



Transit & Bus Committee Meeting

December 2014

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, 12/15/2014

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – NOVEMBER 17, 2014

November Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. October Operations Report

October Operations Report - Page 18

5. FINANCIAL REPORTS

a. October NYCT Financial & Ridership Report

NYCT Financial Report - Page 55

b. October SIR Financial & Ridership Report

SIR Financial Report - Page 79

c. October MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 92

d. Capital Program Status Report

Capital Program Status Report - Page 107

6. PROCUREMENTS

NYC Transit December Procurement Staff Summary and Resolution - Page 116

a. Non-Competitive

NYCT Non-Competitive Actions - Page 120

b. Competitive

NYCT and MTACC Competitive Actions - Page 122

c. Ratifications

NYCT and MTACC Ratifications - Page 133

7. ACTION ITEMS

a. TAB Senior Hearing Officers Retainer Agreement

TAB Senior Hearing Officers Retainer Agreement - Page 137

b. NYCT 2015 Final Proposed Budget

NYCT 2015 Final Proposed Budget and Financial Plan 2015-2018 - Page 139

c. SIR 2015 Final Proposed Budget

SIR 2015 Final Proposed Budget and Financial Plan 2015-2018 - Page 151

d. MTA Bus 2015 Final Proposed Budget

MTA Bus 2015 Final Proposed Budget and Financial Plan 2015-2018 - Page 162

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 174

b. Eagle Team Presentation (Under Separate Cover)

9. MTACC REPORT

MTACC Report - Page 178

Date of next meeting: January 20, 2014 at 10:30AM

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
November 17, 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. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg

The Following Members were Absent:

Hon. Jeffrey Kay
Hon. Iris Weinshall

Also present were:

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

I. Chair Ferrer opened the meeting.

II. Public Speakers

Murray Bodin commended the Committee on the new Fulton Transit Center and congratulated President Bianco on his outstanding leadership.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the October 27, 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.

EVP Bergen noted that this month's Committee materials include a proposed Committee Charter for 2015, remarking that no changes had been made to last year's Charter.

IV. Agenda Items

A. Operations Report

President Bianco brought to the Committee's attention the ceremony to be held Thursday November 20th, marking the re-opening of the Mother Clara Hale Bus Depot in Central Harlem, NYCT's first Leadership in Energy and Environment Design Standard Certified depot. He also noted the opening of the Fulton Transit Center to the public on November 10th, and the implementation of NYCT's winter plan which provides for the monitoring of weather conditions and response plans for efficient fleet operations.

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

In response to a question from Member Albert, SVP Leader informed the Committee that the improvement in the wait assessment figures is likely due in part to console dispatchers within the Rail Control Center having been provided with the means to react in real-time to gaps in train service.

In response to a question from Member Moerdler regarding the effect of overcrowding on wait assessment, President Bianco noted that, in the long term, accelerating the installation of Communications Based Train Control signaling could improve the statistics by increasing the number of trains that can be run per hour. He also noted that optimizing the distribution of passengers on the platforms could have a beneficial effect in the short term.

In response to Member Moerdler's inquiry into the City's contribution to the cost of maintaining and expanding subway service, President Bianco noted the role of the City in the 7 line expansion and in funding the Capital Program. EVP Bergen remarked upon the benefit realized by capturing some of the value of the increased real estate in connection with the 7

West project, and current efforts to explore the potential for realizing such gains in other areas as well.

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

In response to a question from Member Albert, President Irick indicated that attempts are made to distribute over-age buses as evenly as practicable over the entire system.

In response to a question from Member Moerdler regarding bus accidents and passenger injuries, President Irick noted that September was a particularly difficult month from a safety standpoint due to a number of factors, including the beginning of the school year, and that having designated bus lanes improves safety conditions. In response to further questions from Member Moerdler, President Irick noted that a bus driver's safety record has an effect on personnel decisions, and that statistics do not show that particular types of vehicles, such as taxis, are more likely to be implicated in bus accidents.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

Chief Fox extended his deep condolences to the family of Wai Kuen Kwok, who was pushed to his death in front of a subway train on November 16th.

