	0.031	0.136	129.5	(0.061)	0.535	0.596	977.0
Claims	(0.002)	(0.021)	(0.019)	(950.0)	0.002	(0.009)	(0.011)	(550.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.030	0.385	0.355	-	(0.091)	0.013	0.104	114.3
Professional Service Contracts	(0.004)	(0.039)	(0.035)	(875.0)	0.009	0.359	0.350	3,888.9
Materials & Supplies	(0.080)	(0.082)	(0.002)	(2.5)	(0.369)	(0.594)	(0.225)	(61.0)
Other Business Expenditures	0.000	(0.049)	(0.049)	-	0.077	0.032	(0.045)	-
<b>Total Non-Labor Expenditures</b>	<b>(\$0.257)</b>	<b>\$0.500</b>	<b>\$0.757</b>	<b>-</b>	<b>(\$0.648)</b>	<b>\$0.446</b>	<b>\$1.094</b>	<b>-</b>
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>(\$0.988)</b>	<b>(\$5.124)</b>	<b>(\$4.136)</b>	<b>(418.6)</b>	<b>\$1.648</b>	<b>(\$0.908)</b>	<b>(\$2.556)</b>	<b>(155.1)</b>
Depreciation Adjustment	0.688	0.637	(0.051)	(7.4)	6.232	5.919	(0.313)	(5.0)
Other Post Employment Benefits	0.579	0.692	0.113	19.5	1.722	1.865	0.143	8.3
<b>Total Expenditures</b>	<b>\$0.279</b>	<b>(\$3.795)</b>	<b>(\$4.074)</b>	<b>(1,460.2)</b>	<b>\$9.602</b>	<b>\$6.876</b>	<b>(\$2.726)</b>	<b>(28.4)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.440</b>	<b>(\$3.900)</b>	<b>(\$4.340)</b>	<b>(986.4)</b>	<b>\$11.388</b>	<b>\$8.100</b>	<b>(\$3.288)</b>	<b>(28.9)</b>

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	11	2
General Office	6	7	(1)
Purchasing/Stores	6	5	1
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>
<b>Operations</b>			
Transportation	95	93	2
<b>Total Operations</b>	<b>95</b>	<b>93</b>	<b>2</b>
<b>Maintenance</b>			
Mechanical	43	43	0
Electronics/Electrical	15	13	2
Power/Signals	26	25	1
Maintenance of Way	46	52	(6)
Infrastructure	25	27	(2)
<b>Total Maintenance</b>	<b>155</b>	<b>160</b>	<b>(5)</b>
<b>Engineering/Capital</b>			
Sandy Recovery	26	16	10
<b>Total Engineering Capital</b>	<b>26</b>	<b>16</b>	<b>10</b>
<b>Total Positions</b>	<b>301</b>	<b>292</b>	<b>9</b>
Non-Reimbursable	272	273	(1)
Reimbursable	29	19	10
Total Full-Time	301	292	9
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  
September 2014

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	87	89	(2)	
<b>Total Operations</b>	<b>95</b>	<b>93</b>	<b>2</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	146	(2)	
<b>Total Maintenance</b>	<b>155</b>	<b>160</b>	<b>(5)</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	4	2	2	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	12	8	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>16</b>	<b>10</b>	
<b>Total Positions</b>				
Managers/Supervisors	31	32	(1)	
Professional, Technical, Clerical	19	13	6	
Operational Hourlies	251	247	4	
<b>Total Positions</b>	<b>301</b>	<b>292</b>	<b>9</b>	

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

<b>Month of September</b>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.394	0.393	(0.001)	(0.1%)	
<b>Year to Date</b>				
3.199	3.221	0.022	0.7%	

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 September				Explanation
	2013	2014	Variance		
			Amount	Percent	
Average Weekday	0.016	0.017	0.001	3.7%	Higher ridership growth trend
Average Weekend	0.008	0.009	0.001	6.3%	Higher ridership growth trend
12-Month Rolling Average					
Average Weekday	0.015	0.015	0.000	2.4%	
Average Weekend	0.007	0.008	0.001	7.7%	Higher ridership growth trend

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

**FINANCIAL AND RIDERSHIP REPORT****September 2014**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$19.7 million in September, \$1.0 million (5.4 percent) above forecast. Farebox revenue of \$17.8 million was favorable by \$0.5 million (3.0 percent), due to higher ridership. Other operating revenue of \$1.9 million was \$0.5 million (34.7 percent) above forecast, due to the favorable timing of student fare reimbursements. Year-to-date, operating revenue was \$166.8 million, \$2.8 million (1.7 percent) favorable to forecast, due largely to increased farebox revenue caused by higher ridership and favorable unlimited pass average fares.

Total MTA Bus **ridership** in September 2014 was 11.1 million, 3.1 percent (0.3 million riders) above forecast. Year-to-Date, ridership was 93.1 million, 1.3 percent (1.2 million riders) above forecast. September 2014 average weekday ridership was 438,151, an increase of 2.9 percent (12,407 riders) from September 2013. Average weekday ridership for the twelve months ending September 2014 was 404,330, a decrease of 0.6 percent (2,512 riders).

**Nonreimbursable expenses** before depreciation, Other Post-Employment Benefits and environmental remediation expenses, were \$53.2 million in September, \$3.1 million (6.1 percent) above forecast. Labor expenses exceeded forecast by \$1.9 million (5.1 percent), due largely to increased overtime expenses of \$1.1 million (31.5 percent), resulting from vacancy/absentee coverage and fleet maintenance requirements, and payroll expense overruns of \$1.0 million (5.0 percent), due primarily to the timing of retro-wage payments forecasted for December. Non-labor expenses exceeded forecast by \$1.1 million (9.2 percent), due largely to \$2.5 million (97.7 percent) of prior period interagency material expenses, partly offset the favorable timing of \$0.8 million (36.2 percent) of claims expenses and lower fuel expense rates of \$0.3 million (10.6 percent). Year-to-date, expenses were unfavorable by \$2.2 million (0.5 percent), comprised of net labor overruns of \$2.3 million (0.7 percent) and non-labor net savings of \$0.1 million (0.1 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 \$3.4 million (10.3 percent) above forecast.

GASB #45 Other Post-Employment Benefits accrued expenses year-to-date were \$8.0 million (11.9 percent) above forecast, based on current actuarial information.

Accrued environmental remediation expenses of \$0.4 million were recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$292.4 million for September year-to-date, \$9.5 million (3.1 percent) favorable to forecast.

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 17.278	\$ 17.789	\$ 0.511	3.0	\$ -	\$ -	\$ -	-	\$ 17.278	\$ 17.789	\$ 0.511	3.0
Other Operating Income	1.438	1.937	0.499	34.7	-	-	-	-	1.438	1.937	0.499	34.7
Capital and Other Reimbursements	-	-	-	-	0.433	0.351	(0.082)	(18.9)	0.433	0.351	(0.082)	(18.9)
<b>Total Revenue</b>	<b>\$ 18.716</b>	<b>\$ 19.726</b>	<b>\$ 1.010</b>	<b>5.4</b>	<b>\$ 0.433</b>	<b>\$ 0.351</b>	<b>\$ (0.082)</b>	<b>(18.9)</b>	<b>\$ 19.149</b>	<b>\$ 20.077</b>	<b>\$ 0.928</b>	<b>4.8</b>
<b>- Labor:</b>												
Payroll	\$ 20.502	\$ 21.518	\$ (1.016)	(5.0)	\$ 0.203	\$ 0.109	\$ 0.094	46.3	\$ 20.705	\$ 21.627	\$ (0.922)	(4.5)
Overtime	3.612	4.751	(1.139)	(31.5)	-	-	-	-	3.612	4.751	(1.139)	(31.5)
Health and Welfare	4.370	4.304	0.066	1.5	0.103	0.021	0.082	79.6	4.473	4.325	0.148	3.3
OPEB Current Payment	1.525	1.500	0.025	1.6	-	-	-	-	1.525	1.500	0.025	1.6
Pensions	3.756	3.701	0.055	1.5	0.033	0.020	0.013	39.4	3.789	3.721	0.068	1.8
Other Fringe Benefits	4.023	3.925	0.098	2.4	0.033	0.020	0.013	39.4	4.056	3.945	0.111	2.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 37.788</b>	<b>\$ 39.699</b>	<b>\$ (1.911)</b>	<b>(5.1)</b>	<b>\$ 0.372</b>	<b>\$ 0.170</b>	<b>\$ 0.202</b>	<b>54.3</b>	<b>\$ 38.160</b>	<b>\$ 39.869</b>	<b>\$ (1.709)</b>	<b>(4.5)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.169	\$ 0.133	\$ 0.036	21.3	\$ -	\$ -	\$ -	-	\$ 0.169	\$ 0.133	\$ 0.036	21.3
Fuel	3.172	2.837	0.335	10.6	-	-	-	-	3.172	2.837	0.335	10.6
Insurance	0.290	0.280	0.010	3.4	-	-	-	-	0.290	0.280	0.010	3.4
Claims	2.194	1.400	0.794	36.2	-	-	-	-	2.194	1.400	0.794	36.2
Maintenance and Other Operating Contracts	1.969	1.690	0.279	14.2	0.032	-	0.032	100.0	2.001	1.690	0.311	15.5
Professional Service Contracts	1.804	1.763	0.041	2.3	-	-	-	-	1.804	1.763	0.041	2.3
Materials & Supplies	2.603	5.147	(2.544)	(97.7)	0.029	0.181	(0.152)	*	2.632	5.328	(2.696)	*
Other Business Expense	0.196	0.292	(0.096)	(49.0)	-	-	-	-	0.196	0.292	(0.096)	(49.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 12.397</b>	<b>\$ 13.542</b>	<b>\$ (1.145)</b>	<b>(9.2)</b>	<b>\$ 0.061</b>	<b>\$ 0.181</b>	<b>\$ (0.120)</b>	<b>*</b>	<b>\$ 12.458</b>	<b>\$ 13.723</b>	<b>\$ (1.265)</b>	<b>(10.2)</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 50.185</b>	<b>\$ 53.241</b>	<b>\$ (3.056)</b>	<b>(6.1)</b>	<b>\$ 0.433</b>	<b>\$ 0.351</b>	<b>\$ 0.082</b>	<b>18.9</b>	<b>\$ 50.618</b>	<b>\$ 53.592</b>	<b>\$ (2.974)</b>	<b>(5.9)</b>
Depreciation	3.155	3.987	(0.832)	(26.4)	-	-	-	-	3.155	3.987	(0.832)	(26.4)
OPEB Obligation	11.021	8.350	2.671	24.2	-	-	-	-	11.021	8.350	2.671	24.2
Environmental Remediation	-	(0.112)	0.112	-	-	-	-	-	-	(0.112)	0.112	-
<b>Total Expenses</b>	<b>\$ 64.361</b>	<b>\$ 65.466</b>	<b>\$ (1.105)</b>	<b>(1.7)</b>	<b>\$ 0.433</b>	<b>\$ 0.351</b>	<b>\$ 0.082</b>	<b>18.9</b>	<b>\$ 64.794</b>	<b>\$ 65.817</b>	<b>\$ (1.023)</b>	<b>(1.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (45.645)</b>	<b>\$ (45.740)</b>	<b>\$ (0.095)</b>	<b>(0.2)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (45.645)</b>	<b>\$ (45.740)</b>	<b>\$ (0.095)</b>	<b>(0.2)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**September 2014 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 149.617	\$ 152.144	\$ 2.527	1.7	\$ -	\$ -	\$ -	-	\$ 149.617	\$ 152.144	\$ 2.527	1.7
Other Operating Income	14.384	14.643	0.259	1.8	-	-	-	-	14.384	14.643	0.259	1.8
Capital and Other Reimbursements	-	-	-	-	4.361	4.515	0.154	3.5	4.361	4.515	0.154	3.5
<b>Total Revenue</b>	<b>\$ 164.001</b>	<b>\$ 166.787</b>	<b>\$ 2.786</b>	<b>1.7</b>	<b>\$ 4.361</b>	<b>\$ 4.515</b>	<b>\$ 0.154</b>	<b>3.5</b>	<b>\$ 168.362</b>	<b>\$ 171.302</b>	<b>\$ 2.940</b>	<b>1.7</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 181.050	\$ 182.270	\$ (1.220)	(0.7)	2.074	2.105	\$ (0.031)	(1.5)	\$ 183.124	\$ 184.375	\$ (1.251)	(0.7)
Overtime	39.095	42.564	(3.469)	(8.9)	-	-	-	-	39.095	42.564	(3.469)	(8.9)
Health and Welfare	37.134	36.496	0.638	1.7	0.713	0.545	0.168	23.6	37.847	37.041	0.806	2.1
OPEB Current Payment	13.929	14.004	(0.075)	(0.5)	-	-	-	-	13.929	14.004	(0.075)	(0.5)
Pensions	33.546	33.498	0.048	0.1	0.367	0.351	0.016	4.4	33.913	33.849	0.064	0.2
Other Fringe Benefits	34.147	32.358	1.789	5.2	0.356	0.338	0.018	5.1	34.503	32.696	1.807	5.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0	0.084	0.084	-	0.0
<b>Total Labor Expenses</b>	<b>\$ 338.901</b>	<b>\$ 341.190</b>	<b>\$ (2.289)</b>	<b>(0.7)</b>	<b>\$ 3.594</b>	<b>\$ 3.423</b>	<b>\$ 0.171</b>	<b>4.8</b>	<b>\$ 342.495</b>	<b>\$ 344.613</b>	<b>\$ (2.118)</b>	<b>(0.6)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 1.441	\$ 1.332	\$ 0.109	7.6	-	-	-	-	\$ 1.441	\$ 1.332	\$ 0.109	7.6
Fuel	28.045	27.612	0.433	1.5	-	-	-	-	28.045	27.612	0.433	1.5
Insurance	2.531	2.509	0.022	0.9	-	-	-	-	2.531	2.509	0.022	0.9
Claims	15.675	12.600	3.075	19.6	-	-	-	-	15.675	12.600	3.075	19.6
Maintenance and Other Operating Contracts	14.898	13.867	1.031	6.9	0.128	-	0.128	100.0	15.026	13.867	1.159	7.7
Professional Service Contracts	15.828	16.406	(0.578)	(3.7)	-	-	-	-	15.828	16.406	(0.578)	(3.7)
Materials & Supplies	26.362	29.882	(3.520)	(13.4)	0.639	1.092	(0.453)	(70.9)	27.001	30.974	(3.973)	(14.7)
Other Business Expense	2.289	2.734	(0.445)	(19.4)	-	-	-	-	2.289	2.734	(0.445)	(19.4)
<b>Total Non-Labor Expenses</b>	<b>\$ 107.069</b>	<b>\$ 106.942</b>	<b>\$ 0.127</b>	<b>0.1</b>	<b>\$ 0.767</b>	<b>\$ 1.092</b>	<b>\$ (0.325)</b>	<b>(42.4)</b>	<b>\$ 107.836</b>	<b>\$ 108.034</b>	<b>\$ (0.198)</b>	<b>(0.2)</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 445.970</b>	<b>\$ 448.132</b>	<b>\$ (2.162)</b>	<b>(0.5)</b>	<b>\$ 4.361</b>	<b>\$ 4.515</b>	<b>\$ (0.154)</b>	<b>(3.5)</b>	<b>\$ 450.331</b>	<b>\$ 452.647</b>	<b>\$ (2.316)</b>	<b>(0.5)</b>
Depreciation	32.767	36.137	(3.370)	(10.3)	-	-	-	-	32.767	36.137	(3.370)	(10.3)
OPEB Obligation	67.084	75.050	(7.966)	(11.9)	-	-	-	-	67.084	75.050	(7.966)	(11.9)
Environmental Remediation	-	0.402	(0.402)	-	-	-	-	-	-	0.402	(0.402)	-
<b>Total Expenses</b>	<b>\$ 545.821</b>	<b>\$ 559.721</b>	<b>\$ (13.900)</b>	<b>(2.5)</b>	<b>\$ 4.361</b>	<b>\$ 4.515</b>	<b>\$ (0.154)</b>	<b>(3.5)</b>	<b>\$ 550.182</b>	<b>\$ 564.236</b>	<b>\$ (14.054)</b>	<b>(2.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (381.820)</b>	<b>\$ (392.934)</b>	<b>\$ (11.114)</b>	<b>(2.9)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (0.000)</b>	<b>-</b>	<b>\$ (381.820)</b>	<b>\$ (392.934)</b>	<b>\$ (11.114)</b>	<b>(2.9)</b>

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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	September 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$	0.511	3.0	Higher ridership	\$	2.527	1.7	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	\$	0.499	34.7	Higher student fare reimbursement	\$	0.259	1.8	Higher student fare reimbursement
Capital and Other Reimbursements	R	\$	(0.082)	(18.9)	Timing of reimbursement	\$	0.154	3.5	Prior period reimbursement
<b>Total Revenue Variance</b>		<b>\$</b>	<b>0.928</b>	<b>4.8</b>		<b>\$</b>	<b>2.940</b>	<b>1.7</b>	
Payroll	NR	\$	(1.016)	(5.0)	ATU 1181 retroactive payment made in September but budgeted in December	\$	(1.220)	(0.7)	ATU 1181 retroactive payment paid in September but budgeted in December. Also demographic progression rate changes in the representative groups not budgeted , partially offset by vacancies.
Overtime	NR	\$	(1.139)	(31.5)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance	\$	(3.469)	(8.9)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance
Health and Welfare (including OPEB)	NR	\$	0.091	1.5	(a)	\$	0.563	1.1	(a)
Pension	NR	\$	0.055	1.5	(a)	\$	0.048	0.1	(a)
Other Fringe Benefits	NR	\$	0.098	2.4	Timing of workers' compensation payments.	\$	1.789	5.2	Timing of workers' compensation payments.
Electric Power	NR	\$	0.036	21.3	(a)	\$	0.109	21.3	Timing of expenses
Fuel	NR	\$	0.335	10.6	Lower rates	\$	0.433	1.5	Lower rates
Insurance	NR	\$	0.010	3.4	(a)	\$	0.022	0.9	(a)
Claims	NR	\$	0.794	36.2	Timing of expenses	\$	3.075	19.6	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$	0.279	14.2	Timing of expenses & misclassification of bus units budgeted in Maint & Operating contracts but charged to Material & Supplies	\$	1.031	6.9	Timing of expenses & misclassification of bus units budgeted in Maint & Operating contracts but charged to Material & Supplies
Professional Service Contracts	NR	\$	0.041	2.3	(a)	\$	(0.578)	(3.7)	Higher MOU expenses than plan
Materials & Supplies	NR	\$	(2.544)	(97.7)	Prior period inter-company expenses	\$	(3.520)	(13.4)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts
Other Business Expense	NR	\$	(0.096)	(49.0)	Higher office supplies and AFC collection expenses	\$	(0.445)	(19.4)	Higher office supplies and AFC collection expenses
Depreciation	NR	\$	(0.832)	(26.4)	Non cash expense	\$	(3.370)	(10.3)	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	\$	(7.966)	(11.9)	One time adjustment in the month of June to align 3rd party actuarial estimate by year end
Environmental Remediation		\$	0.112	-	Non cash expense	\$	(0.402)	-	Non cash expense
Payroll	R	\$	0.094	46.3	Timing of charges.	\$	(0.031)	(1.5)	Prior period expenses
Health and Welfare	R	\$	0.082	79.6		\$	0.168	23.6	
Pension	R	\$	0.013	39.4	Timing of charges.	\$	0.016	4.4	Timing of charges.
Other Fringe Benefits	R	\$	0.013	39.4		\$	0.018	5.1	
Maintenance and Other Operating Contracts	R	\$	0.032	*	Timing of charges.	\$	0.128	*	Timing of charges.
Materials & Supplies	R	\$	(0.152)	*	Prior period expenses	\$	(0.453)	*	Prior period expenses
<b>Total Expense Variance</b>		<b>\$</b>	<b>(1.023)</b>	<b>(1.6)</b>		<b>\$</b>	<b>(14.054)</b>	<b>(2.6)</b>	
<b>Net Variance</b>		<b>\$</b>	<b>(0.095)</b>	<b>(0.2)</b>		<b>\$</b>	<b>(11.114)</b>	<b>(2.9)</b>	

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

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	September 2014				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$ 17.278	\$ 19.935	\$ 2.657	15.4	\$ 149.779	\$ 152.867	\$ 3.088	2.1
Other Operating Revenue	1.438	0.209	(1.229)	(85.5)	14.456	14.213	(0.243)	(1.7)
Capital and Other Reimbursements	1.210	0.336	(0.874)	(72.2)	8.818	5.874	(2.944)	(33.4)
<b>Total Receipts</b>	<b>\$ 19.926</b>	<b>\$ 20.480</b>	<b>\$ 0.554</b>	<b>2.8</b>	<b>\$ 173.053</b>	<b>\$ 172.954</b>	<b>\$ (0.099)</b>	<b>(0.1)</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$ 19.345	\$ 20.662	\$ (1.317)	(6.8)	\$ 194.250	\$ 192.258	\$ 1.992	1.0
Overtime	3.612	4.751	(1.139)	(31.5)	39.097	42.564	(3.467)	(8.9)
Health and Welfare	3.397	4.757	(1.360)	(40.0)	40.582	46.676	(6.094)	(15.0)
OPEB Current Payment	1.525	1.500	0.025	1.6	13.896	12.471	1.425	10.3
Pensions	3.842	3.701	0.141	3.7	33.498	32.934	0.564	1.7
Other Fringe Benefits	4.330	3.410	0.920	21.2	35.390	31.351	4.039	11.4
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 36.051</b>	<b>\$ 38.781</b>	<b>\$ (2.730)</b>	<b>(7.6)</b>	<b>\$ 356.713</b>	<b>\$ 358.254</b>	<b>\$ (1.541)</b>	<b>(0.4)</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.258	\$ -	\$ 0.258	100.0	\$ 1.176	\$ 0.144	\$ 1.032	87.8
Fuel	3.240	2.977	0.263	8.1	29.598	31.485	(1.887)	(6.4)
Insurance	0.541	-	0.541	100.0	4.672	2.678	1.994	42.7
Claims	2.731	1.228	1.503	55.0	15.487	16.881	(1.394)	(9.0)
Maintenance and Other Operating Contracts	2.864	1.538	1.326	46.3	20.638	14.169	6.469	31.3
Professional Service Contracts	2.824	0.553	2.271	80.4	16.509	8.992	7.517	45.5
Materials & Supplies	2.635	5.640	(3.005)	*	27.077	31.925	(4.848)	(17.9)
Other Business Expenses	0.610	0.024	0.586	96.1	3.044	0.798	2.246	73.8
<b>Total Non-Labor Expenditures</b>	<b>\$ 15.703</b>	<b>\$ 11.960</b>	<b>\$ 3.743</b>	<b>23.8</b>	<b>\$ 118.201</b>	<b>\$ 107.072</b>	<b>\$ 11.129</b>	<b>9.4</b>
<b><u>Other Expenditure Adjustments :</u></b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 51.754</b>	<b>\$ 50.741</b>	<b>\$ 1.013</b>	<b>2.0</b>	<b>\$ 474.914</b>	<b>\$ 465.326</b>	<b>\$ 9.588</b>	<b>2.0</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (31.828)</b>	<b>\$ (30.261)</b>	<b>\$ 1.567</b>	<b>4.9</b>	<b>\$ (301.861)</b>	<b>\$ (292.372)</b>	<b>\$ 9.489</b>	<b>3.1</b>

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)

Operating Receipts or Disbursements	September 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 2.657	15.4	Prior period reimbursements	\$ 3.088	2.1	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	(1.229)	(85.5)	Timing of student fare reimbursement	(0.243)	(1.7)	Timing of student fare reimbursement
Capital and Other Reimbursements	(0.874)	(72.2)	Timing of reimbursement receipts	(2.944)	(33.4)	Timing of reimbursement receipts
<b>Total Receipts</b>	<b>\$ 0.554</b>	<b>2.8</b>		<b>\$ (0.099)</b>	<b>(0.1)</b>	
Payroll	\$ (1.317)	(6.8)	Retro-active payments ATU 1181	\$ 1.992	1.0	Timing of payments.
Overtime	(1.139)	(31.5)	Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements	(3.467)	(8.9)	Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements
Health and Welfare (including OPEB)	(1.335)	(27.1)	Payment for prior period expenses	(4.669)	(8.6)	Payment for prior period expenses
Pension	0.141	3.7	Delay in payments	0.564	1.7	Delay in payments
Other Fringe Benefits	0.920	21.2	Timing of worker's compensation payments	4.039	11.4	Timing of worker's compensation payments
GASB	-	-		-	-	
Electric Power	0.258	100.0	Timing of payments	1.032	87.8	Timing of payments
Fuel	0.263	8.1	Timing of payments	(1.887)	(6.4)	Payment for prior period expenses
Insurance	0.541	100.0	Timing of payments/billings	1.994	42.7	Timing of payments/billings
Claims	1.503	55.0	Timing of payments	(1.394)	(9.0)	\$12 million payout on a 2009 Bus accident case
Maintenance and Other Operating Contracts	1.326	46.3	Timing of payments & misclassification of bus units budgeted in material & payments	6.469	31.3	Timing of payments & misclassification of bus units budgeted in material & payments
Professional Service Contracts	2.271	80.4	Timing of payments	7.517	45.5	Timing of payments
Materials & Supplies	(3.005)	*	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts	(4.848)	(17.9)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts
Other Business Expenditure	0.586	96.1	Timing of payments	2.246	73.8	Timing of payments
<b>Total Expenditures</b>	<b>\$ 1.013</b>	<b>2.0</b>		<b>\$ 9.588</b>	<b>2.0</b>	
<b>Net Cash Variance</b>	<b>\$ 1.567</b>	<b>4.9</b>		<b>\$ 9.489</b>	<b>3.1</b>	

(a) - Variance less than 5%

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

	September 2014				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ -	\$ 2.146	\$ 2.146	-	\$ 0.162	\$ 0.723	\$ 0.561	*
Other Operating Revenue	-	(1.728)	(1.728)	-	0.072	(0.430)	(0.502)	*
Capital and Other Reimbursements	0.777	(0.015)	(0.792)	*	4.457	1.359	(3.098)	(69.5)
<b>Total Receipts</b>	<b>\$ 0.777</b>	<b>\$ 0.403</b>	<b>\$ (0.374)</b>	<b>(48.1)</b>	<b>\$ 4.691</b>	<b>\$ 1.652</b>	<b>\$ (3.039)</b>	<b>(64.8)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 1.360	\$ 0.965	\$ (0.395)	(29.0)	\$ (11.126)	\$ (7.883)	\$ 3.243	29.1
Overtime	-	-	-	-	(0.002)	-	0.002	100.0
Health and Welfare	1.076	(0.432)	(1.508)	*	(2.735)	(9.635)	(6.900)	*
OPEB Current Payment	-	-	-	-	0.033	1.533	1.500	*
Pensions	(0.053)	0.020	0.073	*	0.415	0.915	0.500	*
Other Fringe Benefits	(0.274)	0.535	0.809	*	(0.887)	1.345	2.232	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0
<b>Total Labor Expenditures</b>	<b>\$ 2.109</b>	<b>\$ 1.088</b>	<b>\$ (1.021)</b>	<b>(48.4)</b>	<b>\$ (14.218)</b>	<b>\$ (13.641)</b>	<b>\$ 0.577</b>	<b>4.1</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.089)	\$ 0.133	0.222	*	\$ 0.265	\$ 1.188	0.923	*
Fuel for Buses and Trains	(0.068)	(0.140)	(0.072)	*	(1.553)	(3.873)	(2.320)	*
Insurance	(0.251)	0.280	0.531	*	(2.141)	(0.169)	1.972	92.1
Claims	(0.537)	0.172	0.709	*	0.188	(4.281)	(4.469)	*
Maintenance and Other Operating Contracts	(0.863)	0.152	1.015	*	(5.612)	(0.302)	5.310	94.6
Professional Service Contracts	(1.020)	1.210	2.230	*	(0.681)	7.414	8.095	*
Materials & Supplies	(0.003)	(0.312)	(0.309)	*	(0.076)	(0.951)	(0.875)	*
Other Business Expenditures	(0.414)	0.268	0.682	*	(0.755)	1.936	2.691	*
<b>Total Non-Labor Expenditures</b>	<b>\$ (3.245)</b>	<b>\$ 1.763</b>	<b>\$ 5.008</b>	<b>*</b>	<b>\$ (10.365)</b>	<b>\$ 0.962</b>	<b>\$ 11.327</b>	<b>*</b>
<b>Other Expenditure Adjustments :</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Gap Closing Expenditures :</b>								
'Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ (1.136)</b>	<b>\$ 2.851</b>	<b>\$ 3.987</b>	<b>*</b>	<b>\$ (24.583)</b>	<b>\$ (12.679)</b>	<b>\$ 11.904</b>	<b>48.4</b>
Depreciation Adjustment	3.155	3.987	0.832	26.4	32.767	36.137	3.370	10.3
Other Post Employment Benefits	11.021	8.350	(2.671)	(24.2)	67.084	75.050	7.966	11.9
Environmental Remediation	-	(0.112)	(0.112)	-	-	0.402	0.402	-
<b>Total Expenses/Expenditures</b>	<b>\$ 13.040</b>	<b>\$ 15.076</b>	<b>\$ 2.036</b>	<b>15.6</b>	<b>\$ 75.268</b>	<b>\$ 98.910</b>	<b>\$ 23.642</b>	<b>31.4</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$ 13.817</b>	<b>\$ 15.479</b>	<b>\$ 1.662</b>	<b>12.0</b>	<b>\$ 79.959</b>	<b>\$ 100.562</b>	<b>\$ 20.603</b>	<b>25.8</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST**

**Utilization**

(In millions)

	<u>September 2014</u>			<u>Year-to-date as of September 2014</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 17.278	\$ 17.789	\$ 0.511	\$ 149.617	\$ 152.144	\$ 2.527
<b>Total Farebox Revenue</b>	<b>\$ 17.278</b>	<b>\$ 17.789</b>	<b>\$ 0.511</b>	<b>\$ 149.617</b>	<b>\$ 152.144</b>	<b>\$ 2.527</b>
Other Revenue	\$ 1.438	\$ 1.937	\$ 0.499	\$ 14.384	\$ 14.643	\$ 0.259
Capital & Other	0.433	0.351	(0.082)	4.361	4.515	0.154
<b>Total Revenue</b>	<b>\$ 19.149</b>	<b>\$ 20.077</b>	<b>\$ 0.928</b>	<b>\$ 168.362</b>	<b>\$ 171.302</b>	<b>\$ 2.940</b>
<b><u>Ridership</u></b>						
Fixed Route	10.770	11.105	0.335	91.883	93.060	1.177
<b>Total Ridership</b>	<b>10.770</b>	<b>11.105</b>	<b>0.335</b>	<b>91.883</b>	<b>93.060</b>	<b>1.177</b>

**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**  
**SEPTEMBER 2014**

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
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	17	2	
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	
<b>Total Administration</b>	<b>138</b>	<b>127</b>	<b>11</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,211	2,198	13	Bus Operators vacancies to be filled
Office of the Executive VP	1	4	(3)	
Safety & Training	31	57	(26)	Students in Training
Road Operations	117	117	-	
Transportation Support	20	21	(1)	
Operations Planning	32	28	4	
Revenue Control	21	20	1	
<b>Total Operations</b>	<b>2,433</b>	<b>2,445</b>	<b>(12)</b>	
<b>Maintenance</b>				
Buses	769	733	36	
Maintenance Support/CMF	158	162	(4)	
Facilities	73	43	30	Vacancies Replaced by MOU
Supply Logistics	92	92	-	
<b>Total Maintenance</b>	<b>1,092</b>	<b>1,030</b>	<b>62</b>	
Capital Program Management	37	32	5	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>32</b>	<b>5</b>	
Security	18	17	1	
<b>Total Public Safety</b>	<b>18</b>	<b>17</b>	<b>1</b>	
<b>Total Positions</b>	<b>3,718</b>	<b>3,651</b>	<b>67</b>	
Non-Reimbursable	3,680	3,610	70	
Reimbursable	38	41	(3)	
<b>Total Full-Time</b>	<b>3,703</b>	<b>3,635</b>	<b>68</b>	
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**  
**SEPTEMBER 2014**

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	57	51	6	
Professional, Technical, Clerical	70	76	(6)	
Operational Hourlies	11	0	11	
<b>Total Administration</b>	<b>138</b>	<b>127</b>	<b>11</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	301	298	3	
Professional, Technical, Clerical	52	55	(3)	
Operational Hourlies	2,080	2,092	(12)	
<b>Total Operations</b>	<b>2,433</b>	<b>2,445</b>	<b>(12)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	212	197	15	Safety & Environmental Managements / Line Supervisors Vacancies
Professional, Technical, Clerical	17	17	-	
Operational Hourlies	863	816	47	Vacancies Replaced by MOU
<b>Total Maintenance</b>	<b>1,092</b>	<b>1,030</b>	<b>62</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	21	17	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	0	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>32</b>	<b>5</b>	
<b>Public Safety</b>				
Managers/Supervisors	14	12	2	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>18</b>	<b>17</b>	<b>1</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	605	575	30	
Professional, Technical, Clerical	159	166	(7)	
Operational Hourlies	2,954	2,910	44	
<b>Total Baseline Positions</b>	<b>3,718</b>	<b>3,651</b>	<b>67</b>	

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

	September						September Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	48,389	\$2.0	51,183	\$2.3	(2,795)	(\$0.3)	443,631	\$18.9	441,792	\$19.4	1,839	(\$0.4)
					-5.8%	-15.2%					0.4%	-2.4%
<u>Unscheduled Service</u>	6,199	\$0.2	8,769	\$0.4	(2,570)	(0.1)	63,322	\$2.6	61,437	\$2.6	1,886	0.0
					-41.5%	-49.5%					3.0%	0.3%
<u>Programmatic/Routine Maintenance</u>	8,872	\$0.4	27,262	\$1.2	(18,390)	(0.8)	154,838	\$6.6	217,105	\$9.4	(62,267)	(2.8)
					-207.3%	-224.1%					-40.2%	-42.3%
<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>	18,221	\$0.8	19,093	\$0.8	(872)	0.0	185,094	\$8.0	201,738	\$8.4	(16,644)	(0.4)
					-4.8%	3.8%					-9.0%	-5.2%
<u>Weather Emergencies</u>	3,484	\$0.1	187	\$0.0	3,296	0.1	63,617	\$2.5	54,476	\$2.3	9,141	0.3
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	274	\$0.0	132	\$0.0	142	0.0	1,802	\$0.1	1,403	\$0.1	399	0.0
					51.7%	59.4%					22.1%	30.2%
<u>Other</u>	1	\$0.0	670	\$0.0	(669)	(0.0)	3,798	\$0.3	6,650	\$0.4	(2,852)	(0.1)
					*	*					*	*
Subtotal	85,439	\$3.6	107,296	\$4.8	(21,857)	(\$1.1)	916,103	\$39.1	984,600	\$42.6	(68,498)	(\$3.5)
					-25.6%	-31.6%					-7.5%	-8.9%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>85,439</b>	<b>\$3.6</b>	<b>107,296</b>	<b>\$4.8</b>	<b>(21,857)</b>	<b>(\$1.1)</b>	<b>916,103</b>	<b>\$39.1</b>	<b>984,600</b>	<b>\$42.6</b>	<b>(68,498)</b>	<b>(\$3.5)</b>
					-25.6%	-31.6%					-7.5%	-8.9%

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)

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(2,795) -5.8%	(\$0.3) -15.2%		1,839 0.4%	(\$0.4) -2.4%	
<u>Unscheduled Service</u>	(2,570) -41.5%	(\$0.1) -49.5%		1,886 3.0%	\$0.0 0.3%	
<u>Programmatic/Routine Maintenance</u>	(18,390) -207.3%	(\$0.8) -224.1%	Aging bus fleet impact on bus maintenance.	(62,267) -40.2%	(\$2.8) -42.3%	Maintenance work for accelerated completion of defects found on schedule inspection and the impact of aging bus fleet.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(872) -4.8%	\$0.0 3.8%		(16,644) -9.0%	(\$0.4) -5.2%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	3,296 *	\$0.1 *		9,141 *	\$0.3 *	
<u>Safety/Security/Law Enforcement</u>	142 51.7%	\$0.0 59.4%		399 22.1%	\$0.0 30.2%	
<u>Other</u>	(669) *	(\$0.0) *		(2,852) *	(\$0.1) *	
<b>Subtotal</b>	<b>(21,857) -25.6%</b>	<b>(\$1.1) -31.6%</b>		<b>(68,498) -7.5%</b>	<b>(\$3.5) -8.9%</b>	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<b>TOTAL OVERTIME</b>	<b>(21,857)</b>	<b>(\$1.1)</b>		<b>(68,498)</b>	<b>(\$3.5)</b>	

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

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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





## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$53.8	\$117.3	218
<b>Design Completions</b>	145.3	133.4	92
<b>Awards</b>	2,624.4	1,392.9	53
<b>Substantial Completions</b>	1,764.9	1,099.3	62
<b>Closeouts</b>	3,335.8	639.5	19

During September, NYCT awarded projects totaling \$263.1 million including:

- station renewal and component work at nine stations on the Culver Line in Brooklyn and;
- Superstorm Sandy related repairs at the St. George Interlocking and Yard on Staten Island.

During the same period, NYCT substantially completed projects totaling \$70.7 million including:

- the installation of security cameras on NYCT buses and;
- mainline track replacement on the Myrtle Avenue Line.

Also during September, NYCT started nine design projects for \$7.7 million, completed 20 designs for \$27.8 million, and closed out four projects for \$39.6 million.

Capital Program Status  
November 2014  
(September 2014)

During September, NYCT awarded projects totaling \$263.1 million including \$129.2 million for station renewal and component work at nine stations on the Culver Line in Brooklyn. The station renewals will be done at Ditmas Avenue, 18 Avenue, Avenue I, Bay Parkway, Avenue P, Avenue U and Avenue X. In addition, component work will be take place at Avenue N and Kings Highway. Items to be addressed at the nine stations include the painting of the stations and the repair of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls. In addition, platform components will be repaired or replaced, including canopy drainage, windscreens, platform floors and columns. Platform edges will be made ADA compliant and will include new rubbing boards.

Also during September, NYCT awarded several projects for \$119.9 million to make repairs and enhancements at the St. George Interlocking and Yard caused by damage due to Superstorm Sandy. The project will modernize and replace the track and signal systems at the St. George Interlocking and Yard and includes the replacement of track, ties, contact rail and switches as well as drainage improvements. In addition, the Tower B facility which is located in the Yard and was damaged due to flooding from Superstorm Sandy will be rehabilitated. This work includes the installation of new walls, doors, lighting systems, roofing, alarm systems and electrical and mechanical systems.

During September, NYCT substantially completed projects totaling \$70.7 million including a \$24.8 million project to install security cameras on NYCT buses. This project entailed the installation of bus camera security systems (BCSS) on 1,017 NYCT buses, and camera network infrastructure at 12 NYCT depots. The goal of the program is to improve passenger and employee security, to serve as a deterrent to criminal activity and to provide a video record of any criminal activity that has occurred.

Additionally, NYCT substantially completed a mainline track replacement project on the Myrtle Avenue Line in Brooklyn for \$11.7 million. Work included the replacement of track materials such as contact rail, running rails, ties, ballast, and associated equipment that have reached the end of their useful life.

Also during September, NYCT started nine design projects for \$7.7 million, completed 20 designs for \$27.8 million, and closed out four projects for \$39.6 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 September.

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

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Purchase 12 Crane Cars	\$10.7	\$12.6	12/2012	21
Emergency Rehab of Structural Roof/Sidewalk: Longwood Ave/Pelham Line	2.8	2.8	09/2013	12
Purchase 1000 Help Points	10.6	10.6	08/2014	1
Mainline Track Replacement 2013 at Sea Beach Line	12.0	13.5	09/2014	0

The closeout of the Purchase of 12 Crane Cars project was delayed by 21 months due to items that initially were not delivered to NYCT's satisfaction, including drawings and manuals as well as spare parts. The closeout of the Emergency Rehabilitation of the Structural Roof/Sidewalk at Longwood Avenue was delayed by 12 months in order to complete punch list work.

**Status of Fan Plants and Fans**  
(as of September 30, 2014)

<b><u>Fan Plants</u></b>	<b><u>September '13</u></b>	<b><u>September '14</u></b>	<b><u>More/(Less)</u></b>
All	189	189	0
Operable	181	174	(7)
Inoperable	8	15	7
Reduced Capacity	0	0	0

<b><u>Fan Units</u></b>	<b><u>September '13</u></b>	<b><u>September '14</u></b>	<b><u>More/(Less)</u></b>
All	400	400	0
Operable	380	363	(17)
Inoperable	20	37	17
Reduced Capacity	0	0	0

**Inoperable Fan Plants and Fans**  
(as of September 30, 2014)

<b><u>Jurisdiction</u></b>	<b><u>Fan Plants</u></b>	<b><u>Fan Units</u></b>
Capital Program Management	4	8
MOW / Hydraulics	8	20
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	3	9
Total	15	37

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

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

**September**

Design Starts	\$0.4	1	\$7.7	9	1,799.5	900.0
Design Completions	8.2	6	27.8	20	338.2	333.3
Construction Awards	40.9	5	263.1	15	643.2	300.0
Substantial Completions	118.2	16	70.7	10	59.9	62.5
Closeouts	370.6	25	39.6	4	10.7	16.0

**2014 Year-To-Date**

Design Starts	\$53.8	31	\$117.3	67	218.1	216.1
Design Completions	145.3	111	133.4	89	91.8	80.2
Construction Awards	2,624.4	162	1,392.9	110	53.1	67.9
Substantial Completions	1,764.9	144	1,099.3	104	62.3	72.2
Closeouts	3,335.8	159	639.5	60	19.2	37.7

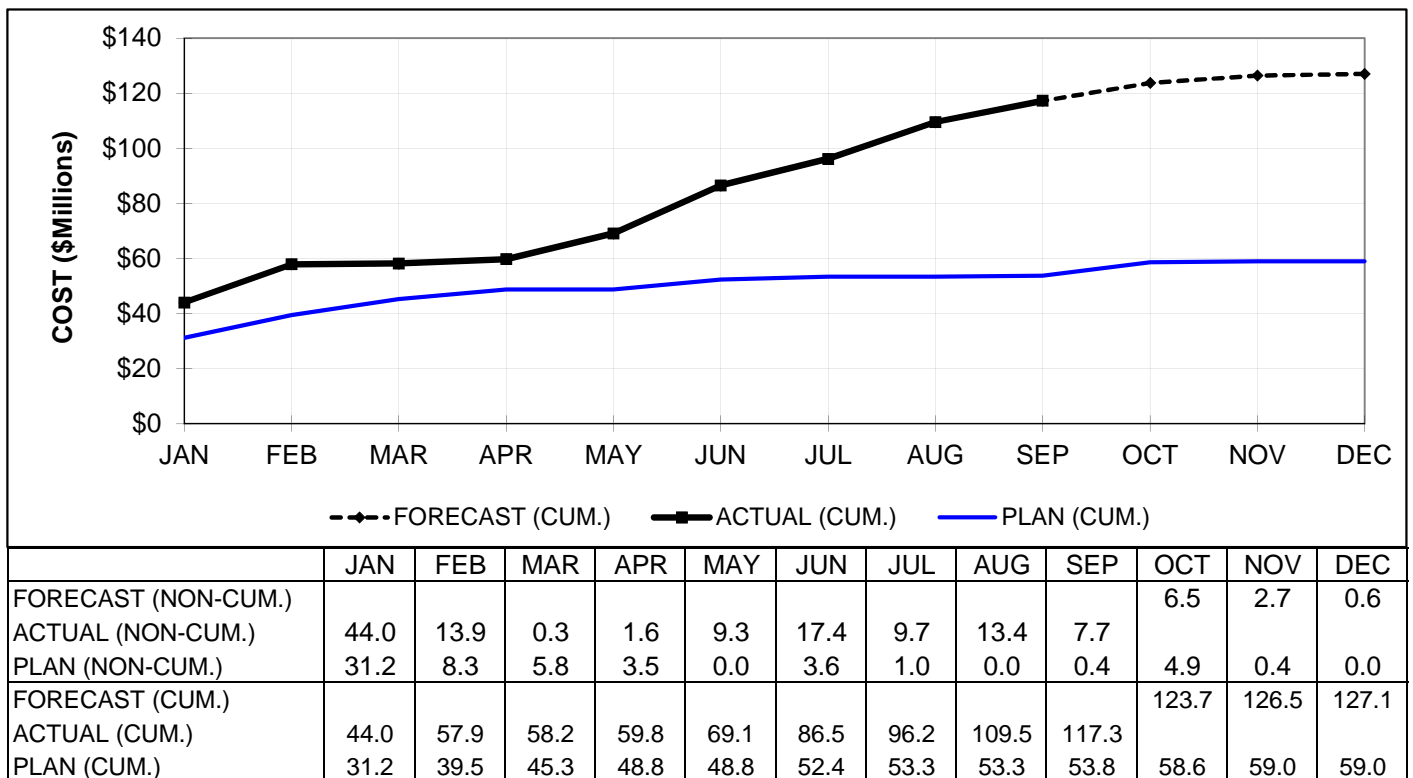
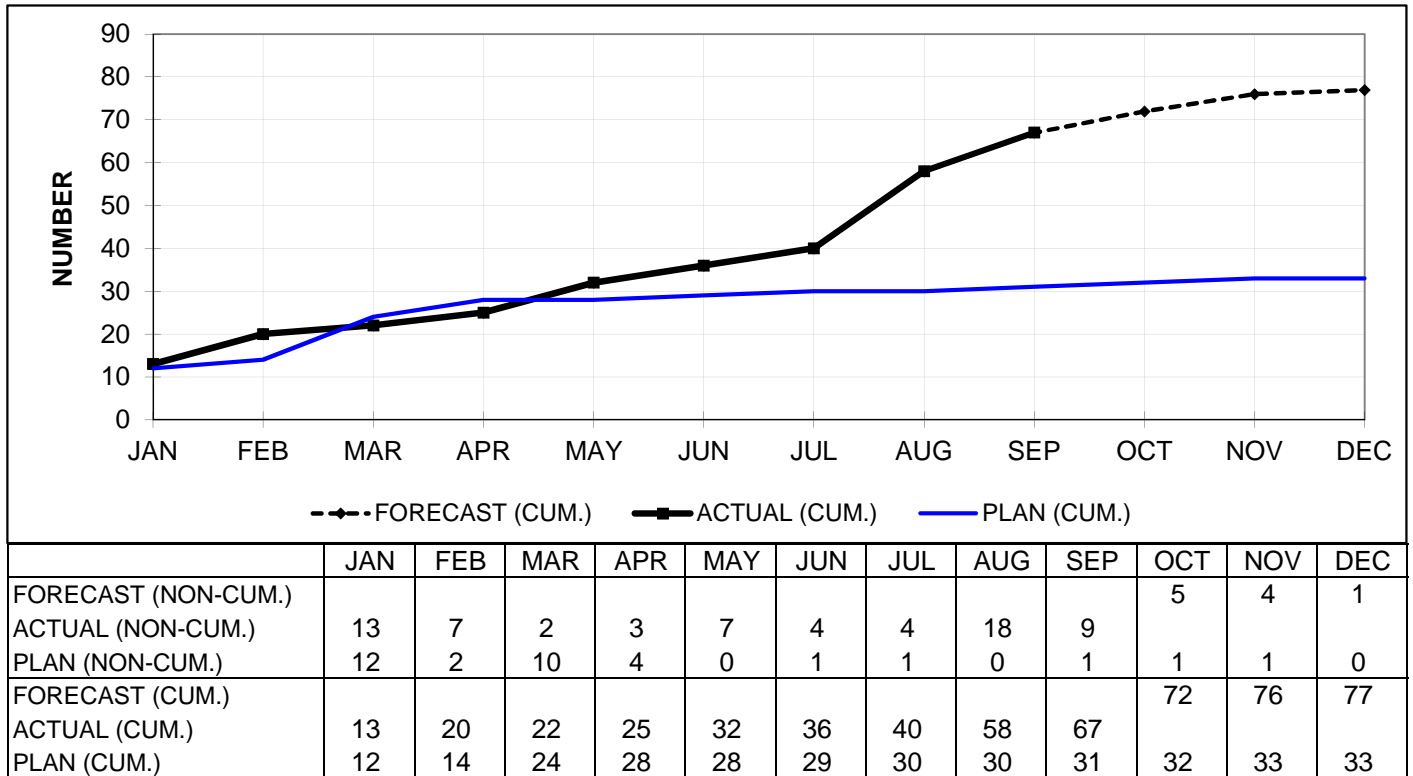
**2014 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$127.1	77	215.3	233.3
Design Completions	177.1	129	183.4	130	103.5	100.8
Construction Awards	3,606.9	218	3,004.4	230	83.3	105.5
Substantial Completions	2,132.7	189	1,907.2	175	89.4	92.6
Closeouts	3,697.3	202	3,257.5	174	88.1	86.1

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

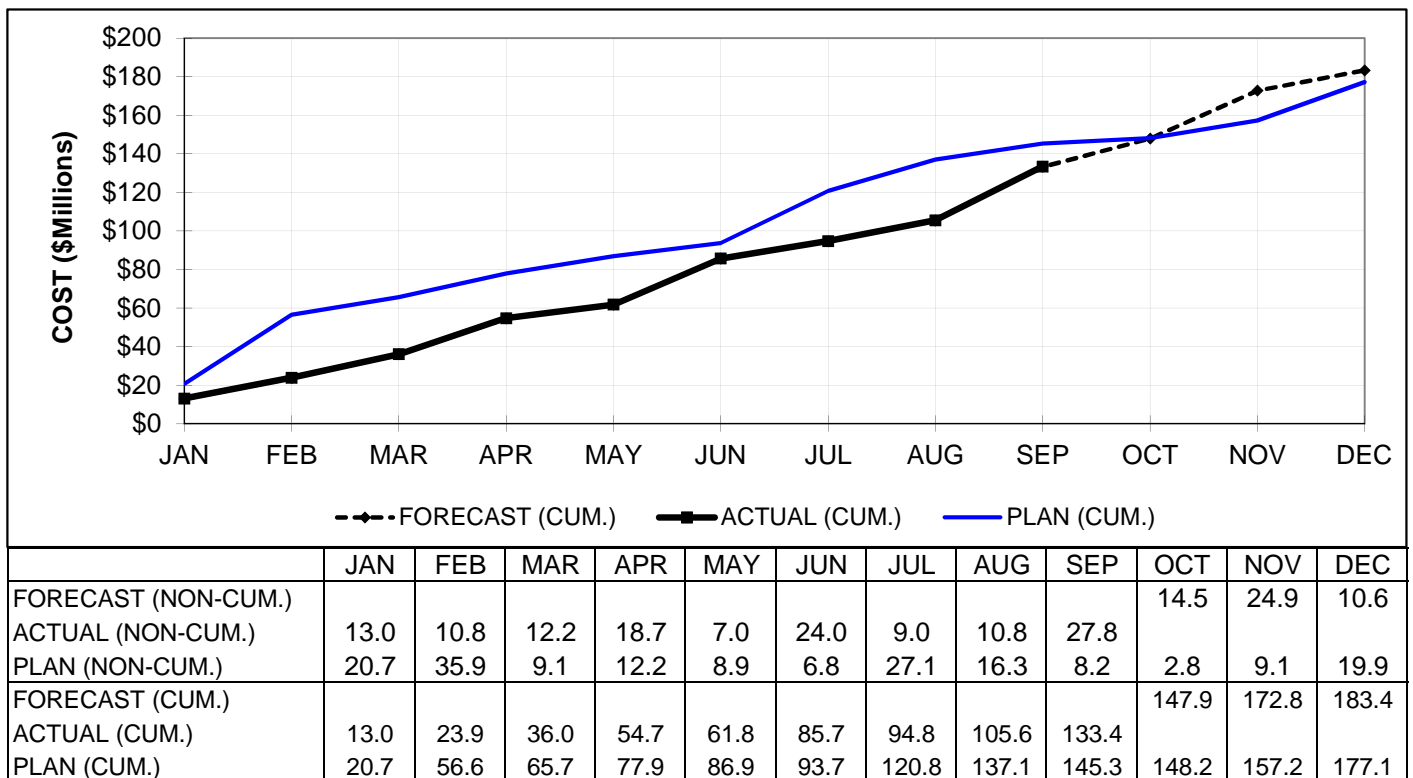
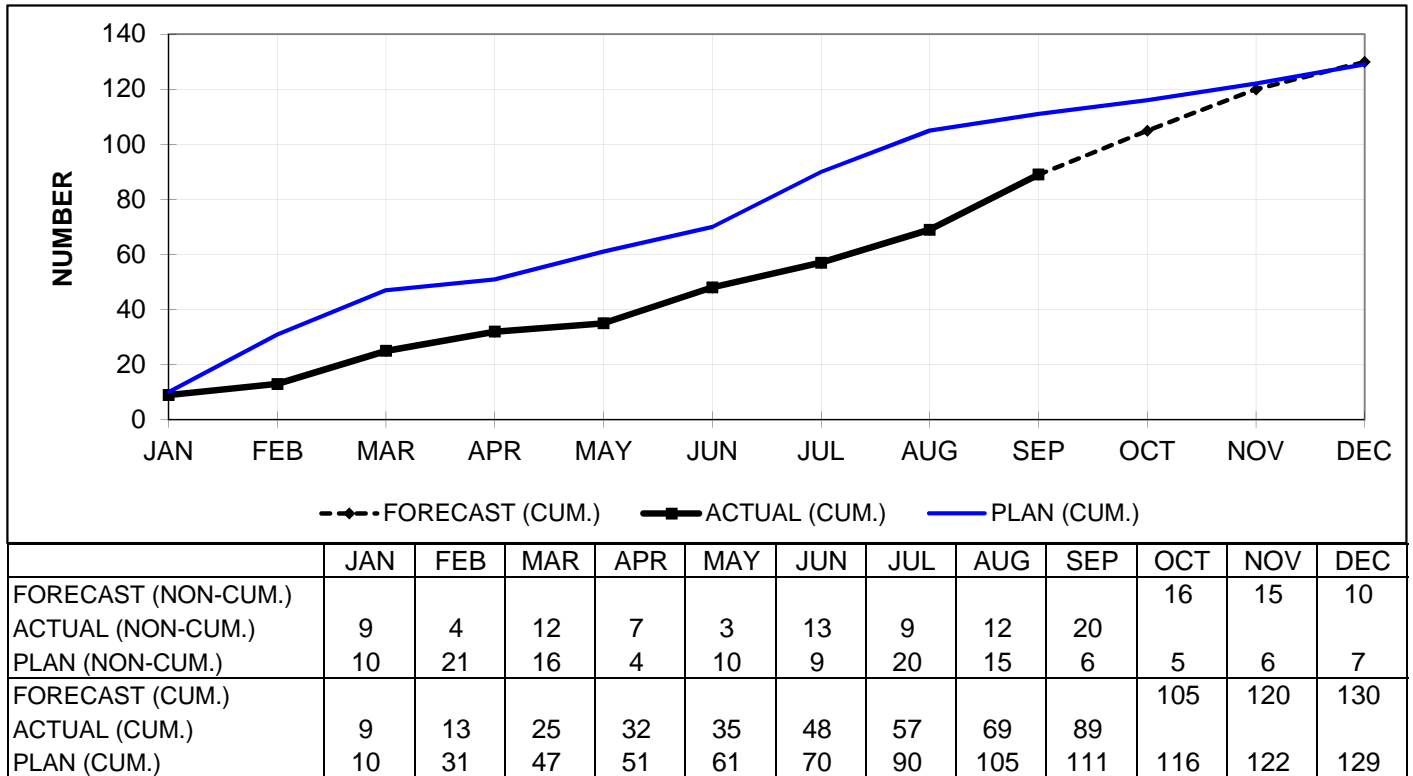
## 2014 Design Starts Charts

As of September 2014



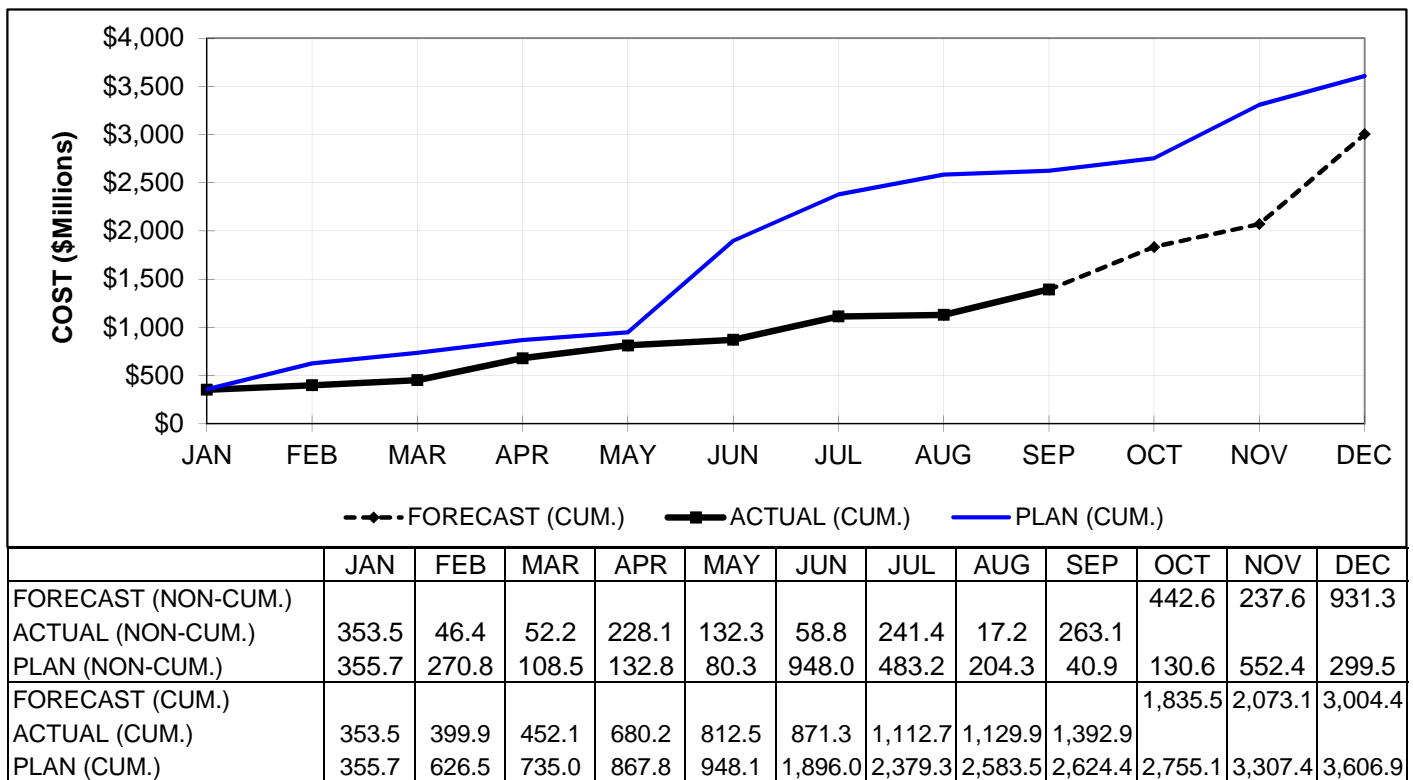
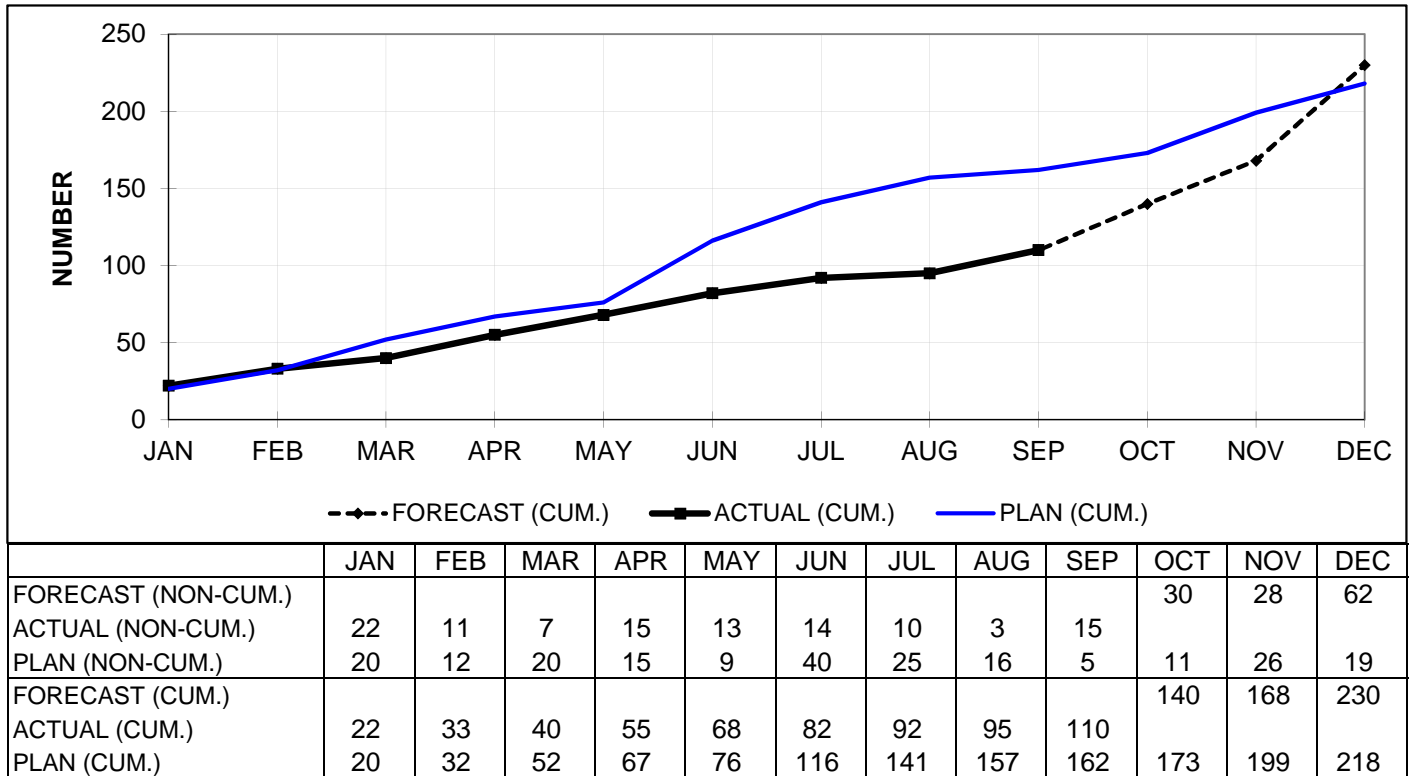
## 2014 Design Completions Charts

As of September 2014



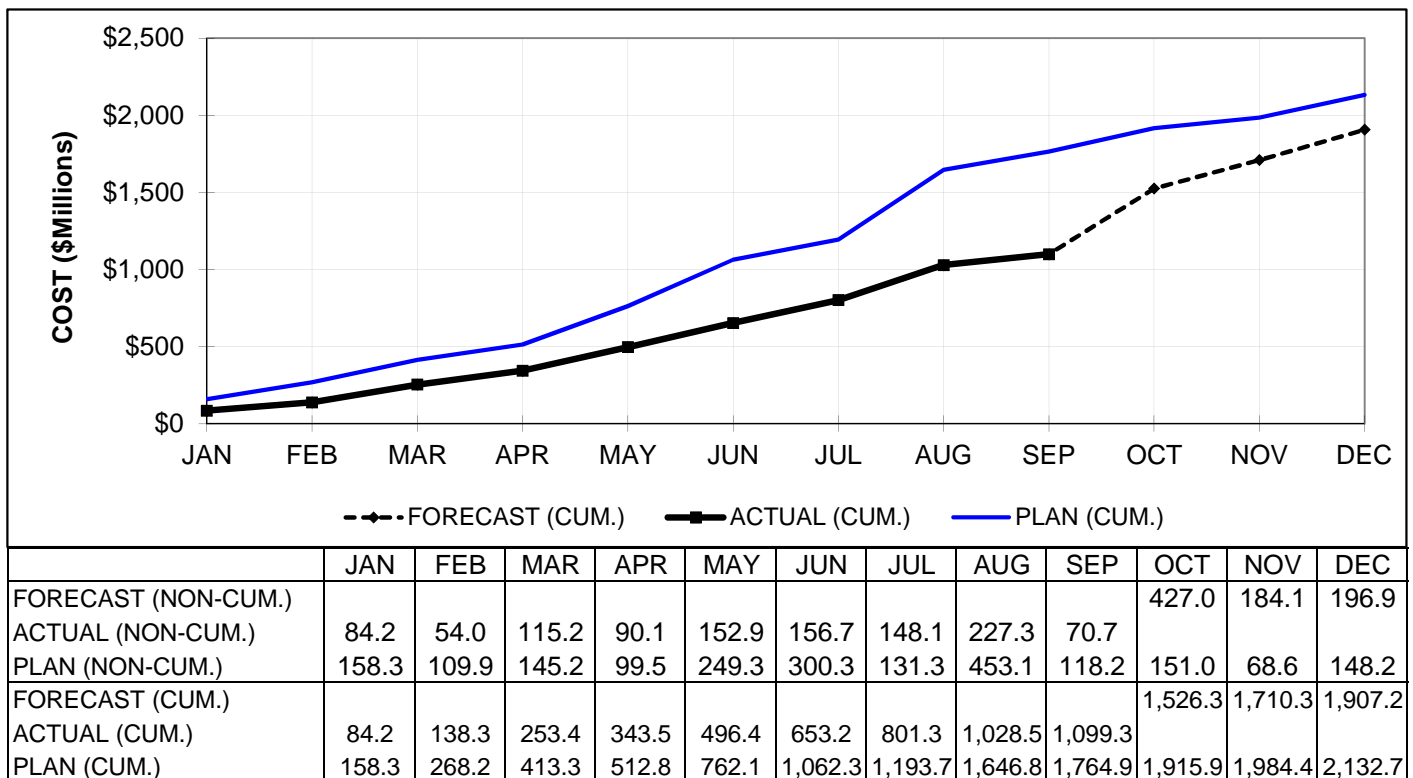
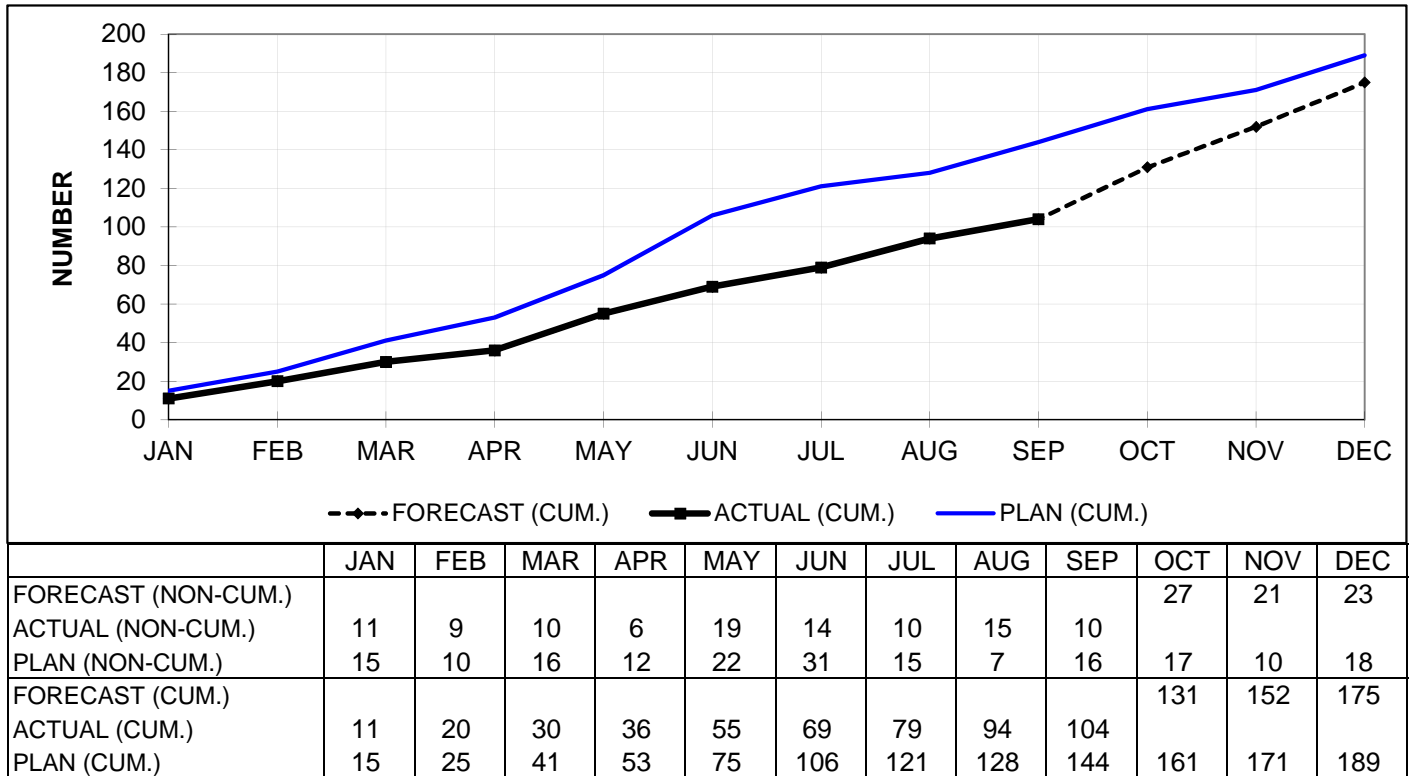
## 2014 Awards Charts

As of September 2014



## 2014 Substantial Completions Charts

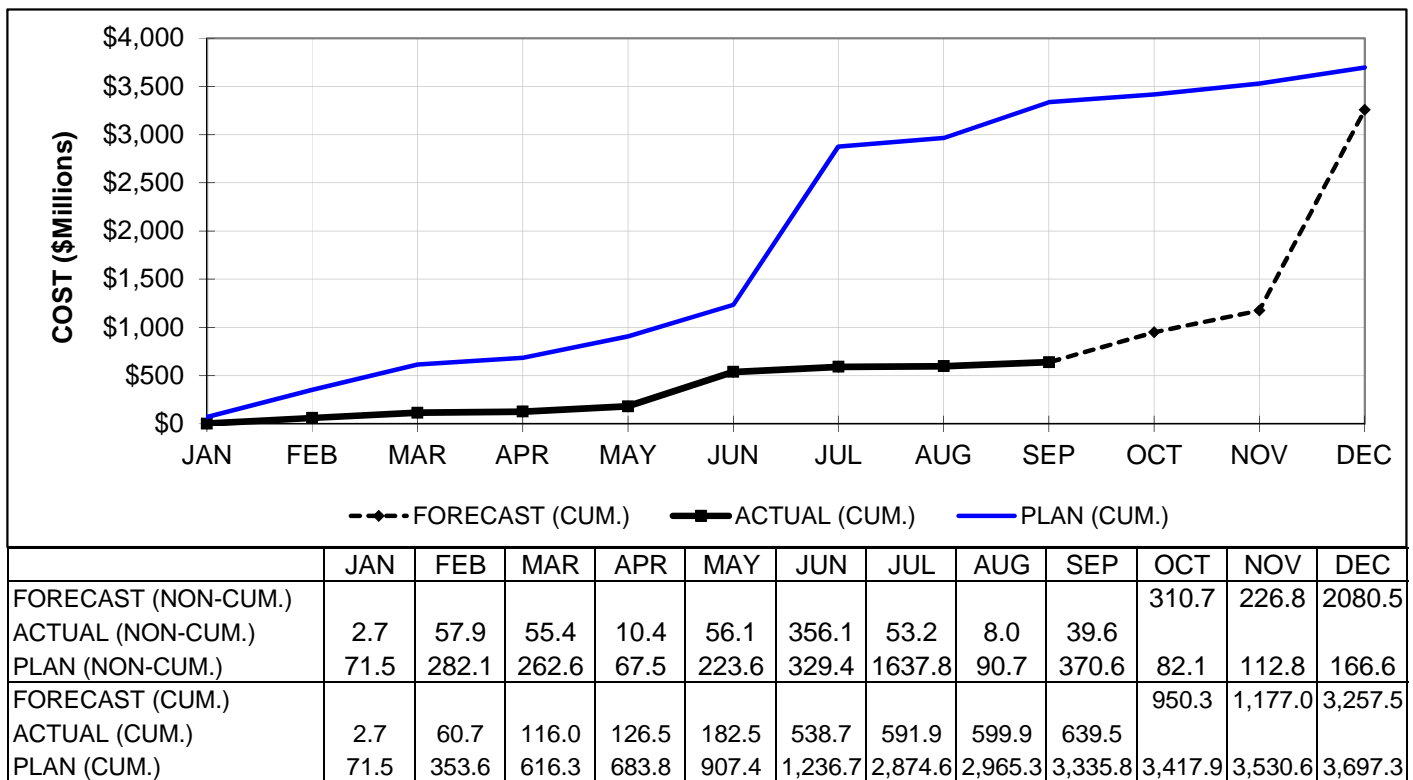
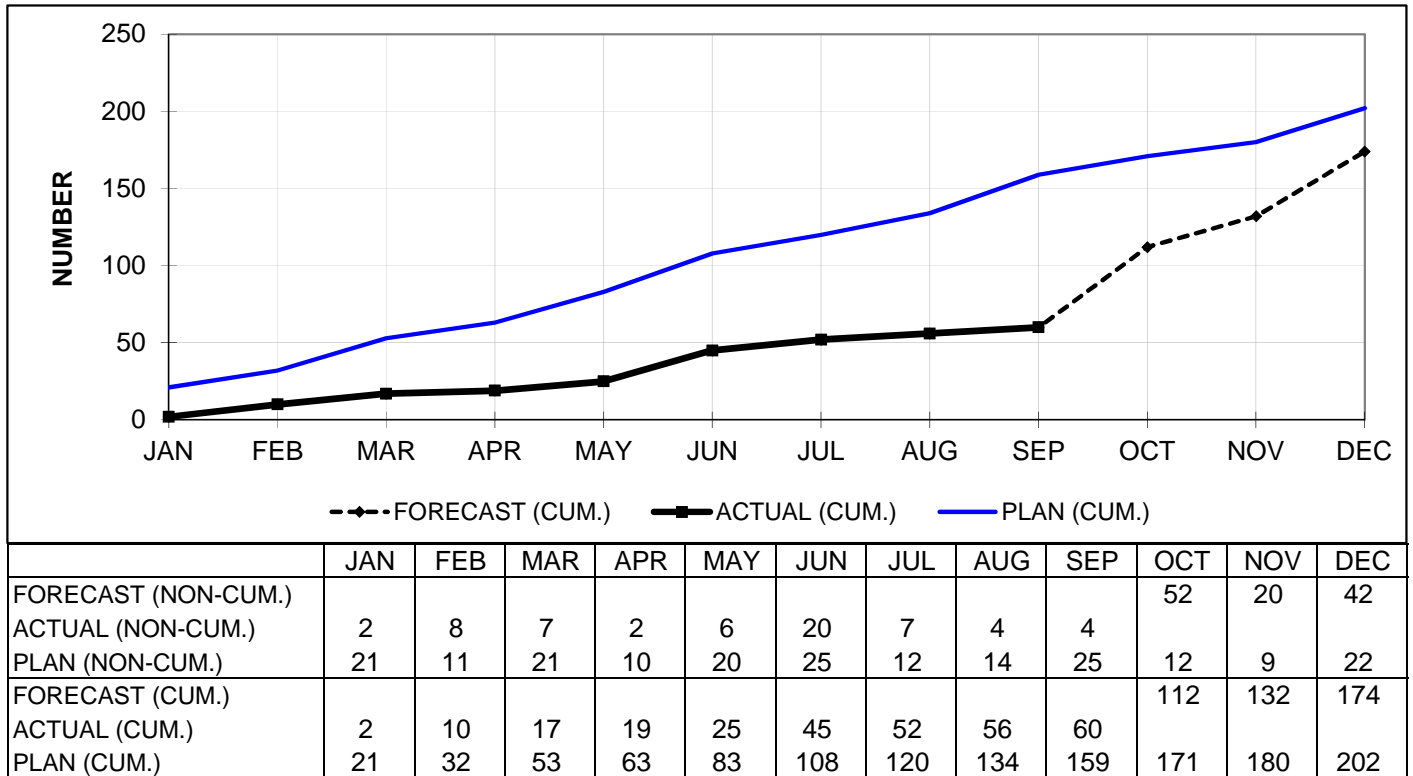
As of September 2014





## 2014 Closeouts Charts

As of September 2014



# Report

## PROCUREMENTS

The Procurement Agenda this month includes 19 actions for a proposed expenditure of \$281.9M.

<b>Subject</b>		Request for Authorization to Award Various Procurements			
<b>Department</b>		Materiel Division – NYCT			
<b>Department Head Name</b>		Stephen M. Plochochi			
<b>Department Head Signature</b>					
<b>Project Manager Name</b>		Rose Davis			
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	11/17/14			
2	Board	11/19/14			

Approvals (cont.)			
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: NONE**

**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:**

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ .08 M
• <b>MCI Service Parts, Inc.</b> <b>\$ .08 M</b>		
SUBTOTAL	<u>1</u>	<u>\$ .08 M</u>

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

<u>Schedules Requiring Majority Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule F:	Personal Service Contracts	7	\$ 250.0 M
Schedule G:	Miscellaneous Service Contracts	7	\$ 25.8 M
Schedule I:	Modifications to Purchase /Public Work Contracts	2	\$ 3.9 M
Schedule L:	Budget Adjustments to Estimated Quantity Contracts	1	\$ 1.1 M
SUBTOTAL		17	\$ 280.8 M

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

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

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

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

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$ 1.0 M
SUBTOTAL		1	\$ 1.0 M
TOTAL		19	\$ 281.9 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.

**NOVEMBER 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, MTA Bus Company attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

- |  |                 |                                      |
|--|-----------------|--------------------------------------|
| <b>1. MCI Service Parts, Inc.</b>  | <b>\$83,338</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# SS141988</b>  |                 |                                      |
| Structural retrofit as to original OEM specifications and workmanship of two 2005-2007 MCI Buses with work process validation. |                 |                                      |

## Schedule A: Non-Competitive Purchases and Public Work Contract

Item Number: 1

<b>Vendor Name (&amp; Location)</b> MCI Service Parts, Inc. (Loudenville, OH)		<b>Contract Number</b> SS141988	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Structural retrofit of two 2005-2007 MCI Buses		<b>Total Amount:</b> \$83,338	
<b>Contract Term (including Options, if any)</b> Evaluation for an Indefinite Period		<b>Funding Source</b>	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Bus Company, Darryl C. Irick	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and evaluate			

### Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to the All Agency Procurement Guidelines for structural retrofit work on two 2005-2007 MCI buses to test and evaluate said buses for vehicle life extension, using the bus builder Motor Coach Industries (MCI). The scope of work requires the use of OEM components and replacement parts and an engineering validation for two 2005-2007 MCI Buses. MCI is the original bus manufacturer of the D4500 coach and is the most suitable entity to perform this work at this time. This fleet has been identified for extended revenue service beyond its original twelve years of service life. The work was advertised and there were no other responses.

The purpose of this award is to structurally retrofit two MCI pilot buses based on a scope of work developed by an engineering consultant in 2007 and specific vehicle life extension recommendations made by MCI. The award will require that MCI structurally retrofit the buses and fully document and validate all work process procedures, bill of materials, labor times for all tasks, and provide the MTA Bus Company (MTA Bus) with retrofit drawings. These deliverables may be used by MTA Bus in the future to competitively solicit bids for the remaining 223 buses from the 2005-2007 fleet or to perform this work with in house resources.

MCI will contractually honor the original new bus contract structural warranty of 12 years on the retrofit buses and will also warranty the retrofit structural work on the retrofit buses for a period of two years from date of acceptance by MTA Bus. The price was negotiated with MCI and deemed fair and reasonable.

**NOVEMBER 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**F. Personal Service Contracts**

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

- |  |                                       |                                      |
|--|---------------------------------------|--------------------------------------|
| 1. <b>ARCADIS of New York, Inc.</b>  | <b>\$75 Million (Est. Aggregate)</b>  | <b><u>Staff Summary Attached</u></b> |
| 2. <b>Ove Arup &amp; Partners, PC</b>  |                                       | ↓                                    |
| 3. <b>Henningson Durham &amp; Richardson<br/>Architecture and Engineering, P.C.</b>  |                                       | ↓                                    |
| 4. <b>STV Incorporated</b>   |                                       | ↓                                    |
| <b>Four-Proposals – Five-year contract</b>   |                                       |                                      |
| <b>Contract#s CM-1552, CM-1553, CM-1554, CM-1566</b>   |                                       |                                      |
| Federally-funded Indefinite Quantity consultant service contracts to provide engineering design services for Superstorm Sandy-related repairs, resiliency projects and miscellaneous construction. |                                       |                                      |
| 5. <b>HAKS Engineers,<br/>Architects and Land Surveyors, P.C.</b>  | <b>\$175 Million (Est. Aggregate)</b> | <b><u>Staff Summary Attached</u></b> |
| 6. <b>Hill International, Inc.</b>   |                                       | ↓                                    |
| 7. <b>LiRo Engineering, Inc.</b>   |                                       | ↓                                    |
| <b>Three-Proposals – Five-year contract</b>  |                                       |                                      |
| <b>Contract#s CM-1555, CM-1556, CM-1557</b>  |                                       |                                      |
| Federally-funded Indefinite Quantity consultant construction management and inspection service contracts for Superstorm Sandy-related repairs, resiliency projects and miscellaneous construction. |                                       |                                      |



**NOVEMBER 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote cont'd:**

**G. Miscellaneous Service Contracts**

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

- |  |  |  |
|--|--|--|
| <p><b>8. Clean Venture, Inc.</b><br/> <b>Six Bids/Low Bidder – Five-year contract</b><br/> <b>RFQ# 64914</b></p> <p>Handling, removal, transportation and disposal of various types of hazardous/contaminated waste for NYC Transit and MTA Bus Company.</p>   | <p><b>\$2,494,713 (Est.)</b></p>   | <p><b><u>Staff Summary Attached</u></b></p>                |
| <p><b>9. Compulink Technologies, Inc.</b><br/> <b>Three Bids/Low bidder – Three-year contract</b><br/> <b>RFQ# 71628</b></p> <p>Maintenance of Cisco hardware and software, as well as training and engineering services.</p>  | <p><b>\$4,382,027 (Est.)</b></p>   | <p><b><u>Staff Summary Attached</u></b></p>                |
| <p><b>10. Tierney and Courtney</b><br/> <b>Overhead Door Sales Company, Inc.</b></p>   | <p><b>\$414,353 (Est.)</b></p>   | <p><b><u>Staff Summary Attached</u></b></p>                |
| <p><b>11. United Steel Products, Inc.</b><br/> <b>Five Bids/Low Bidder – Three-year contract</b><br/> <b>IFB# 83798</b></p> <p>Multi-agency contract for the repair of rapid roll-up doors for NYC Transit, MTA Bus Company and MTA Bridges and Tunnels.</p>   | <p><b>\$231,471 (Est.)</b></p>   | <p>↓<br/>↓</p>   |
| <p><b>12. Horizon Healthcare Staffing, Corp.</b><br/> <b>Go Medical Services, P.L.L.C.</b><br/> <b>AHRC Healthcare, Inc. d/b/a Access</b><br/> <b>Community Health Center</b><br/> <b>Five-year contract, with two, one-year options</b><br/> <b>RFP# 65192</b></p> <p>Assessment services for Paratransit and Reduced-Fare MetroCard Eligibility.</p> | <p><b>\$8,704,237 (Est.)</b><br/> <b>\$7,484,451 (Est.)</b><br/> <b>\$2,107,967 (Est.)</b></p> | <p><b><u>Staff Summary Attached</u></b></p> <p>↓<br/>↓</p> |

**NOVEMBER 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote cont'd:**

**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.)

**Init Innovations in  
Transportation, Inc.**

**Staff Summary Attached**

**15. Contract# W-32645.3** **\$3,004,309 (Est.)**

↓

**16. Contract# 05L9315.3** **\$929,788 (Est.)**

↓

Modification to the contract for the Automatic Vehicle Location Monitoring (AVLM) System, in order to extend the term of each of the contracts by six years and for additional AVLM services and equipment.

**NOVEMBER 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

**17. Nordco Rail Services**

**\$1,063,818**





**Staff Summary Attached**

**Four-year contract**

**RFQ# 2857**

Ultrasonic rail testing services.

# Staff Summary

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

SUMMARY INFORMATION	
<b>Vendor Name</b> Four Awards – See below	<b>Contract Nos.</b> CM-1552, 1553, 1554, 1566
<b>Description</b> IQ Engineering Design Services for Superstorm Sandy-Related Repairs and Resiliency Projects and Miscellaneous Construction	
<b>Total Amount</b> \$75M Estimated Aggregate Budget	
<b>Contract Term (including Options, if any)</b> 60 months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE

To obtain Board approval to award four competitively negotiated Indefinite Quantity (IQ) Federally Funded contracts for Engineering Design Services for Superstorm Sandy-Related Repair and Resiliency Projects and miscellaneous construction to the following firms: CM-1552 to ARCADIS of New York Inc. (ARCADIS), CM-1553 to Ove Arup & Partners, P.C. (ARUP), CM-1554 to Henningson, Durham & Richardson Architecture and Engineering, P.C. (HDR) and CM-1566 to STV Incorporated (STV). Under these contracts, selected consultants will compete for specific projects on a "Task Order" (TO) basis. The contracts are "zero dollar" based with no minimum guarantee of any assignments. The aggregate pool for all four contracts is for an estimated value of \$75 million for a 60 month duration.

## DISCUSSION

The unforeseen and devastating effects of Superstorm Sandy on October 29, 2012, and thereafter, have necessitated a series of emergency assessments, repairs, and purchases to restore service as well as provide resiliency to the NYCT system. The selected consultants will provide indefinite quantity design services on an as-needed basis, on various NYCT Sandy-related projects. To meet the needs for design and construction management for recovery and resiliency projects, in September 2013, the Board approved the award of six competitive contracts with an estimated total expenditure of \$250 million for 60 months. However, in the ensuing year, the volume of consultant work has been more than anticipated. To supplement the needs, NYCT has solicited new, separate RFPs for both design and construction management services in order to increase the amount of available resources. Services include feasibility studies, design work, pre-construction and construction phase support, and closeout support of various ongoing NYCT Sandy-related projects. Task orders will generally be competed among this pool and NYCT's existing pool of Sandy-related engineering consultants.

The consultants were selected via a qualifications based 2-step procurement process established by the Federal Brooks Act, whereby, contracts for A/E services are negotiated with the A/E team that is determined to be the most technically qualified. Price is not a consideration in the selection or ranking. Since four firms were approved by the SC, negotiations were conducted with the four most technically preferred firms.

## Staff Summary

Step 1 – In response to NYCT’s advertisement, 10 submissions consisting of a Letter of Interest, Schedule J Responsibility Questionnaire, Federal SF 330 form and a qualification statement were received. The SC reviewed the submissions and recommended the following six firms to move on to Step 2: ARCADIS, ARUP, Dewberry Engineers Inc. (DEWBERRY), HDR, HNTB New York Engineering and Architecture, P.C. (HNTB) and STV. The firms not selected, D&B Engineers and Architects, P.C. /KS Engineers, P.C., JV; SYSTRA Engineering, Inc.; TranSystems Architect and Engineer, P.C.; and VHB Engineering Surveying and Landscape Architecture, P.C. had insufficient staffing or lacked the pertinent design flood mitigation experience relevant to Sandy-related work.

Step 2 – Technical Proposals from the short listed firms were reviewed. Following SC review and evaluation, ARUP, ARCADIS, HDR, and STV were selected as the four most preferred. The firms were chosen based on their superior technical qualifications as demonstrated by their local and global experience involving hydrology, asset hardening, and flood mitigation and protection techniques. The selected consultants have extensive experience supporting rail transit projects and have provided similar services to NYCT, MTACC and other state and public agencies. These firms not recommended for negotiations, DEWBERRY and HNTB met the minimum requirements of the RFP, but did not have as much flood mitigation experience and staffing.

After being selected and approved for price negotiations, the cost proposals for the four top-ranked firms were opened and evaluated. To ensure a fair evaluation, the RFP required that proposals be based on a fixed distribution of hours and a fixed amount for out-of-pocket costs. Initial cost proposals were based upon 162,500 hours as provided in the RFP and were as follows: \$30,076,154 for ARCADIS, \$30,289,800 for ARUP, \$27,952,906 for HDR, and \$30,237,655 for STV. The engineer’s estimate was \$25,064,665. Negotiations focused on labor rates, overhead and fees.