In response to a question from Member Albert, Chief Fox indicated that negotiations with wireless providers, in which they would provide a "kill switch" to disable mobile phones stolen in the system, were in progress.

Member Moerdler requested that Chief Fox provide follow up information regarding the disposition of cases involving repeat offenders.

B. Financial Reports

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

President Bianco offered to discuss with Member Moerdler measures being taken to control Workers' Compensation expenses.

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

SVP Smith presented Members with the Capital Program Status report.

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 20 procurement action items totaling approximately \$304.8 Million in proposed expenditures.

VP Plochochi highlighted for the Committee three items: a competitively negotiated solicitation for the purchase of three vacuum trains, as well as an increase in the scope of the purchase of vacuum trains in the 2010-2014 Capital Program from two to three vacuum trains, and the award of two RFPs for Engineering Design and Construction Management Services for Superstorm Sandy Repair and Resiliency Projects.

In response to a question from Member Moerdler, VP Plochochi explained that although AHRC Healthcare, Inc. did not technically satisfy the financial requirements of the RFP solicitation for Paratransit and Reduced-Fare eligibility assessments, it is an incumbent vendor with a consistent and reliable history of successfully providing the requested services to NYCT.

In response to a question from Member Moerdler regarding the basis for a six year extension of Init Innovations in Transportation, Inc.'s Paratransit Automatic Vehicle Location Monitoring System Contract, VP Plochochi explained that the six year duration was appropriate since the equipment has a useful life of 15 years and the proposed action would maintain the investment for this period.

In response to a question from Member Greenberg, VP Plochochi explained that the contract for ultrasonic rail flaw detection includes testing services.

Motions were duly made and seconded to approve the procurement action items, and to increase the scope of the Purchase Vacuum Trains project in the 2010-2014 Capital Program from two to three vacuum trains.

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

MTA Bus Company's non-competitive procurement (Schedule A in the Agenda) was approved and forwarded to the full Board for consideration.

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

V. Action Item

EVP Bergen requested the Committee's approval of an amendment increasing the amount of 12 retainer agreements between NYCT and the attorneys who provide legal services as per diem Hearing Officers in the Transit Adjudication Bureau from \$19,500 to \$30,000.

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

VI. Special Reports and Presentations

The MetroCard Report, the 2014 Subway and Local Bus Customer Satisfaction Surveys and the 2015 NYCT, SIR and MTA Bus Preliminary Budget Reports were presented to the Committee for its information.

In response to a request from Members Albert and Cappelli, Peter Harris, MTA Director of Market Research, agreed to provide Members with survey data on customers who were dissatisfied with subway and local bus service.

In response to a question from Member Moerdler, President Bianco informed the Committee that an engineering study regarding the feasibility of installing doors on existing subway platforms is underway.

VII. Standard Follow Up Reports

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

In response to questions from Member Moerdler, President Bianco agreed to look into the elevator issues at the 161st Street Yankee Stadium station, and informed the Committee that progress was being made on planning for an elevator installation at 149th Street in the Bronx.

VIII. MTA CC Project Report

President Horodniceanu reported on the status of the Fulton Transit Center, Second Avenue Subway and 7 Extension projects.

In response to a question from Member Cappelli, President Horodniceanu explained that three of the escalators at the Fulton Transit Center are maintained by NYCT, while seven are maintained by the Westfield Group under the Master Lease, noting that Westfield is contractually obligated to address escalator issues within a very short time frame. President Horodniceanu agreed to provide the Committee with information regarding NYCT's right to exercise self-help and perform repairs at Westfield's cost if such repairs are not timely performed. He also noted that adjustments to the newly installed escalators will continue as they operate in the context of a fully operational station, and that the escalators are covered by a two year warranty.

President Horodniceanu noted the Fulton Transit Center, Second Avenue Subway and 7 Extension projects' positive safety records.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bettina Quintas", written in a cursive style.