Best and Final Offers (BAFO) were received in order to determine if the rates offered by these firms were in an acceptable competitive range, as they will be used as the basis for task orders issued. Based on an evaluation of the labor rates, overhead and fees, the BAFOs were determined to be in an acceptable competitive range and considered to be fair and reasonable. The BAFOs were as follows: \$26,437,677 for ARCADIS, \$27,486,878 for ARUP, \$24,854,286 for HDR and \$24,553,209 for STV. ARCADIS’ BAFO was \$1,373,012 (6%) higher than the engineer’s estimate and represents a reduction of \$3,638,477 from its initial proposal. ARUP’s BAFO was \$2,422,213 (9.7%) higher than the engineer’s estimate and represents a reduction of \$2,802,922 from its initial proposal. HDR’s BAFO was \$210,379 (1%) less than the engineer’s estimate and represents a reduction of \$3,098,620 from its initial proposal. STV’s BAFO was \$511,456 (2%) less than the engineer’s estimate and represents a reduction of \$5,684,446 from its initial proposal.

Background investigations and material revealed that all four of the selected consultants disclosed no “significant adverse information” (SAI) within the meaning of the All-Agency Responsibility Guidelines. ARCADIS, ARUP, HDR and STV were found fully responsible for award. Previous work of the selected consultants for the MTA or affiliates: All of the consultants have prior experience on NYC Transit IQ contracts as either a prime or sub-consultant.

### M/W/DBE

The Department of Diversity and Civil Rights has established a Disadvantaged Business Enterprise (DBE) goal of 17%. ARUP and STV achieved their previous M/W/DBE goals on previous MTA contracts. ARCADIS and HDR have not completed any MTA contracts; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

### IMPACT ON FUNDING

This contract will be funded with 100% Federal funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until approved WAR Certificates are received.

### ALTERNATIVES

None. NYC Transit lacks available in-house technical personnel to perform the specific tasks required 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

It is recommended that the Board approve the award of four competitively negotiated Indefinite Quantity (IQ) Federally Funded contracts for Engineering Design Services for Superstorm Sandy-Related Repair and Resiliency Projects and miscellaneous construction.



# Staff Summary

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

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Nos.</b>
Three Awards – See below	CM-1555 CM-1556 CM-1557
<b>Description</b> IQ Consultant Construction Management and Inspection Services for Superstorm Sandy-Related Repairs and Resiliency Projects and Miscellaneous Construction	
<b>Total Amount</b> \$175M Estimated Aggregate Budget	
<b>Contract Term (including Options, if any)</b> 60 months	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE

To obtain Board approval to award three competitively negotiated Indefinite Quantity (IQ) Federally-funded contracts for Consultant Construction Management and Inspection Services for Superstorm Sandy-Related Repair and Resiliency Projects and miscellaneous construction to the following firms: CM-1555 to HAKS Engineers, Architects and Land Surveyors, P.C., (HAKS), CM-1556 to Hill International, Inc., (HILL), CM-1557 to LiRo Engineering, Inc., (LiRo). Under these contracts, selected consultants compete for specific projects on a "Task Order" (TO) basis. The contracts are "zero dollar" based with no minimum guarantee of any assignments. The aggregate pool for all three contracts is for an estimated amount of \$175 million for a 60 month duration.

## DISCUSSION

The unforeseen and devastating effects of Superstorm Sandy on October 29, 2012 and thereafter have necessitated a series of emergency assessments, repairs, and purchases to restore service as well as provide resiliency to the NYCT system. The selected consultants will provide indefinite quantities consultant construction management and inspection services on an as needed basis, on various NYCT Sandy-related projects. To meet the needs for design and construction management for recovery and resiliency projects, in September 2013, the Board approved the award of six competitive contracts with an estimated total expenditure of \$250 million for 60 months. However, in the ensuing year, the volume of consultant work has been more than anticipated. To supplement the needs, NYCT has solicited new, separate RFPs for both design and construction management services in order to increase the amount of available resources. Services include procurement and construction phase support, and closeout support of various ongoing NYCT Sandy-related Projects. Task orders will generally be competed among this pool and NYCT's existing pool of Sandy-related Construction Management Consultants.

The consultants were selected via a qualifications based 2-step procurement process established by the Federal Brooks Act, whereby, contracts for A/E services are negotiated with the A/E team that is determined to be the most technically qualified. Price is not a consideration in the selection or ranking. Since three awards were planned under this RFP, negotiations were conducted with the three most technically preferred firms.



# Staff Summary

Page 2 of 2

Step 1 – In response to NYCT’s advertisement, 11 submissions consisting of a Letter of Interest, Schedule J Responsibility Questionnaire, Federal SF 330 form and a qualification statement were received. The SC reviewed the submissions and recommended the following six firms to move on to Step 2: HAKS; HILL; HNTB New York Engineering and Architecture, P.C., (HNTB); Hunter Roberts Construction Group, (Hunter Roberts); LiRo; and the Tectonic Engineering & Surveying Consultants P.C. and Gannett Fleming, Inc., J.V., (Tectonic/Gannett Fleming, J.V.). The firms not selected, AI Engineers, Inc., (AI); Copper River Information Technology, LLC, (Copper River); D&B Engineers and Architects, P.C., (D&B); DiMarco Constructors, LLC, (DiMarco); and Henningson, Durham & Richardson Architecture & Engineering, P.C. (HDR) had insufficient staffing or lacked pertinent construction management and inspection services experience for flood mitigation relevant to Sandy-related work.

Step 2 – Technical Proposals were received from all of the firms selected in Step 1, with the exception of Hunter Roberts, who chose not to submit a proposal due to staffing concerns. Following SC review and evaluation, HAKS, HILL and LiRo were selected as the three most preferred. The consultants were chosen based on their superior technical qualifications as demonstrated by their local and global experience involving hydrology, asset hardening, and flood mitigation and protection techniques. The selected consultants have extensive experience supporting rail transit projects and have provided similar services to NYCT, MTACC and other state and public agencies. HNTB’s proposal supported the firm’s experience in providing Superstorm Sandy-related design support services and did not demonstrate sufficient experience in providing construction management and inspection services. Tectonic/Gannett Fleming, J.V. was not selected because the firm lacked the adequate flood mitigation experience and sufficient staffing.

After being selected and approved for price negotiations, the cost proposals for the three top-ranked firms were opened and evaluated. To ensure a fair evaluation, the RFP required that proposals be based on a fixed distribution of hours and a fixed amount for out-of-pocket costs. Initial cost proposals were based upon 466,000 hours as provided in the RFP and were as follows: \$58,340,765 for HAKS, \$60,341,856 for HILL, and \$66,255,503 for LiRo. The engineer’s estimate was \$56,739,408. Negotiations focused on labor rates, overhead and fees.

Best and Final Offers (BAFO) were received in order to determine if the rates offered by these firms were in an acceptable competitive range, as they will be used as the basis for task orders issued. Based on an evaluation of the labor rates, overhead and fees, the BAFOs were determined to be in an acceptable competitive range and considered to be fair and reasonable. The BAFOs were as follows: \$57,065,322 for HAKS, \$55,834,247 for HILL, and \$53,090,731 for LiRo. HAKS’ BAFO was \$325,914 (1%) higher than the engineer’s estimate and represents a reduction of \$1,275,443 from its initial proposal. HILL’s BAFO was \$905,161 (1.6%) less than the engineer’s estimate and represents a reduction of \$4,507,609 from its initial proposal. LiRo’s BAFO was \$3,648,677 (6.4%) less than the engineer’s estimate and represents a reduction of \$13,164,772 from its initial proposal.

Background investigations and material revealed that all three of the selected Consultants disclosed no “significant adverse information” (SAI) within the meaning of the All-Agency Responsibility Guidelines. HAKS, HILL and LiRo were found responsible for award. Previous work of the selected consultants for the MTA or affiliates: All of the consultants have prior experience on NYC Transit IQ and/or A/E contracts as either prime or sub-consultants.

## M/W/DBE

The Department of Diversity and Civil Rights has established a Disadvantaged Business Enterprise (DBE) goal of 17%. HAKS and LiRo achieved their previous M/W/DBE goals on previous MTA contracts. Hill has not completed any MTA contracts; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

## IMPACT ON FUNDING

This contract will be funded with 100% Federal funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until approved WAR Certificates are received.

## ALTERNATIVES

None. NYC Transit lacks available in-house technical personnel to perform the specific tasks required 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

It is requested that the Board approve the award of three competitively negotiated Indefinite Quantity (IQ) Federally-funded contracts for Consultant Construction Management and Inspection Services for Superstorm Sandy-Related Repair and Resiliency Projects and miscellaneous construction.

## Schedule G: Miscellaneous Service Contracts

**Item Number:** 8

<b>Vendor Name (&amp; Location)</b> Clean Venture, Inc. (Elizabeth, NJ)
<b>Description</b> Handling, Removal, Transportation, and Disposal of Hazardous/Contaminated Waste
<b>Contract Term (including Options, if any)</b> Five years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> RFQ 64914	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> NYC Transit: \$1,895,982 MTABC: \$598,731	
\$2,494,713 (Est.)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Office of System Safety, Cheryl Kennedy MTA Bus Company, Darryl C. Irick	

### Discussion:

This multi-agency contract is for the handling, removal, transportation, and disposal of various types of hazardous/contaminated waste by Clean Venture, Inc. (Clean Venture) for five years in the estimated amounts of \$1,895,982 for NYC Transit and \$598,731 for MTA Bus Company (MTABC) for a total estimated amount of \$2,494,713.

NYC Transit Office of System Safety and MTABC require the services of a contractor to handle, remove, transport, and dispose of hazardous/contaminated waste as mandated by Federal, State, and local laws. The contractor is required to provide emergency spill response and cleanup services when requested by the project manager. The contract will be utilized on an as-needed basis without any obligation for either agency to commit to a minimum amount.

An Invitation for Bids was advertised in May 2014, resulting in the receipt of six bids. An extensive outreach to increase competition was performed prior to this solicitation by NYC Transit Procurement resulting in the receipt of six bids, four bids more than were received on the last solicitation. Clean Venture's bid of \$2,494,713 was 23% lower than the next lowest bid. Clean Venture is the contractor under the previous contract.

When the unit prices of the proposed and previous contracts are evaluated at the current quantities, the overall price decreased by 6.8%. Based on adequate competition and a comparison to the unit prices in the previous contract, Clean Venture's pricing is considered to be fair and reasonable.



**Schedule G: Miscellaneous Service Contracts****Item Number:** 9

<b>Vendor Name (&amp; Location)</b> Compulink Technologies, Inc. (New York, NY)	<b>Contract Number</b> RFQ 71628	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Maintenance of Cisco Hardware and Software, Training and Engineering Services	<b>Total Amount:</b> NYC Transit: \$3,180,063 B&T: \$604,040 MNR: \$597,924 \$4,382,027 (Est.)	
<b>Contract Term (including Options, if any)</b> Three years, with one-year option	<b>Funding Source</b>  <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways, Joseph Leader and MTA-IT, Sidney Gellineau	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

**Discussion:**

This three year multi-agency competitive miscellaneous service contract with Compulink Technologies, Inc. (Compulink) is for hardware and software maintenance of Cisco network equipment. The Cisco equipment to be maintained under this contract is predominantly older, legacy equipment that is at or near end-of-life (EOL). Compulink is a value added reseller (VAR) for maintenance that will be provided by Cisco.

Under this contract, hardware and software maintenance will be provided for Cisco equipment that is near or has reached end-of-life. Equipment that is EOL will receive limited maintenance support based on the availability of parts and the supportability of the software.

Routers and other network equipment, which provide connectivity to NYC Transit's major applications, will be maintained under this contract. Also included are training and engineering services. This multi-agency contract will provide support to NYC Transit, Bridges and Tunnels, and MetroNorth Railroad.

Quotes were solicited from four value added resellers under NY state OGS contract PT64525. Three quotes were received; one quote was non-responsive as it utilized a non-conforming price schedule. Compulink submitted the low quote with a discount of 25.5% from the OGS price for maintenance. The other responsive quote only offered a discount of 16.0% off the OGS price for maintenance. The maintenance discount for the requested contract is approximately 1.7% higher than the discount under the prior contract. The price was found to be fair and reasonable based on adequate price competition.

The EOL Cisco equipment covered under this contract that is supported by MTA-IT will be replaced under the Network Infrastructure Upgrade contract. Cisco equipment covered under this contract that is supported by NYC Transit's Electronics Maintenance Division will not be replaced under the Network Infrastructure Upgrade contract, but is anticipated to be replaced under the 2015-2019 Capital Program.

## Schedule G: Miscellaneous Service Contracts

**Item Number:** 10-11

<b>Vendor Name (&amp; Location)</b> Tierney and Courtney Overhead Door Sales Co., Inc. (Maspeth, NY) United Steel Products, Inc. (Flushing, NY)
<b>Description</b> Repair of rapid roll-up doors
<b>Contract Term (including Options, if any)</b>  Three Years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b>  IFB 83798	<b>Renewal?</b>  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$645,824 (Est.)  Tierney and Courtney: \$414,353 (Class A: \$352,603 & Class D: \$61,750)  United Steel: \$231,471 (Class B: \$165,261 & Class C: \$66,210)	
<b>Funding Source</b>  <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick	

### Discussion:

This multi-agency contract is to provide repair of rapid roll-up doors for NYC Transit Department of Buses (DOB) and Department of Subways (DOS), MTA Bus Company (MTABC) and MTA Bridges and Tunnels (B&T). The contractor is required to supply all labor, materials and equipment necessary for repair of Rytec, Albany and Marathon rapid roll-up doors at various DOB, DOS, MTABC and B&T locations. Rapid roll-up doors open automatically when a vehicle is entering or exiting a facility and help maintain the inside ambient temperature.

Due to the varied nature of parts required for the different brands of rapid roll-up doors and the multiple agencies under the scope of work, the bid was split into four classes, Class A for Rytec doors and included DOB, MTABC, and DOS, Class B for Albany doors for DOB only, Class C for Marathon doors for DOB only, and Class D for Rytec doors for B&T only. Procurement conducted an extensive outreach to the marketplace which led to the receipt of four bids in each class of this solicitation as compared to two bids on Classes A and B and one bid on Class C of the previous contract.

Tierney and Courtney Overhead Door Sales Co. Inc. (Tierney and Courtney), a new vendor to NYC Transit is the low bidder on Class A for Rytec doors in the amount of \$352,603 (comprised of \$299,895 for DOB and MTABC and \$52,708 for DOS) and Class D also for Rytec doors in the amount of \$61,750 for B&T. Tierney and Courtney's bids on Classes A and D are approximately 10% lower than the next low bids. United Steel Products, Inc. (United Steel) is the low bidder on Class B for Albany doors for DOB in the amount of \$165,261 and Class C for Marathon doors for DOB in the amount of \$66,210. United Steel's bids on Classes B and C are approximately 18% lower than the next low bids. Additionally, when comparing like items from the previous contract to those under this bid for Classes A, B and C (representing approximately 98% of the overall value of the low bids submitted by Tierney and Courtney and United Steel), the bids reflect decreases in pricing of 14% for Class A, 32% for Class B and 15% for Class C. This is the first time B&T participated in a joint procurement for this type of service; therefore, no previous pricing exists for Class D.

A qualification hearing was held with Tierney and Courtney and it was deemed technically qualified based on its experience in this field and its comprehensive understanding of the contract requirements. United Steel was found technically qualified based on its performance under the previous contract.

Based upon the aforementioned price analysis and effective price competition, pricing from Tierney and Courtney and United Steel was found to be fair and reasonable.

**Item Number:** 12-14

<b>Vendor Name (&amp; Location)</b> Horizon Healthcare Staffing Corp. (Hicksville, NY) Go Medical Services, P.L.L.C. (Rego Park, NY) AHRC Healthcare Inc., d/b/a Access Community Health Center (New York, NY)
<b>Description</b> Assessment Services for Paratransit and Reduced-Fare MetroCard Eligibility
<b>Contract Term (including Options, if any)</b> January 7, 2015 – January 6, 2020
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> RFP 65192	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$18,296,655 (Est.) \$8,704,237 (Horizon, BK-BX-SI) \$7,484,451 (Go Medical, BK-QN) \$2,107,967 (Access, Manhattan)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick	

**Discussion:**

These estimated quantity, miscellaneous service contracts are for the provision of eligibility assessment service for the Paratransit Eligibility Determination Unit (Paratransit) and Reduced-Fare MetroCard Unit (Reduced-Fare). The Scope of Work requires multiple contractors to perform eligibility assessments operating from their own facility(ies), utilizing medical professionals to conduct in-person evaluations of individuals applying for Access-A-Ride (AAR) paratransit transportation service, as well as individuals appealing for Reduced-Fare MetroCard privileges. The Contractor evaluates how an applicant's disability may or may not prevent him/her from using fixed-route transportation, and subsequently provides an independent eligibility recommendation which assists NYC Transit personnel in its final determination of the service being requested.

In March 2014, Request for Proposals (RFP) 65192 was competitively solicited for renewal contracts for the above mentioned services. The term of the renewal Contracts is five years with an option to extend for up to an additional two years. Board approval will be sought if NYC Transit wishes to exercise its option.

The evaluation criteria for RFP65192, listed in descending order of importance, were as follows: Overall Technical Qualification to provide eligibility assessment service, Overall Price and Other Relevant Matters. The solicitation was structured in five classes, each class representing a borough covering the needs of both Paratransit and Reduced-Fare. One assessment center is required in each of the five boroughs, with the exception of Brooklyn, which requires two centers as it represents the largest number of assessments. Pricing is based on a per-assessment rate and shall remain fixed for years 1-3 and 4-5 of the base contract. Separate pricing was requested for each option year. A single Proposer would be eligible to receive 100% of the estimated assessments allocated for that borough, with the exception of Brooklyn. Proposers were informed that an evenly-split award for Brooklyn would be made to two vendors.

Procurement performed an extensive outreach including directly calling 250 healthcare industry professionals which resulted in 18 firms having picked up the RFP package, 17 companies attending the pre-proposal conference, and 11 proposals being submitted in response to the RFP. The Selection Committee (SC) evaluated the proposals throughout each phase of the RFP in accordance with the evaluation criteria. Following the SC's review, two proposals were eliminated immediately as the Proposers failed to demonstrate an adequate level of understanding of the work. The remaining nine Proposers were invited for oral presentations. Subsequent to oral presentations, one Proposer was eliminated as the SC determined that this Proposer lacked an understanding of the Scope of Work requirements and did not effectively communicate its approach to conducting the service. Three additional Proposers were eliminated after visits to the proposed facilities were made, as the SC determined that logistical and/or physical barriers to performing the service could not be overcome.

Five Proposers were invited for negotiations. Negotiations centered on the caliber and quantity of staff, the quality and physical layout of the facility, and pricing. One Proposer was unable to offer satisfactory modifications to the physical layout

## Schedule G: Miscellaneous Service Contracts

of its facility and was therefore eliminated. Best and Final Offers (BAFOs) were received on October 16, 2014 from the four remaining Proposers: Horizon Healthcare Staffing Corp., (Horizon), Go Medical Services, P.L.L.C., (Go Medical), Access Community Health Center (Access), and Kennedy Advanced Professional Services, Ltd. (KAPS).

The chart below identifies the boroughs for which each Proposer quoted, the incumbents and the awardee(s). In all instances the SC unanimously voted to award to the Proposers with the highest technical ranking and lowest price with the exception of the Bronx. While Access and Go Medical had lower pricing, Horizon had the highest technical ranking, and the SC questioned the financial ability for Access to handle two boroughs, and for Go Medical to handle three.

Proposer	Brooklyn	Queens	Bronx	Manhattan	Staten Island
Horizon	<b>\$3,388,483*</b>		<b>\$3,702,253*</b>		<b>\$1,613,501*</b>
Go Medical	<b>\$2,989,078</b>	<b>\$4,495,373*</b>	<del>\$3,440,998</del>		
Access			<del>\$2,606,881</del>	<b>\$2,107,967*</b>	
KAPS		<del>\$4,554,864</del>			

\* Denotes incumbent; shaded/bold cell denotes the awardee and amount for each borough, and strikethrough denotes the proposer/borough for which an award was not made.

Through negotiations, the BAFO pricing from Horizon (for the boroughs of Brooklyn, Bronx and Staten Island) is \$994,683 or 10.3% lower than its initial pricing; from Go Medical (for the boroughs of Brooklyn and Queens) it is \$417,090 or 5.3% lower than its initial pricing; and from Access (for the borough of Manhattan) it is \$534,218 or 20.2% lower than its initial pricing. This represents an estimated savings of \$1.9M. Both Horizon and Go Medical are financially qualified to perform the work at the recommended award amounts. Access did not satisfy the financial qualification requirements; however, it has been a consistent and reliable provider of the service since award of its contract in May 2011. Taking into account its past performance, strategically located facility and continuity of key personnel, award to Access is being recommended based on a business decision. In addition, under these contracts, risk is minimized as payment is made after the provision of service, and if Access is subsequently unable to perform, applicants will be sent to facilities in alternate boroughs for an interim period. Prices from all three Proposers are considered fair and reasonable.

Additionally, a comparison of the weighted average price per assessment from the existing contract(s) to renewal pricing shows a range of cost savings from \$3.56 to \$16.20 (or 4.6% to 20.4%) across the five boroughs. This calculation uses the existing price per assessment multiplied by the number of renewal assessments for each borough.

Item Number: 15-16

<b>Vendor Name (&amp; Location)</b> Init Innovations in Transportation, Inc. (Chesapeake, VA)		<b>Contract Number</b> W32645 and 05L9315		<b>AWO/Mod. #</b> 3	
<b>Description</b>  Paratransit Automatic Vehicle Location Monitoring (AVLM) System Contract to equip new vehicles		<b>Original Amount:</b> W32645: \$11,330,086 05L9315: \$4,998,192      \$ 20,952,364			
		<b>Option Amount:</b> W32645: \$4,624,086			
<b>Contract Term (including Options, if any)</b>  December 23, 2005 – September 15, 2015		<b>Prior Modifications (not including option):</b> W32645: \$6,716,166 05L9315: \$5,347,002      \$ 12,063,168			
		<b>Prior Budgetary Increases:</b> \$ 0			
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a		<b>Current Amount:</b> W32645: \$22,670,338 05L9315: \$10,345,194      \$ 33,015,532			
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification					
<b>Funding Source</b>  <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b> W32645: \$3,004,309 (Est.)      \$ 3,934,097 (Est.) 05L9315: \$929,788 (Est.)			
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick		<b>% of This Request to Current Amount:</b> 11.9%			
		<b>% of Modifications (including This Request) to Total Amount:</b> 76.4%			

**Discussion:**

These modifications for Capital Contract W32645 and Operating Contract 05L9315 are for the extension of the term of each of the contracts by six years from September 15, 2015 to September 14, 2021 and for additional services and equipment for the Paratransit Automatic Vehicle Location Monitoring (AVLM) system provided by Init Innovations in Transportation, Inc. (Init).

The October 2005 Board approved the award of the AVLM project to Init via a competitively solicited RFP that resulted in two separate awards, one covering the capially funded requirements (on board vehicle equipment and land based software and hardware) and the other for operating requirements (maintenance and communications). The AVLM system remotely monitors vehicle location in real time and feeds this information to Paratransit's scheduling software to provide computer aided dispatching information for Paratransit's Command Center personnel. AVLM also provides vehicle operators their customer pickup and drop-off locations on a map showing the route to the scheduled destination along with spoken directions. Each AVLM equipped vehicle has a Mobile Data Terminal (MDT) utilizing Global Positioning Satellites (GPS), a wireless data cellular communications network and a Geographical Information System (GIS) providing the map functions. The AVLM system has an estimated lifespan of at least 15 years. AVLM utilizes Init's specially designed and manufactured hardware, operating via a proprietary software application which is an integral part of Paratransit's linked technology systems including the StrataGen Adaptive Decision Engine for Passenger Transportation (ADEPT) scheduling software and Interactive Voice Response systems. These systems have been customized to inter-communicate and share information, facilitate trip scheduling and provide vehicle location information to deliver efficient trips meeting ADA requirements. Through prior Board approved modifications, each of the contract's terms was extended to September 15, 2015. Under a separate action in this month's agenda, Board ratification is also being sought for Modification #4 for AVLM requirements associated with Superstorm Sandy.

These modifications will extend each of the contract's terms to September 14, 2021 for an estimated \$3,934,097, and includes a wide variety of services and equipment to provide for the continued use, refreshing and updating of the AVLM system. The cost

is broken out as follows: Capital costs totaling \$3,004,309 include vehicle wiring and installation costs for \$1,870,019, fixed-end hardware including installation for \$572,424 and programming for software enhancements for \$561,866; Operating Costs totaling \$929,788 include software maintenance, licensing and support for \$371,054 and on-board vehicle equipment removal and installation services and non-warranty repairs and parts for \$558,734. This modification does not include the purchase of any additional MDTs.

Init's initial proposal for Modification #3 was \$5,148,667. Through a cost analysis conducted by MTA Audit and the Procurement Cost Price Unit, and as a result of negotiations for both modifications #3 and #4 conducted simultaneously (due to their shared common items), total pricing was reduced to \$3,934,097, which is \$1,214,570 below the initial price proposal. Based on the cost analysis and negotiations, Init's pricing has been found to be fair and reasonable.

**L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

<b>17. Nordco Rail Services</b>	<b>Original Amount:</b>	\$ 1,710,915
<b>RFQ# 2857</b>	<b>Prior Modifications:</b>	\$ 0
<b>March 12, 2012 – March 11, 2016</b>	<b>Prior Budgetary Increases:</b>	\$ 0
	<b>Current Amount:</b>	\$ <u>1,710,915</u>
	<b>This Request:</b>	\$ 1,063,818
	<b>% of This Request to Current Amount:</b>	62.2%
	<b>% of Mods/Budget Adjustments (including This Request) to Original Amount:</b>	62.2%

**Discussion:**

This contract is for ultrasonic rail flaw detection services (UT) which uses sound waves to identify defects in the rail. Use of this equipment allows track personnel to proactively repair flaws before they become problematic. Nordco Rail Services was retained in 2012 to perform these services utilizing NYC Transit Track Geometry Cars #3 and #4. These cars were previously purchased from Plasser American Corporation with the Nordco brand equipment already installed.

At the time of award, the estimated inspection duration was 96 weeks over a four-year term (an average of 24 UT inspections per year). During the first half of the contract term, the actual number of test weeks increased significantly. A total of 91 weeks of UT inspections occurred from the start of the contract term in March 2012 to the end of September 2014. This was the primary cause for the depletion of funds at a faster rate (an average of 36.4 UT inspections per year).

Several conditions or events created the need for the additional weeks of UT inspections and resultant accelerated expenditures:

- Extra post-Superstorm Sandy UT special inspections of the flooded subway tracks and yards;
- Extra Nordco UT inspections covering NYC Transit's main line tracks due to availability issues with the Sperry SRS-403 UT inspection vehicle (Sperry currently provides the same service utilizing its aging SRS-403 vehicle, soon to be replaced by NYC Transit's TGC #2 vehicle that recently had the new Sperry brand equipment installed);
- Increased frequency of UT inspections of critical subway corridors.
- Additional costs associated with increased usage of spare and consumable parts.

From contract award in March 2012 to September 30, 2014, approximately \$1,557,700 of the contract value was expended leaving \$153,215 remaining in the contract. The work scheduled for October 1, 2014 through December 31, 2014 involves 12 weeks of UT inspections at an estimated cost of \$196,284. This will deplete the remaining funds in the contract before the end of December 2014 and before completion of the 12 UT inspections leaving a budget shortfall of \$43,069. From January 1, 2015 through the contract expiration on March 11, 2016 there will be 55 weeks of UT inspections at an estimated cost of \$899,635. The cost of necessary additional spare and consumable parts (such as UT probes) from October 1, 2014 through the contract expiration is estimated at \$121,114.

This Budget Adjustment will increase the total estimated value of the contract by \$1,063,818 to a total estimated amount of \$2,774,733. This amount is sufficient to meet NYC Transit's anticipated needs for additional UT inspections through the expiration of the contract.

**NOVEMBER 2014**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

- |  |                         |                                      |
|--|-------------------------|--------------------------------------|
| <b>1. Init Innovations in<br/>Transportation, Inc.<br/>Contract# 05L9315.4</b> | <b>\$977,894 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
|--|-------------------------|--------------------------------------|

Modification to the contract for the Paratransit Automatic Vehicle Location Monitoring Contract, in order to address repair and/or replacement of equipment and hardware damaged by Superstorm Sandy.



# Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

<b>Vendor Name (&amp; Location)</b>	
Init Innovations in Transportation, Inc. (Chesapeake, VA)	
Paratransit Automatic Vehicle Location Monitoring (AVLM) System contract	
<b>Contract Term (including Options, if any)</b>	
December 23, 2005 – September 15, 2015	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
Department of Buses, Darryl C. Irick	

Contract Number	AWO/Mod. #
05L9315	4
<b>Original Amount:</b>	\$ 4,998,192
<b>Prior Modifications:</b>	\$ 5,347,002
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 10,345,194
<b>This Request:</b>	\$ 977,894 (Est.)
<b>% of This Request to Current Amount:</b>	9.5%
<b>% of Modifications (including This Request) to Original Amount:</b>	126.5%

## Discussion:

This retroactive Modification #4 to Operating Contract 05L9315 provides services and equipment for the Paratransit Automatic Vehicle Location Monitoring (AVLM) system provided by Init Innovations in Transportation, Inc. (Init). This work was done under the Declaration of Emergency for Hurricane (Superstorm) Sandy of November 1, 2012.

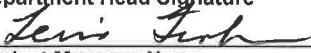
The October 2005 Board approved the award of the AVLM project to Init via a competitively solicited RFP that resulted in two separate awards, W32645 covering the capitally funded requirements (on board vehicle equipment and land based software and hardware), and 05L9315 for operating requirements (maintenance and communications). The AVLM system remotely monitors vehicle location in real time and feeds this information to Paratransit's scheduling software to provide computer aided dispatching information for Paratransit's Command Center personnel. AVLM also provides vehicle operators their customer pickup and drop-off locations on a map showing the route to the scheduled destination along with spoken directions. Each AVLM equipped vehicle has a Mobile Data Terminal (MDT) utilizing Global Positioning Satellites (GPS), a wireless data cellular communications network and a Geographical Information System (GIS) providing the map functions. The AVLM system has an estimated lifespan of at least 15 years. AVLM utilizes Init's specially designed and manufactured hardware, operating via a proprietary software application which is an integral part of Paratransit's linked technology systems including the StrataGen Adaptive Decision Engine for Passenger Transportation (ADEPT) scheduling software and Interactive Voice Response systems. These systems have been customized to inter-communicate and share information, facilitate trip scheduling and provide vehicle location information to deliver efficient trips meeting ADA requirements. Through prior Board approved modifications, the contract term was extended to September 15, 2015. Under a separate action in this month's agenda, Board approval is also being sought for Modification #3 for AVLM requirements not associated with Superstorm Sandy.

Modification #4 totals an estimated \$977,894 in operating funds and constitutes costs associated with the repair and/or replacement of the AVLM system in 221 vehicles damaged beyond repair by Superstorm Sandy in October 2012. The on-board vehicle hardware (MDT, modem and GPS) was removed from these vehicles, cleaned and diagnostically tested to ensure compliance with applicable specifications. This Modification includes \$505,753 for cleaning and diagnostic testing together with the purchase of 95 replacement MDTs, 91 modems, and 95 GPS components and \$472,141 for AVLM vehicle installation costs, including miscellaneous parts (cables, brackets, etc.). These units were installed in 221 new MV-1 replacement vehicles.

Init's initial proposal for Modification #4 was \$1,411,695. Through a cost analysis conducted by MTA Audit and the Procurement Cost Price Unit, and as a result of negotiations for both modifications #3 and #4 conducted simultaneously (due to their shared common items), total pricing for Modification #4 was reduced to \$977,894, which is \$433,801 below the initial price proposal. Based on the cost analysis and negotiations, Init's pricing has been found to be fair and reasonable.



# Staff Summary

Page 1 of 2

<b>Subject</b> Amendment of Salary Cap in TAB Hearing Officer Contracts
<b>Department</b> Law Department
<b>Department Head Name</b> Lewis Finkelman
<b>Department Head Signature</b> 
<b>Project Manager Name</b> Mary-Ann Maloney

<b>Date</b> October 31, 2014
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other

Internal Approvals			
Order	Approval	Order	Approval
	President		
	Executive VP		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Law		Human Resources		Labor Relations		Material

## Narrative

### Purpose

To obtain Board approval for the amendment of the retainer agreements between the MTA New York City Transit and the below-named 12 attorneys for the provision of legal services to the Transit Adjudication Bureau (TAB) in the capacity of per diem hearing officers.

### Discussion

In accordance with Paragraph Two of Section 1209-a of the Public Authorities Law, the Transit Adjudication Bureau (TAB) maintains a roster of per diem hearing officers who are appointed by the President of the Authority. There are currently forty-three (43) attorneys on our roster and, of those, two (2) are providing services as per diem Senior Hearing Officers under separate contracts.

Appointees to the hearing officer position serve on a per diem basis for seven (7) hours and are paid at an hourly rate. Under the retainer agreements (that will cover the period from January 1, 2014 through December 31, 2014), each hearing officer's compensation will be \$39.47 per hour [or \$276.29 for a seven(7)hour day] and the agreement includes a provision that compensation to a per diem hearing officer shall not exceed the sum of \$19,500. As a result, the maximum number of days each hearing officer can be assigned to work is seventy (70).

# Staff Summary

Page 2 of 2

Therefore, the Authority requests the Board's approval to amend its agreements with the following twelve (12) current TAB hearing officers in order to extend the limitation on the annual compensation to \$30,000, which will enable each hearing officer to work an additional thirty-eight (38) days if needed.

- Ebonette Bates
- Melissa Brody
- Anthony Bianchino
- Mary Ann D' Alto
- Rona Feinberg
- Anthony Feldmesser
- Eugene Gaer
- Pauline Glaser
- Maria Ann Ogorek
- Barry Port
- Lawrence Schwartz
- Helene Trueman

The factors that contribute to the need to increase assignments for the enumerated hearing officers include, but are not limited to, the unavailability of some of the members of the roster to accept assignments at any given time due to other professional and personal commitments and the on-going need to have staffing flexibility to respond to enforcement initiatives of the MTA and the New York City Police Department, including, but not limited to, the Eagle Team initiative to address fare evasion on buses. As a result of these initiatives, TAB has witnessed a 21% increase (18,700 to 22,580) in the number of hearings held through the 3<sup>rd</sup> quarter of 2014 as compared to the same period in 2013. Therefore, it is necessary to increase the number of days these 12 hearing officers are able to work under their retainer agreements.

## Alternatives

None.

## Impact on Funding

Funding for per diem hearing officers has been included in TAB's 2014 operating budget.

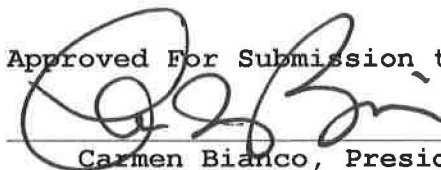
## Recommendation

That the Board approves the amendment of the January 1, 2014 - December 31, 2014 agreements with the aforementioned hearing officers, to extend the limitation on annual compensation to \$30,000.

Dated: \_\_\_\_\_

11/7/14

Approved For Submission to the Board:



Carmen Bianco, President

# Report



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

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>September 2013</u>	<u>September 2014*</u>	<u>Difference</u>
Cash	3.0%	2.7%	(0.3%)
Single-Ride Ticket	0.9%	0.8%	(0.1%)
Bonus Pay-Per-Ride	43.5%	42.9%	(0.6%)
Non-Bonus Pay-Per-Ride	3.4%	3.3%	(0.1%)
7-Day Farecard	20.1%	21.3%	1.3%
30-Day Farecard	<u>29.1%</u>	<u>28.9%</u>	(0.2%)
Total	100.0%	100.0%	

\* Preliminary

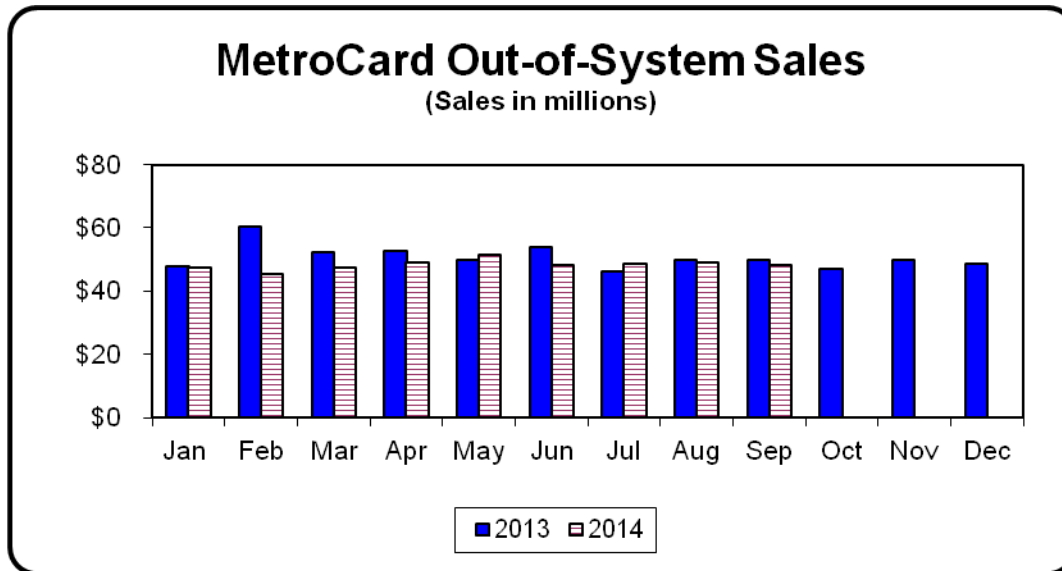
*Note: Percentages may not add due to rounding.*

### **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 September 2014 was 4,479, an 11.03 percent increase from the same period last year. The average value of a credit issued was \$68.99.

## **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$48.6 million in September 2014, a 2.8 percent decrease compared to September of 2013. Year-to-date sales totaled \$436.1 million, a 5.7 percent decrease compared to the same period last year.



### *Retail Sales*

There were 4,550 active out-of-system sales and distribution locations for MetroCards, generating \$23.8 million in sales revenue during September 2014.

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

Sales of 168,540 MetroCards valued at approximately \$14.5 million were made in September 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$86.25. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 77,097 for September 2014, generating an additional \$8.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$197.6 million, a 7.0 percent decrease when compared to last year.

## **Mobile Sales Program**

In September 2014, the Mobile Sales unit completed 194 site visits, of which 136 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$99,000 in revenue was generated. In September 2014, the Mobile Sales unit assisted and enabled 1,999 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the US Tennis Open (Queens).

### **Reduced-Fare Program**

During September 2014 enrollment in the Reduced-Fare Program increased by 6,609 new customers, while 308 customers left the program. The total number of customers in the program is 921,411. Seniors account for 752,220 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 169,191 customers. Of those, a total of 36,641 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.5 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In September 2014, the EasyPay Reduced Fare program enrollment totaled 141,544 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

### **EasyPay Xpress Pay-Per-Ride Program**

In September 2014, the EasyPay Xpress PPR program enrollment totaled 70,726 accounts. During this month, active Xpress PPR customers accounted for approximately 1.3 million subway, express bus and local bus rides with \$3.2 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$59.

### **EasyPay Xpress Unlimited Program**

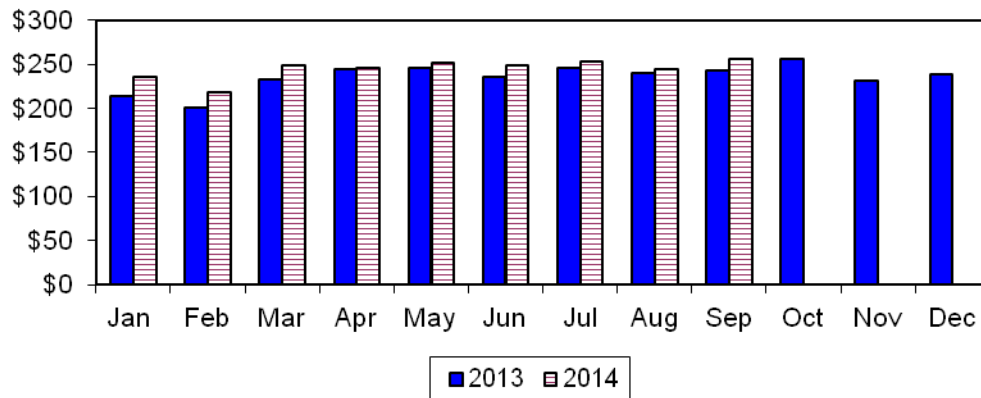
In September 2014, the EasyPay Xpress Unlimited program enrollment totaled 13,779 accounts. During this month, active Xpress Unlimited customers accounted for approximately 636,000 subway and local bus rides with \$1.3 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$112.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during September 2014 totaled \$256.4 million, on a base of 15.7 million customer transactions. This represents a 4.8 percent increase in year-to-date vending machine sales compared to the same period last year. During September 2014, MEMs accounted for 2,100,012 transactions resulting in \$52,618,935 in sales. Debit/credit card purchases accounted for 74.9 percent of total vending machine revenue, while cash purchases accounted for 25.1 percent. Debit/credit card transactions account for 49.4 percent of total vending machine transactions, while cash transactions account for 50.6 percent. The average credit sale was \$28.18, more than three times the average cash sale of \$8.09. The average debit sale was \$20.04.