Bettina Quintas
Assistant Secretary



2014 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2014

NYCT 2015 Adopted Budget/Financial Plan 2015-2018	Management & Budget
SIR 2015 Adopted Budget/Financial Plan 2015-2018	Management & Budget
MTA Bus 2015 Adopted Budget/Financial Plan 2015-2018	Management & Budget

January 2015

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

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

March 2015

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

April 2015

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

Management & Budget
Management & Budget
Management & Budget

May 2015

Transit Adjudication Bureau Report
Elevator & Escalator Service Report
NYCT & MTA Bus EEO & Diversity Report

Law
Subways
EEO & Human Resources

June 2015

No Items

July 2015

NYCT & MTA Bus EEO & Diversity Report

EEO & Human Resources

August 2015

No Meetings Held

September 2015

Public comment/Committee review of budget
2015 NYC Transit Mid-Year Forecast Monthly Allocation
2015 SIR Mid-Year Forecast Monthly Allocation
2015 MTA Bus Mid-Year Forecast Monthly Allocation
2016 Preliminary NYC Transit Budget
2016 Preliminary SIR Budget
2016 Preliminary MTA Bus Budget
Service Quality Indicators (including PES & MTA Bus PES)
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Management & Budget
Operations Planning
Subways
Law

October 2015

Public Comment/Committee review of budget
2016 Preliminary NYC Transit Budget
2016 Preliminary SIR Budget
2016 Preliminary MTA Bus Budget

Management & Budget
Management & Budget
Management & Budget

November 2015

Public comment/Committee review of budget
Charter for Transit Committee
2016 Preliminary NYC Transit Budget
2016 Preliminary SIR Budget
2016 Preliminary MTA Bus Budget
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
NYCT & MTA Bus EEO & Diversity Report

Law
Management & Budget
Management & Budget
Management & Budget
Subways
Law
EEO & Human Resources



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

DECEMBER 2014

NYCT 2015 Adopted Budget/Financial Plan 2015-2018

NYCT 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 2015 Adopted Budget/Financial Plan 2015-2018

NYCT 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 2015 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