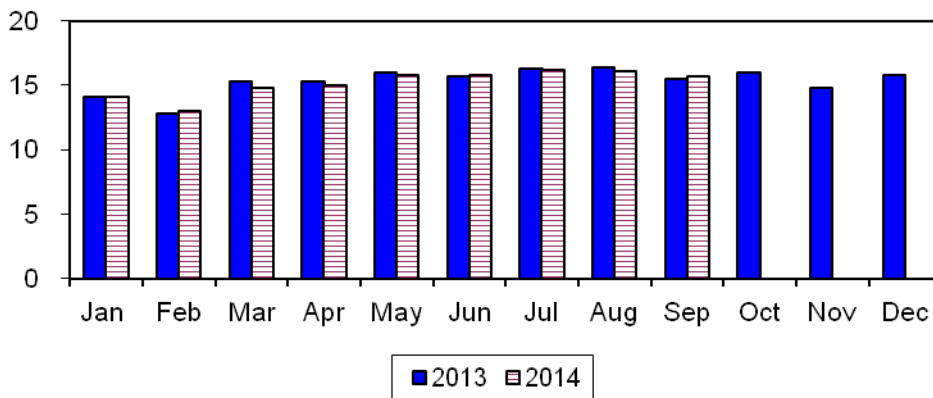
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



# 2014 Customer Satisfaction Survey Subway





# Subway Survey Context

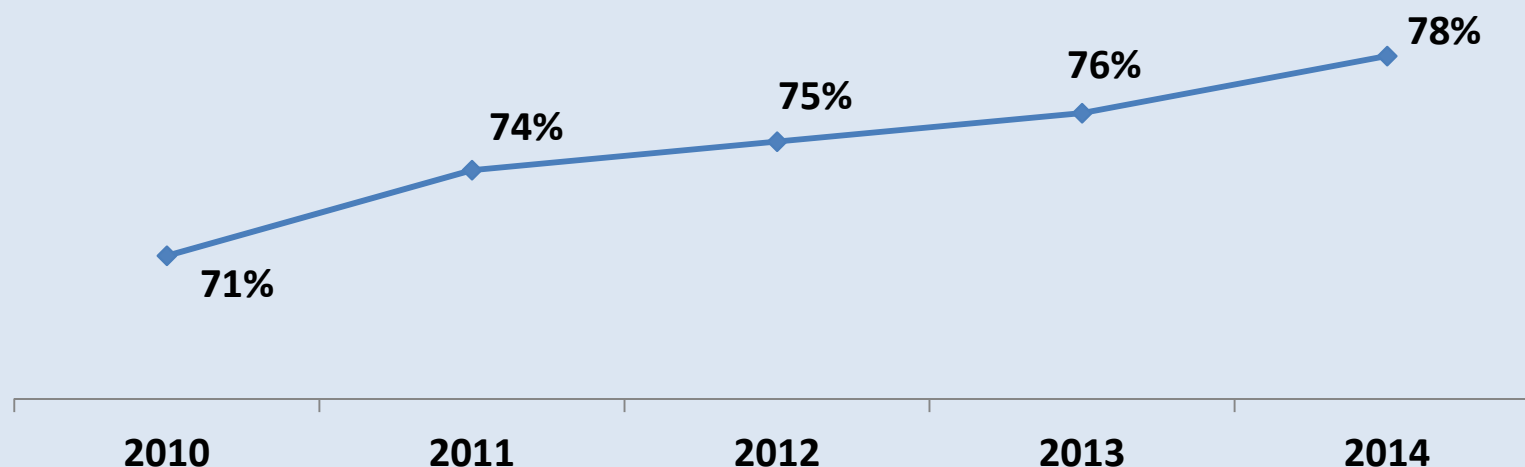
## Over the past year:

- **Subway ridership increased (+1.8% average weekday and +3.2% average weekend, 12-month averages through May 2014)**
- **Crime in the subway down 12%**
- **Fix&Fortify Sandy recovery work continues to repair damage from Superstorm Sandy and prevent similar damage in the future**
  - *Weekend shutdowns of Greenpoint G Tube 24/7 for five weeks in summer of 2014*
  - *R line closed for 13 months of Sandy repairs, one month less than planned*
- **Weekday G Line service increased from every 10 minutes to every 8 minutes between 3 p.m. and 9 p.m.**
- **Weekend service changes began on #7 Line to install Communications-Based Train Control (CBTC)**
- **Subway Mean Distance between Failures (MDBF) continued at a very high level:**  
For the 12 months ending June 2014, MDBF was 136,081 miles. This was lower than the unusually high 2013 levels, which reflected new R160 car performance. The harsh winter of 2013-14 also affected performance.
- **More underground stations wired for cell phone and Wi-Fi service**
- **Installation of 102 new Help Point intercoms and 18 On-the-Go kiosks**

# Key Findings

- Overall subway service ratings *increased* for fourth consecutive year to **78% satisfied** vs. **71% in 2010**

CUSTOMER SATISFACTION WITH SUBWAY SERVICE



# **Key Findings**

(continued)

- **Highest-rated subway service attributes:**
  - Convenience of subway stops (90% satisfied)
  - Personal security in stations before 8 p.m. (87% satisfied)
  - Safety from mechanical accidents (86% satisfied)
  - Comfort of temperature on subway cars (84% satisfied)
  - How fast the subway gets you where you want to go (83% satisfied)
  - Courtesy and helpfulness of subway conductors (83% satisfied)
  - Working condition of MetroCard Vending Machines (83% satisfied)

# **Key Findings**

(continued)

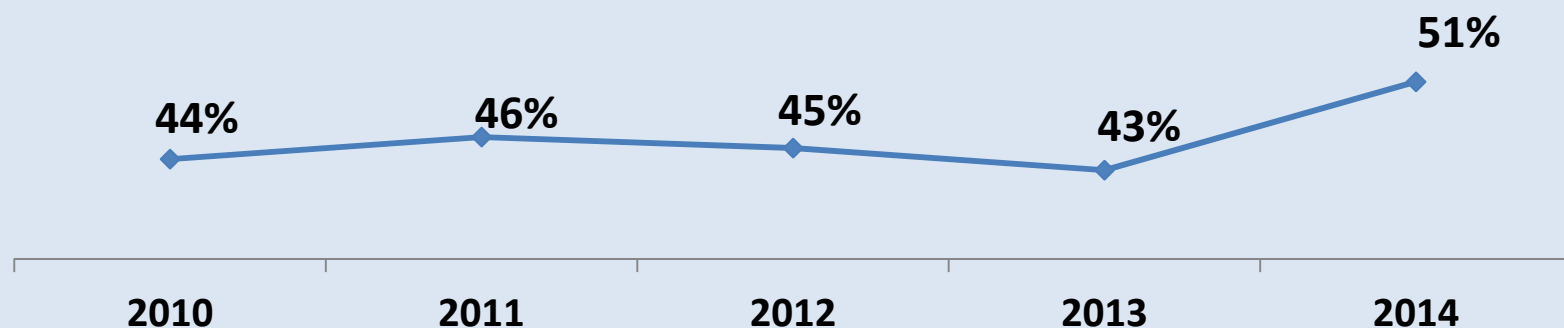
- **Lowest-rated subway service attributes:**
  - Keeping subway trains from getting too crowded during rush hours (51% satisfied)
  - Clarity of announcements on subway trains (66% satisfied)
  - Usefulness of announcements during service delays that are not part of planned service changes (69% satisfied)
  - Keeping subway stations from getting too crowded during rush hours (69% satisfied)
  - Keeping subway trains from getting too crowded on weekends (68% satisfied)
  - Having no litter on subway cars (68% satisfied)
  - Keeping station free from dirt and grime (68% satisfied)
  - Condition of subway station walls and ceilings (68% satisfied)

# Key Findings

(continued)

- With ridership increasing, customers report less chance of finding a seat at some point during their most recent subway trip (79% in 2012 vs. 70% in 2014) – this covers both rush and non-rush hours (including weekends)
- Despite more riders, the rating of “keeping subway cars from getting too crowded during rush hours” improved in 2014

## KEEPING TRAINS FROM GETTING TOO CROWDED DURING RUSH HOURS

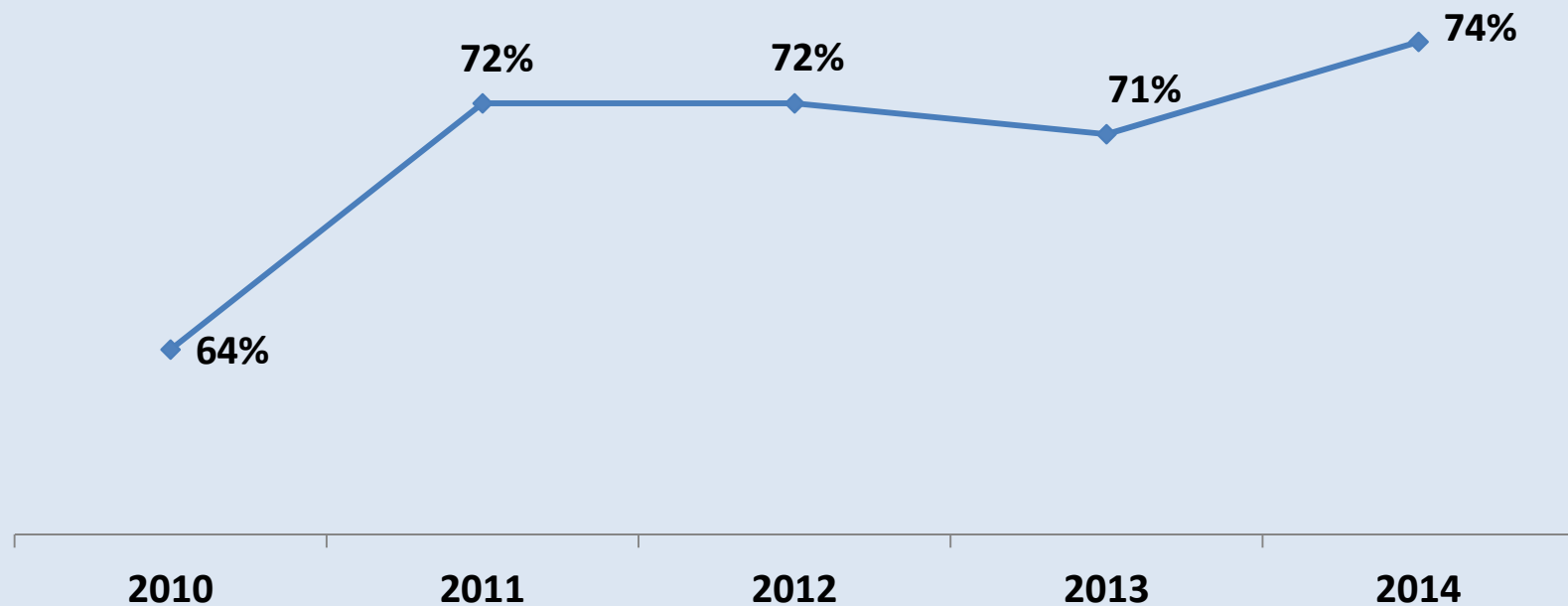


# Key Findings

(continued)

- The rating of subway station cleanliness increased in 2014 and is significantly greater than in 2010

## OVERALL STATION CLEANLINESS



# Key Findings

(continued)

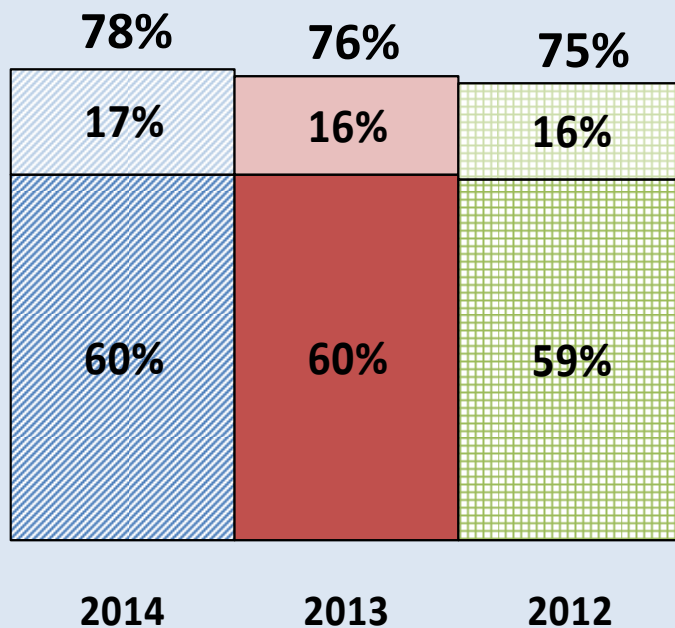
- **Satisfaction with Value for the Money Using the Subway increased for the fourth time in five years to a level significantly greater than in 2010**

VALUE FOR THE MONEY USING THE SUBWAY

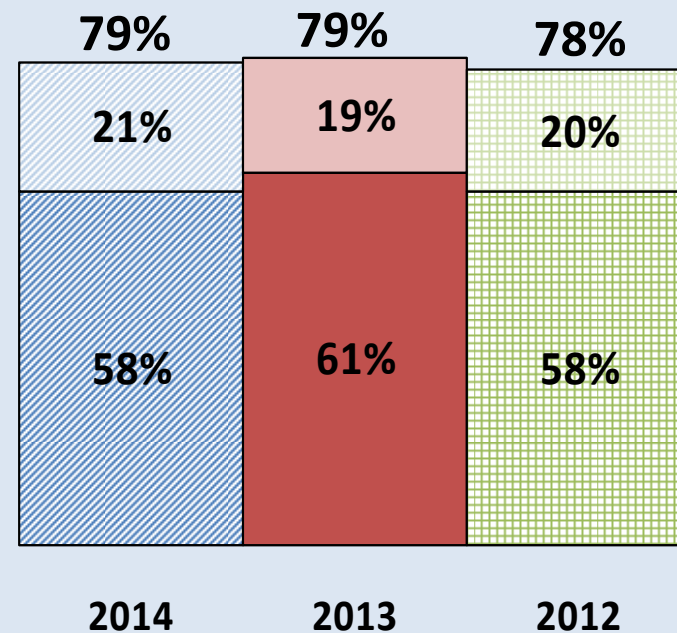


# Overall Customer Satisfaction

## Overall Subway Service



## Subway Line Respondent Used Most



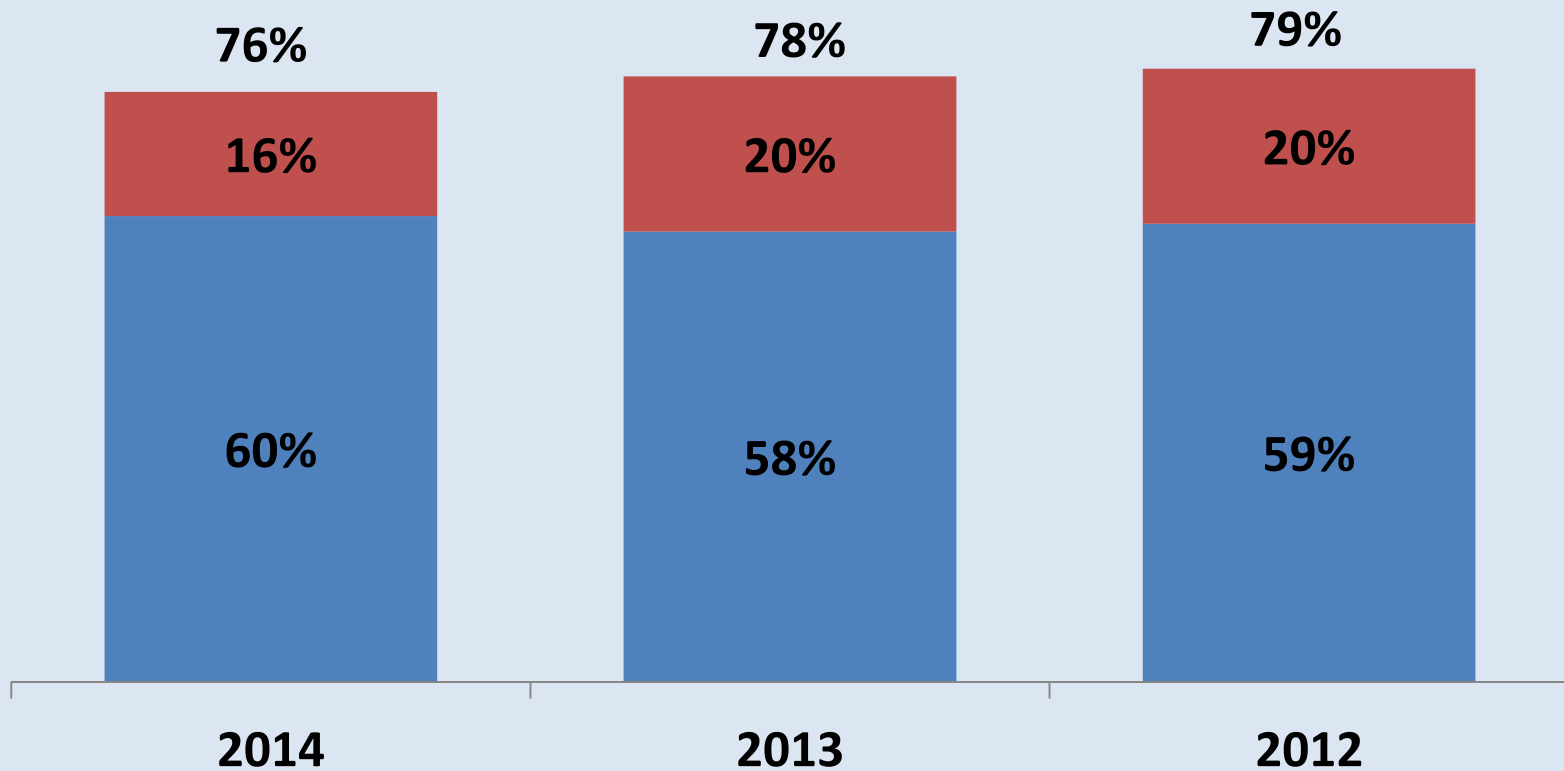
**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

New York City Transit



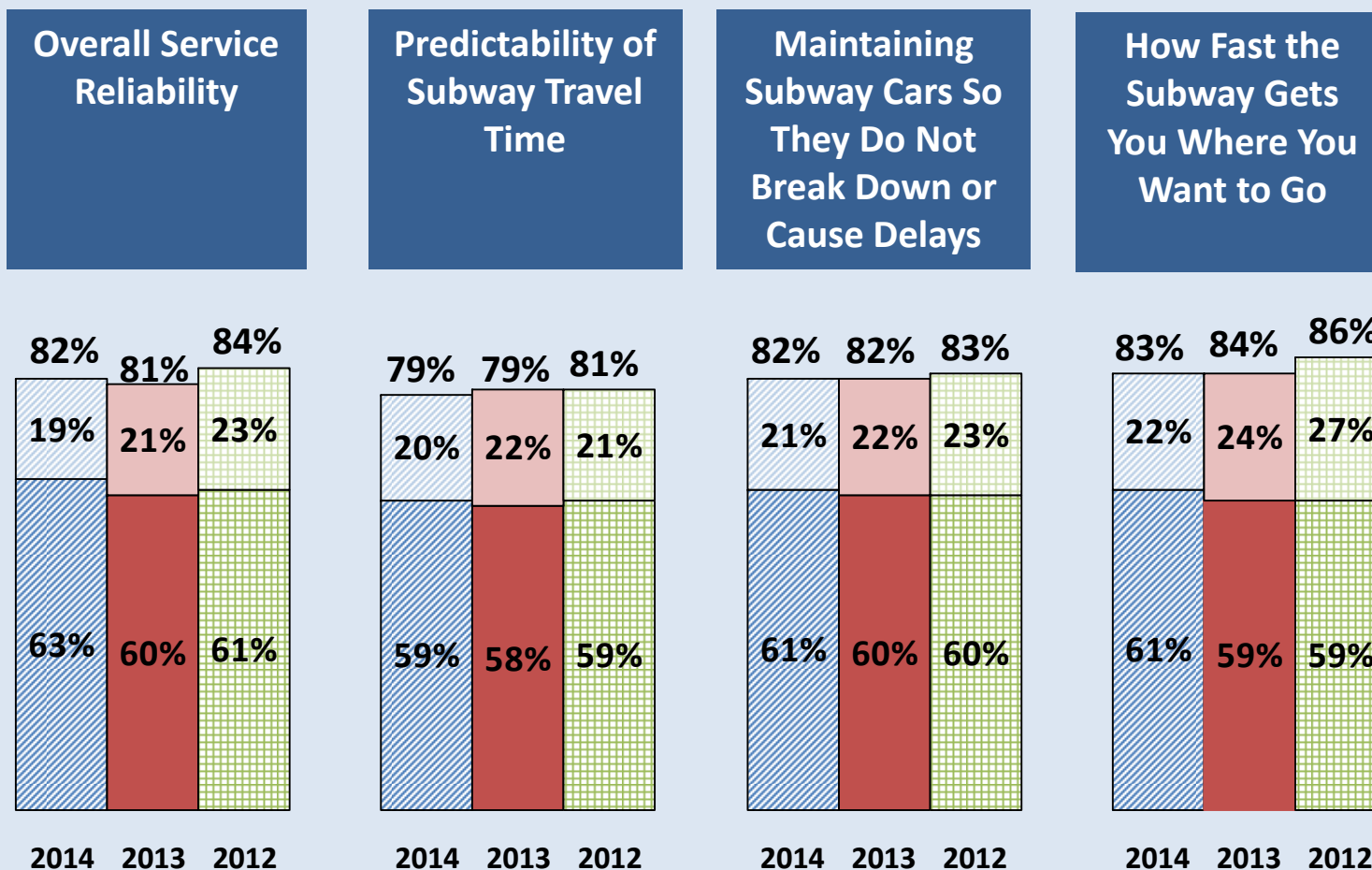
# Subway Service Frequency



**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

# Subway Reliability



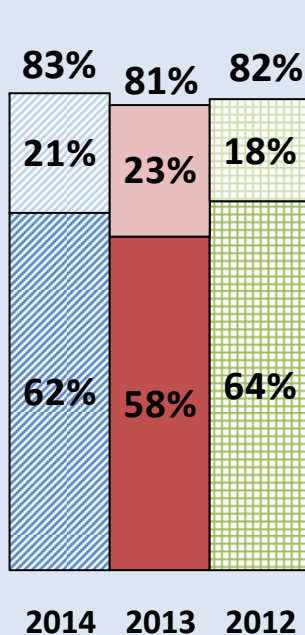
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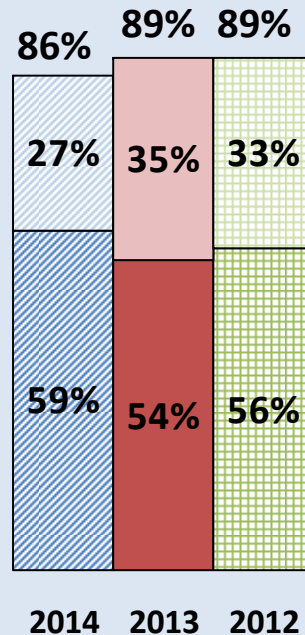
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# Subway Safety and Security

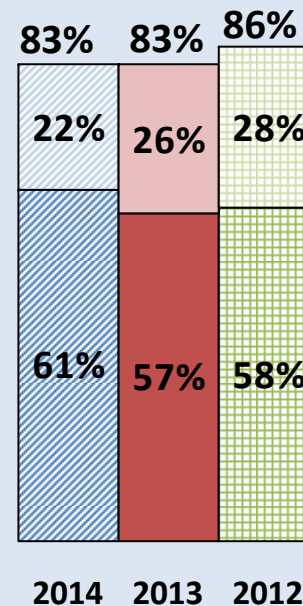
## Overall Safety and Security On Trains



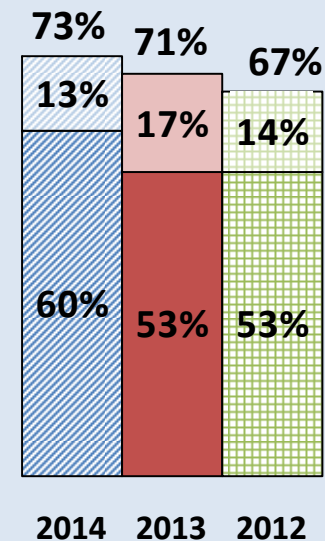
## Safety from Mechanical Accidents



## Personal Security before 8 p.m.



## Personal Security after 8 p.m.



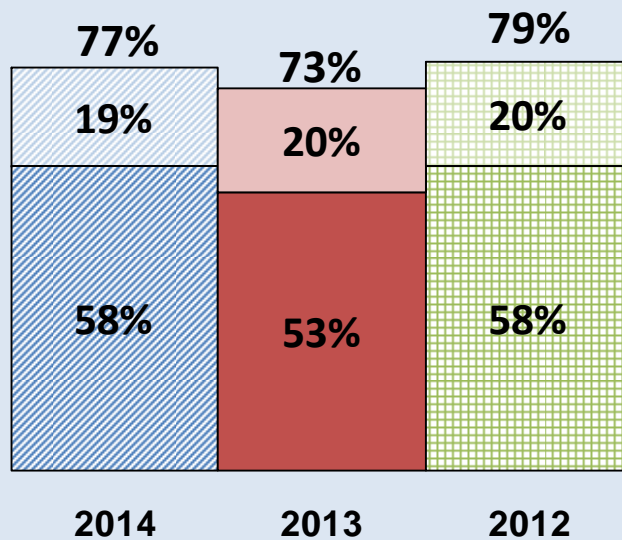
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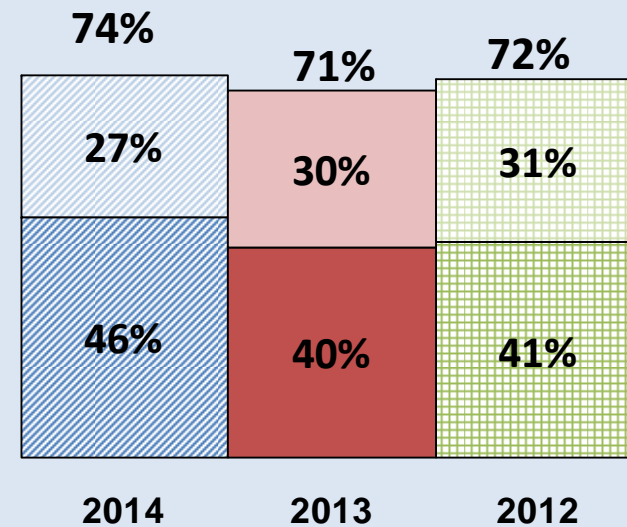
New York City Transit

# Information and Communications

## Overall Information and Communications about Subway Service



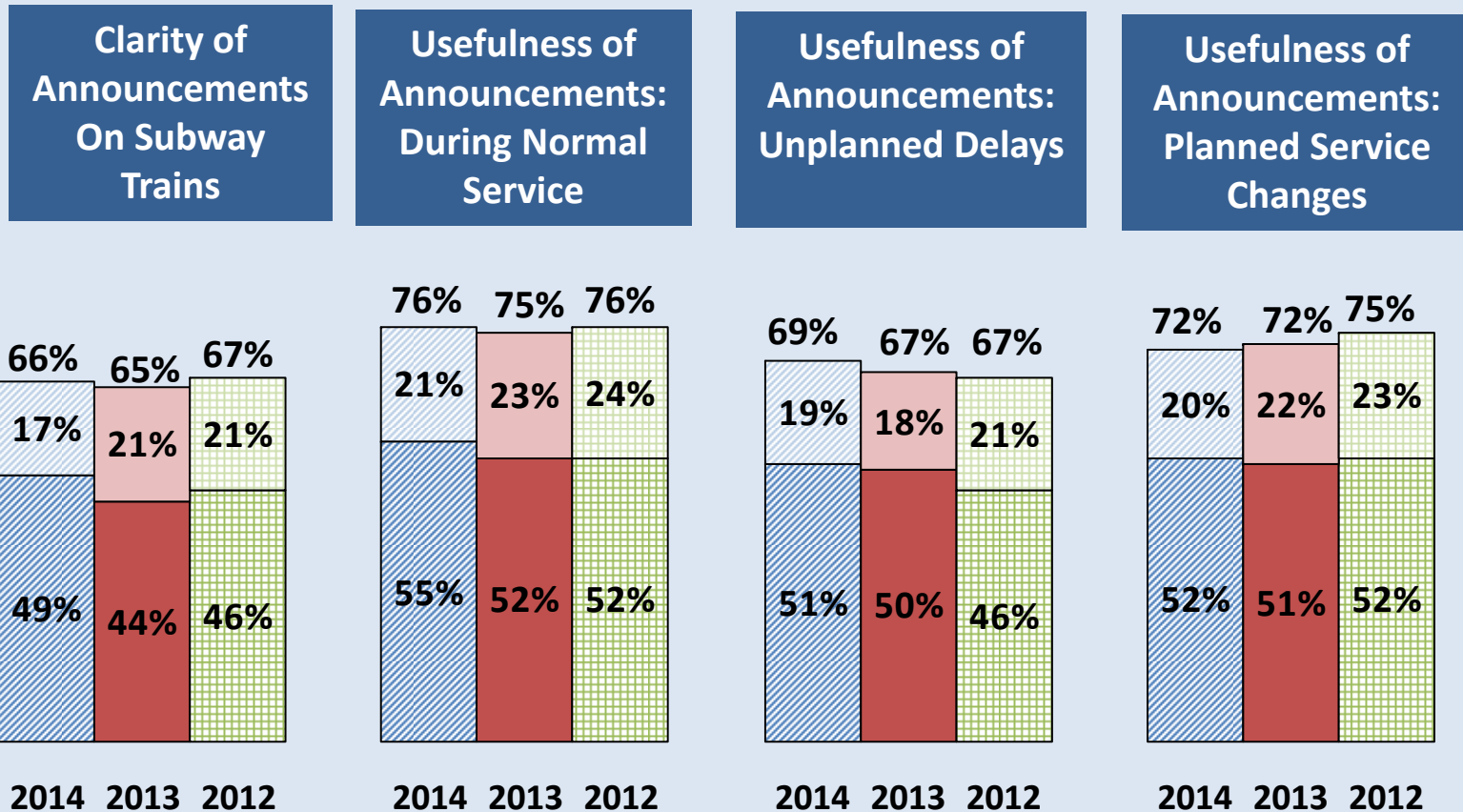
## Knowing How Long You Have to Wait for the Next Train to Arrive



**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

# Announcements on Subway Trains

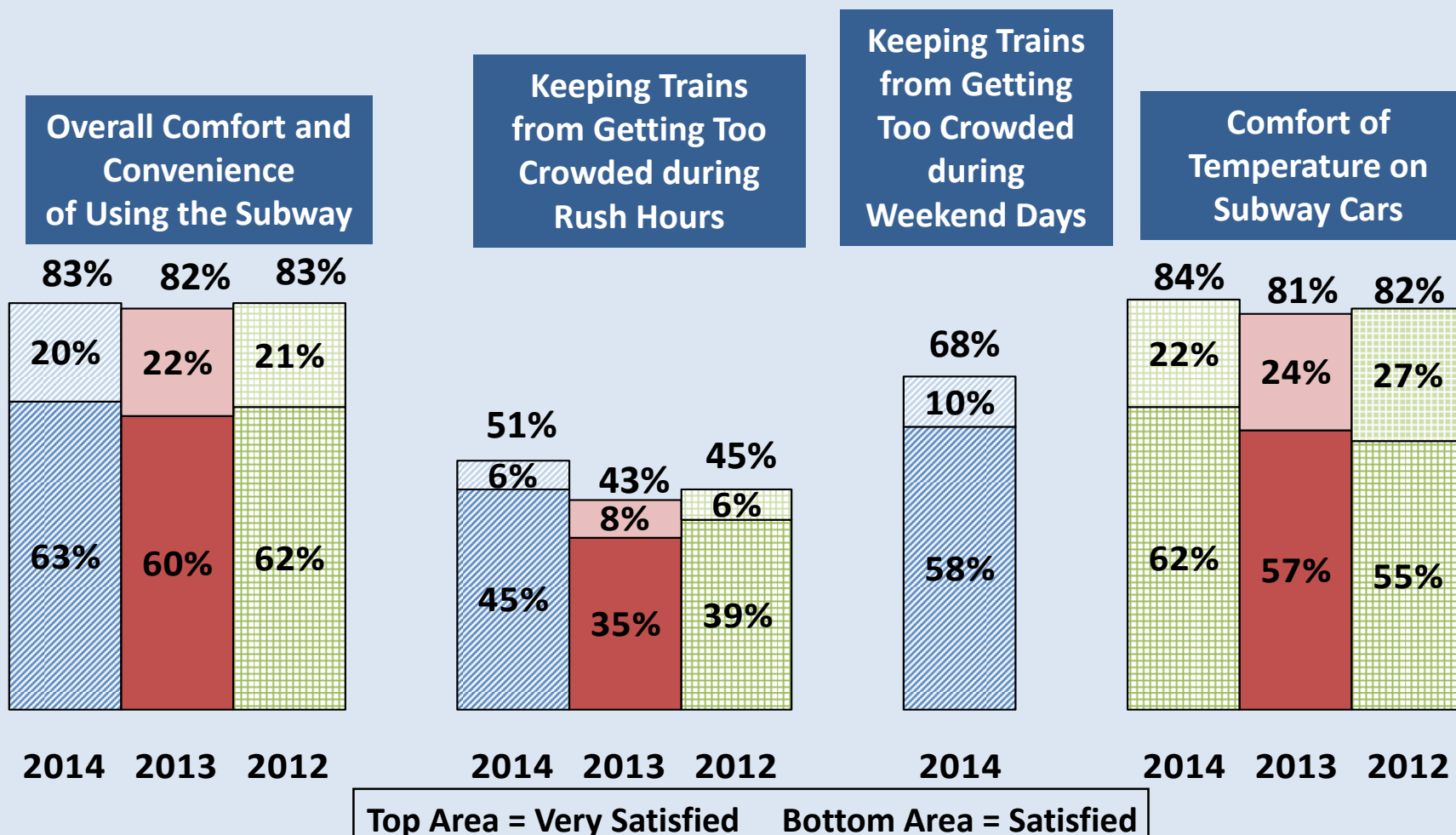


**Top Area = Very Satisfied    Bottom Area = Satisfied**

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New York City Transit

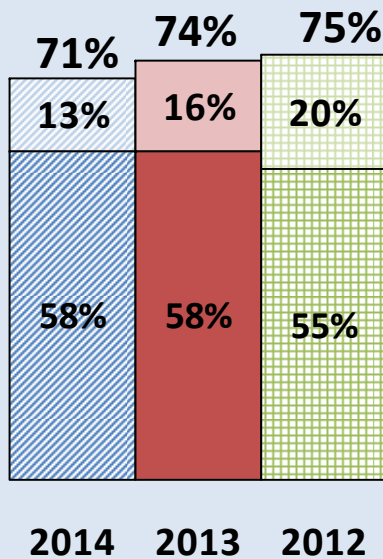
# Comfort and Convenience Using the Subway



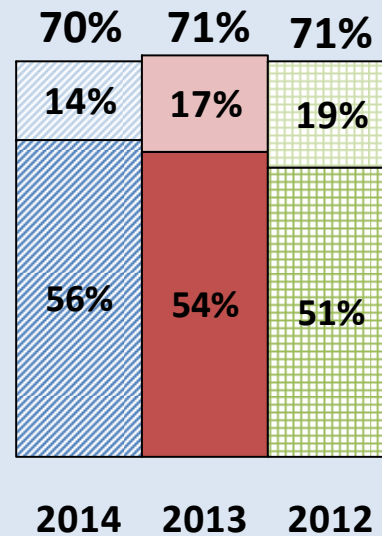
Very satisfied + satisfied may not equal total due to rounding.

# Cleanliness of Subway Cars

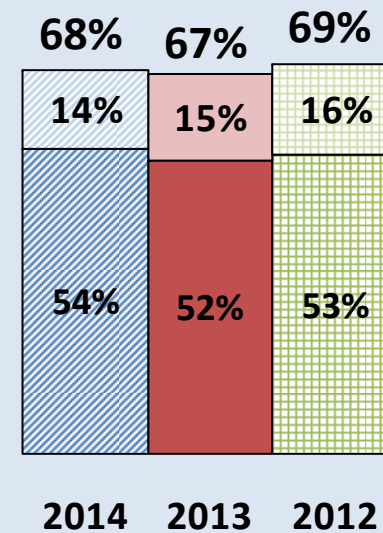
## Overall Cleanliness of Subway Cars



## Keeping Floors and Seats Clean



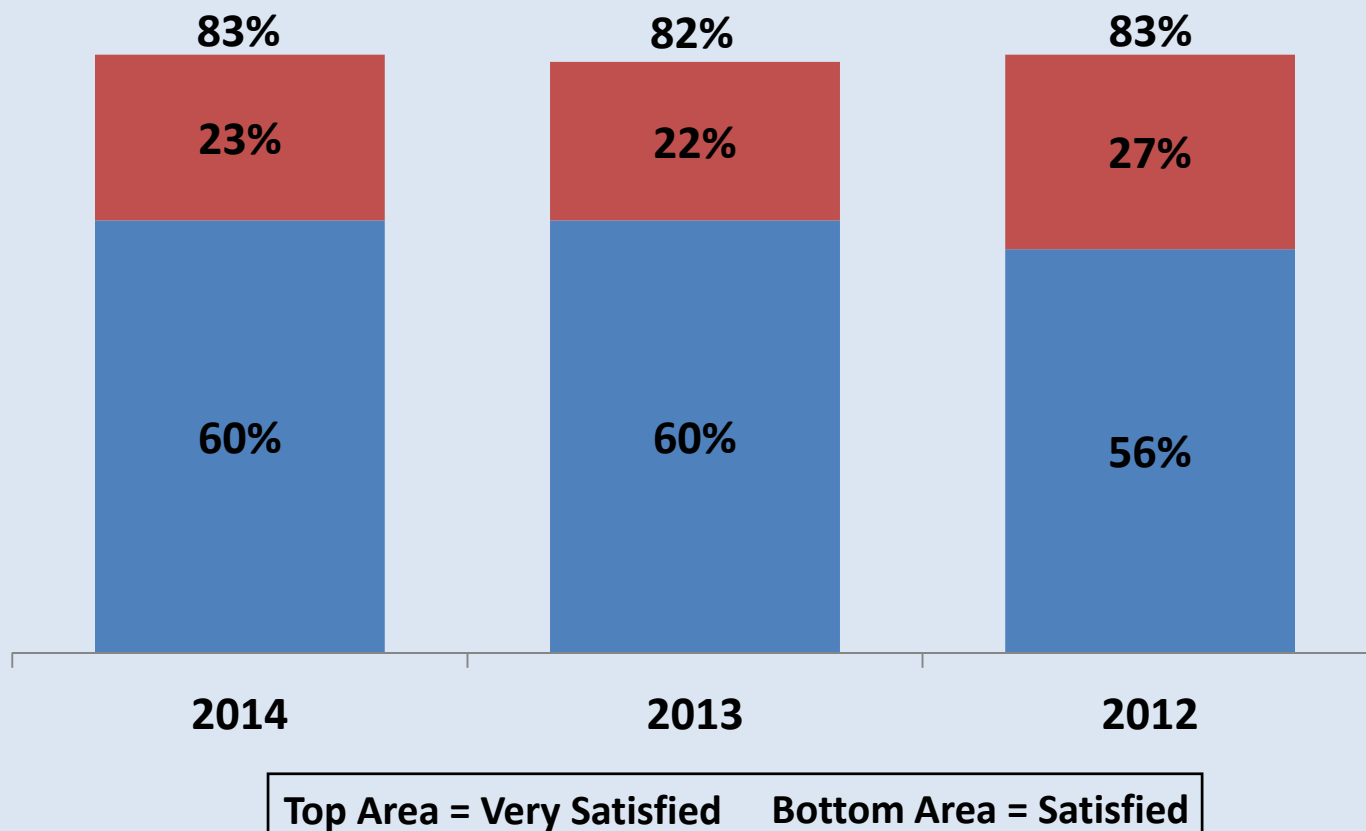
## Having no Litter in Subway Cars



**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

# Courtesy and Helpfulness of Subway Conductors

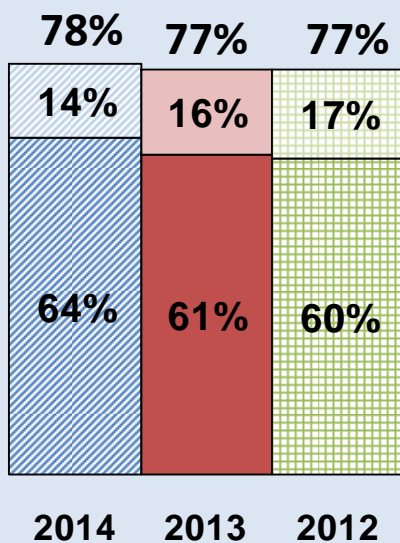


Very satisfied + satisfied may not equal total due to rounding.

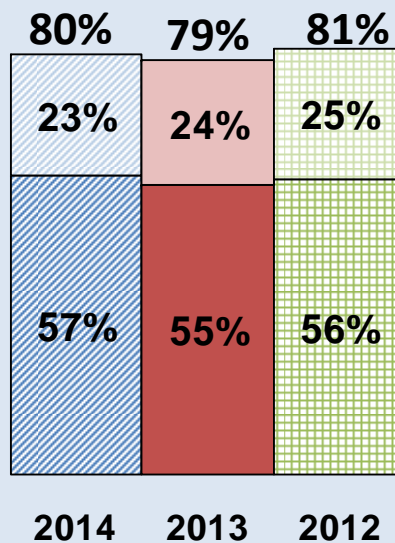


# Subway Stations

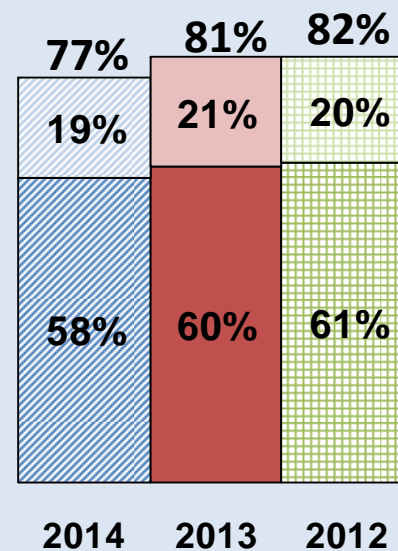
## Overall Station Environment



## Station Respondent Uses Most Often Near Home



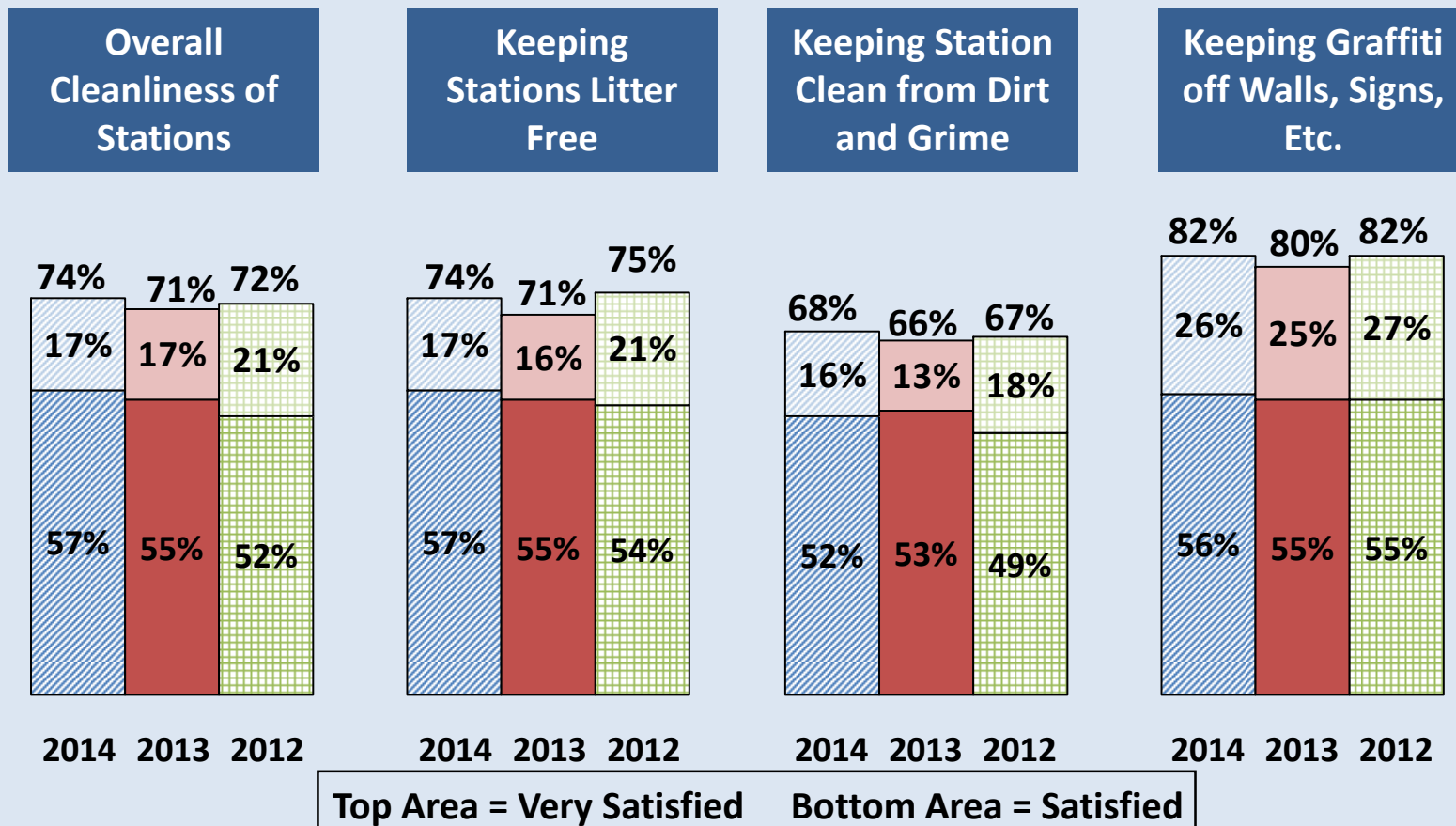
## Station Respondent Uses Most Often Near Work



**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

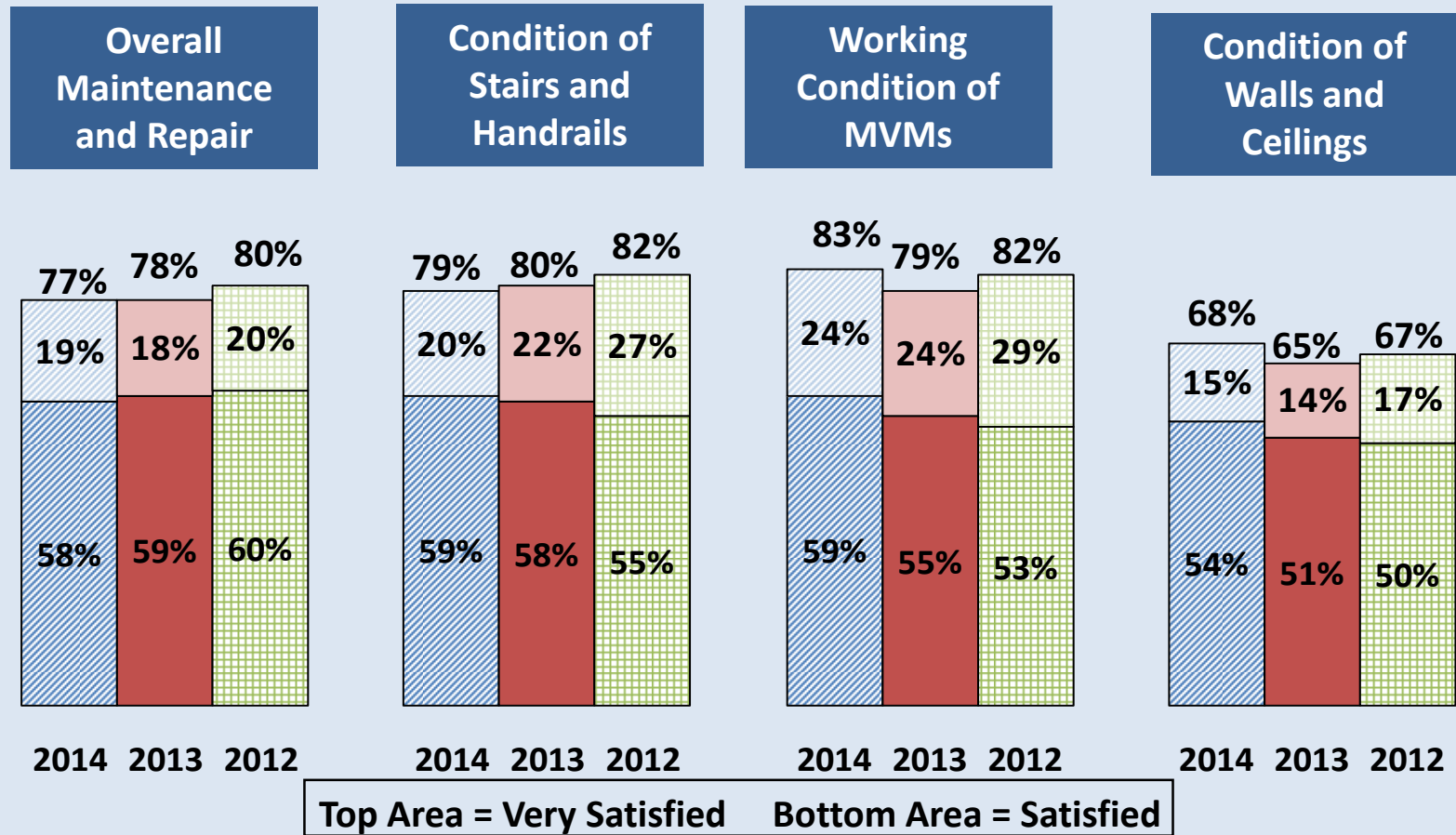
# Overall Station Cleanliness



Very satisfied + satisfied may not equal total due to rounding.

New York City Transit

# Maintenance and Repair of Stations

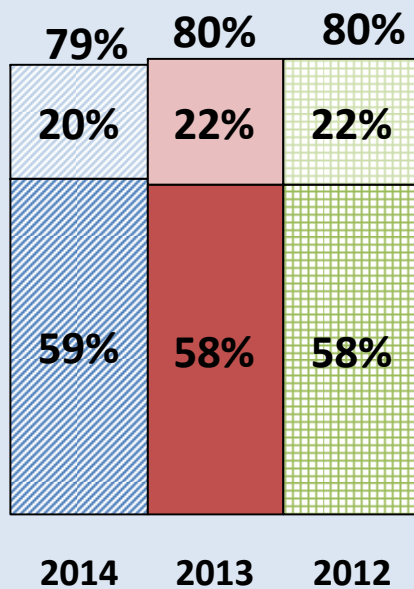


Very satisfied + satisfied may not equal total due to rounding.

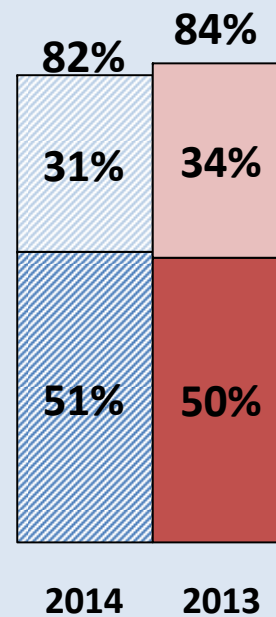
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# Availability of Information in Stations

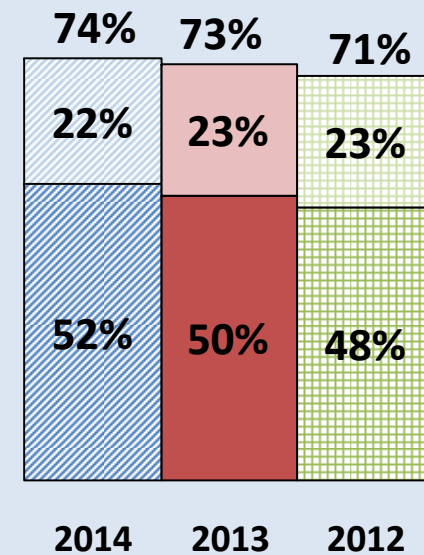
## Overall Availability of Information in Stations



## Announcements about Standing Away from Platform Edge



## Clarity of Announcements on Station Platforms



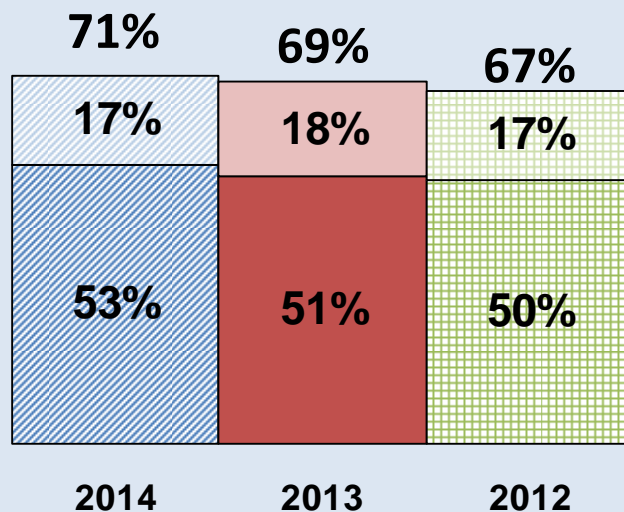
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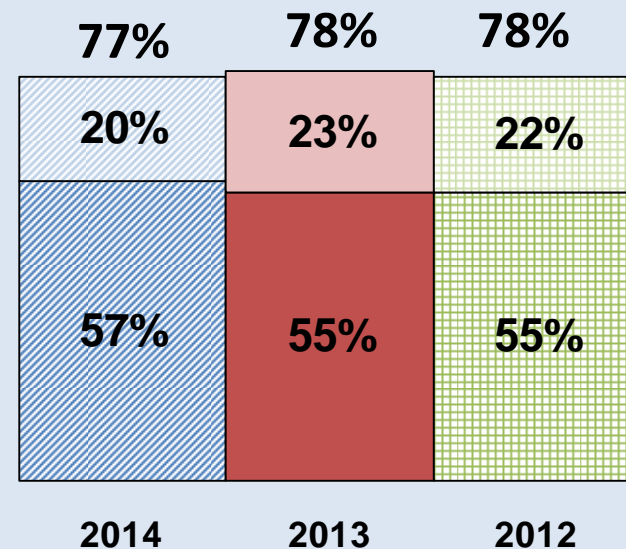
New York City Transit

# Information about Service Delays and Diversions

## Information in Station about Unscheduled Delays



## Information in Station about Planned Service Changes

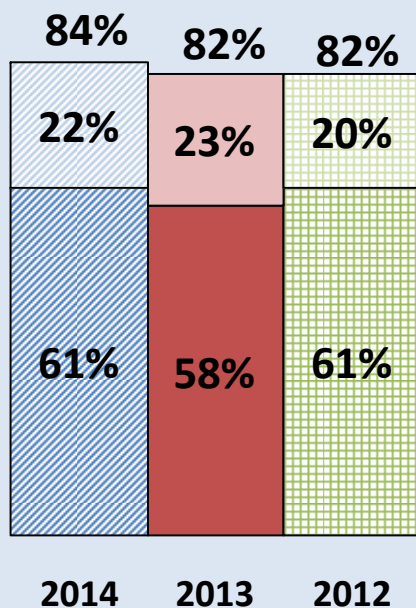


**Top Area = Very Satisfied    Bottom Area = Satisfied**

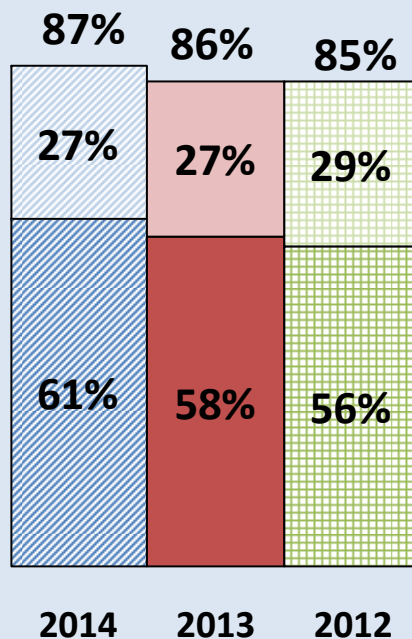
Very satisfied + satisfied may not equal total due to rounding.

# Personal Security in Stations

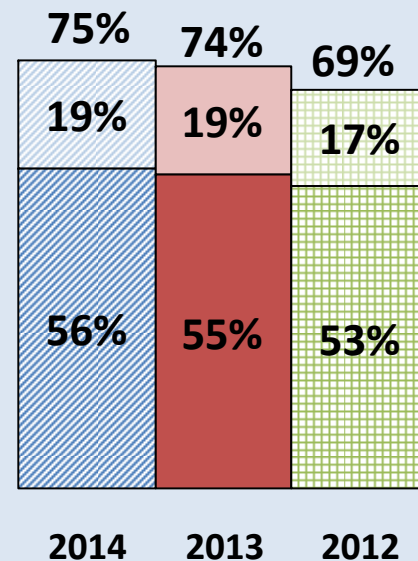
Overall Personal Security in Station



Your Sense of Personal Security Before 8 p.m.



Your Sense of Personal Security After 8 p.m.



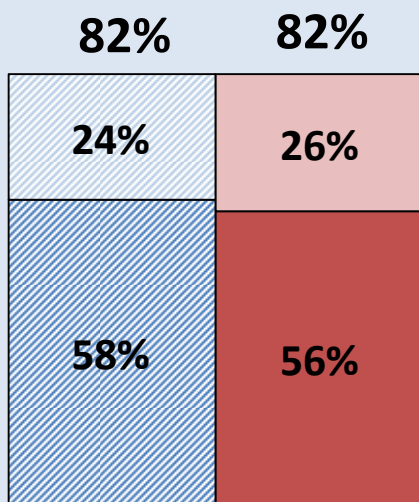
**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

New York City Transit

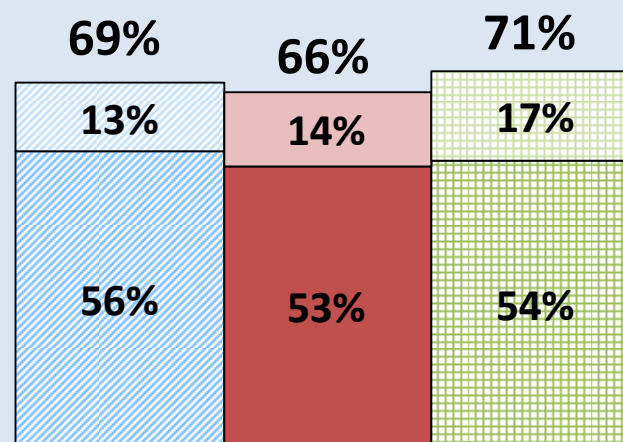
# Safety in Stations

## Your Personal Safety Standing on Platforms



2014      2013  
Attribute rated for first  
time in 2013

## Keeping Platforms from Getting Too Crowded During Rush Hours



2014      2013      2012

**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.  
New York City Transit

# SURVEY METHODOLOGY

- The MTA conducted its annual customer satisfaction survey for New York City Transit (NYCT) subway and local bus operations from June 9-30, 2014
- The Citywide telephone survey interviewed 1,815 New York City residents using random samples of landline and cell phone numbers. The interviews were conducted in English, Spanish, and Chinese.
  - In-depth interviews were conducted with 1,200 customers who had taken at least one ride in the past 30 days on a subway and/or local bus. The average length for the full survey was 27 minutes. The margin of error is  $\pm 3.8$  percentage points.
    - 1,045 interviews were completed with subway customers. In the past 30 days, 155 respondents rode only the local bus and not the subway; 375 customers rode only the subway and not the local bus.
  - Persons that had not used a subway or local bus in the past 30 days were not asked to rate subway and local bus operations. These 615 non-users (the difference between 1815 and 1200 respondents) were asked demographic questions only for the purpose of weighting total survey results to the latest census data for New York City residents 18 years of age and older.
  - The survey was conducted by Abt SRBI, an MTA-retained full service firm



CUSTOMER SATISFACTION RATING FOR SUBWAY SERVICE					
	TOTAL SATISFIED				
	2010	2011	2012	2013	2014
	%	%	%	%	%
<b>OVERALL SUBWAY SERVICE</b>	<u>71</u>	<u>74</u>	75	76	<b>78</b>
<b>OVERALL SUBWAY SERVICE ON LINE RESPONDENT USES MOST OFTEN</b>	77	78	78	79	79
<b>SERVICE FREQUENCY</b>	72	79	79	78	76
<b>OVERALL RELIABILITY OF SERVICE</b>	<u>76</u>	82	84	81	<b>82</b>
The predictability of subway travel time	74	77	81	79	79
Maintaining subway cars so they do not break down and cause delays	NA	80	83	82	82
How fast the subway gets you where you want to go	83	<u>81</u>	<b>86</b>	84	83
<b>OVERALL SAFETY AND SECURITY</b>	<u>77</u>	83	82	81	<b>83</b>
Safety from mechanical accidents	<u>85</u>	<b>89</b>	<b>89</b>	<b>89</b>	<u>86</u>
Overall personal security in the subway BEFORE 8 p.m.	80	86	86	83	83
Overall personal security in the subway AFTER 8 p.m.	<u>65</u>	72	<u>67</u>	71	<b>73</b>
<b>OVERALL INFORMATION AND COMMUNICATIONS ABOUT SUBWAY SERVICE</b>	<u>63</u>	<u>73</u>	<b>79</b>	<u>73</u>	77
Knowing how long you have to wait for the next train to arrive	NA	<u>68</u>	72	71	<b>74</b>
Clarity of announcements on subway trains	56	64	67	65	66
Usefulness of announcements on trains during normal service	67	74	76	75	76
Usefulness of announcements on trains during unplanned delays	64	67	67	67	69
Usefulness of announcements on trains during planned service changes	NA	<u>69</u>	<b>75</b>	72	72
<b>OVERALL COMFORT AND CONVENIENCE OF USING THE SUBWAY</b>	78	84	83	82	83
Convenience of subway stops for you	NA	NA	NA	NA	90
Keeping subway trains from getting too crowded during rush hours	<u>44</u>	<u>46</u>	<u>45</u>	<u>43</u>	<b>51</b>
Keeping subway trains from getting too crowded during weekend days	NA	NA	NA	NA	68
Comfort of temperature on subway cars	79	84	82	81	84
<b>OVERALL CLEANLINESS OF SUBWAY CARS</b>	68	75	75	74	71
Keeping floors and seats clean	NA	68	71	71	70
Having no litter in subway cars	NA	67	69	67	68
<b>OVERALL COURTESY AND HELPFULNESS OF SUBWAY CONDUCTORS</b>	77	80	83	82	83
<b>OVERALL VALUE FOR THE MONEY USING THE SUBWAY</b>	<u>64</u>	<u>67</u>	70	<u>67</u>	<b>74</b>
Note: Boldfaced numbers indicate a statistically greater level than underlined numbers in the same row at the 90% level of confidence.					

CUSTOMER SATISFACTION RATING OF SUBWAY STATIONS					
Order of Sets Randomized. Overall Station Environment Always Asked Last.	TOTAL SATISFIED				
	2010	2011	2012	2013	2014
	%	%	%	%	%
<b>STATION USE MOST OFTEN NEAR HOME</b>	77	79	81	79	80
<b>STATION RESPONDENT USES MOST OFTEN NEAR WORK OR SCHOOL</b>	74	80	82	81	77
<b>OVERALL STATION ENVIRONMENT</b>	<u>71</u>	<b>78</b>	77	77	78
Escalators in subway	NA	<u>75</u>	<b>82</b>	<b>83</b>	<b>80</b>
Elevators in subway	NA	73	76	73	79
Courtesy and helpfulness of station agents	NA	81	85	82	82
<b>OVERALL STATION CLEANLINESS</b>	64	72	72	71	74
Keeping station litter free	NA	73	75	71	74
Keeping station clean from dirt and grime	NA	67	67	66	68
Keeping graffiti off walls, signs, etc.	NA	<u>78</u>	82	80	<b>82</b>
<b>OVERALL MAINTENANCE AND REPAIR OF STATION</b>	<u>68</u>	<u>75</u>	<b>80</b>	78	77
Condition of stairs and handrails	<u>72</u>	<u>77</u>	<b>82</b>	80	79
Working condition of MetroCard vending machines	NA	81	82	<u>79</u>	<b>83</b>
Working condition of MetroCard swipe readers at turnstiles	NA	80	<b>83</b>	<u>79</u>	82
Condition of walls and ceilings	NA	64	67	65	68
<b>OVERALL AVAILABILITY OF INFORMATION IN STATION</b>	67	77	80	80	79
Clarity of announcements on station platforms	<u>59</u>	<b>67</b>	<b>71</b>	<b>73</b>	<b>74</b>
Information in station about unscheduled delays	<u>56</u>	<u>64</u>	67	<b>69</b>	<b>71</b>
Announcements about standing away from the edge of the platform	NA	NA	NA	84	82
Information in station about planned service changes	69	76	78	78	77
<b>OVERALL PERSONAL SECURITY IN STATION</b>	76	82	82	82	84
Your personal safety standing on subway platforms	NA	NA	NA	82	82
Your sense of personal security in the station BEFORE 8 p.m.	NA	88	85	86	87
Your sense of personal security in the station AFTER 8 p.m.	NA	72	<u>69</u>	74	<b>75</b>
<b>KEEPING STATION PLATFORMS FROM GETTING TOO CROWDED IN RUSH HOURS</b>	<u>65</u>	70	<b>71</b>	<u>66</u>	69
Note: Boldfaced numbers indicate a statistically greater level than underlined number in same row at the 90% level of confidence.					

# 2014 Customer Satisfaction Survey Local Bus



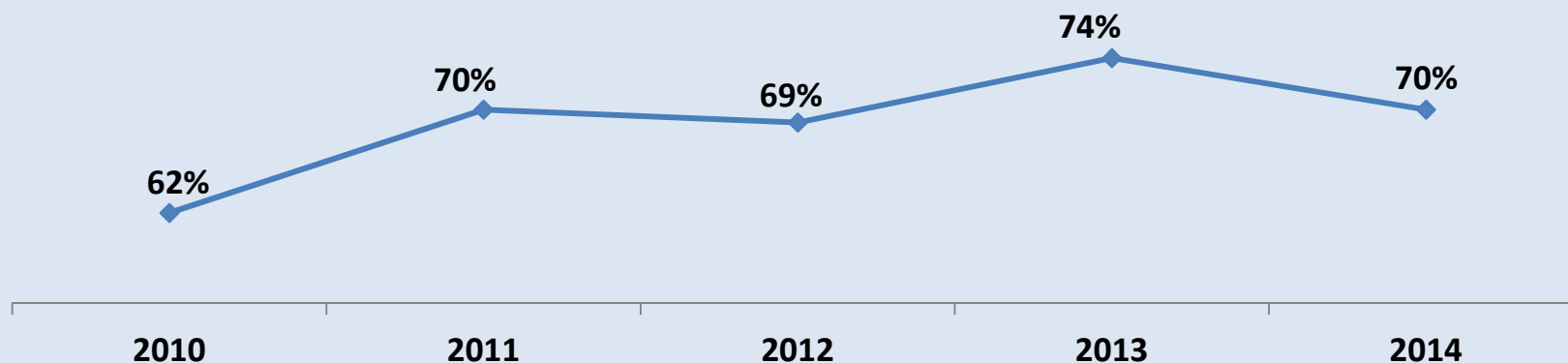
# Local Bus Survey Context

## Over the past year:

- **Local bus ridership recorded decreases over the past year for average weekday (-2.2%) and average weekend (-0.8%)**
- **Bus Mean Distance between Failures (MDBF) and pullout performance decreased during the past year (12-month averages through May 2014)**
  - *These decreases contrast with improvements recorded in 2013*
  - *Despite the delivery of new buses, the average age of buses continues to increase*
    - *Approximately 28% of the bus fleet has reached its 12-year expected life*
    - *Approximately 1,200 buses are between 15 and 18 years of age, which is when operational issues become magnified. This over-age bus population will continue to put substantial strain on NYC Transit's operations until more new buses are delivered in 2015 and 2016.*
- **Service enhancements and service restorations**
  - *More Select Bus Service (SBS) routes placed into service (B44 and M60)*
  - *Q70 Limited stop route to LaGuardia Airport began*
  - *Service additions and extensions on B8, B32, B37, B67, B70, Bx23, Bx28, Q19, Q50, Q102, Q103, and M100*
- **MTA Bus Time completed its Citywide rollout to all five boroughs**
- **Bus operator safety shields installed in more buses**

# KEY FINDINGS

- **Customer satisfaction with local bus service decreased marginally from 74% satisfied in 2013 to 70% in 2014.** The decrease is **not statistically significant** as it falls within the survey's margin of error.



- **The 2014 survey recorded a significant decrease in perceived availability of rush hour service among customers who ride primarily during rush hours (59% satisfied in 2014 vs. 68% in 2013).** This is a key driver of satisfaction.
- **“Knowing how far away the next bus is” increased *significantly* from 48% in 2012 to 56% in 2014.** This gain reflects the increased availability of MTA Bus Time, but more needs to be done to increase the awareness and use of MTA Bus Time.
- **Overall Value for the Money using the Local Bus increased to a record high 73% satisfied in 2014**
- **All other local bus satisfaction ratings remained stable without any significant differences between 2013 and 2014**

# **KEY FINDINGS**

(Continued)

- **Highest-rated Local Bus Service Attributes:**
  - Safety from accidents while riding the bus (89% satisfied)
  - Convenience of bus routes for you (87% satisfied)
  - Maintaining buses so they do not break down and cause delays (86% satisfied)
  - Comfort of temperature on the bus (86% satisfied)
  - Ease of making travel connections (85% satisfied)
  - Overall safety and security on the bus (85% satisfied)

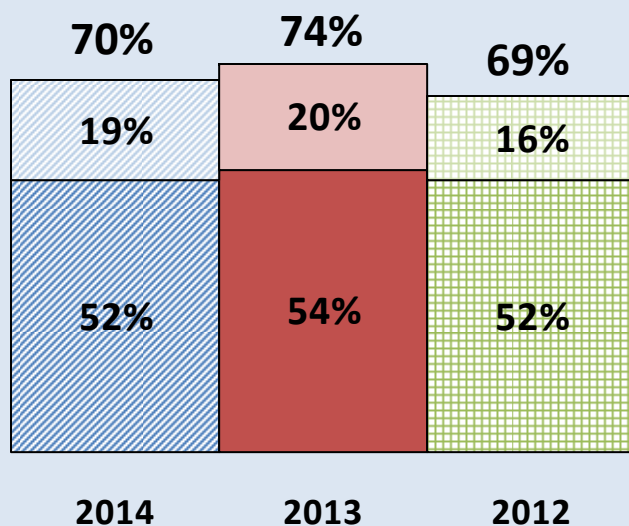
# **KEY FINDINGS**

(Continued)

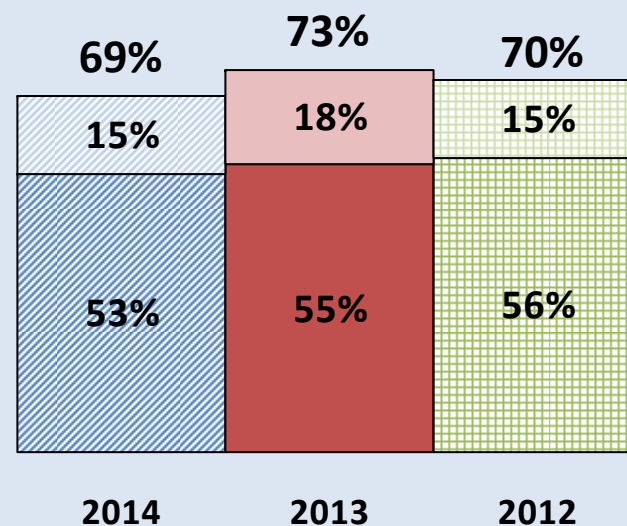
- **Lowest-rated Local Bus Service Attributes:**
  - Knowing how far away the next bus is (56% satisfied)
  - How long you have to wait for a bus to arrive (58% satisfied)
  - Overall availability of service (62% satisfied)
  - Frequency of service (63% satisfied)
  - Availability of seats on the bus (68% satisfied)
  - Overall information and communications about local bus service (68% satisfied)

# Overall Customer Satisfaction

## Overall Local Bus Service



## Local Bus Route Use Most



**Top Area = Very Satisfied    Bottom Area = Satisfied**

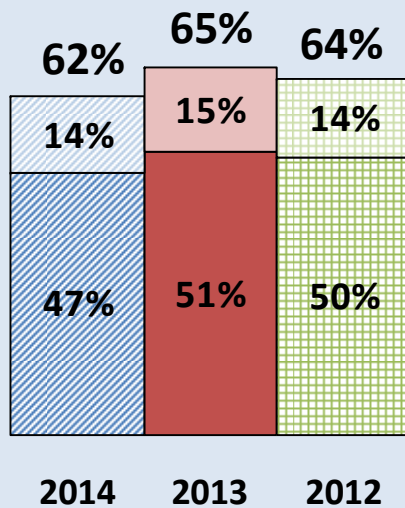
Very satisfied + satisfied may not equal total due to rounding.

New York City Transit

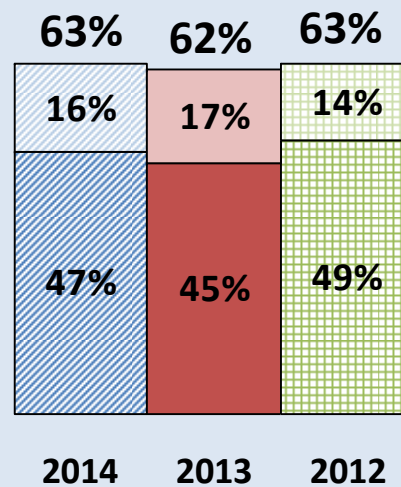


# Availability of Local Bus Service

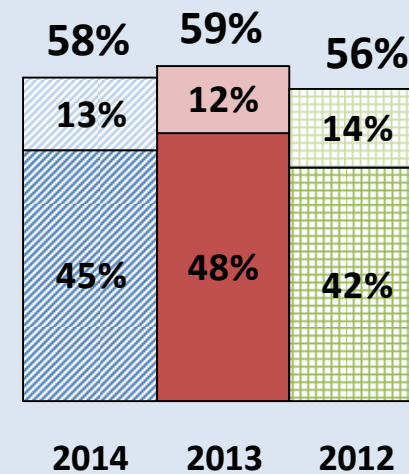
**Overall Availability of Service**



**Frequency of Service**



**How Long You Have to Wait for Bus to Arrive**



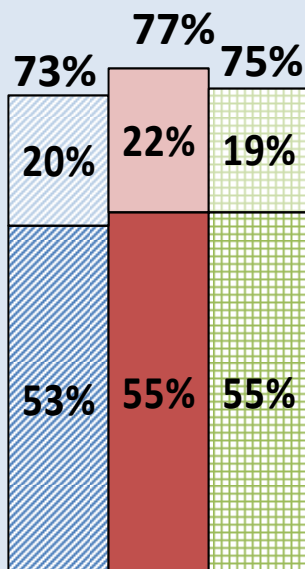
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New York City Transit

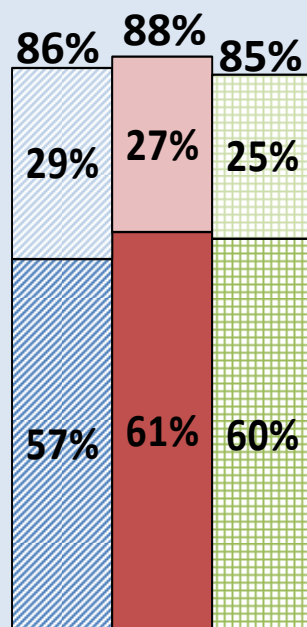
# Reliability of Local Bus Service

**Overall  
Reliability of  
Service**



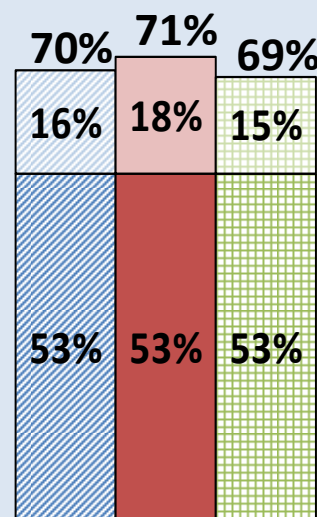
**2014 2013 2012**

**Maintaining  
Buses so they  
Do not Break  
Down and  
Cause Delays**



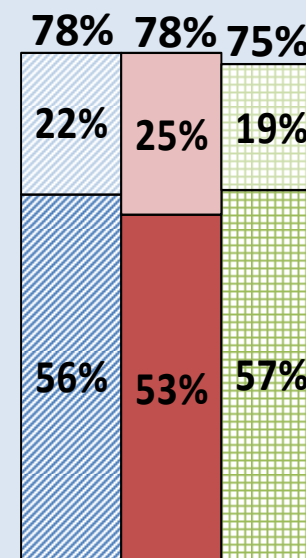
**2014 2013 2012**

**Predictability of  
Travel Time**



**2014 2013 2012**

**How Fast the  
Local Bus Gets  
You Where You  
Want to Go**



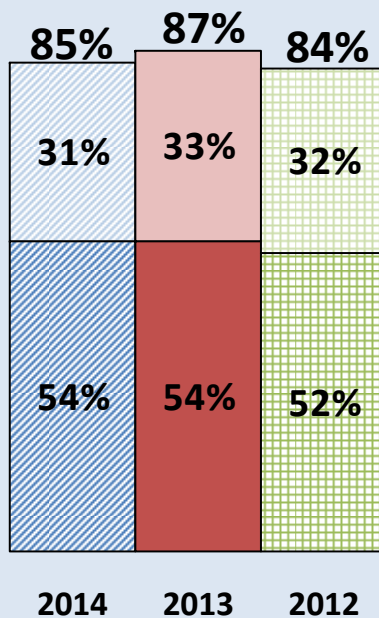
**2014 2013 2012**

Very satisfied + satisfied may not equal total due to rounding.

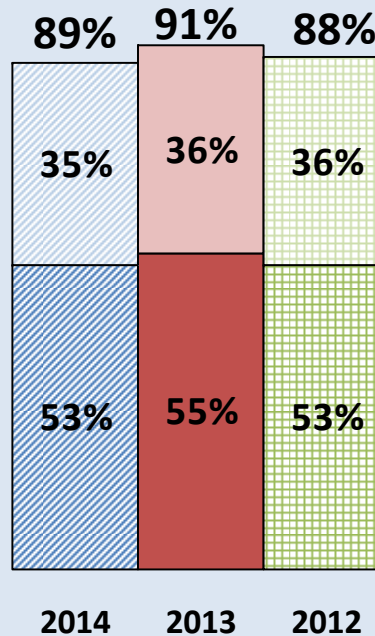
New York City Transit

# Safety and Security on Local Bus

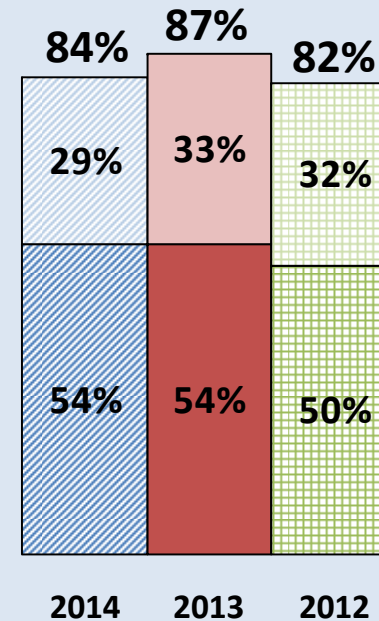
## Overall Safety and Security on the Bus



## Safety from Accidents While Riding on The Bus



## Personal Security on the Bus



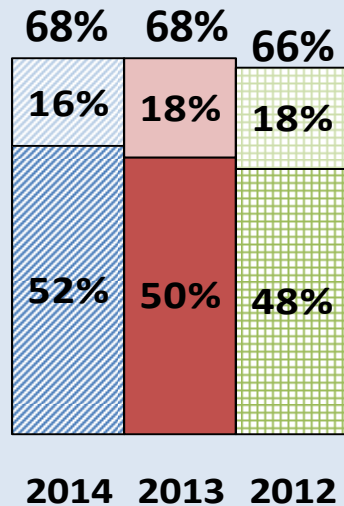
**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

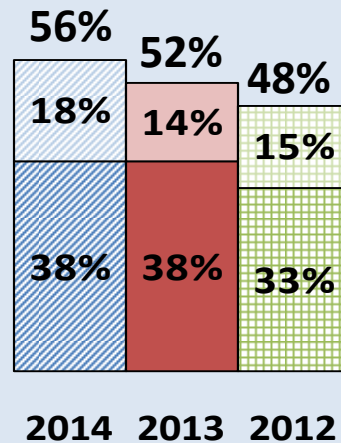
New York City Transit

# Information and Communications About Service

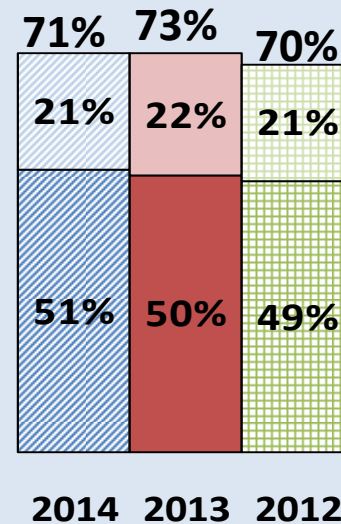
## Overall Information and Communications about Local Bus Service



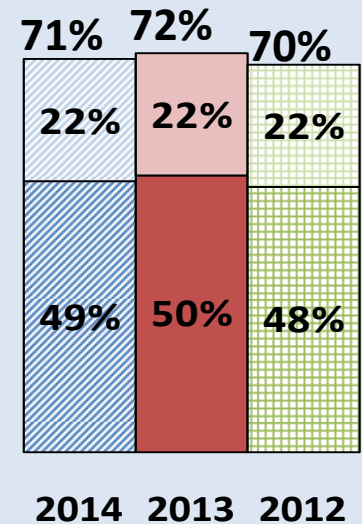
## Knowing How Far Away the Next Bus Is



## Clarity of Announcements on the Bus



## Usefulness of Announcements On the Bus

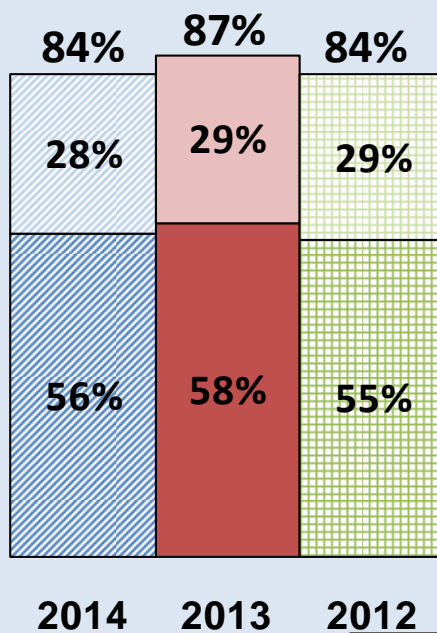


**Top Area = Very Satisfied    Bottom Area = Satisfied**

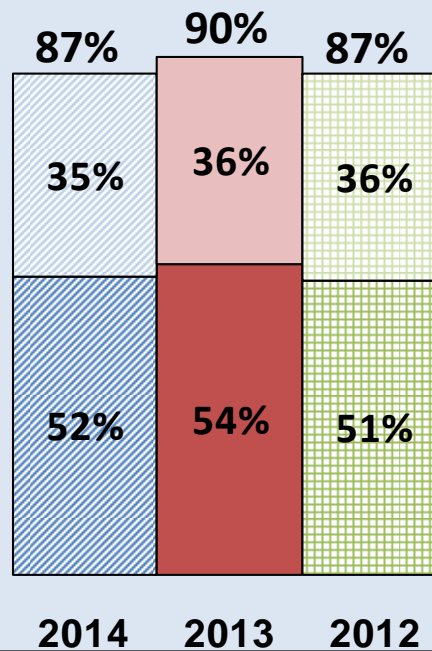
Very satisfied + satisfied may not equal total due to rounding.

# Comfort and Convenience Using the Local Bus

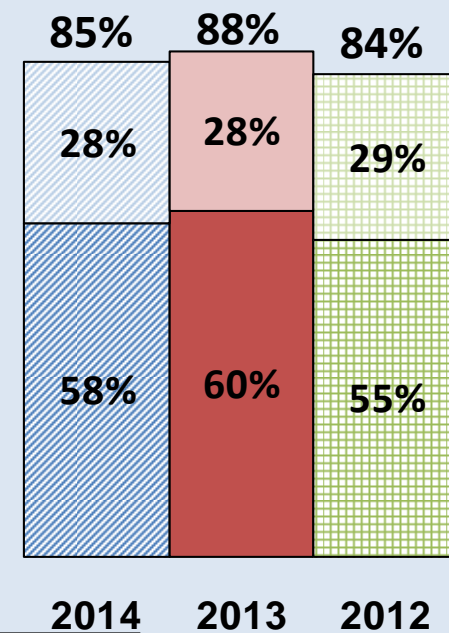
## Overall Comfort and Convenience of Using the Bus



## Convenience of Bus Routes for You



## Ease of Making Travel Connections



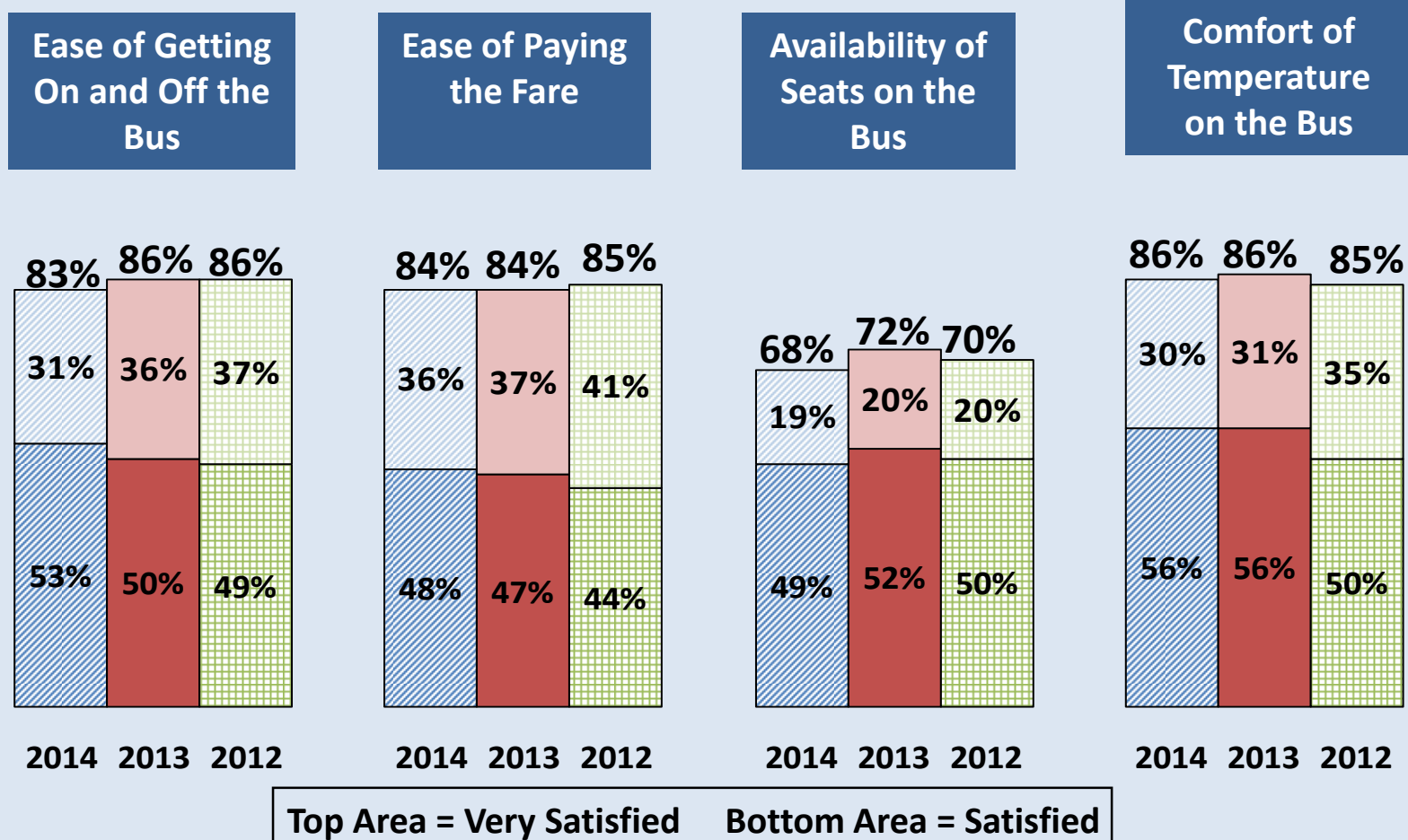
**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

New York City Transit

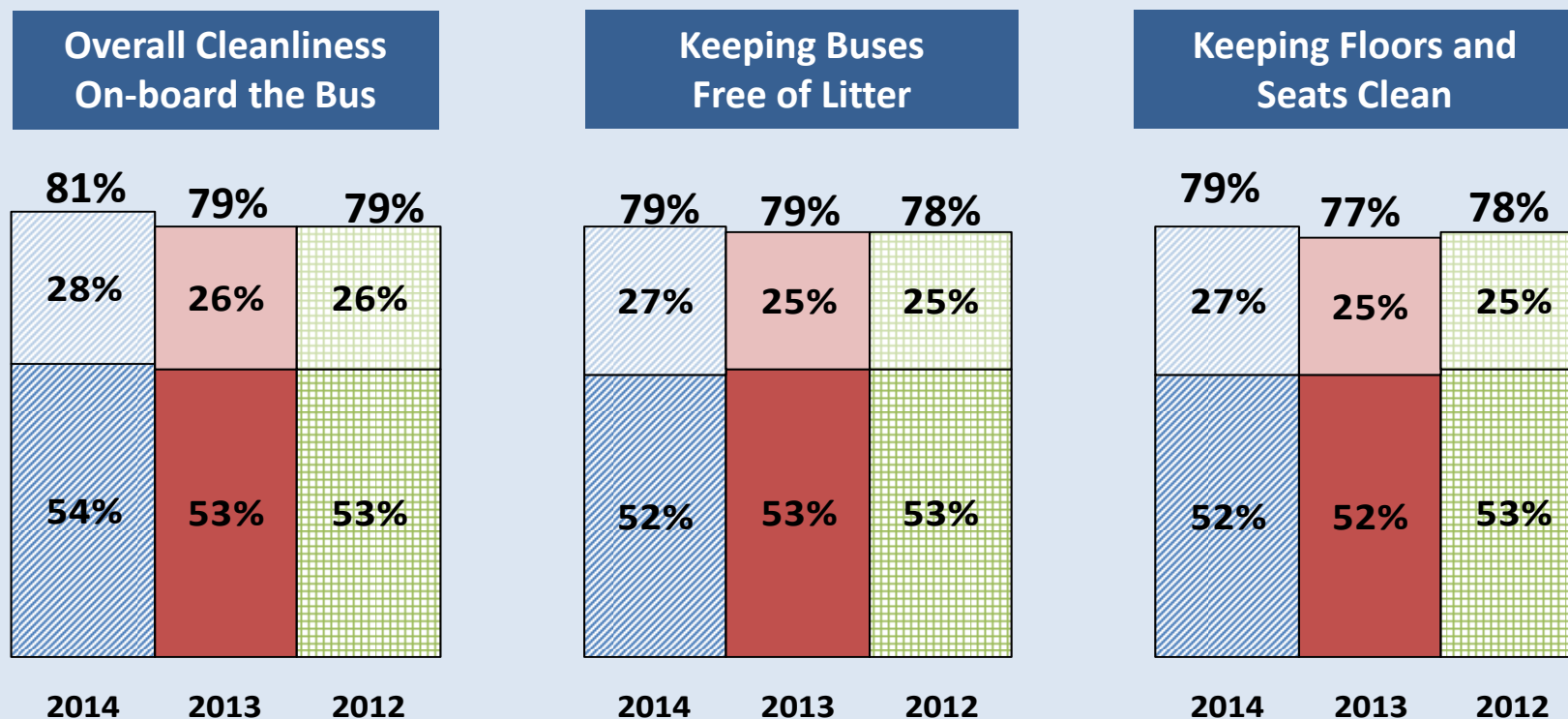
# Comfort and Convenience

## Using the Local Bus (continued)



Very satisfied + satisfied may not equal total due to rounding.