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

Preliminary Review of SIR 2014 Operating Results

NYCT 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

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

III. SPECIFIC AGENDA ITEMS (con't)

SIR Adopted Budget/Financial Plan 2015-2018

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

MTA Bus Adopted Budget/Financial Plan 2015-2018

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

MARCH 2015

2014 Year-End Safety Report and 2015 Safety Agenda

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

EEO & Diversity Report- 2014 Year-End Report

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

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2015

Final Review of NYC Transit 2014 Operating Results

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

Final Review of SIR 2014 Operating Results

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

Final Review of MTA Bus 2014 Operating Results

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

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

NOVEMBER 2015

2016 Preliminary NYC Transit 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.

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

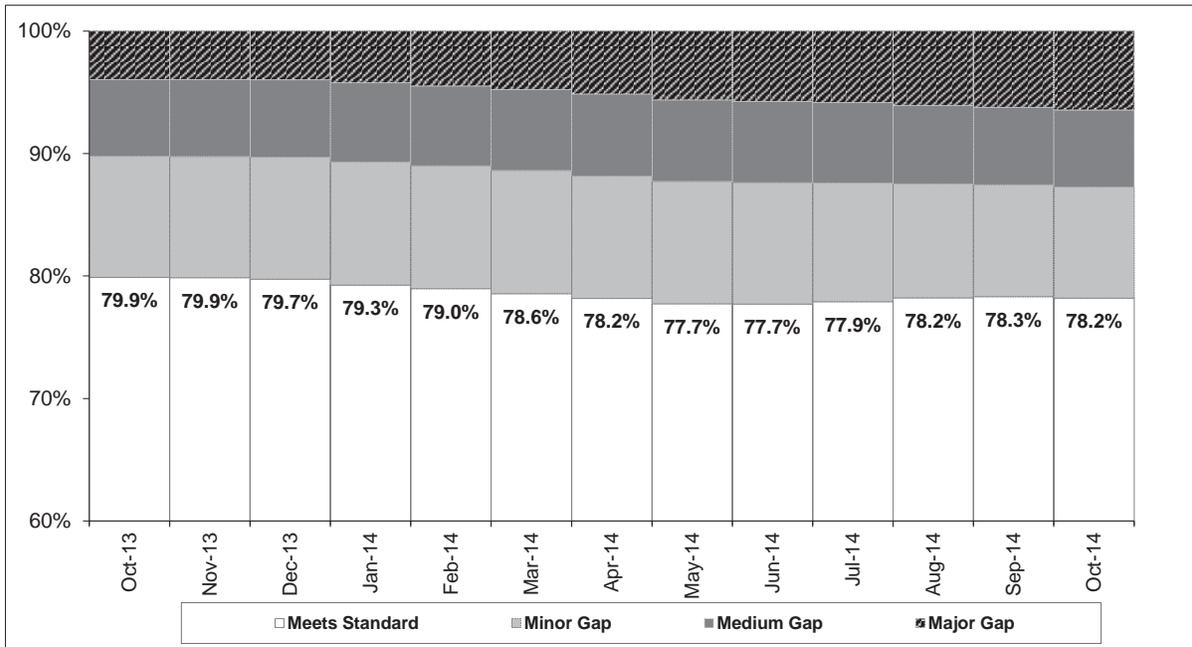
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2014			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.2%	79.9%	-1.7%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.3%	75.8%	-3.5%	73.1%	75.9%	-2.8%
A Division Weekday Wait Assessment - (All Lines)				73.4%	76.3%	-2.9%
B Division Weekday Wait Assessment	79.7%	80.8%	-1.1%	80.4%	81.6%	-1.2%
System Weekend Wait Assessment (Charts 3)				84.1%	84.7%	-0.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	85.0%	86.6%	-1.6%	84.3%	84.2%	+0.1%
A Division Weekend Wait Assessment - (All Lines)				83.8%	84.0%	-0.2%
B Division Weekend Wait Assessment	86.0%	80.0%	+6.0%	84.3%	85.1%	-0.8%
System Weekday Terminal On-Time Performance (Charts 4-5)	74.3%	81.1%	-6.8%	75.2%	81.4%	-6.2%
A Division Weekday Terminal On-Time Performance	69.0%	74.6%	-5.6%	69.6%	73.1%	-3.5%
B Division Weekday Terminal On-Time Performance	78.7%	86.3%	-7.6%	79.7%	87.0%	-7.3%
System Number of Terminal Delays (Charts 6)	45,938	34,521	+33.1%	41,547	27,457	+51.3%
System Weekend Terminal On-Time Performance (Charts 7-8)	79.5%	84.3%	-4.8%	82.3%	86.0%	-3.7%
A Division Weekend Terminal On-Time Performance	80.2%	84.5%	-4.3%	79.8%	79.7%	+0.1%
B Division Weekend Terminal On-Time Performance	79.1%	84.1%	-5.0%	83.9%	89.7%	-5.8%
System Number of Weekend Terminal Delays (Charts 9)	8,960	7,003	+27.9%	8,937	6,392	+39.8%
Mean Distance Between Failures (Charts 10-11)	153,211	163,587	-6.3%	141,094	157,729	-10.5%
A Division Mean Distance Between Failures	138,784	139,002	-0.2%	129,213	146,848	-12.0%
B Division Mean Distance Between Failures	165,835	188,717	-12.1%	151,370	167,010	-9.4%
System Weekday Service-KPI (Charts 12-13)	77.7%	82.0%	-4.3%	78.0%	82.1%	-4.1%
A Division Weekday Service-KPI	73.6%	78.1%	-4.5%	72.7%	76.5%	-3.8%
B Division Weekday Service-KPI	81.0%	84.8%	-3.8%	81.3%	85.0%	-3.7%
System Weekday PES-KPI (Charts 14-16)				90.9%	91.8%	-0.9%
Staten Island Railway						
24 Hour On-Time Performance	90.2%	93.9%	-3.7%	92.5%	93.1%	-0.6%
AM Rush On-Time Performance	90.6%	96.6%	-6.0%	93.5%	97.7%	-4.2%
PM Rush On-Time Performance	93.5%	94.0%	-0.5%	95.5%	96.7%	-1.2%
Percentage of Completed Trips	99.8%	99.8%	0.0%	99.6%	99.7%	-0.1%
Mean Distance Between Failures	115,410	39,934	+189.0%	73,263	67,304	+8.9%
Staten Island Railway PES-KPI (Charts 17)				90.2%	93.1%	-2.9%

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* 12-Month Average				Annual Results (Meets Standard)
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Nov '13 - Oct '14	78.2%	9.1%	6.3%	6.4%	2014 GOAL: 80.7%
Nov '12 - Oct '13	79.9%	9.9%	6.3%	3.9%	2013 ACTUAL: 80.3%

Chart 1

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

Line	Nov '13 - Oct '14				Nov '12 - Oct '13				Standard Difference
	Meets Standard	GAP			Meets Standard	Headways* GAP			
		Minor	Medium	Major		Minor	Medium	Major	
1	80.3%	8.3%	5.8%	5.5%	82.1%	8.3%	5.0%	4.6%	-1.8%
2	71.5%	10.2%	9.2%	9.1%	73.5%	10.5%	8.8%	7.1%	-2.0%
3	77.2%	9.8%	7.0%	5.9%	77.6%	10.1%	7.0%	5.3%	-0.4%
4	71.6%	9.7%	8.8%	10.0%	73.8%	9.9%	8.0%	8.3%	-2.2%
5	67.8%	10.0%	10.0%	12.2%	71.1%	10.2%	8.8%	9.9%	-3.3%
6	70.1%	8.6%	9.0%	12.3%	77.4%	8.2%	6.5%	7.9%	-7.3%
7	75.6%	9.7%	7.2%	7.4%	78.6%	10.5%	7.1%	3.8%	-3.0%
S 42nd	91.3%	3.8%	1.9%	3.0%	N/A	N/A	N/A	N/A	N/A
Subdivision A**	73.4%	9.5%	8.2%	8.9%	76.3%	9.7%	7.3%	6.7%	-2.9%
A	69.6%	10.4%	8.2%	11.8%	74.3%	10.4%	9.0%	6.3%	-4.7%
B	79.7%	9.9%	5.8%	4.7%	79.2%	11.3%	6.9%	2.6%	+0.5%
C	80.1%	9.4%	5.6%	4.9%	83.7%	10.7%	4.1%	1.4%	-3.6%
D	82.0%	8.9%	5.3%	3.9%	79.5%	12.1%	6.4%	2.1%	+2.5%
E	74.0%	9.2%	7.8%	9.1%	75.0%	11.9%	8.5%	4.6%	-1.0%
F	70.7%	9.0%	8.1%	12.2%	76.6%	10.4%	8.3%	4.7%	-5.9%
S Fkn	95.7%	2.0%	0.9%	1.4%	97.3%	2.0%	0.6%	0.1%	-1.6%
G	79.7%	10.7%	5.6%	4.0%	82.9%	10.6%	4.8%	1.7%	-3.2%
S Rock	89.3%	6.8%	1.8%	2.2%	96.7%	2.4%	0.4%	0.4%	-7.4%
J Z	81.7%	9.3%	5.4%	3.6%	80.6%	11.4%	5.7%	2.4%	+1.1%
L	81.3%	9.9%	4.5%	4.3%	81.9%	11.0%	5.2%	1.9%	-0.6%
M	78.8%	10.3%	6.7%	4.2%	77.7%	12.9%	6.7%	2.7%	+1.1%
N	81.5%	8.6%	5.2%	4.6%	78.8%	10.6%	7.1%	3.6%	+2.7%
Q	79.7%	10.0%	6.0%	4.4%	78.8%	12.0%	6.6%	2.5%	+0.9%
R	82.2%	9.2%	4.9%	3.8%	80.3%	10.8%	6.1%	2.9%	+1.9%
Subdivision B	80.4%	8.9%	5.4%	5.3%	81.6%	10.0%	5.8%	2.7%	-1.2%
Systemwide**	78.2%	9.1%	6.3%	6.4%	79.9%	9.9%	6.3%	3.9%	-1.7%