# Cleanliness of Local Buses

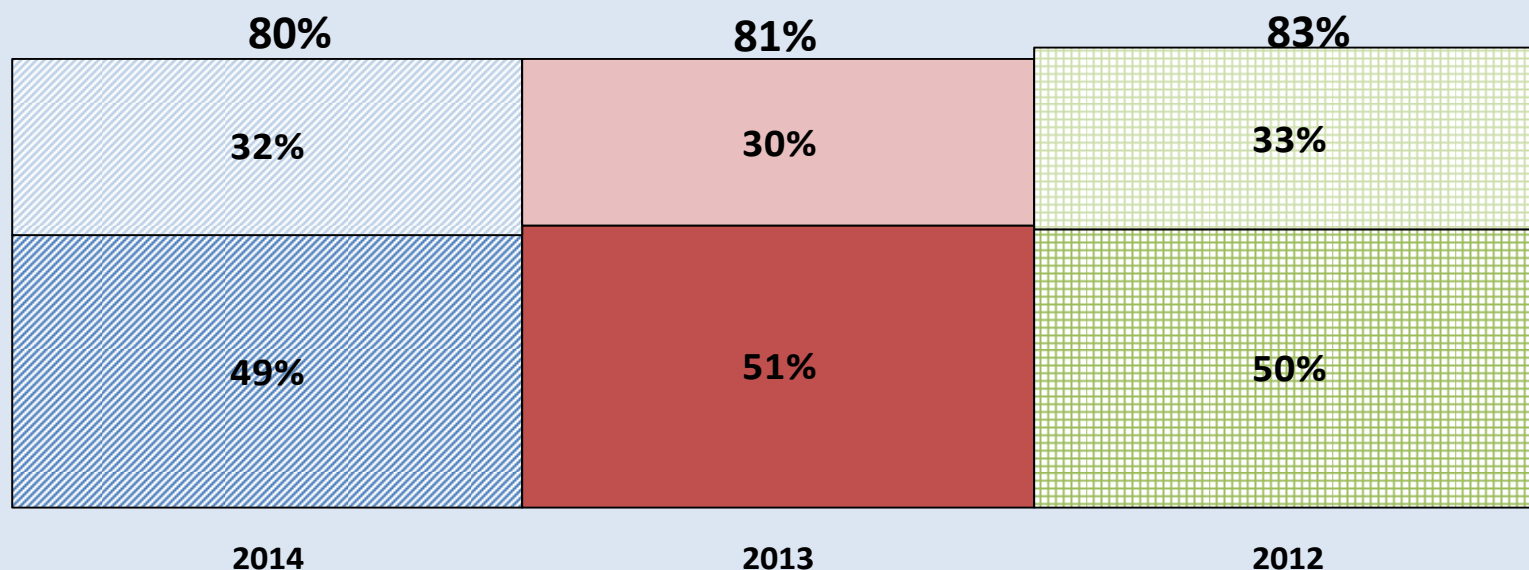


**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

# Bus Operator Courtesy and Helpfulness

- Satisfaction with bus operators' courtesy and helpfulness continues at historical levels
- The consecutive decreases are within the surveys' margins of error



**Top Area = Very Satisfied    Bottom Area = Satisfied**

Very satisfied + satisfied may not equal total due to rounding.

New York City Transit



# SURVEY METHODOLOGY

- The MTA conducted its annual customer satisfaction survey for New York City Transit (NYCT) subway and local bus operations from June 9-30, 2014
- The Citywide telephone survey interviewed 1,815 New York City residents using random samples of landline and cell phone numbers. The interviews were conducted in English, Spanish, and Chinese.
  - In-depth interviews were conducted with 1,200 customers who had taken at least one ride in the past 30 days on a subway and/or local bus. The average length for the full survey was 27 minutes. The margin of error is  $\pm 3.8$  percentage points.
    - 825 interviews were completed with local bus customers, including 155 respondents who ride only the local bus and not the subway
  - Persons that had not used a subway or local bus in the past 30 days were not asked to rate subway and local bus operations. These 615 non-users (the difference between 1815 and 1200 respondents) were asked demographic questions only for the purpose of weighting total survey results to the latest census data for New York City residents 18 years of age and older.
  - The survey was conducted by Abt SRBI, an MTA-retained full service firm

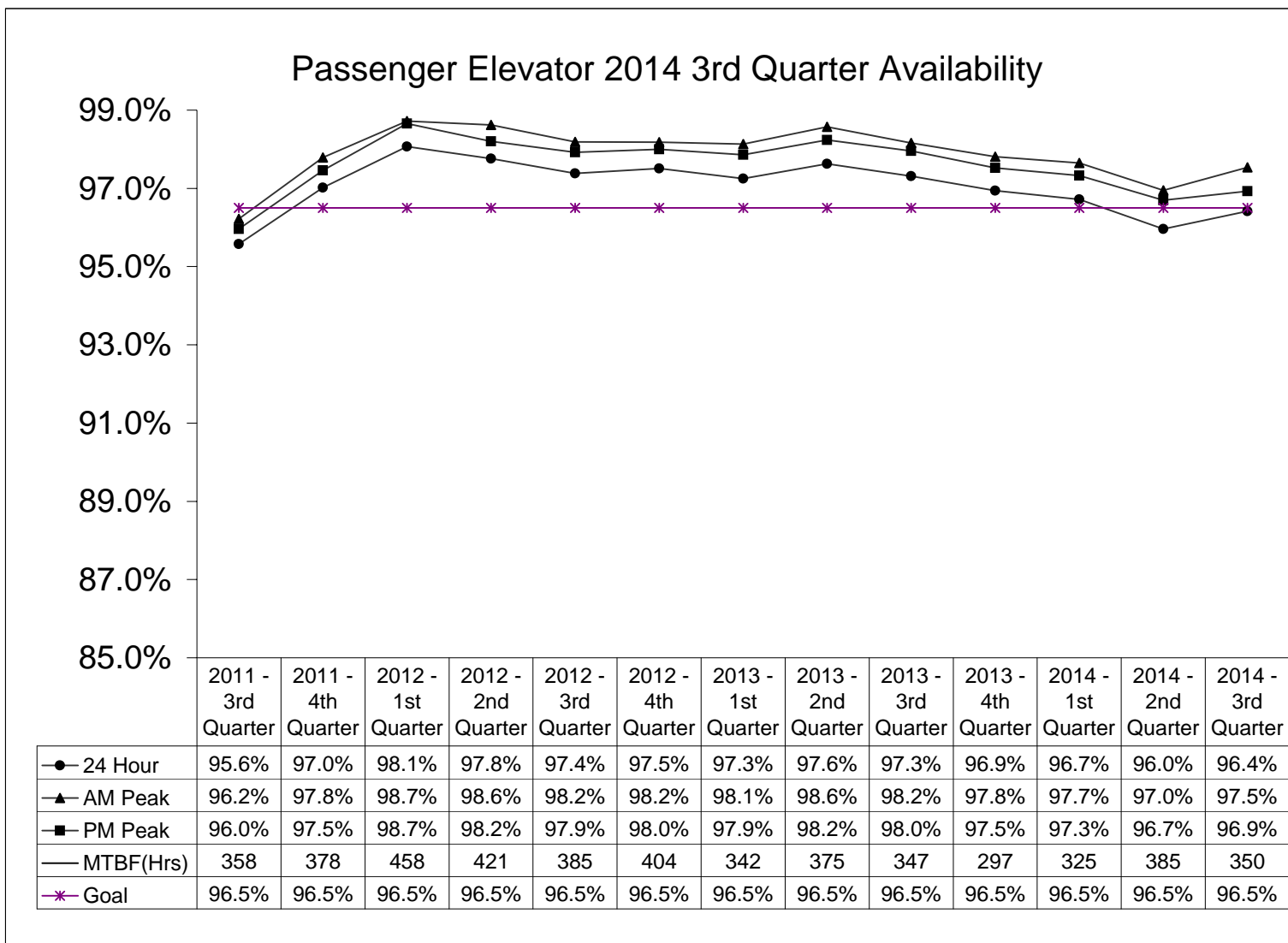
CUSTOMER SATISFACTION RATINGS OF LOCAL BUS SERVICE					
	TOTAL SATISFIED				
	2010	2011	2012	2013	2014
	%	%	%	%	%
<b>OVERALL LOCAL BUS SERVICE</b>	62	70	<u>69</u>	<b>74</b>	70
<b>OVERALL LOCAL BUS SERVICE ON ROUTE RESPONDENT USES MOST</b>	63	71	70	73	69
<b>OVERALL AVAILABILITY OF SERVICE</b>	<u>62</u>	<b>68</b>	64	65	<u>62</u>
Frequency of service	59	65	63	62	63
How long you have to wait for a bus to arrive	51	58	56	59	58
<b>OVERALL RELIABILITY OF SERVICE</b>	<u>68</u>	<b>77</b>	75	77	73
Maintaining buses so they do not break down and cause delays	NA	87	85	88	86
The predictability of bus travel time	<u>65</u>	<b>73</b>	69	71	70
How fast the local bus gets you where you want to go	<u>68</u>	<b>81</b>	<u>75</u>	78	78
<b>OVERALL SAFETY AND SECURITY ON THE BUS</b>	81	86	84	87	85
Safety from accidents while riding the bus	86	90	88	91	89
Personal security on the bus	80	83	<u>82</u>	<b>87</b>	84
<b>OVERALL INFORMATION &amp; COMMUNICATIONS ABOUT LOCAL BUS SERVICE</b>	68	70	66	68	68
Knowing how far away the next bus is	NA	54	<u>48</u>	52	<b>56</b>
Clarity of announcements on the bus	67	74	70	73	71
Usefulness of announcements on the bus	68	70	70	72	71
<b>OVERALL COMFORT AND CONVENIENCE OF USING THE BUS</b>	83	86	84	87	84
Ease of getting on and off the bus	81	84	86	86	83
Ease of paying the fare	81	85	85	84	84
Convenience of bus routes for you	86	87	87	90	87
Ease of making travel connections	82	86	84	88	85
Availability of seats on the bus	63	69	70	72	68
Comfort of temperature on the bus	81	87	85	86	86
<b>OVERALL COURTESY AND HELPFULNESS OF BUS OPERATORS</b>	78	83	83	81	80
<b>OVERALL CLEANLINESS ON-BOARD THE BUS</b>	78	78	79	79	81
Keeping buses free of litter	NA	77	78	79	79
Keeping floors and seats clean	NA	76	78	77	79
<b>OVERALL VALUE FOR THE MONEY OF THE LOCAL BUS</b>	62	69	72	71	73

Boldfaced numbers are significantly greater than the underlined number(s) in the same row at the 90% level of confidence.

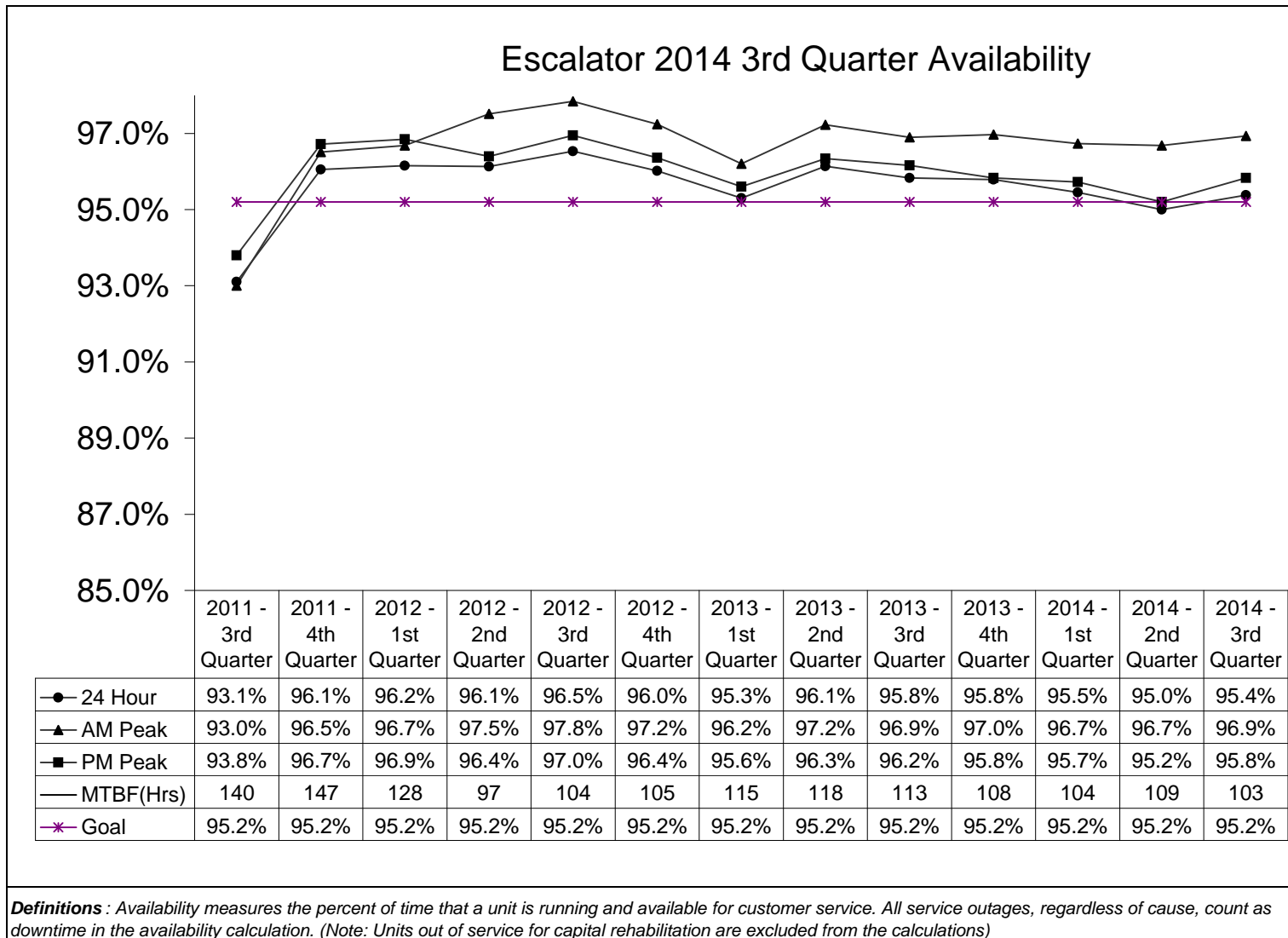
# **ELEVATOR AND ESCALATOR QUARTERLY REPORT**

MTA / New York City Transit

Third Quarter - 2014



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



# Elevator and Escalator Quarterly Performance Summary Third Quarter - 2014

## Elevator Performance

Borough	No. Units	Avg Age	2014 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	26	9.9	98.1%	98.9%	98.5%	269	162	107	20
Brooklyn	54	8.7	94.1%	95.2%	94.7%	593	368	225	29
Manhattan	104	11.3	97.1%	98.1%	97.6%	1352	824	528	78
Queens	34	11.5	96.9%	98.5%	97.4%	511	334	177	9
<b>System</b>	<b>218</b>	<b>10.4</b>	<b>96.4%</b>	<b>97.5%</b>	<b>96.9%</b>	<b>2725</b>	<b>1688</b>	<b>1037</b>	<b>136</b>

## Escalator Performance

Borough	No. Units	Avg Age	2014 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	15.4	97.0%	97.9%	97.7%	286	204	82	0
Brooklyn	33	13.4	92.9%	95.1%	92.4%	1392	1094	298	0
Manhattan	87	13.3	95.6%	97.1%	96.2%	3972	2270	1702	0
Queens	44	13.3	96.3%	97.8%	97.2%	1487	1178	309	0
<b>System</b>	<b>176</b>	<b>13.9</b>	<b>95.4%</b>	<b>96.9%</b>	<b>95.8%</b>	<b>7137</b>	<b>4746</b>	<b>2391</b>	<b>0</b>

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

**AM Peak:** 6 AM - 10 AM

**PM Peak:** 3 PM - 7 PM

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Third Quarter - 2014**

	Borough:		Bronx									
		Age			2014 3rd Quarter Availability			2013 3rd Qtr. Availability				
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	Entrap ments	
					Peak	Peak						
1	EL131	12	161 St-Yankee Stadium 4 B D	93.6%	93.5%	94.9%	98.8%	16	11	5	4	
2	EL128	9	Simpson St 2 5	94.2%	94.8%	93.1%	94.0%	12	8	4	1	
3	EL132	12	161 St-Yankee Stadium 4	96.9%	97.4%	99.5%	97.7%	21	15	6	2	
4	EL194	7	233rd St 2 5	97.0%	97.7%	98.7%	99.5%	8	4	4	0	
5	EL133	12	161 St-Yankee Stadium 4	97.2%	98.8%	97.8%	98.2%	8	4	4	1	
6	EL130	17	3rd Ave-149 St 2 5	97.3%	99.3%	98.2%	97.2%	13	7	6	1	
7	EL136	6	Pelham Pkwy 2 5	97.7%	99.3%	97.4%	96.4%	12	5	7	1	
8	EL184	7	231st St 1	97.8%	98.9%	99.8%	98.2%	16	9	7	0	
9	EL129	17	3rd Ave-149 St 2 5	97.8%	99.7%	97.9%	84.1%	15	11	4	2	
10	EL135	12	161 St-Yankee Stadium B D	98.0%	99.6%	99.1%	99.0%	11	6	5	0	
11	EL182	7	Gun Hill Rd 2 5	98.3%	98.7%	97.5%	98.9%	16	13	3	4	
12	EL137	6	Pelham Pkwy 2 5	98.5%	98.9%	100.0%	98.9%	8	3	5	0	
13	EL138	6	Pelham Pkwy 2 5	98.6%	99.4%	98.4%	98.3%	12	10	2	0	
14	EL134	12	161 St-Yankee Stadium B D	98.6%	99.8%	99.4%	98.9%	10	5	5	0	
15	EL192	7	233rd St 2 5	98.7%	98.9%	98.7%	99.1%	15	12	3	1	
16	EL188	8	Fordham Rd 4	98.8%	99.5%	97.8%	99.2%	7	4	3	0	
17	EL127	9	Simpson St 2 5	98.8%	99.6%	98.7%	98.4%	9	5	4	0	
18	EL186	8	Fordham Rd 4	99.0%	99.7%	99.4%	96.6%	7	4	3	0	
19	EL122	25	Pelham Bay Park 6	99.0%	99.5%	98.3%	97.9%	5	4	1	0	
20	EL159	2	180th Street 2 5	99.0%	100.0%	99.6%	99.3%	8	5	3	0	
21	EL185	7	231st St 1	99.0%	100.0%	100.0%	98.6%	7	0	7	0	
22	EL160	2	180th Street 2 5	99.0%	99.9%	99.7%	97.5%	7	3	4	0	
23	EL187	8	Fordham Rd 4	99.0%	100.0%	99.9%	98.8%	11	6	5	0	
24	EL121	25	Pelham Bay Park 6	99.2%	99.4%	98.9%	94.8%	4	2	2	0	
25	EL193	7	233rd St 2 5	99.2%	100.0%	99.4%	98.3%	5	1	4	1	
26	EL183	7	Gun Hill Rd 2 5	99.5%	99.6%	99.8%	96.4%	6	5	1	2	
	26	9.9	Elevator Subtotal:	98.1%	98.9%	98.5%	97.4%	269	162	107	20	
1	ES122	18	Pelham Pkwy 2 5	94.5%	94.5%	95.8%	96.2%	42	27	15	0	
2	ES120	25	Pelham Bay Park 6	94.8%	94.7%	96.9%	95.5%	19	15	4	0	
3	ES106	9	West Farms Sq-E Tremont Av 2 5	95.9%	97.0%	97.5%	95.8%	39	36	3	0	
4	ES108	22	Intervale Av 2 5	96.1%	97.8%	95.7%	81.9%	16	13	3	0	
5	ES105	8	Gun Hill Rd 2 5	96.6%	97.9%	95.0%	95.3%	20	16	4	0	
6	ES104	8	Gun Hill Rd 2 5	96.8%	96.9%	97.9%	96.5%	32	27	5	0	
7	ES113	12	161 St-Yankee Stadium 4	97.2%	98.3%	98.6%	93.1%	31	24	7	0	
8	ES112	13	Norwood-205 St D	97.8%	100.0%	98.4%	97.3%	26	10	16	0	
9	ES114	15	161 St-Yankee Stadium 4	97.9%	98.7%	98.7%	97.9%	26	20	6	0	
10	ES111	13	Parkchester 6	98.7%	98.8%	99.3%	98.7%	14	10	4	0	
11	ES123	17	Pelham Pkwy 2 5	98.8%	100.0%	98.5%	93.1%	17	5	12	0	
12	ES121	25	Pelham Bay Park 6	99.3%	100.0%	100.0%	99.3%	4	1	3	0	
	12	15.4	Escalator Subtotal:	97.0%	97.9%	97.7%	95.1%	286	204	82	0	
*Note the number of entrapments are included in the non scheduled outages count.												

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Manhattan								
		Age		2014 3rd Quarter Availability			2013 3rd Qtr. Availability	Outages			Entrapments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL104	10	191 St 1	66.3%	65.6%	62.9%	98.4%	35	32	3	6
2	EL120	29	190 St A	87.6%	89.8%	83.6%	90.5%	44	40	4	6
3	EL232	8	Times Sq-42 St 1 2 3 7	89.3%	89.0%	89.5%	97.2%	25	17	8	2
4	EL108	14	181 St 1	90.4%	92.2%	91.2%	96.1%	26	22	4	2
5	EL114	17	168 St 1	91.3%	92.9%	92.1%	94.3%	20	14	6	5
6	EL720	0	Fulton St A C J Z 2 3 4 5	91.6%	92.9%	92.9%	0.0%	3	2	1	1
7	EL202	13	51 St 6	91.8%	92.9%	91.8%	98.3%	29	20	9	1
8	EL111	17	168 St 1	92.2%	93.3%	94.0%	94.0%	19	12	7	0
9	EL106	11	191 St 1	92.7%	93.8%	93.5%	96.5%	13	9	4	0
10	EL206	24	Grand Central-42 St 4 5 6	93.0%	93.6%	94.8%	97.8%	15	10	5	2
11	EL219	14	14 St-Union Sq N Q R	93.6%	95.0%	93.4%	98.9%	8	4	4	1
12	EL142	8	125 St A B C D	93.8%	94.9%	94.9%	97.2%	39	35	4	0
13	EL201	13	51 St 6	93.8%	96.0%	93.8%	98.9%	26	20	6	0
14	EL324	13	Canal St 6	94.8%	98.6%	95.2%	98.8%	14	5	9	0
15	EL710	7	Bowling Green 4 5	95.4%	98.0%	93.1%	95.8%	19	17	2	6
16	EL332	2	Bleecker St D F B M 6	95.8%	96.7%	96.7%	99.0%	4	2	2	0
17	EL213	20	34 St-Herald Sq B D F M N Q R	95.9%	97.2%	97.5%	98.7%	19	11	8	3
18	EL119	29	181 St A	95.9%	96.3%	94.7%	94.5%	22	17	5	0
19	EL230	11	Times Sq-42 St N Q R	96.3%	96.2%	97.6%	97.1%	12	8	4	0
20	EL331	2	Bleecker St D F B M 6	96.3%	97.8%	96.2%	98.9%	8	4	4	1
21	EL280	4	59th St-Columbus Circle A B C D 1	96.4%	97.8%	95.7%	96.4%	14	8	6	4
22	EL278	4	59th St-Columbus Circle A B C D 1	96.4%	97.6%	96.4%	98.9%	18	13	5	2
23	EL145	3	96th St 2 3 1	96.7%	97.3%	96.9%	92.4%	27	24	3	7
24	EL123	24	175 St A	96.8%	97.1%	98.2%	98.8%	13	9	4	0
25	EL244	12	Grand Central-42 St 7	96.8%	97.8%	98.9%	98.0%	38	5	33	0
26	EL732	7	Fulton St 2 3	96.8%	98.9%	97.9%	91.4%	19	15	4	0
27	EL711	7	Bowling Green 4 5	96.8%	99.3%	96.6%	98.4%	20	13	7	3
28	EL238	14	66 St-Lincoln Center 1	96.8%	97.8%	98.1%	98.9%	8	2	6	0
29	EL125	11	125 St 4 5 6	96.9%	97.1%	97.1%	98.8%	11	9	2	3
30	EL721	0	Fulton St A C J Z 2 3 4 5	96.9%	98.8%	98.6%	0.0%	13	5	8	0
31	EL723	0	Fulton St 2 3	97.0%	98.6%	98.4%	0.0%	14	7	7	0
32	EL103	10	191 St 1	97.1%	97.1%	98.8%	98.3%	24	16	8	2
33	EL223	12	14 St A C E	97.2%	98.5%	97.1%	97.0%	16	11	5	0
34	EL236	5	47-50 Sts-Rockefeller Center B D F M	97.3%	98.4%	96.7%	99.2%	12	6	6	0
35	EL335	9	West 4 St A B C D E F M	97.3%	99.9%	98.6%	98.2%	12	7	5	1
36	EL107	14	181 St 1	97.4%	100.0%	98.1%	95.3%	18	12	6	3
37	EL281	5	57 St-7 Av N Q R	97.4%	98.5%	98.4%	98.4%	42	38	4	1
38	EL338	5	Chambers St 1 2 3	97.5%	99.6%	98.1%	98.9%	9	3	6	0
39	EL126	24	125 St 4 5 6	97.6%	98.1%	100.0%	94.5%	16	9	7	1
40	EL181	6	135 St 2 3	97.7%	98.4%	98.9%	97.3%	10	3	7	0
41	EL116	9	190 St A	97.7%	99.8%	97.2%	77.5%	17	11	6	1
42	EL234	5	47-50 Sts-Rockefeller Center B D F M	97.7%	98.8%	98.2%	99.1%	19	14	5	1
43	EL113	16	168 St 1	97.8%	98.9%	99.9%	95.4%	14	6	8	1
44	EL277	4	59th St-Columbus Circle A B C D 1	97.8%	100.0%	98.5%	96.2%	14	8	6	2
45	EL315	21	Brooklyn Bridge 4 5 6	97.8%	98.9%	98.5%	98.6%	14	12	2	0
46	EL204	24	Grand Central-42 St 4 5 6 7 S	97.9%	99.5%	98.1%	98.1%	14	9	5	1
47	EL337	5	Chambers St 1 2 3	97.9%	99.4%	100.0%	98.8%	11	3	8	0
48	EL279	4	59th St-Columbus Circle A B C D 1	98.0%	100.0%	97.7%	90.7%	10	5	5	0
49	EL118	9	181 St A	98.0%	98.2%	98.6%	97.8%	8	5	3	1
50	EL333	9	West 4 St A B C D E F M	98.0%	98.7%	99.5%	99.0%	15	9	6	0
51	EL112	17	168 St 1	98.1%	99.9%	98.3%	98.2%	19	12	7	0
52	EL722	0	Fulton St J Z	98.1%	98.9%	98.5%	0.0%	6	1	5	0
53	EL115	13	190 St A	98.2%	100.0%	97.8%	96.0%	12	6	6	0
54	EL148	14	Inwood-207 St A	98.2%	99.4%	98.9%	96.4%	21	18	3	0



Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Manhattan								
	Unit ID	Age (Yrs)	Station	2014 3rd Quarter Availability			2013 3rd Qtr. Availability 24 Hr	Outages			Entrapments
				24 Hr	AM	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
55	EL218	14	14 St-Union Sq <b>L</b>	98.2%	100.0%	98.8%	95.7%	11	3	8	0
56	EL117	11	181 St <b>A</b>	98.3%	100.0%	98.5%	98.8%	11	4	7	0
57	EL325	13	Canal St <b>6</b>	98.4%	100.0%	99.2%	98.0%	9	2	7	0
58	EL205	24	Grand Central-42 St <b>4 5 6</b>	98.4%	99.7%	100.0%	98.5%	10	4	6	0
59	EL336	5	Chambers St <b>1 2 3</b>	98.4%	99.6%	99.6%	99.0%	10	4	6	1
60	EL229	11	Times Sq-42 St <b>N Q R</b>	98.5%	99.6%	99.1%	99.3%	10	6	4	1
61	EL109	14	181 St <b>1</b>	98.5%	98.9%	98.8%	97.8%	10	6	4	0
62	EL330	2	Bleecker St <b>D F B M 6</b>	98.6%	99.5%	99.6%	99.2%	8	3	5	0
63	EL149	14	Inwood-207 St <b>A</b>	98.6%	99.5%	99.3%	99.1%	9	5	4	0
64	EL226	12	34 St-Penn Station <b>C E</b>	98.6%	99.1%	99.5%	98.6%	12	5	7	1
65	EL139	7	168 St <b>1 A C</b>	98.6%	100.0%	100.0%	98.4%	9	5	4	0
66	EL314	21	Brooklyn Bridge <b>4 5 6</b>	98.6%	99.6%	99.2%	98.6%	8	4	4	0
67	EL215	14	34 St-Penn Station <b>2 3</b>	98.6%	100.0%	98.9%	99.5%	6	3	3	1
68	EL210	20	34 St-Herald Sq <b>B D F M</b>	98.7%	98.6%	98.6%	98.1%	9	5	4	1
69	EL105	11	191 St <b>1</b>	98.7%	99.7%	98.6%	98.7%	10	5	5	0
70	EL235	5	47-50 Sts-Rockefeller Center <b>B D F M</b>	98.7%	99.7%	99.7%	99.4%	11	6	5	0
71	EL180	6	135 St <b>2 3</b>	98.7%	99.8%	99.7%	99.0%	9	4	5	1
72	EL719	0	Fulton St <b>A C J Z 2 3 4 5</b>	98.8%	98.6%	97.1%	0.0%	9	7	2	0
73	EL209	20	34 St-Herald Sq <b>B D F M</b>	98.8%	99.8%	99.3%	99.3%	10	5	5	0
74	EL144	8	125 St <b>A B C D</b>	98.8%	99.8%	99.2%	96.9%	8	4	4	0
75	EL224	11	8 Av <b>L</b>	98.9%	100.0%	99.8%	98.9%	9	2	7	0
76	EL217	14	14 St-Union Sq <b>L N Q R</b>	98.9%	99.9%	99.2%	98.4%	11	5	6	0
77	EL216	10	34 St-Penn Station <b>1</b>	98.9%	100.0%	98.9%	98.6%	4	1	3	0
78	EL233	8	Times Sq-42 St <b>1 2 3</b>	98.9%	99.4%	99.6%	94.8%	9	4	5	0
79	EL402	24	Lexington Av-63 St <b>F</b>	98.9%	99.5%	99.6%	94.8%	7	3	4	1
80	EL239	10	72 St <b>1 2 3</b>	98.9%	100.0%	100.0%	98.8%	7	1	6	0
81	EL334	9	West 4 St <b>A B C D E F M</b>	98.9%	100.0%	100.0%	98.9%	9	4	5	0
82	EL146	3	96th St <b>2 3 1</b>	98.9%	99.3%	99.7%	98.6%	8	4	4	0
83	EL178	0	Dyckman St <b>1</b>	98.9%	99.8%	99.5%	0.0%	7	4	3	0
84	EL225	12	34 St-Penn Station <b>C E</b>	98.9%	99.3%	100.0%	98.7%	9	4	5	1
85	EL124	24	175 St <b>A</b>	99.0%	99.7%	100.0%	98.1%	9	6	3	0
86	EL110	14	181 St <b>1</b>	99.0%	99.9%	99.5%	98.1%	7	3	4	0
87	EL316	21	Brooklyn Bridge <b>4 5 6</b>	99.0%	100.0%	98.3%	94.9%	7	5	2	0
88	EL220	14	14 St-Union Sq <b>N Q R</b>	99.1%	99.6%	99.6%	99.0%	6	1	5	0
89	EL328	2	Bleecker St <b>D F B M 6</b>	99.1%	99.3%	99.0%	95.8%	6	4	2	0
90	EL228	12	34 St-Penn Station <b>C E</b>	99.1%	99.8%	100.0%	99.5%	8	3	5	0
91	EL329	2	Bleecker St <b>D F B M 6</b>	99.1%	100.0%	100.0%	94.2%	3	1	2	0
92	EL141	7	168 St <b>A C</b>	99.2%	99.7%	97.5%	99.6%	6	5	1	0
93	EL222	12	14 St <b>A C E</b>	99.2%	99.8%	97.8%	98.5%	11	9	2	0
94	EL211	20	34 St-Herald Sq <b>N Q R</b>	99.2%	99.7%	99.7%	99.3%	11	7	4	0
95	EL240	10	72 St <b>1 2 3</b>	99.2%	99.8%	100.0%	98.7%	7	2	5	0
96	EL212	20	34 St-Herald Sq <b>N Q R</b>	99.3%	99.8%	100.0%	99.3%	5	1	4	0
97	EL245	9	Lexington Av-53 St <b>E M</b>	99.3%	100.0%	100.0%	98.5%	10	4	6	0
98	EL237	14	66 St-Lincoln Center <b>1</b>	99.3%	99.5%	100.0%	98.6%	4	1	3	0
99	EL227	12	34 St-Penn Station <b>A</b>	99.3%	99.8%	97.8%	98.6%	13	7	6	0
100	EL221	12	14 St/8 Av <b>A C E L</b>	99.4%	100.0%	99.7%	99.7%	5	2	3	0
101	EL214	10	34 St-Penn Station <b>1</b>	99.5%	100.0%	100.0%	98.5%	3	0	3	0
102	EL143	8	125 St <b>A B C D</b>	99.5%	100.0%	99.4%	95.7%	7	3	4	0
103	EL140	7	168 St <b>A C</b>	99.7%	100.0%	100.0%	99.6%	6	3	3	0
104	EL401	24	Lexington Av-63 St <b>F</b>	100.0%	100.0%	100.0%	79.8%	1	0	1	0
	<b>104</b>	<b>11.3</b>	<b>Elevator Subtotal:</b>	<b>97.1%</b>	<b>98.1%</b>	<b>97.6%</b>	<b>97.2%</b>	<b>1352</b>	<b>824</b>	<b>528</b>	<b>78</b>

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Manhattan								
		Age		2014 3rd Quarter Availability			2013 3rd Qtr. Availability	Outages			Entrapments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES369	5	South Ferry 1	72.0%	71.8%	71.6%	98.5%	17	11	6	0
2	ES336	11	Bowling Green 4 5	76.7%	76.7%	79.2%	92.3%	38	34	4	0
3	ES408	25	Lexington Av-63 St F	80.8%	79.8%	82.1%	98.9%	49	44	5	0
4	ES404	25	Lexington Av-63 St F	85.3%	85.9%	86.6%	98.6%	12	7	5	0
5	ES328	15	Delancey St F	87.9%	93.4%	86.6%	97.7%	81	75	6	0
6	ES351	14	Whitehall St R	88.5%	89.7%	86.0%	97.2%	32	21	11	0
7	ES255	25	Grand Central-42 St 4 5 6 7 S	90.2%	96.4%	90.3%	94.2%	200	85	115	0
8	ES311	13	Whitehall St R	90.4%	94.6%	89.2%	97.3%	50	37	13	0
9	ES338	10	Bowling Green 4 5	91.6%	94.3%	91.4%	98.9%	61	58	3	0
10	ES325	15	West 4 St A B C D E F M	92.1%	94.1%	92.7%	71.2%	27	22	5	0
11	ES269	10	Lexington Av-53 St E M	92.9%	94.6%	91.4%	97.8%	65	58	7	0
12	ES207	14	Grand Central-42 St 7	93.5%	98.6%	92.5%	95.2%	227	102	125	0
13	ES208	14	Grand Central-42 St 7	93.8%	99.7%	92.6%	94.4%	199	73	126	0
14	ES329	0	East Broadway F	94.4%	95.8%	95.0%	100.0%	23	10	13	0
15	ES341	10	Bowling Green 4 5	94.6%	99.9%	92.7%	96.9%	47	44	3	0
16	ES103	18	125 St 1	94.6%	95.6%	93.1%	94.6%	49	46	3	0
17	ES370	5	South Ferry 1	95.0%	94.6%	97.6%	98.2%	58	49	9	0
18	ES302	15	Park Pl 2 3	95.0%	100.0%	92.4%	98.0%	45	31	14	0
19	ES101	12	125 St 1	95.1%	97.1%	94.1%	90.8%	47	38	9	0
20	ES230	7	34 St-Herald Sq B D F M	95.5%	97.8%	94.4%	97.9%	35	25	10	0
21	ES300	2	Bleecker St D F B M 6	95.5%	98.9%	94.7%	97.7%	31	23	8	0
22	ES246	17	Lexington Av-53 St E M	95.7%	96.6%	97.7%	97.3%	135	37	98	0
23	ES102	12	125 St 1	95.8%	99.1%	96.6%	88.0%	43	30	13	0
24	ES256	25	Grand Central-42 St 4 5 6 7 S	95.9%	96.7%	96.8%	98.9%	22	16	6	0
25	ES214	16	59 St 4 5 6	95.9%	97.5%	97.1%	98.7%	47	31	16	0
26	ES368	0	Fulton St A C J Z 2 3 4 5	96.0%	96.2%	95.7%	0.0%	11	7	4	0
27	ES232	7	34 St-Herald Sq B D F M	96.0%	96.9%	95.7%	97.3%	45	30	15	0
28	ES236	6	34 St-Herald Sq B D F M	96.0%	99.3%	97.4%	98.0%	33	16	17	0
29	ES231	7	34 St-Herald Sq B D F M	96.0%	98.2%	96.9%	98.7%	54	37	17	0
30	ES235	6	34 St-Herald Sq B D F M	96.1%	98.9%	98.1%	97.2%	43	23	20	0
31	ES401	25	Lexington Av-63 St F	96.2%	99.3%	95.9%	98.7%	23	18	5	0
32	ES218	8	Times Sq-42 St 7	96.2%	97.8%	97.2%	93.7%	59	50	9	0
33	ES117	18	181 St A	96.3%	98.5%	98.8%	94.9%	44	29	15	0
34	ES204	15	Grand Central-42 St 7	96.3%	98.3%	95.8%	94.6%	168	48	120	0
35	ES405	25	Lexington Av-63 St F	96.4%	97.4%	97.0%	98.3%	16	10	6	0
36	ES241	16	5 Av-53 St E M	96.5%	98.4%	97.8%	96.5%	213	118	95	0
37	ES334	0	Bowery J Z	96.5%	97.6%	97.3%	100.0%	27	19	8	0
38	ES301	15	Park Pl 2 3	96.6%	97.7%	99.5%	95.9%	35	28	7	0
39	ES340	9	Bowling Green 4 5	96.6%	98.3%	96.9%	98.4%	19	13	6	0
40	ES409	25	Lexington Av-63 St F	96.6%	98.7%	97.2%	98.0%	21	15	6	0
41	ES367	0	Fulton St A C J Z 2 3 4 5	96.7%	97.3%	98.1%	0.0%	19	12	7	0
42	ES243	18	Lexington Av-53 St E M	96.7%	98.7%	95.9%	97.2%	23	14	9	0
43	ES244	18	Lexington Av-53 St E M	96.7%	95.7%	96.0%	96.0%	137	22	115	0
44	ES216	8	Times Sq-42 St 7	96.8%	98.5%	97.1%	99.1%	51	45	6	0
45	ES224	7	34 St-Herald Sq B D F M N O R	96.8%	97.3%	96.3%	99.1%	34	26	8	0
46	ES342	9	Bowling Green 4 5	96.9%	97.5%	98.0%	98.2%	31	24	7	0
47	ES211	16	59 St 4 5 6	96.9%	99.4%	99.2%	91.6%	25	16	9	0
48	ES209	12	Grand Central-42 St 7	97.1%	98.3%	97.5%	98.3%	39	28	11	0
49	ES221	7	34 St-Herald Sq B D F M N O R	97.1%	98.2%	95.5%	98.2%	44	37	7	0
50	ES222	7	34 St-Herald Sq B D F M N O R	97.1%	88.6%	99.3%	97.7%	109	103	6	0
51	ES339	10	Bowling Green 4 5	97.1%	99.0%	96.8%	97.2%	24	21	3	0
52	ES215	17	Lexington Av-59 St N O R	97.2%	96.9%	98.7%	98.3%	44	36	8	0
53	ES402	25	Lexington Av-63 St F	97.3%	95.3%	98.6%	98.1%	33	29	4	0
54	ES233	6	34 St-Herald Sq B D F M	97.3%	99.0%	98.7%	86.1%	40	21	19	0