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

<u>Line</u>	<u>Nov '13 - Oct '14</u>				<u>Nov '12 - Oct '13</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways*</u>			<u>Meets Standard</u>	<u>Headways*</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	88.6%	6.2%	3.2%	2.0%	85.0%	7.7%	4.4%	2.9%	+3.6%
②	81.4%	9.8%	5.8%	3.1%	82.7%	9.8%	5.2%	2.3%	-1.3%
③	88.1%	6.9%	3.0%	2.0%	88.2%	7.3%	2.8%	1.7%	-0.1%
④	79.3%	9.7%	6.4%	4.6%	80.3%	9.5%	6.2%	4.1%	-1.0%
⑤	84.5%	7.8%	4.6%	3.1%	85.2%	7.2%	4.2%	3.5%	-0.7%
⑥	84.1%	7.8%	4.8%	3.3%	83.9%	8.3%	4.6%	3.1%	+0.2%
⑦	80.7%	10.0%	5.1%	4.1%	82.6%	10.6%	4.9%	1.9%	-1.9%
Ⓢ 42nd	98.3%	0.9%	0.3%	0.5%	N/A	N/A	N/A	N/A	N/A
Sub Division A**	83.8%	8.3%	4.7%	3.2%	84.0%	8.6%	4.6%	2.8%	-0.2%
Ⓐ	79.7%	9.3%	5.3%	5.7%	79.1%	11.2%	7.5%	2.2%	+0.6%
Ⓒ	79.8%	9.0%	7.9%	3.2%	80.3%	8.7%	6.9%	4.1%	-0.5%
Ⓓ	82.5%	9.7%	4.8%	3.0%	82.6%	10.5%	5.6%	1.3%	-0.1%
Ⓔ	84.8%	8.2%	3.9%	3.1%	87.2%	8.9%	3.2%	0.7%	-2.4%
Ⓕ	76.9%	10.1%	6.5%	6.5%	80.0%	11.3%	6.0%	2.6%	-3.1%
Ⓢ Fkln	95.3%	3.6%	0.4%	0.7%	96.4%	3.4%	0.2%	0.0%	-1.1%
Ⓖ	86.5%	8.8%	2.3%	2.5%	88.3%	6.2%	3.8%	1.7%	-1.8%
Ⓙ	91.8%	5.5%	2.1%	0.6%	89.1%	8.1%	1.9%	0.9%	+2.7%
Ⓛ	83.7%	8.0%	4.0%	4.2%	86.0%	8.9%	3.5%	1.7%	-2.3%
Ⓝ	82.9%	8.8%	4.8%	3.4%	82.9%	10.1%	5.4%	1.6%	+0.0%
Ⓠ	86.9%	8.2%	4.2%	0.8%	85.7%	8.3%	4.3%	1.7%	+1.2%
Ⓡ	80.7%	11.5%	4.1%	3.8%	83.6%	11.9%	3.4%	1.1%	-2.9%
Sub Division B	84.3%	8.4%	4.2%	3.1%	85.1%	9.0%	4.3%	1.6%	-0.8%
Systemwide**	84.1%	8.4%	4.4%	3.1%	84.7%	8.8%	4.4%	2.1%	-0.6%