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Manhattan								
		Age		2014 3rd Quarter Availability			2013 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
55	ES249	11	Lexington Av-59 St <b>N Q R</b>	97.4%	98.4%	97.0%	97.4%	26	23	3	0
56	ES115	13	145 St <b>B D</b>	97.4%	98.7%	96.6%	95.9%	27	23	4	0
57	ES337	11	Bowling Green <b>4 5</b>	97.4%	99.0%	97.0%	97.4%	31	22	9	0
58	ES210	12	Grand Central-42 St <b>7</b>	97.5%	98.8%	99.0%	97.9%	32	22	10	0
59	ES403	25	Lexington Av-63 St <b>F</b>	97.6%	98.9%	99.6%	92.2%	18	9	9	0
60	ES326	15	West 4 St <b>A B C D E F M</b>	97.6%	97.4%	99.3%	98.4%	16	10	6	0
61	ES234	6	34 St-Herald Sq <b>B D F M</b>	97.6%	98.5%	99.8%	97.4%	26	11	15	0
62	ES229	7	34 St-Herald Sq <b>B D F M</b>	97.7%	99.1%	98.7%	95.3%	23	9	14	0
63	ES343	11	Bowling Green <b>4 5</b>	97.7%	99.9%	98.4%	98.0%	20	16	4	0
64	ES217	8	Times Sq-42 St <b>7</b>	97.7%	99.6%	98.0%	97.2%	28	21	7	0
65	ES118	17	181 St <b>A</b>	97.7%	99.3%	98.9%	98.4%	20	5	15	0
66	ES240	15	5 Av-53 St <b>E M</b>	97.8%	99.6%	99.3%	98.4%	115	13	102	0
67	ES206	13	Grand Central-42 St <b>7</b>	98.0%	99.1%	99.7%	97.8%	136	6	130	0
68	ES213	15	59 St <b>4 5 6</b>	98.0%	99.3%	98.6%	99.1%	23	13	10	0
69	ES238	15	7 Av <b>B D E</b>	98.1%	99.2%	99.7%	95.3%	33	14	19	0
70	ES327	15	Delancey St <b>F</b>	98.1%	98.8%	99.6%	97.8%	24	17	7	0
71	ES203	15	Grand Central-42 St <b>7</b>	98.2%	98.0%	98.9%	98.6%	15	7	8	0
72	ES116	12	145 St <b>B D</b>	98.3%	99.4%	99.2%	97.7%	17	11	6	0
73	ES119	17	181 St <b>A</b>	98.4%	99.2%	100.0%	96.6%	15	3	12	0
74	ES239	15	5 Av-53 St <b>E M</b>	98.4%	99.4%	99.4%	97.3%	23	12	11	0
75	ES212	15	59 St <b>4 5 6</b>	98.4%	100.0%	99.4%	87.7%	20	6	14	0
76	ES407	25	Lexington Av-63 St <b>F</b>	98.5%	98.8%	99.7%	99.2%	17	12	5	0
77	ES406	25	Lexington Av-63 St <b>F</b>	98.5%	100.0%	99.6%	98.2%	7	2	5	0
78	ES237	15	7 Av <b>B D E</b>	98.5%	99.8%	99.8%	98.5%	14	8	6	0
79	ES248	11	Lexington Av-59 St <b>N Q R</b>	98.5%	99.3%	99.2%	97.9%	15	11	4	0
80	ES312	1	Whitehall St <b>R</b>	98.6%	99.5%	98.5%	97.6%	19	11	8	0
81	ES252	25	51 St <b>6</b>	98.7%	99.4%	99.7%	98.9%	10	4	6	0
82	ES410	25	Lexington Av-63 St <b>F</b>	98.7%	100.0%	100.0%	79.5%	9	4	5	0
83	ES245	17	Lexington Av-53 St <b>E M</b>	98.7%	99.9%	99.7%	91.6%	17	7	10	0
84	ES345	19	Bowling Green <b>4 5</b>	98.8%	99.4%	99.2%	95.3%	12	7	5	0
85	ES223	7	34 St-Herald Sq <b>B D F M N Q R</b>	98.9%	99.6%	99.0%	99.2%	30	19	11	0
86	ES205	13	Grand Central-42 St <b>7</b>	99.0%	99.1%	100.0%	95.6%	13	6	7	0
87	ES242	16	5 Av-53 St <b>E M</b>	99.7%	100.0%	100.0%	97.1%	17	4	13	0
	<b>87</b>	<b>13.3</b>	<b>Escalator Subtotal:</b>	<b>95.6%</b>	<b>97.1%</b>	<b>96.2%</b>	<b>96.3%</b>	<b>3972</b>	<b>2270</b>	<b>1702</b>	<b>0</b>
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Brooklyn								
	Unit ID	Age (Yrs)	Station	2014 3rd Quarter Availability			2013 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	EL311	14	Clark St 2 3	0.0%	0.0%	0.2%	98.1%	3	3	0	0
2	EL339	14	Franklin Av C S	38.4%	39.1%	38.4%	94.5%	10	8	2	0
3	EL344	0	Utica Ave A C	84.0%	85.8%	83.4%	0.0%	19	17	2	3
4	EL342	8	Euclid Av A C	85.0%	86.3%	84.9%	96.8%	10	6	4	0
5	EL319	17	Brooklyn College-Flatbush Av 2 5	85.8%	87.2%	87.1%	95.6%	16	14	2	2
6	EL317	19	Borough Hall 2 3 4 5	92.3%	94.3%	90.2%	99.1%	29	26	3	0
7	EL308	13	Court St R	92.4%	93.5%	92.1%	99.1%	10	6	4	1
8	EL702	8	Coney Island-Stillwell Av D F N Q	93.7%	94.6%	92.2%	99.0%	29	25	4	3
9	EL393	11	Flushing Av J M	94.2%	97.6%	96.1%	98.0%	23	19	4	1
10	EL343	8	Euclid Av A C	95.6%	98.3%	98.4%	94.8%	24	19	5	2
11	EL312	14	Clark St 2 3	96.2%	96.0%	98.9%	63.5%	21	13	8	0
12	EL396	6	Myrtle-Wyckoff Avs L M	96.3%	96.9%	95.8%	98.2%	26	22	4	0
13	EL323	9	Crown Hts-Utica Av 3 4	96.5%	97.3%	96.5%	97.9%	17	11	6	1
14	EL701	8	Coney Island-Stillwell Av D F N Q	96.7%	97.4%	98.7%	98.2%	21	16	5	2
15	EL306	10	Atlantic Av 2 3	96.9%	97.1%	96.5%	99.4%	13	8	5	4
16	EL370	9	DeKalb Av B Q R	97.0%	100.0%	95.0%	98.3%	13	7	6	2
17	EL301	10	Pacific St-Atlantic Av D N R	97.2%	99.9%	98.2%	99.2%	12	8	4	0
18	EL309	13	Court St R	97.3%	99.1%	98.3%	98.2%	19	16	3	0
19	EL302	10	Pacific St-Atlantic Av D N R	97.4%	97.1%	98.9%	99.3%	8	4	4	0
20	EL398	6	Myrtle-Wyckoff Avs M	97.4%	97.8%	98.2%	99.3%	7	3	4	0
21	EL303	10	Pacific St-Atlantic Av D N R	97.5%	99.3%	98.3%	96.0%	11	6	5	2
22	EL395	11	Flushing Av J M	97.6%	98.9%	98.9%	98.3%	7	3	4	0
23	EL340	14	Franklin Av C S	97.6%	99.5%	99.9%	96.4%	16	10	6	0
24	EL321	16	Church Av 2 5	97.6%	99.9%	100.0%	94.8%	17	15	2	0
25	EL707	4	Jay St A C F R	97.6%	97.8%	98.3%	98.3%	9	4	5	0
26	EL708	4	Jay St A C F R	97.7%	98.2%	98.9%	97.3%	10	5	5	1
27	EL371	9	DeKalb Av B Q R	97.7%	100.0%	98.9%	98.5%	8	1	7	0
28	EL372	9	DeKalb Av B Q R	97.8%	100.0%	99.5%	98.7%	11	2	9	0
29	EL374	6	Church Av F G	97.8%	98.9%	98.9%	99.4%	8	5	3	0
30	EL318	19	Borough Hall 2 3 4 5	98.0%	98.9%	97.1%	98.7%	7	3	4	0
31	EL341	8	Euclid Av A C	98.0%	99.9%	97.5%	99.4%	8	5	3	0
32	EL322	9	Crown Hts-Utica Av 3 4	98.1%	98.2%	99.8%	98.6%	9	4	5	1
33	EL310	14	Clark St 2 3	98.5%	99.1%	99.3%	99.0%	9	5	4	0
34	EL376	2	Bay Parkway D	98.5%	99.2%	98.2%	99.3%	10	6	4	1
35	EL373	6	Church Av F G	98.5%	99.7%	98.4%	98.7%	7	3	4	0
36	EL709	3	Jay St A C F R	98.6%	98.9%	100.0%	98.5%	8	3	5	0
37	EL392	9	Marcy Av J M Z	98.7%	100.0%	100.0%	97.2%	5	1	4	0
38	EL375	6	Church Av F G	98.7%	99.4%	100.0%	98.2%	6	2	4	0
39	EL307	10	Atlantic Av B Q	98.7%	100.0%	98.0%	98.7%	8	2	6	0
40	EL304	10	Atlantic Av 2 3	98.8%	99.0%	99.1%	99.2%	8	4	4	1
41	EL706	4	Jay St A C F R	98.9%	100.0%	100.0%	97.7%	8	3	5	1
42	EL760	2	Kings Highway B Q	98.9%	100.0%	99.4%	99.1%	7	3	4	0
43	EL761	2	Kings Highway B Q	99.0%	100.0%	100.0%	99.1%	6	1	5	0
44	EL383	11	Prospect Park B Q S	99.0%	100.0%	99.8%	98.3%	6	2	4	0
45	EL397	6	Myrtle-Wyckoff Avs L	99.1%	100.0%	100.0%	99.3%	5	2	3	0
46	EL391	9	Marcy Av J M Z	99.1%	100.0%	99.2%	98.4%	6	2	4	0
47	EL394	11	Flushing Av J M	99.2%	100.0%	100.0%	98.6%	5	1	4	0
48	EL382	11	Prospect Park B Q S	99.2%	100.0%	100.0%	98.5%	4	0	4	0
49	EL378	2	Bay Parkway D	99.3%	100.0%	100.0%	99.4%	5	0	5	0
50	EL305	10	Atlantic Av 4 5	99.3%	100.0%	100.0%	98.8%	5	1	4	0

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Brooklyn								
		Age		2014 3rd Quarter Availability			2013 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non	Scheduled	
					Peak	Peak			Scheduled		
51	EL345	0	Utica Ave <b>A C</b>	99.4%	99.6%	100.0%	0.0%	9	7	2	0
52	EL377	2	Bay Parkway <b>D</b>	99.4%	100.0%	99.9%	99.1%	5	1	4	0
53	EL346	0	Utica Ave <b>A C</b>	99.5%	99.5%	99.0%	0.0%	6	4	2	1
54	EL320	16	Church Av <b>2 5</b>	99.6%	99.6%	100.0%	96.1%	4	1	3	0
	<b>54</b>	<b>8.7</b>	<b>Elevator Subtotal:</b>	<b>94.1%</b>	<b>95.2%</b>	<b>94.7%</b>	<b>97.5%</b>	<b>593</b>	<b>368</b>	<b>225</b>	<b>29</b>

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Brooklyn								
		Age		2014 3rd Quarter Availability			2013 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES333	11	Myrtle-Wyckoff Aves <b>L M</b>	63.8%	65.5%	59.6%	96.4%	94	90	4	0
2	ES335	10	West 8 St-NY Aquarium <b>F Q</b>	65.5%	67.9%	64.5%	95.5%	51	49	2	0
3	ES314	14	Smith 9th St <b>F G</b>	73.5%	82.0%	71.4%	97.4%	19	15	4	0
4	ES307	14	Lawrence St <b>R</b>	86.3%	96.1%	76.7%	89.2%	152	131	21	0
5	ES305	11	Court St <b>R</b>	86.9%	88.7%	87.0%	88.1%	77	69	8	0
6	ES309	14	DeKalb Av <b>B Q R</b>	88.6%	88.8%	88.1%	97.5%	38	32	6	0
7	ES346	12	Brighton Beach <b>B Q</b>	90.3%	92.2%	94.0%	84.5%	136	117	19	0
8	ES330	17	Broadway Junction <b>A C J L Z</b>	91.5%	94.3%	91.7%	97.6%	40	23	17	0
9	ES348	15	Smith 9th St <b>F G</b>	93.3%	96.1%	91.9%	98.4%	65	46	19	0
10	ES320	16	Jay St <b>A C F</b>	93.3%	96.1%	92.4%	97.6%	40	37	3	0
11	ES303	11	Borough Hall <b>2 3 4 5</b>	94.2%	98.5%	89.3%	91.3%	49	42	7	0
12	ES308	14	DeKalb Av <b>B Q R</b>	94.2%	95.4%	96.0%	98.6%	21	15	6	0
13	ES304	12	President St <b>2 5</b>	94.7%	97.1%	96.6%	97.1%	59	48	11	0
14	ES318	14	Jay St <b>A C F</b>	94.9%	98.4%	93.6%	97.5%	38	33	5	0
15	ES310	12	Atlantic Av <b>B Q</b>	95.3%	98.6%	97.0%	85.4%	36	19	17	0
16	ES316	14	Smith 9th St <b>F G</b>	95.7%	98.1%	91.9%	97.2%	14	11	3	0
17	ES347	18	Broadway Junction <b>A C J L Z</b>	95.9%	98.5%	93.9%	95.3%	44	39	5	0
18	ES323	16	High St <b>A C</b>	96.0%	97.2%	96.5%	98.0%	34	30	4	0
19	ES352	14	Franklin Av <b>S</b>	96.0%	95.5%	96.0%	96.9%	36	29	7	0
20	ES324	14	High St <b>A C</b>	96.1%	97.7%	94.6%	93.9%	33	28	5	0
21	ES350	17	High St <b>A C</b>	96.4%	96.7%	97.8%	99.2%	10	4	6	0
22	ES356	3	Jay St <b>A C F R</b>	96.6%	99.3%	98.6%	95.8%	38	19	19	0
23	ES306	11	Court St <b>R</b>	96.9%	98.9%	97.3%	97.0%	31	22	9	0
24	ES332	11	Myrtle-Wyckoff Aves <b>L M</b>	96.9%	98.7%	95.4%	95.5%	35	30	5	0
25	ES357	3	Jay St <b>A C F R</b>	97.4%	99.0%	99.1%	98.1%	33	16	17	0
26	ES317	14	Jay St <b>A C F</b>	97.5%	98.8%	97.7%	85.4%	21	15	6	0
27	ES349	15	Smith 9th St <b>F G</b>	97.6%	100.0%	97.0%	78.9%	31	13	18	0
28	ES313	14	Smith 9th St <b>F G</b>	97.7%	99.9%	98.3%	98.5%	25	15	10	0
29	ES315	14	Smith 9th St <b>F G</b>	97.7%	100.0%	97.0%	98.6%	24	15	9	0
30	ES322	16	High St <b>A C</b>	97.9%	99.7%	98.5%	92.9%	29	20	9	0
31	ES321	16	High St <b>A C</b>	98.4%	98.8%	98.1%	97.9%	21	15	6	0
32	ES319	16	Jay St <b>A C F</b>	98.7%	100.0%	98.7%	98.6%	9	4	5	0
33	ES331	19	Broadway Junction <b>A C J L Z</b>	99.1%	100.0%	99.9%	91.6%	9	3	6	0
	<b>33</b>	<b>13.4</b>	<b>Escalator Subtotal:</b>	<b>92.9%</b>	<b>95.1%</b>	<b>92.4%</b>	<b>94.6%</b>	<b>1392</b>	<b>1094</b>	<b>298</b>	<b>0</b>
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
Borough:		Queens									
	Unit ID	Age (Yrs)	Station	2014 3rd Quarter Availability			2013 3rd Qtr. Availability 24 Hr	Outages			Entrap ments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL437	0	Forest Hills <b>E F M R</b>	91.2%	93.6%	92.4%	0.0%	19	11	8	0
2	EL423	8	74 St-Broadway <b>7</b>	91.5%	93.5%	91.7%	99.2%	11	7	4	1
3	EL404	24	Roosevelt Island <b>F</b>	92.6%	94.9%	92.7%	98.4%	26	22	4	0
4	EL497	2	Mott Avenue <b>A</b>	93.3%	96.5%	93.0%	98.8%	17	10	7	1
5	EL427	7	Junction Blvd <b>7</b>	94.3%	94.3%	96.1%	96.5%	29	21	8	0
6	EL426	7	Junction Blvd <b>7</b>	94.3%	96.2%	91.7%	99.4%	29	26	3	2
7	EL412	25	Jamaica Center <b>E J Z</b>	94.8%	98.1%	93.7%	95.7%	22	16	6	1
8	EL420	8	74 St-Broadway <b>7</b>	95.3%	97.8%	94.8%	97.7%	23	17	6	1
9	EL434	6	Kew Gardens-Union Tpke <b>E F</b>	95.7%	99.9%	95.9%	97.6%	24	19	5	0
10	EL421	8	Jackson Hts-Roosevelt Av <b>E F M R</b>	96.6%	98.3%	95.0%	91.4%	27	19	8	0
11	EL413	25	Jamaica Center <b>E J Z</b>	96.7%	97.8%	96.6%	88.2%	22	18	4	1
12	EL411	25	Sutphin Blvd-Archer Av-JFK <b>E J Z</b>	96.7%	98.6%	98.8%	93.8%	11	6	5	0
13	EL439	0	Forest Hills <b>E F M R</b>	96.8%	98.6%	98.2%	0.0%	13	7	6	0
14	EL425	7	Junction Blvd <b>7</b>	96.8%	98.3%	97.9%	94.1%	25	19	6	0
15	EL498	2	Mott Avenue <b>A</b>	96.9%	98.5%	99.0%	98.2%	18	10	8	2
16	EL433	9	Jamaica-179 St <b>F</b>	97.2%	98.3%	98.9%	98.4%	21	14	7	0
17	EL405	24	21 St-Queensbridge <b>F</b>	97.5%	99.8%	96.4%	86.0%	15	10	5	0
18	EL408	25	Jamaica-Van Wyck <b>E</b>	97.7%	100.0%	97.8%	99.0%	9	4	5	0
19	EL428	8	Queens Plaza <b>E M R</b>	98.0%	100.0%	98.3%	99.0%	9	5	4	0
20	EL414	14	Flushing-Main St <b>7</b>	98.1%	98.8%	98.3%	98.5%	12	7	5	0
21	EL422	8	Jackson Hts-Roosevelt Av <b>E F M R</b>	98.1%	99.9%	100.0%	98.8%	16	10	6	0
22	EL438	0	Forest Hills <b>E F M R</b>	98.2%	100.0%	99.5%	0.0%	10	3	7	0
23	EL436	6	Kew Gardens-Union Tpke <b>E F</b>	98.4%	98.9%	98.8%	99.1%	5	4	1	0
24	EL431	9	Jamaica-179 St <b>F</b>	98.4%	100.0%	100.0%	98.2%	15	8	7	0
25	EL403	24	Roosevelt Island <b>F</b>	98.4%	99.3%	98.9%	98.3%	12	6	6	0
26	EL407	24	21 St-Queensbridge <b>F</b>	98.5%	99.5%	98.8%	98.5%	12	7	5	0
27	EL406	24	21 St-Queensbridge <b>F</b>	98.6%	99.8%	100.0%	98.2%	9	3	6	0
28	EL432	9	Jamaica-179 St <b>F</b>	98.6%	99.7%	100.0%	97.4%	12	6	6	0
29	EL409	25	Jamaica-Van Wyck <b>E</b>	98.7%	100.0%	100.0%	97.4%	6	0	6	0
30	EL446	3	CitiCorp/Court Square <b>7 E G</b>	98.8%	99.4%	99.4%	99.1%	8	4	4	0
31	EL429	8	Queens Plaza <b>E M R</b>	99.0%	100.0%	99.8%	98.9%	6	2	4	0
32	EL447	3	CitiCorp/Court Square <b>7 E G</b>	99.1%	99.7%	99.8%	99.3%	8	6	2	0
33	EL435	6	Kew Gardens-Union Tpke <b>E F</b>	99.3%	99.4%	99.4%	99.7%	6	5	1	0
34	EL430	8	Queens Plaza <b>E M R</b>	99.7%	100.0%	99.5%	99.3%	4	2	2	0
	<b>34</b>	<b>11.5</b>	<b>Elevator Subtotal:</b>	<b>96.9%</b>	<b>98.5%</b>	<b>97.4%</b>	<b>97.2%</b>	<b>511</b>	<b>334</b>	<b>177</b>	<b>9</b>

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2014											
	Borough:		Queens								
		Age	Station	2014 3rd Quarter Availability			2013 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES456	15	Flushing-Main St 7	87.4%	87.1%	86.0%	96.6%	48	36	12	0
2	ES450	15	74 St-Broadway 7	87.5%	94.5%	93.3%	94.4%	74	66	8	0
3	ES427	25	Jamaica-Van Wyck E	90.0%	96.9%	87.5%	98.5%	74	67	7	0
4	ES416	18	Roosevelt Island F	92.9%	93.8%	93.5%	99.3%	6	3	3	0
5	ES411	6	Roosevelt Island F	92.9%	92.1%	92.1%	96.5%	46	42	4	0
6	ES452	22	74 St-Broadway 7	93.0%	94.9%	98.5%	96.8%	11	7	4	0
7	ES439	6	Jamaica Center E J Z	93.3%	95.1%	94.5%	96.2%	50	42	8	0
8	ES448	14	Woodside-61 St 7	94.4%	95.7%	95.5%	97.0%	19	12	7	0
9	ES455	15	Flushing-Main St 7	94.5%	98.2%	96.5%	83.6%	46	27	19	0
10	ES419	6	Roosevelt Island F	95.0%	95.7%	95.2%	99.2%	44	39	5	0
11	ES446	5	Jamaica Center E J Z	95.7%	96.4%	97.3%	94.8%	41	34	7	0
12	ES414	6	Roosevelt Island F	95.7%	96.5%	96.3%	97.0%	36	32	4	0
13	ES428	5	Jamaica-Van Wyck E	95.9%	98.4%	96.9%	98.2%	24	13	11	0
14	ES453	22	74 St-Broadway 7	96.2%	95.7%	98.7%	97.5%	13	8	5	0
15	ES421	25	21 St-Queensbridge F	96.3%	100.0%	98.0%	98.5%	33	24	9	0
16	ES438	6	Jamaica Center E J Z	96.4%	98.3%	96.6%	97.1%	28	19	9	0
17	ES437	25	Sutphin Blvd-Archer Av-JFK E J Z	96.6%	98.3%	98.7%	97.7%	51	43	8	0
18	ES417	6	Roosevelt Island F	96.6%	96.6%	97.5%	98.4%	28	22	6	0
19	ES449	15	74 St-Broadway 7	96.9%	97.9%	96.3%	95.6%	27	22	5	0
20	ES444	6	Jamaica Center E J Z	97.0%	96.8%	96.6%	89.4%	28	16	12	0
21	ES413	18	Roosevelt Island F	97.0%	97.8%	97.8%	96.2%	9	4	5	0
22	ES445	5	Jamaica Center E J Z	97.1%	99.7%	98.0%	97.9%	37	29	8	0
23	ES442	6	Jamaica Center E J Z	97.3%	96.9%	99.2%	95.0%	13	7	6	0
24	ES422	25	21 St-Queensbridge F	97.4%	100.0%	99.0%	96.1%	32	23	9	0
25	ES424	25	21 St-Queensbridge F	97.5%	98.1%	99.6%	98.6%	19	15	4	0
26	ES443	6	Jamaica Center E J Z	97.6%	99.0%	98.1%	97.5%	233	224	9	0
27	ES441	6	Jamaica Center E J Z	97.6%	98.6%	98.9%	94.4%	21	15	6	0
28	ES457	15	Flushing-Main St 7	97.6%	99.8%	99.4%	95.2%	22	9	13	0
29	ES425	25	21 St-Queensbridge F	97.7%	98.6%	98.9%	99.3%	18	11	7	0
30	ES435	25	Sutphin Blvd-Archer Av-JFK E J Z	97.7%	99.6%	97.7%	68.1%	24	18	6	0
31	ES412	5	Roosevelt Island F	97.7%	98.9%	97.4%	94.7%	35	31	4	0
32	ES451	16	74 St-Broadway 7	97.7%	100.0%	98.8%	97.3%	17	8	9	0
33	ES429	5	Jamaica-Van Wyck E	97.8%	98.6%	98.7%	98.6%	26	20	6	0
34	ES430	6	Jamaica-Van Wyck E	97.9%	100.0%	98.3%	90.6%	16	10	6	0
35	ES440	5	Jamaica Center E J Z	97.9%	98.4%	99.9%	98.2%	31	21	10	0
36	ES436	25	Sutphin Blvd-Archer Av-JFK E J Z	98.1%	98.6%	99.6%	96.4%	9	3	6	0
37	ES431	6	Jamaica-Van Wyck E	98.3%	100.0%	99.4%	97.8%	12	5	7	0
38	ES447	6	Jamaica Center E J Z	98.3%	99.2%	99.9%	98.8%	81	75	6	0
39	ES423	25	21 St-Queensbridge F	98.3%	99.9%	99.5%	99.0%	18	11	7	0
40	ES418	6	Roosevelt Island F	98.3%	98.8%	99.7%	98.2%	21	17	4	0
41	ES434	25	Sutphin Blvd-Archer Av-JFK E J Z	98.6%	99.9%	99.4%	98.7%	16	11	5	0
42	ES426	25	21 St-Queensbridge F	98.6%	99.9%	99.5%	99.0%	15	8	7	0
43	ES415	5	Roosevelt Island F	98.8%	98.0%	100.0%	99.8%	19	16	3	0
44	ES420	6	Roosevelt Island F	99.2%	99.5%	98.5%	99.2%	16	13	3	0
	44	13.3	Escalator Subtotal:	96.3%	97.8%	97.2%	96.1%	1487	1178	309	0
*Note the number of entrapments are included in the non scheduled outage count.											



2014 3RD QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
<b>MANHATTAN</b>			
EL104	191 St ①	66.3%	This elevator was out from 8/20/14 thru 9/5/14 to rebuild the brake linkages and replacement of the brake pads. The linkages were repaired and the brake linings were replaced; the elevator was tested and returned to service. This elevator was also out from 9/13/14 thru 9/19/14 due to a defective drive board that controls the movement of the elevator cab and brakes. The drive board was repaired; the elevator was tested and was returned to service.
<b>BROOKLYN</b>			
EL311	Clark St ② ③	0.0%	This elevator has been out of service since 3/25/14 as a result of stress fractures (cracks) in the structure of the brake drum/drive sheave. The scope of the required repair is beyond the capability of our in house personnel; so a contractor was hired to perform the repair. The replacement brake drum/drive sheave is being fabricated and the current estimated return to service date is 10/27/14.
EL339	Franklin Av ④ ⑤	38.4%	This elevator has been out of service since 8/7/2014 as a result of a fire in the machine room. The elevators drive unit and controller require replacement. The expected return to service date is 10/25/14.
EL344	Utica Ave ⑥ ⑦	84.0%	This elevator was out of service from 9/19/14 thru 10/1/14 to allow the contractor to replace and program a defective motor drive unit; this work was performed under the warranty.

2014 3RD QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
<b>MANHATTAN</b>			
ES336	Bowling Green 4 5	76.7%	This escalator was out of service from 7/10/14 thru 7/14/14 to allow for the replacement of carriage assembly adjustment rods and brackets. The repair work was completed and the escalator was tested and returned to service. In addition this escalator was also out of service on multiple occasions due to the activation of the step band speed fault. The defective speed sensor was replaced and the machines brakes were adjusted. The escalator was tested and returned to service.
ES369	South Ferry 1	72.0%	This escalator has been out of service since 5/28/14 due to a defective brake motor. The required replacement brake was not in stock; the manufacture indicates that it will take twelve weeks to manufacture a new brake. The existing brake was rebuilt and the repairs were completed. The escalator was returned to service on 7/16/14.
ES408	Lexington Av-63 St F	80.8%	This escalator has been out of service since 9/16/2014 for a damaged gear case. Gear case is being rebuilt. Expected date machine to be back in service is 10/11/14
<b>BROOKLYN</b>			
ES314	Smith 9th St F G	73.5%	This escalator was out of service from 7/21/14 thru 9/14/14 to allow the Station contractors to replace the stainless steel decking between the escalator and the station wall.
ES333	Myrtle-Wyckoff Aves L M	63.8%	This escalator has been out of service since 5/29/14 due to a defective emergency brake. The emergency brake manufactured by Svenborg is not in stock and has a long lead time for manufacturing of a replacement. The defective brake was sent to the vendor for overhaul. The repairs were completed and the escalator was returned to service on 7/14/14. In addition this machine was out of service from 7/15/14 thru 7/24/14 for welding of broken tracks.
ES335	West 8 St-NY Aquarium F Q	65.5%	This escalator was out of service from 9/09/14 thru 9/25/14 due to a worn step-chain. The step chain and steps were replaced; the escalator was tested and returned to service.

2014 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>BRONX</b>			
EL125	125 St 4 5 6	1	The entrapment on 9/22/14 was caused by debris and mud on the car and hatch door saddles. This caused intermittent problems associated with door operations. The debris and mud was cleaned up; the elevator was tested and returned to service.
EL128	Simpson St 2 5	1	The entrapment that occurred on 7/3/14 was a result of the car not leveling properly due to the hydraulic control valve being out of adjustment. The valve was adjusted so that the car levels properly in the up direction; in addition a defective wiring connection in the door open circuit was repaired. The elevator was tested and returned to service.
EL129	3rd Ave-149 St 2 5	2	The entrapment that occurred on 8/13/14 was a result of debris in the hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 8/27/14 was a result of reduced voltage being supplied by the utility provider. Normal voltage was restored; the elevator was tested and returned to service.
EL130	3rd Ave-149 St 2 5	1	The entrapment that occurred on 8/27/14 was a result of reduced voltage being supplied by the utility provider. Normal voltage was restored; the elevator was tested and returned to service.
EL131	161 St-Yankee Stadium 4 B D	4	The entrapment that occurred on 7/7/14 was a result of a blown fuse in the door operator circuit. The door operator fuse was replaced and the circuit was checked. The elevator was tested and returned to service. The two entrapments on 7/8/14 were due to low voltage provided by the utility provider. The utility provider restored full voltage. In addition the hydraulic control valve was adjusted. The elevator was tested and returned to service. The entrapment on 7/22/14 was due to the hydraulic oil getting very hot. This caused the elevator to not level correctly. The oil was allowed to cool down; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium 4	2	The entrapment on 7/14/14 was caused by dirt in the valve body filters that prevented the elevator from leveling properly. The filters were cleaned and the hydraulic oil was subsequently replaced. The elevator was tested and returned to service. The entrapment on 9/12/14 was investigated and no defects were discovered the cause of the entrapment could not be determined. The elevator was inspected and returned to service.
EL133	161 St-Yankee Stadium 4	1	The entrapment on 7/20/14 was the result of a defective drive motor. The drive motor was replaced; the elevator was tested and returned to service.
EL136	Pelham Pkwy 2 5	1	The entrapment on 8/20/14 was caused by a CPU error that did not allow the controller to operate the elevator. The CPU error was cleared and the hatch door saddles were cleaned. The elevator was tested and returned to service.
EL182	Gun Hill Rd 2 5	4	The entrapment on 8/27/14 was caused by a fault indication in the door operator circuit; which prevented the doors from opening. The fault was cleared and the elevator was tested and returned to service. The entrapment on 8/29/14 was caused by the lower landing release rollers being out of adjustment. The release rollers were adjusted, and the elevator was tested and returned to service. The entrapment on 9/2/14 was due to a malfunction of the valve body control card that prevented the car from moving. The fault was cleared, and the elevator was tested and returned to service. The entrapment on 9/30/14 was due to debris in the door saddles that did not allow the doors to open. The debris was removed; the elevator was tested and returned to service.
EL183	Gun Hill Rd 2 5	2	The entrapment on 7/12/14 was caused by a piece of belt wedged on the upper landing hatch door saddle. The piece of belt was removed; the elevator was tested and returned to service. The entrapment on 8/27/14 was a result of the upper landing slow down limit switch getting stuck. The switch was repaired; and the elevator was tested and returned to service.
EL192	233rd St 2 5	1	The entrapment on 8/06/14 was a result of debris in the door saddles that prevented the doors from opening. The debris was removed; and the elevator was tested and returned to service.
EL193	233rd St 2 5	1	The entrapment on 7/24/14 was a result of the upper landing hatch door interlock being out of adjustment which did not allow the doors to open. The interlock was adjusted properly; and the elevator was tested and returned to service.
<b>MANHATTAN</b>			
EL103	191 St 1	1	The entrapment on 9/18/14 was the result of the car gate switch contacts not making a proper electrical connection. The gate switch contacts were cleaned and adjusted. The elevator was tested and returned to service.

2014 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL104	191 St ①	6	The entrapment on 7/01/14 was caused by a defective control relay. The relay was replaced, and the brake relay contacts were also cleaned. The elevator was tested and returned to service. The entrapment on 7/09/14 was the result of a motor drive fault. The drive fault was cleared and adjustments were made to the upper landing release rollers. The elevator was tested and returned to service. The entrapment on 7/20/14 was due to a defective lower landing interlock which prevented the doors from opening. The interlock was repaired; and the elevator was tested and returned to service. The entrapments on 8/07/14 and 8/13/14 were a result of the motor overload relay tripping. Fluid was added to the overload relay; and the elevator was tested and returned to service. The entrapment on 9/8/14 was a result of the brakes being out of adjustment and the tachometer wheel being defective. The brakes were adjusted and the tachometer wheel was replaced. The elevator was tested and returned to service.
EL107	181 St ①	3	The entrapments that occurred on 7/02/14 & 7/15/14 were both caused by damaged door operator linkage assemblies. The linkage assemblies were replaced and properly adjusted. The elevator was tested and returned to service. The entrapment on 9/3/14 was caused by the activation of the emergency escape hatch switch. The switch was adjusted and properly secured. The elevator was tested and returned to service.
EL108	181 St ①	1	The entrapment on 7/06/14 was due to defective hoist motor field and interpole coils. The hoist motor field and interpole coils were replaced; and the elevator was tested and returned to service.
EL113	168 St ①	1	The entrapment on 7/06/14 was due to defective car door hangar rollers that prevented the doors from opening. The rollers were replaced and the doors were adjusted. The elevator was tested and returned to service.
EL114	168 St ①	5	The two entrapments that occurred on 8/06/14 were caused by the activation of a smoke detector; that resulted in the car being placed into fireman's service. The activations were caused by construction dust resulting from contract work that was being performed at the station. The fouled smoke detectors were replaced; and the elevator was tested and returned to service. The entrapment on 8/31/14 was reported by MOW control the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment on 9/3/14 was caused by control relay contacts that were not making a good connection. The relay contacts were cleaned and the control coil wiring connections were tightened. The elevator was tested and returned to service. The entrapment on 9/28/14 was the result of an open circuit in the "safety string". The safety switch was reset; and the elevator was tested and returned to service.
EL116	190 St A	1	The entrapment on 7/13/14 was a result of the fourth floor emergency exit interlock being out of adjustment. The emergency exit interlocks were inspected and adjusted. The elevator was tested and returned to service.
EL118	181 St A	1	The entrapment on 7/16/14 was the result of a defective tachometer wheel and a broken mounting bracket. The tachometer wheel was replaced and the bracket was repaired; the elevator was tested and returned to service.
EL120	51 St ⑥	6	The entrapment on 7/05/14 was due to a defective compensating sheave switch. The switch was repaired; the elevator was tested and returned to service. The entrapment on 7/9/14 was the result of control relay contacts that were not making a proper electrical connection. The contacts were cleaned and adjusted; the elevator was tested and returned to service. The entrapment on 8/31/14 was due to a blown fuse in the leveling circuit. The fuse was replaced and speed circuit contacts were cleaned. The elevator was tested and returned to service. The two entrapments that occurred on 9/5/14 & 9/8/14 were caused by the motor overload being tripped. The overload was reset and control relay contacts were cleaned and adjusted. The elevator was tested and returned to service. The entrapment on 9/29/14 was a result of improper door operations. The door operator open/close limit switches and activation cams were adjusted. The elevator was tested and returned to service.
EL125	125 St ④ ⑤ ⑥	2	The entrapment on 7/21/14 was a result of the hydraulic fluid overheating. The machine room exhaust fan circuit was checked and the oil was allowed to cool; the elevator was tested and returned to service. The entrapment on 8/06/14 was due to broken wire in the door operator circuit that prevented the doors from opening. The wiring connection was repaired; the elevator was tested and returned to service.
EL126	125 St ④ ⑤ ⑥	1	The entrapment on 9/2/14 was a result of improper door operations. The spirator (spring loaded retractable door closer) and the gate switch were replaced; the elevator was tested and returned to service.
EL145	96th St ② ③ ①	7	The entrapment on 7/2/14 was the result of a worn lower landing hatch door eccentric roller bearing; which caused the doors to not close properly. The eccentric roller was replaced; the elevator was tested and returned to service. The four entrapments (7/10/14, 7/30/14, 8/26/30 & 8/30/14) were the result of intermittent operational problems caused by software parameter timer settings. The low oil timer setting and home landing setting were adjusted; the elevator was tested and returned to service. The entrapment on 9/7/14 was due to a motor drive fault. The drive fault was cleared; the elevator was tested and returned to service. The entrapment on 9/8/14 was due to a blown safety circuit fuse. The fuse was replaced the circuit was checked; the elevator was tested and returned to service.
EL180	135 St ② ③	1	The entrapment on 8/29/14 was caused by a momentary safety circuit failure as reported by the machines remote monitoring system. The safety circuit was checked no faults were discovered; the elevator was tested and returned to service.

2014 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL202	51 St 6	2	The first entrapment on 9/26/14 was the result of a defective hydraulic control valve; which caused the elevator not to level correctly. The valve body was rebuilt and adjusted; the elevator was tested and returned to service. The second entrapment on 9/26/14 was due to debris in the door saddles; which did not allow the doors to open or close correctly. The debris was removed; the elevator was tested and returned to service.
EL204	Grand Central-42 St 4 5 6 7 S	1	The entrapment on 7/01/14 was caused by a broken lower landing release roller assembly. The release roller assembly was replaced and the doors were adjusted. The elevator was tested and returned to service.
EL206	Grand Central-42 St 4 5 6	2	The entrapment on 8/18/14 was caused by a defective drive motor. The motor and drive belt were replaced; the elevator was tested and returned to service. The entrapment on 9/3/14 was caused by improper door operations at the lower landing. The door operator actuator cams were replaced and adjusted. The elevator was tested and returned to service.
EL210	34 St-Herald Sq B D F M	1	The entrapment on 8/27/14 resulted from the (rear) car door not being adjusted properly. The car door, clutch and hatch door release roller assembly was adjusted; the elevator was tested and returned to service.
EL213	34 St-Herald Sq B D F M N Q R	3	The entrapment on 7/14/14 was a result a defective control relay which effected the lower landing door operations. The defective control relay (SE) was replaced; the elevator was tested and returned to service. The entrapment on 8/01/14 was caused by defective car gibb shoes that prevented the doors from closing properly. The gibb shoes were replaced and the doors were adjusted. The elevator was tested and returned to service. The entrapment on 8/16/14 was due to an intermittent failure of the door open circuit due to a defective relay. The defective (CS2) relay was replaced; the elevator was tested and returned to service.
EL215	34 St-Penn Station 2 3	1	The entrapment on 7/22/14 was caused by a defective car guide roller. The guide roller was replaced and properly adjusted. In addition the final limit switch was also adjusted; the elevator was tested and returned to service.
EL219	14 St-Union Sq N Q R	1	The entrapment on 8/14/14 was a result of the hatch door buck becoming loose and shifting out of position causing damage to the lower landing door and header. The header and door buck were repositioned and secured. In addition the hatch door was repaired and adjusted; the elevator was tested and returned to service.
EL225	34 St-Penn Station C E	1	The entrapment on 7/21/14 was a result of debris (plastic cup) in the hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL226	34 St-Penn Station C E	1	The entrapment on 8/04/14 was a result of the car door restricted opening device not being adjusted properly which prevented the doors from opening; The restrictor was adjusted; the elevator was tested and returned to service.
EL229	Times Sq-42 St N Q R	1	The entrapment on 7/25/14 resulted from the installation of the wrong size strike bumpers which prevented the doors from closing. The strike bumpers were replaced; the elevator was tested and returned to service.
EL232	Times Sq-42 St 1 2 3 7	2	The entrapment on 8/07/14 was a result of the upper mezzanine level hatch door interlock assembly not being properly secured. The interlock assembly was secured and adjusted. The elevator was tested and returned to service. The entrapment on 9/22/14 was caused by a defective door operator drive belt which prevented the doors from functioning correctly. The door operator belt was replaced and aligned. The elevator was tested and returned to service.
EL234	47-50 Sts-Rockefeller Center B D F M	1	The entrapment on 8/08/14 was a result of the car door restricted opening device not being adjusted properly which prevented the doors from opening; The restrictor was adjusted; the elevator was tested and returned to service.
EL277	59th St-Columbus Circle A B C D 1	2	The entrapment on 8/17/14 was a result of the middle landing hatch door interlock contacts not making a proper connection. The interlock contacts were cleaned and adjusted; the elevator was tested and returned to service. The entrapment on 8/23/14 was caused by the activation of the governor switch. The switch was reset and a full load test was performed. The elevator was tested and returned to service.
EL278	59th St-Columbus Circle A B C D 1	2	The entrapment on 7/28/14 was caused by a defective relating cable for the rear hatch doors that prevented the doors from operating correctly. The relating cable was replaced. In addition the upper landing gate switch roller was also replaced. The elevator was tested and returned to service. The entrapment on 9/14/14 was caused by a defective car gate switch. The gate switch and the lower landing release rollers were replaced. The elevator was inspected and returned to service.
EL280	59th St-Columbus Circle A B C D 1	4	The entrapment on 9/09/14 was investigated and no defects were discovered the cause of the entrapment could not be determined. The elevator was inspected and returned to service. The two entrapments that occurred on 9/11/14 were the result of a defective uninterruptable power supply (UPS). The UPS unit was replaced and the car door restricted opening device was adjusted. The elevator was tested and returned to service. The entrapment on 9/20/14 was the result of worn lower landing hatch door release rollers, that prevented the doors from opening correctly. The hatch door release rollers were replaced and adjusted. The elevator was tested and returned to service.
EL281	57 St-7 Av N Q R	1	The entrapment on 8/09/14 was a result of a tripped circuit breaker in the door operator circuit. The circuit breaker was reset and the door control circuit was checked; the elevator was tested and returned to service.
EL331	Bleecker St D F B M 6	1	The entrapment that occurred on 7-1-14 was a result of a defective drive sheave bearing. The defective bearings were replaced and the sheave was repaired. The elevator was tested and returned to service.

2014 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL335	West 4 St <b>A B C D E F M</b>	1	The entrapment that occurred on 9-22-14 was a result of a broken door operator drive belt. The drive belt was replaced; the elevator was tested and returned to service.
EL336	Chambers St <b>1 2 3</b>	1	The entrapment that occurred on 8-8-14 was a result of debris in the upper landing hatch door saddle preventing the doors from closing completely. The debris was removed; and the door hanger tracks were cleaned and lubricated. The elevator was tested and returned to service.
EL402	Lexington Av-63 St <b>F</b>	1	The entrapment that occurred on 7-9-14 was the result of a loose door gibb shoe and debris in middle landing saddle. The gibb shoe was tightened and the debris was removed from the saddle. The elevator was tested and returned to service.
EL710	Bowling Green <b>4 5</b>	6	The entrapment that occurred on 7-12-14 was a result of debris in the upper landing hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 8-12-14 was caused by a broken release roller on the rear door. The release roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 8-17-14 was a result of debris in the upper landing hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service. MOW Control operator # 53 reported passengers were entrapped on 8/20/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 8-28-14 was a result of the lower landing release rollers being out of adjustment because the locking bolt was missing. The locking bolt was installed and the release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9-15-14 was a result of a defective hydraulic fluid pump. The pump was replaced; the elevator was tested and returned to service.
EL711	Bowling Green <b>4 5</b>	3	MOW Control operator # 6 reported passengers were entrapped on 8/24/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 9-9-14 was a result of the upper landing hatch doors not opening properly because the upper landing clutch assembly was out of adjustment. The clutch assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9-22-14 was a result of the upper landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the elevator was tested and returned to service.
EL720	Fulton St <b>A C J Z 2 3 4 5</b>	1	The entrapment that occurred on 9/21/14 was a result of a blown control circuit fuse. The fuse was replaced; the control circuit was checked and the car door clutch was properly adjusted. The elevator was tested and returned to service.
<b>BROOKLYN</b>			
EL303	Pacific St-Atlantic Av <b>D N R</b>	2	The entrapment that occurred on 8-8-14 was a result of a defective motor control (soft starter) contactor. The contactor was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9-2-14 was a result of the activation of phase one fireman's service. The elevator was removed from fireman's service, and the gate switch contacts were cleaned. The elevator was tested and returned to service.
EL304	Atlantic Av <b>2 3</b>	1	The entrapment that occurred on 7-4-14 was a result of the doors not closing completely due to debris in the car and hatch door saddles. The door saddles were cleaned; the elevator was tested and returned to service.
EL306	Atlantic Av <b>2 3</b>	4	The entrapment that occurred on 8-24-14 was a result of the doors not closing completely due to debris in the upper landing hatch door saddle. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service. MOW Control operator # 85 reported passengers were entrapped on 8/25/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 9-9-14 was caused by worn car door hanger rollers. The car door hanger rollers and upper landing release rollers were replaced. The elevator was tested and returned to service. The entrapment that occurred on 9-27-14 was a result of the car not running straight due to misaligned car guide shoes. The car guide shoes, door operator activation cams and gate switch were adjusted. The elevator was tested and returned to service.
EL308	Court St <b>R</b>	1	The entrapment that occurred on 9-5-14 was caused by a defective relay that caused the motor overload unit to trip. The defective control relay was replaced; the elevator was tested and returned to service.
EL319	Brooklyn College-Flatbush Av <b>2 5</b>	2	The entrapment that occurred on 9-1-14 was caused by a broken lower landing release roller assembly. The lower landing release roller assembly was replaced and the door hanger bracket was adjusted for proper alignment. The elevator was tested and returned to service. MOW Control operator # 12 reported passengers were entrapped on 9/12/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL322	Crown Hts-Utica Av <b>3 4</b>	1	The entrapment that occurred on 8-23-14 was a result of a broken door release linkage arm. The damaged door release linkage arm was replaced and the hatch door interlock contacts were cleaned. The elevator was tested and returned to service.
EL323	Crown Hts-Utica Av <b>3 4</b>	1	The entrapment that occurred on 9-6-14 was a result of the doors not closing completely due to debris in the upper landing hatch door saddle. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service.

2014 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL343	Euclid Av <b>A C</b>	2	The entrapment that occurred on 7-2-14 was a result of the activation of the motor limit timer (MLT) fault. The fault was cleared; the elevator was tested and returned to service. The entrapment that occurred on 8-30-14 was a result of the car not leveling properly. The leveling unit in shaft was cleaned and properly adjusted. The elevator was tested and returned to service.
EL344	Utica Ave <b>A C</b>	3	MOW Control operator # 16 reported passengers were entrapped on 7/2/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 7-10-14 was a result of debris in the upper level hatch door saddle preventing the doors from closing completely. The debris was removed and the upper landing spirator (spring loaded retractable door closer) was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9-10-14 was a result of debris in the upper level hatch door saddle preventing the doors from closing completely. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service.
EL346	Utica Ave <b>A C</b>	1	The entrapment that occurred on 7-31-14 was a result of debris in the upper level hatch door saddle preventing the doors from closing completely. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service.
EL370	DeKalb Av <b>B Q R</b>	2	The entrapment that occurred on 7-11-14 was the result of the release roller assembly being out of adjustment. The release roller assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7-14-14 was caused by a blown fuse in the motor control circuit. The fuse was replaced the control circuit was checked; the elevator was tested and returned to service.
EL376	Bay Parkway <b>D</b>	1	The entrapment that occurred on 8/15/14 was a result of the activation of phase one fireman's service. The elevator was removed from fireman's service; the elevator was tested and returned to service.
EL393	Flushing Av <b>J M</b>	1	The entrapment that occurred on 8-4-14 was a result of a defective upper landing door zone switch. The defective switch and spirator cable (spring loaded retractable door closer) was replaced; the elevator was tested and returned to service.
EL701	Coney Island-Stillwell Av <b>D F N Q</b>	2	The entrapment that occurred on 7-21-14 was caused by the activation of the "slack rope switch". The slack rope switch was reset and the up direction transition was adjusted (valve body). The elevator was tested and returned to service. The entrapment that occurred on 7-26-14 was caused by improper door operations due to the clutch assembly being out of adjustment. The clutch assembly was adjusted; the elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av <b>D F N Q</b>	3	The entrapment that occurred on 8-1-14 was caused by a broken lower level hatch door interlock. The lower landing interlock was replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/3/14 was a result of the activation of the "Low Oil Timer" fault. The fault was reset and a full load weight test was performed. The elevator was tested and returned to service. The entrapment that occurred on 8/24/14 was a result of a defective printed circuit board in the door operator circuit. The defective door operator control board was replaced; the elevator was tested and returned to service.
EL706	Jay St <b>A C F R</b>	1	The entrapment that occurred on 7-2-14 was caused by debris becoming wedged between upper landing hatch and car door. The debris was removed; the elevator was tested and returned to service.
EL708	Jay St <b>A C F R</b>	1	The entrapment that occurred on 9-20-2014 was caused by a broken upper level hatch door interlock. The upper landing interlock was replaced; the elevator was tested and returned to service.
<b>QUEENS</b>			
EL412	Jamaica Center <b>E J Z</b>	1	The entrapment that occurred on 8-17-14 was a result of the doors not closing completely due to debris in the upper landing hatch door saddle. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service.
EL413	Jamaica Center <b>E J Z</b>	1	The entrapment that occurred on 8-22-14 was a result of a defective motor control (soft starter) contactor. The contactor was replaced; the elevator was tested and returned to service.
EL420	74 St-Broadway <b>7</b>	1	The entrapment that occurred on 7-30-14 was caused by a worn door operator drive motor belt. The door operator drive motor belt was replaced and properly adjusted. The elevator was tested and returned to service.
EL423	74 St-Broadway <b>7</b>	1	The entrapment that occurred on 9-6-14 was a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers. The clutch and release rollers were adjusted; the elevator was tested and returned to service.
EL426	Junction Blvd <b>7</b>	2	The entrapment that occurred on 9-28-14 was caused by broken upper landing release rollers. The upper landing release rollers were replaced and adjusted; the elevator was tested and returned to service.
EL497	Mott Avenue <b>A</b>	1	The entrapment that occurred on 8-5-14 was a result of the upper landing release rollers being out of adjustment. The upper landing release rollers were properly adjusted; the elevator was tested and returned to service.
EL498	Mott Avenue <b>A</b>	2	The entrapment that occurred on 8-7-14 was a result of customers entering the car but failing to press a button to give the car direction. The elevator was tested no defects were discovered and the machine was placed back into service. The entrapment that occurred on 8-12-14 was a result of the upper landing release rollers being out of adjustment. The upper landing release rollers were properly adjusted; the elevator was tested and returned to service.

2014 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (07/01/14 to 9/30/14)	# of Tours OOO
EL200X		34 St - Herald Square	6th Avenue	276	1
EL203X	900490	Lexington Av - 53 St	Queens Blvd	276	22
EL207X		50 Street	8th Avenue	276	1
EL208X		50 Street	8th Avenue	276	1
EL231X	#25	Times Square - 42 St	Broadway / 7th Avenue	276	0
EL268X	#26	49th Street (Uptown)	Broadway	276	2
EL276X	IP42213	59 St - Columbus Circle	8th Avenue	276	14
EL287X		42nd St - Bryant Park	6th Avenue	276	7
EL288X		42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL289X		42nd St - Port Authority Bus Terminal	8th Avenue	276	2
EL290X		42nd St - Port Authority Bus Terminal	8th Avenue	276	5
EL291X		42nd St - Port Authority Bus Terminal	8th Avenue	276	1
EL300X		Atlantic Avenue	LIRR	276	274
EL415X		61 St - Woodside	Flushing	276	1
EL416X		61 St - Woodside	Flushing	276	0
EL417X		61 St - Woodside	Flushing	276	0
EL418X		61 St - Woodside	Flushing	276	0
EL419X		61 St - Woodside	Flushing	276	0
EL445X		Court Square	Flushing	276	14
EL448X	9	Sutphin Blvd - Archer Av JFK	ARC	276	1
EL449X	9	Sutphin Blvd - Archer Av JFK	ARC	276	1
EL450X	9	Sutphin Blvd - Archer Av JFK	ARC	276	1
EL490X		Howard Beach - JFK Airport	Rockaway	276	0
EL491X		Howard Beach - JFK Airport	Rockaway	276	0
EL492X		Howard Beach - JFK Airport	Rockaway	276	0
EL493X		Howard Beach - JFK Airport	Rockaway	276	0
EL494X		Howard Beach - JFK Airport	Rockaway	276	0
EL495X		Howard Beach - JFK Airport	Rockaway	276	0
EL700X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	5
EL728X		FULTON ST	Nassau Loop BMT	276	2
EL737X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	0
ES250X		59 St - Columbus Circle	8th Avenue	276	0
ES251X		59 St - Columbus Circle	8th Avenue	276	0
ES253X	1908 Otis	Lexington Av - 53 St	Queens Blvd	276	1
ES254X	E20759	Lexington Av - 53 St	Queens Blvd	276	40
ES257X	IE20859	14 St - Union Square	Lexington Avenue	276	67
ES258X	IE20860	14 St - Union Square	Lexington Avenue	276	27
ES261X	IE20313	Times Square - 42 St	Broadway / 7th Avenue	276	24



2014 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (07/01/14 to 9/30/14)	# of Tours OOO
ES262X	IE20312	Times Square - 42 St	Broadway / 7th Avenue	276	18
ES263X	IE20663	50 Street	8th Avenue	276	2
ES264X	IE20664	50 Street	8th Avenue	276	5
ES265X	4E3215	Court Square	Crosstown	276	22
ES266X	4E3216	Court Square	Crosstown	276	5
ES267X	IE20079	Times Square - 42 St	Broadway / 7th Avenue	276	20
ES268X	IE20080	Times Square - 42 St	Broadway / 7th Avenue	276	5
ES358X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	5
ES359X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	2
ES376X	IE1342 Otis	Fulton St	Nassau Loop BMT	276	0
ES377X	IE1343 Otis	Fulton St	Nassau Loop BMT	276	0
ES378X	IE1552 Otis	Wall St	Clark Street	276	0
ES379X	IE1553 Otis	Wall St	Clark Street	276	8
ES380X	IE20911	Cortlandt St	Broadway	276	0
ES432X	8	Sutphin Blvd - Archer Av JFK	ARC	276	1
ES433X	9	Sutphin Blvd - Archer Av JFK	ARC	276	1
ES461X		Court Square	Flushing	276	31
ES462X		Court Square	Flushing	276	27
ES496X		Howard Beach - JFK Airport	Rockaway	276	0
ES497X		Howard Beach - JFK Airport	Rockaway	276	0
ES498X		Howard Beach - JFK Airport	Rockaway	276	3
ES499X		Howard Beach - JFK Airport	Rockaway	276	2
ES600X		Lexington Av - 53 St	Queens Blvd	276	0
ES606X	IE20813	42nd St - Port Authority Bus Terminal	8th Avenue	276	17
ES607X	IE20814	42nd St - Port Authority Bus Terminal	8th Avenue	276	12
ES608X	IE1208	Grand Central - 42nd St	Lexington	276	70
ES609X	IE1209	Grand Central - 42nd St	Lexington	276	70
ES610X	IE234	Grand Central - 42nd St	Lexington	276	2
<b>66</b>				<b>18216</b>	<b>842</b>



**Department of Law – Transit Adjudication Bureau**

177 Livingston Street – 4th Floor  
Brooklyn, NY 11201

**STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU  
THIRD QUARTER 2014**

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

- Summons issuance increased by 30.63% (from 30,888 in 2013 to 40,349 in 2014).
- TAB received 24,526 payments in 2014, an 18.19% increase from the 20,751 received in 2013. Direct payments increased by 23.82% (19,332 to 23,937) from the third quarter of 2013 and payments received from state tax refunds decreased 58.49% from 1,419 to 589.
- Overall total revenue for the quarter totaled \$2,234,830, a 19.04% increase from the 2013 third quarter revenue of \$1,877,365. This includes \$74,026 receipts from state tax refunds relating to outstanding judgments from prior years, and represents a 47.38% decrease from total state tax refunds of \$140,683 in 2013. Receipts from direct payments increased by 26.08% to \$2,188,734 in 2014 as compared to \$1,736,019 in the third quarter of 2013.
- Expenses increased by 14.23% (\$1,560,938 compared to \$1,366,545) from the third quarter of 2013.
- TAB revenue exceeded expenses by \$673,892 compared to \$510,820 for the third quarter of 2013.

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

# MTA NEW YORK CITY TRANSIT

## TRANSIT ADJUDICATION BUREAU

### 2014 Third Quarter Key Indicators

INDICATOR	3rd QTR	3rd QTR	Y-T-D	Y-T-D
	2014	2013	2014	2013
<b>ISSUANCE DATA</b>				
Violations Issued	40,349	30,888	115,401	90,575
% With Telephone Data	61%	62%	62.32%	62.45%
% With Employer Data	32%	26%	29.95%	25.36%
<b>PAYMENT DATA</b>				
Number of Payments	24,526	20,751	77,031	68,068
Regular	23,937	19,332	67,673	58,437
State Tax Refund	589	1,419	9,358	9,631
Amount Paid	\$2,262,760	\$1,876,702	\$7,484,088	\$6,505,816
Regular	\$2,188,734	\$1,736,019	\$6,261,502	\$5,292,449
State Tax Refund	\$74,026	\$140,683	\$1,222,586	\$1,213,367
Average Payment	\$92.26	\$90.44	\$97.16	\$95.58
Yield per NOV	\$56.08	\$60.76	\$64.85	\$71.83
<b>REVENUE/EXPENSE DATA</b>				
Revenue	\$2,234,830	\$1,877,365	\$7,526,945	\$6,526,015
Expenses	\$1,560,938	\$1,366,545	\$4,503,338	\$4,263,190
<b>ADJUDICATIONS</b>				
Total Cases Adjudicated	8,750	6,951	24,386	20,029
Admin Dismissals	569	401	1,806	1,329
Hearings	8,181	6,550	22,580	18,700

**NYC Transit and MTA Bus Company  
EEO and Diversity Report  
Data as of September 30, 2014**

## OVERVIEW

MTA NYC Transit and MTA Bus Company have conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA NYC Transit and MTA Bus Company's September 30, 2014 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

**2014-Q3 EEO & DIVERSITY REPORT**  
**NEW YORK CITY TRANSIT**

**WORKFORCE UTILIZATION ANALYSIS**  
**As of September 30, 2014**

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
<b>Officials &amp; Administrators</b>	27%	16%	No	11%	36%	Yes	9%	11%	Yes	6%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	3%	Yes
<b>Professionals</b>	36%	35%	No	11%	32%	Yes	8%	9%	Yes	8%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
<b>Technicians</b>	39%	49%	Yes	11%	49%	Yes	12%	13%	Yes	5%	12%	Yes	0%	0%	Yes	12%	0%	No	2%	3%	Yes
<b>Protective Services</b>	21%	23%	Yes	31%	60%	Yes	18%	16%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	1%	Yes
<b>Paraprofessionals</b>	52%	48%	No	20%	46%	Yes	16%	26%	Yes	2%	9%	Yes	0%	0%	Yes	6%	0%	No	2%	0%	No
<b>Administrative Support</b>	55%	42%	No	21%	56%	Yes	23%	14%	No	4%	15%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
<b>Skilled Craft</b>	21%	5%	No	24%	39%	Yes	16%	12%	No	5%	13%	Yes	0%	0%	Yes	7%	0%	No	2%	2%	No
<b>Service Maintenance</b>	17%	18%	Yes	36%	57%	Yes	26%	21%	No	2%	5%	Yes	0%	0%	Yes	2%	0%	No	2%	2%	Yes

\* Females are also included in the percentage totals for each of the minority groups.

\*\* American Indian/Alaskan Native

\*\*\* Native Hawaiian Other Pacific Islander

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

### **Officials & Administrators**

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

### **Professionals**

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

### **Technicians**

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

### **Protective Services**

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

### **Paraprofessionals**

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

### **Administrative Support**

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

### **Skilled Craft**

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

### **Service Maintenance**

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

**2014-Q3 EEO & DIVERSITY REPORT**  
**NEW YORK CITY TRANSIT**

**NEW HIRES**  
**January 1, 2014 to September 30, 2014**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	96	17	18%	12	13%	14	15%	12	13%	0	0%	0	0%	2	2%
Professionals	302	87	29%	76	25%	27	9%	82	27%	0	0%	0	0%	4	1%
Technicians	13	3	23%	3	23%	0	0%	4	31%	0	0%	0	0%	0	0%
Protective Services	37	10	27%	25	68%	5	14%	3	8%	0	0%	0	0%	0	0%
Paraprofessionals	4	2	50%	0	0%	1	25%	2	50%	0	0%	0	0%	0	0%
Administrative Support	376	184	49%	157	42%	43	11%	102	27%	0	0%	0	0.0%	2	1%
Skilled Craft	857	60	7%	267	31%	144	17%	122	14%	0	0.0%	0	0%	9	1%
Service Maintenance	1,627	298	18%	897	55%	377	23%	114	7%	2	0.1%	0	0%	14	1%
<b>Total</b>	<b>3,312</b>	<b>661</b>	<b>20%</b>	<b>1,437</b>	<b>43%</b>	<b>611</b>	<b>18%</b>	<b>441</b>	<b>13%</b>	<b>2</b>	<b>0.1%</b>	<b>0</b>	<b>0.00%</b>	<b>31</b>	<b>1%</b>

<sup>1</sup> Total includes males and females, both minority and non-minority.

<sup>2</sup> Total includes females, both minority and non-minority.



**2014-Q3 EEO & DIVERSITY REPORT**  
**NEW YORK CITY TRANSIT**

**EEO AND TITLE VI COMPLAINTS**  
**January 1, 2014 to September 30, 2014<sup>1</sup>**

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
<b>EEO</b>	<b>98</b>	<b>66</b>	<b>41</b>	<b>67</b>	<b>14</b>	<b>51</b>	<b>67</b>	<b>103</b>	<b>507</b>	<b>300</b>	<b>203</b>
External Complaints	45	4	26	27	6	22	56	64	250	140	113
Internal Complaints	53	62	15	40	8	29	11	39	257	160	90

Category	Race	Color	National Origin	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
<b>Title VI</b>	<b>48</b>	<b>4</b>	<b>8</b>	<b>60</b>	<b>57</b>	<b>25</b>

<sup>1</sup> This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

**2014-Q3 EEO & DIVERSITY REPORT**  
**NEW YORK CITY TRANSIT**

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 9/30/14**  
**EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	26	0	0	1	0	0	27
<b>TOTAL</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 9/30/14**  
**INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	42	9	10	9	0	0	70
<b>TOTAL</b>	<b>42</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>70</b>

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 9/30/14**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	25	0	7	0	0	0	32
<b>TOTAL</b>	<b>25</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>

2014-Q3 EEO & DIVERSITY REPORT  
MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS  
As of September 30, 2014

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	10%	No	13%	29%	Yes	9%	15%	Yes	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Professionals	34%	47%	Yes	12%	22%	Yes	9%	10%	Yes	7%	19%	Yes	0%	0%	Yes	2%	0%	No	2%	5%	Yes
Technicians	20%	56%	Yes	8%	12%	Yes	8%	16%	Yes	14%	20%	Yes	0%	0%	Yes	4%	0%	No	1%	0%	No
Protective Services	16%	20%	Yes	34%	60%	Yes	18%	20%	Yes	3%	0%	No	0%	0%	Yes	2%	0%	No	2%	20%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	57%	43%	No	23%	27%	Yes	21%	13%	No	3%	7%	Yes	0%	0%	Yes	5%	0%	No	5%	8%	Yes
Skilled Craft	0%	1%	Yes	21%	29%	Yes	25%	15%	No	2%	10%	Yes	0%	0%	Yes	3%	2%	No	1%	5%	Yes
Service Maintenance	11%	12%	Yes	27%	51%	Yes	30%	21%	No	4%	5%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

\* Females are also included in the percentage totals for each of the minority groups.

\*\* American Indian/Alaskan Native

\*\*\* Native Hawaiian Other Pacific Islander

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### **Officials & Administrators**

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

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

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

### **Paraprofessionals**

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

### **Administrative Support**

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

### **Skilled Craft**

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

### **Service Maintenance**

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

**2014-Q3 EEO & DIVERSITY REPORT**  
**MTA BUS COMPANY**

**NEW HIRES**  
**January 1, 2014 to September 30, 2014**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	22	2	9%	6	27%	3	14%	2	9%	0	0%	0	0%	0	0%
Professionals	7	2	29%	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	9	6	67%	5	56%	3	33%	0	0%	0	0%	0	0%	1	11%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	7	4	57%	3	43%	2	29%	0	0%	0	0%	0	0%	1	14%
Skilled Craft	49	1	2%	18	37%	11	22%	10	20%	0	0%	0	0%	3	6%
Service Maintenance	285	39	14%	157	55%	68	24%	30	11%	1	0%	0	0%	2	1%
<b>Total</b>	<b>379</b>	<b>54</b>	<b>14%</b>	<b>190</b>	<b>50%</b>	<b>87</b>	<b>23%</b>	<b>42</b>	<b>11%</b>	<b>1</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>7</b>	<b>2%</b>

<sup>1</sup> Total includes males and females, both minority and non-minority.

<sup>2</sup> Total includes females, both minority and non-minority.

**2014-Q3 EEO & DIVERSITY REPORT**  
**MTA BUS COMPANY**

**EEO AND TITLE VI COMPLAINTS**  
**January 1, 2014 to September 30, 2014<sup>1</sup>**

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases <sup>4</sup>	Status (# Open) <sup>5</sup>
<b>EEO</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>28</b>	<b>14</b>	<b>10</b>
External Complaints	9	0	2	1	0	0	5	6	23	9	9
Internal Complaints	1	2	1	1	0	0	0	0	5	5	1

Category	Race	Color	National Origin	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
<b>Title VI</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>

<sup>1</sup> This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

**2014-Q3 EEO & DIVERSITY REPORT**  
**MTA BUS COMPANY**

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 9/30/14**  
**EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	0	0	2	0	0	1	3
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 9/30/14**  
**INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	1	2	1	0	0	0	4
<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 9/30/14**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	2	0	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **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 - November 2014

data thru October 2014; \$\$ in million

	Budget	Expenditures
Construction	\$ 928.8	\$ 859.4
Design	106.1	104.3
Construction Management	144.1	113.4
Real Estate	220.9	206.7
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,283.7</b>

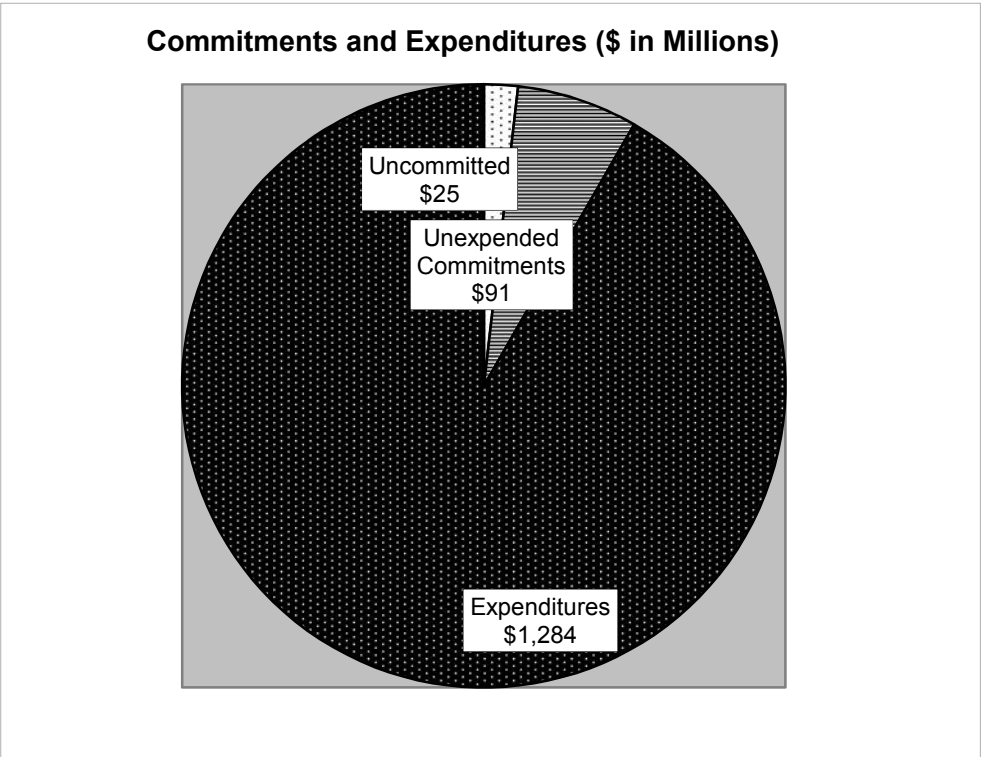
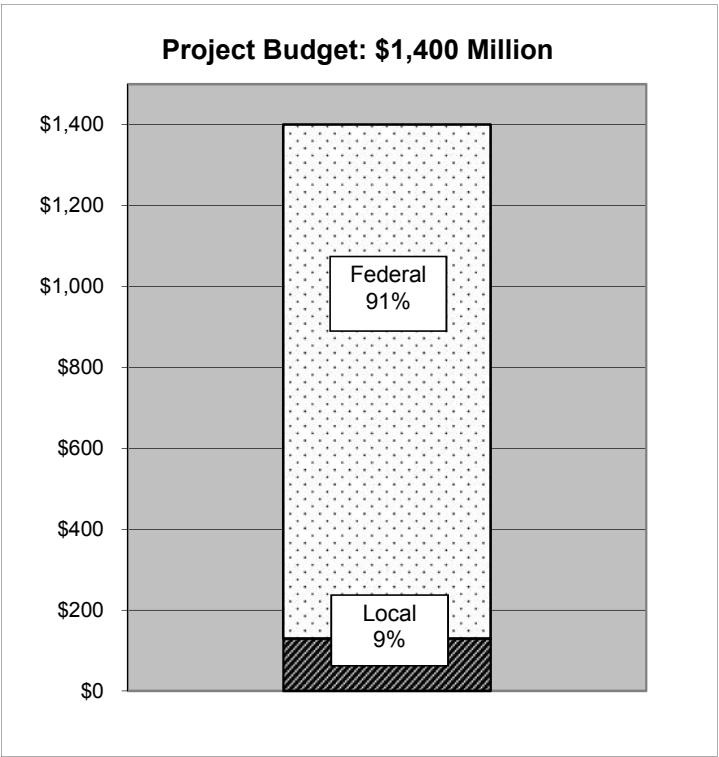
	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening	November-2014

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	\$207.0	\$5.8	\$191.9	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Jun-2015
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD	TBD

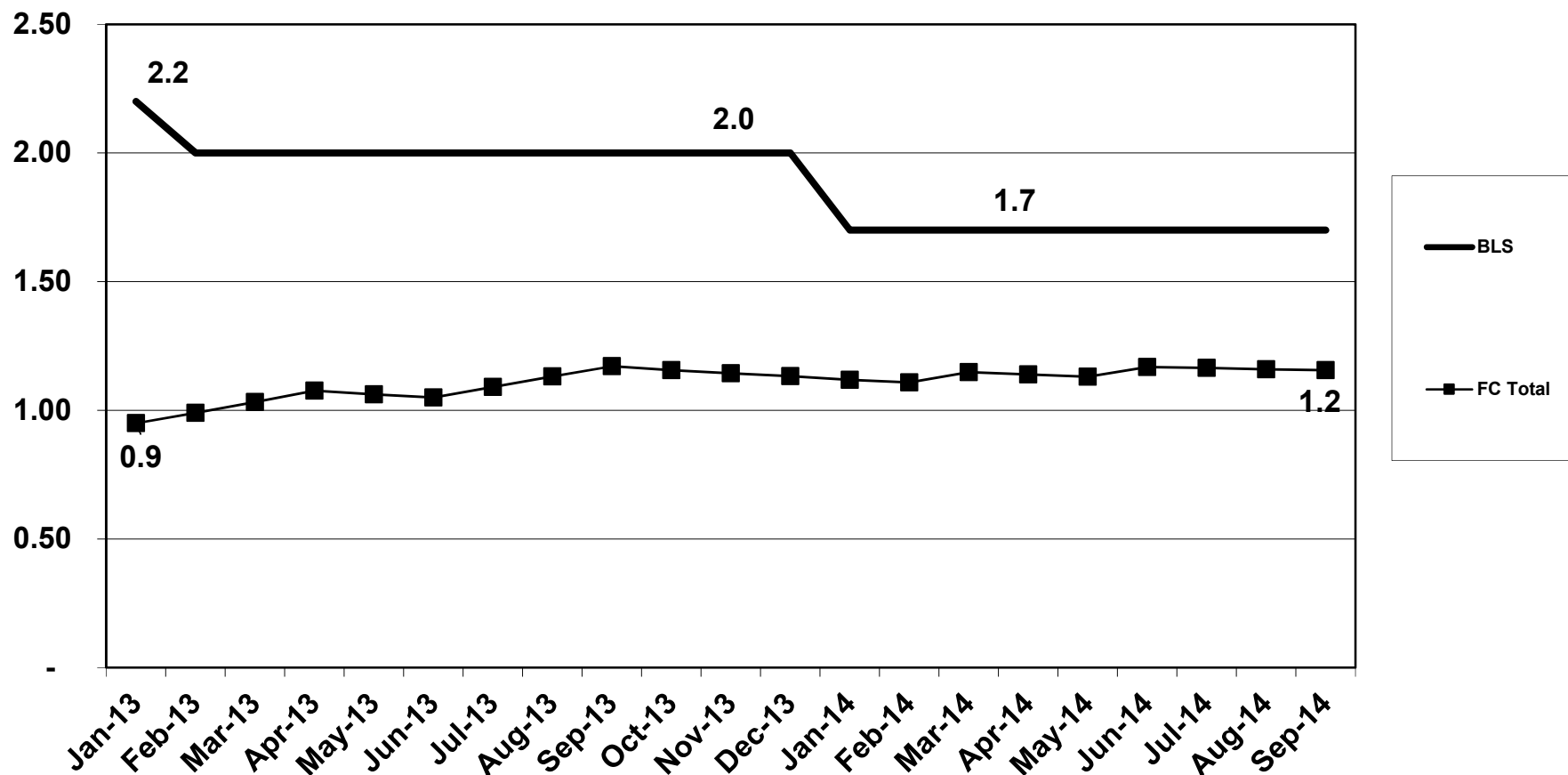
\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

**Fulton Center Status**  
**Report to the Transit Committee - November 2014**  
*data thru October 2014*

MTA Capital Program \$ in Millions		Funding Sources			Status of Commitments									
		Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended						
2000-2004	\$	977	\$	130	\$	847	\$	847	\$	951	\$	25	\$	869
ARRA (Federal Stimulus)		423		-		423		423		423		-		414
Total	\$	1,400	\$	130	\$	1,270	\$	1,270	\$	1,375	\$	25	\$	1,284



# **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 - November 2014

data thru October 2014; \$s in million

	Budget	Expenditures
Final Design	\$ 118.0	115.2
Construction	1,905.2	1,778.2
Construction Management	44.2	36.7
Subway Project Reserve	33.5	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,930.0</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	230.8
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,160.8</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,213.8</b>

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	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
<b>Systems, Finishes, and Core &amp; Shell of Site A (Vent Building)</b>							
<i>Skanska/Railworks JV</i>	\$555.8	\$537.7	\$18.2	\$493.5	Aug-2011	Jun-2014	Q1-2015
<b>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes<sup>††</sup></b>							
<i>John P. Picone Inc.</i>	\$92.3	\$84.9	\$7.3	\$29.8	Sep-2012	Apr-2016	Apr-2016

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

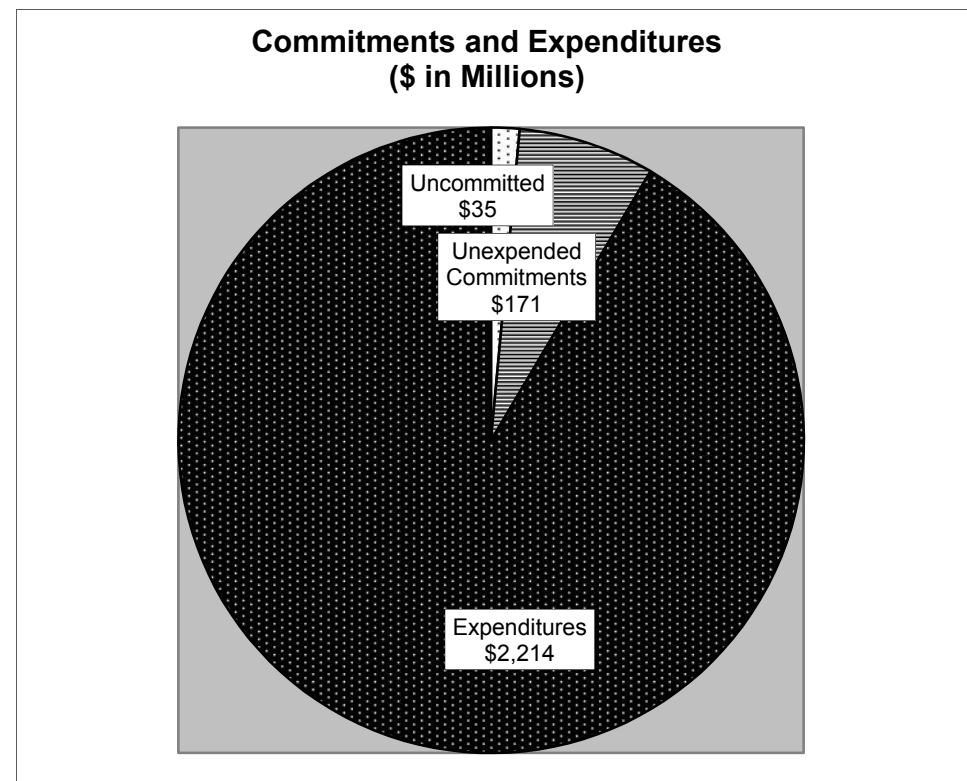
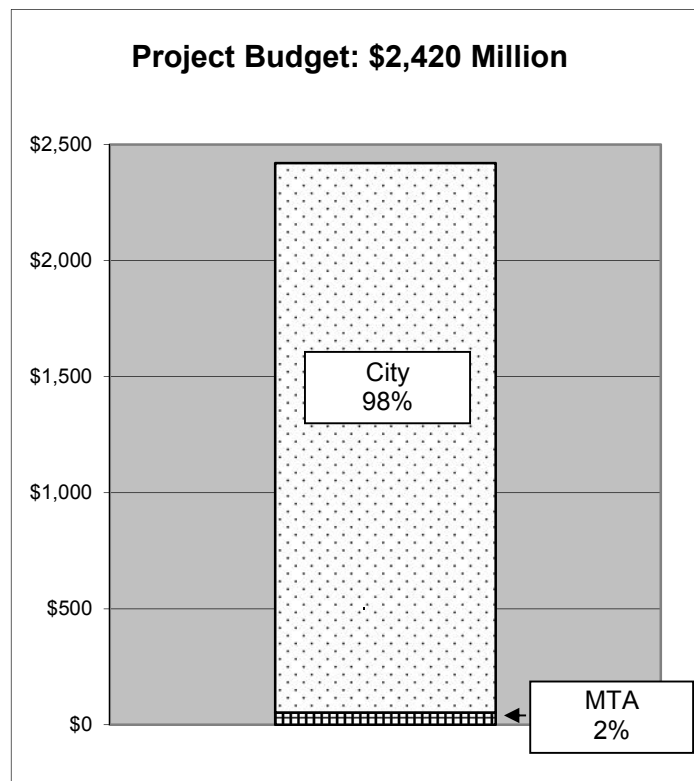
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

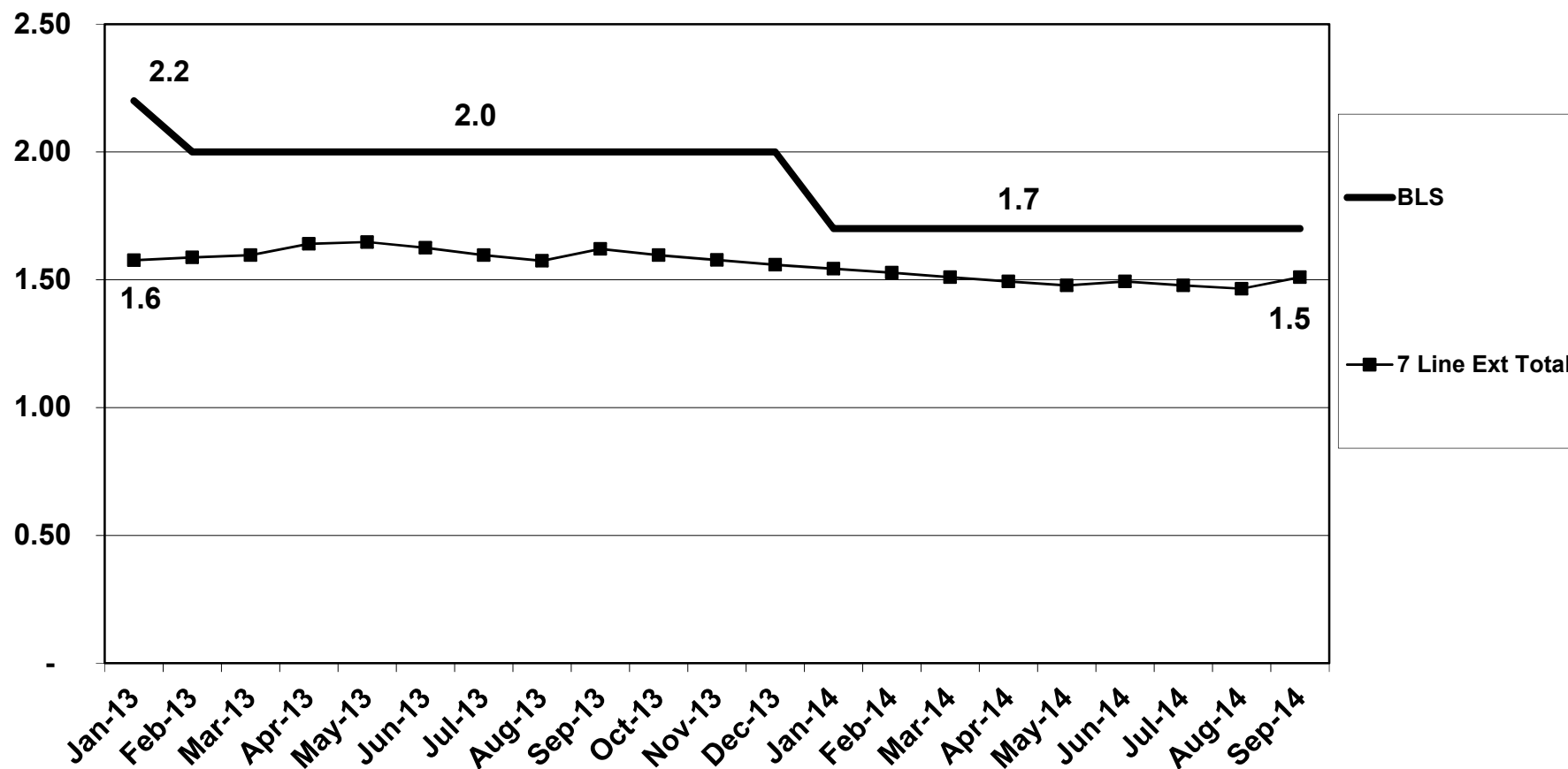
# **7 Line Extension Status** **Report to the Transit Committee - November 2014** *data thru October 2014*

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,332	2,332	35	2,161
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,332	\$ 2,385	\$ 35	\$ 2,214

\* 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 - November 2014

data thru October 2014; \$s in million

	Budget	Expenditures
Construction	\$ 3,440.1	\$ 2,236.3
Design	\$ 508.2	474.2
Construction Management	\$ 221.3	142.2
Real Estate	\$ 281.5	225.3
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 3,078.0</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$190.9	\$187.8	\$3.1	\$151.3	Jul-2010	Jan-2011	May-2014	Nov-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$318.0	\$14.0	\$307.3	Jan-2011	Aug-2011	Sep-2014	Dec-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$267.4	\$15.4	\$96.4	Mar-2011	Jan-2012	Aug-2016	Oct-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$347.3	\$338.8	\$8.5	\$155.7	Mar-2011	Jun-2012	Dec-2015	Oct-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$264.4	\$12.1	\$66.3	Nov-2012	Feb-2013	Nov-2015	Oct-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$208.6	\$14.4	\$23.5	Oct-2013	Jun-2013	May-2016	Jun-2016

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

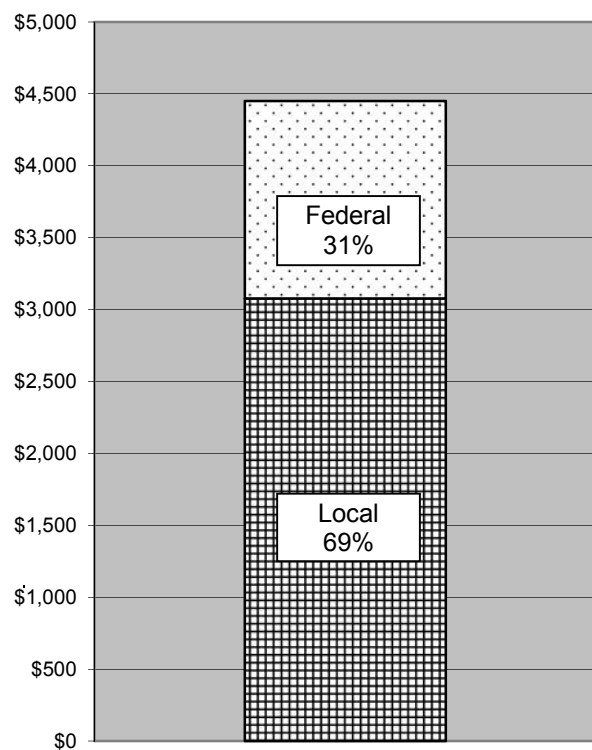
# Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - November 2014

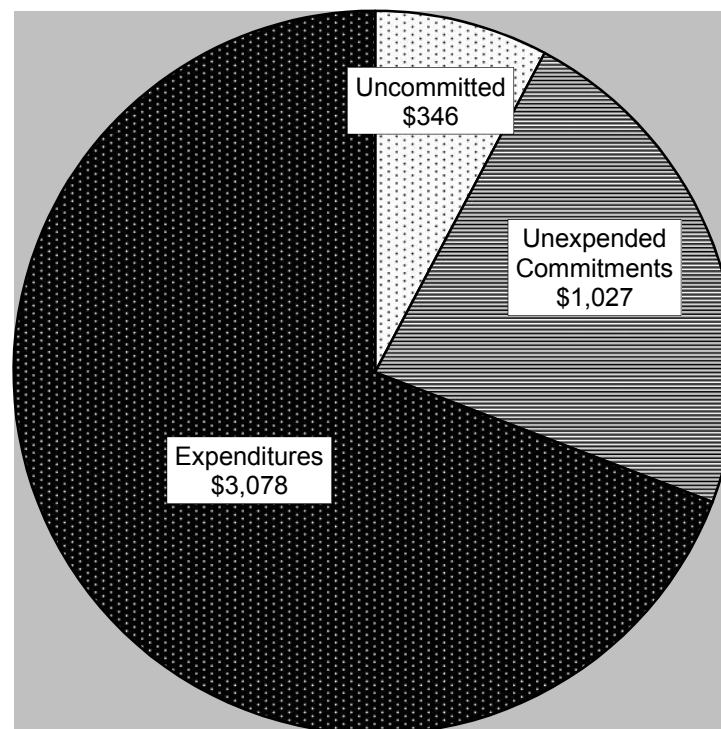
data thru October 2014

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,050	\$ 0	\$ 1,036
2005-2009	1,914	846	1,068	758	1,864	50	1,534
2010-2014	1,487	1,487	-	-	1,192	295	509
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,105	\$ 346	\$ 3,078

Project Budget: \$4,451 Million

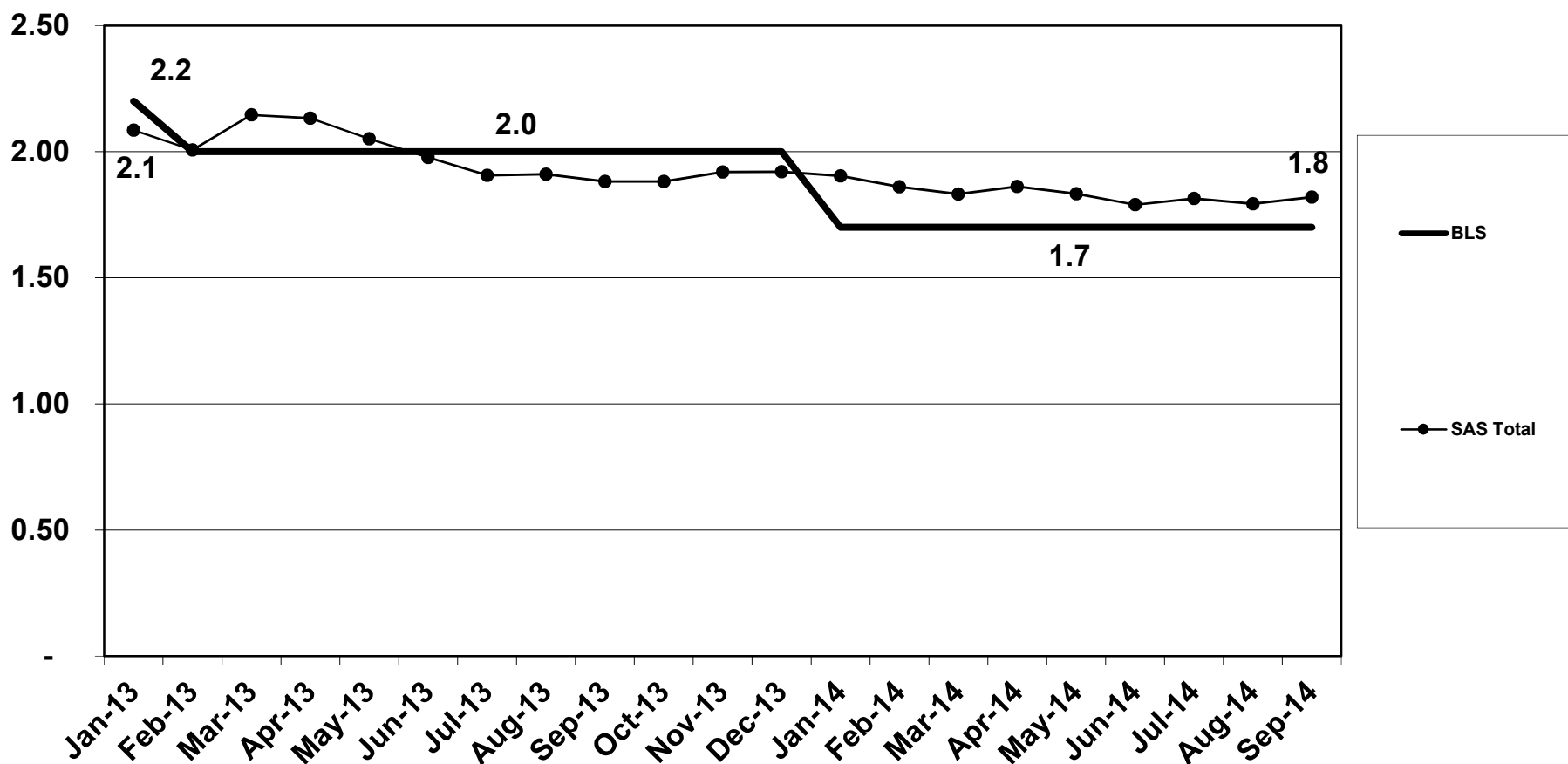


Commitments and Expenditures (\$ in Millions)





# **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)