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

* Headway Definitions

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

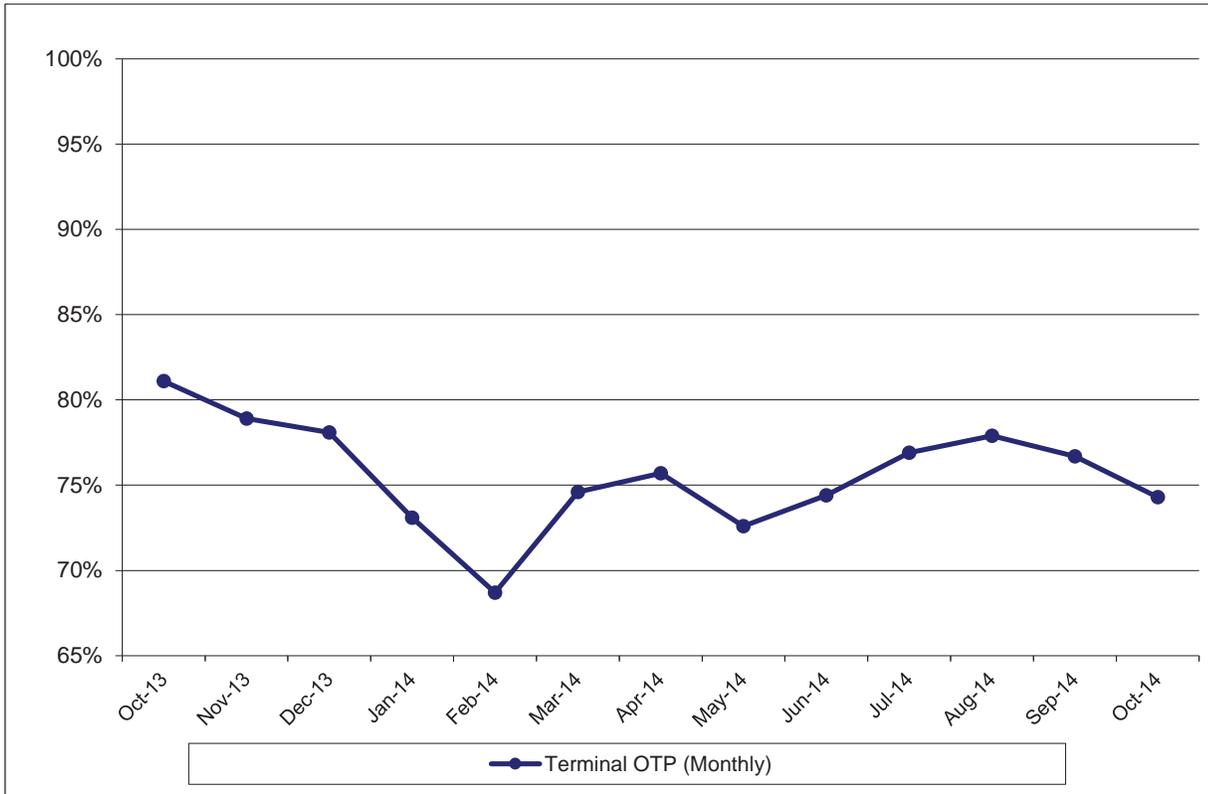
Medium Gap: from 50% to 100% over scheduled headway

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

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

Chart 3

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

Oct 2014: 74.3%
 Oct 2013: 81.1%
 12-Mon Avg: 75.2%
 (Nov '13-Oct '14)

Subdivision A Monthly Results

Oct 2014: 69.0%
 Oct 2013: 74.6%
 12-Mon Avg: 69.6%
 (Nov '13-Oct '14)

Subdivision B Monthly Results

Oct 2014: 78.7%
 Oct 2013: 86.3%
 12-Mon Avg: 79.7%
 (Nov '13-Oct '14)

Discussion of Results

In October 2014, Over Crowding (13,805 delays), Right Of Way (9,172 delays), and Track Gangs (5,949 delays) were the highest categories of delays, representing 63.0% of the total 45,938 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '13 - Oct '14</u>	<u>Nov '12 - Oct '13</u>	<u>% Difference</u>
①	79.9%	84.3%	-4.4%
②	47.0%	57.3%	-10.3%
③	66.0%	72.0%	-6.0%
④	46.0%	56.5%	-10.5%
⑤	44.4%	58.1%	-13.7%
⑥	55.6%	75.1%	-19.5%
⑦	87.5%	89.8%	-2.3%
⑤ S 42 St	97.6%	N/A*	
Subdivision A	69.6%	73.1%	-3.5%
① A	74.4%	83.7%	-9.3%
① B	75.1%	85.7%	-10.6%
① C	84.9%	91.4%	-6.5%
① D	76.1%	84.3%	-8.2%
① E	72.5%	82.6%	-10.1%
① F	55.3%	76.0%	-20.7%
① S Fkln	99.1%	99.3%	-0.2%
① G	80.3%	86.0%	-5.7%
① S Rock	95.4%	97.3%	-1.9%
① J Z	87.7%	95.0%	-7.3%
① L	93.5%	95.0%	-1.5%
① M	76.4%	86.2%	-9.8%
① N	74.2%	82.1%	-7.9%
① Q	80.7%	86.0%	-5.3%
① R	86.7%	87.6%	-0.9%
Subdivision B	79.7%	87.0%	-7.3%
Systemwide	75.2%	81.4%	-6.2%

Chart 5

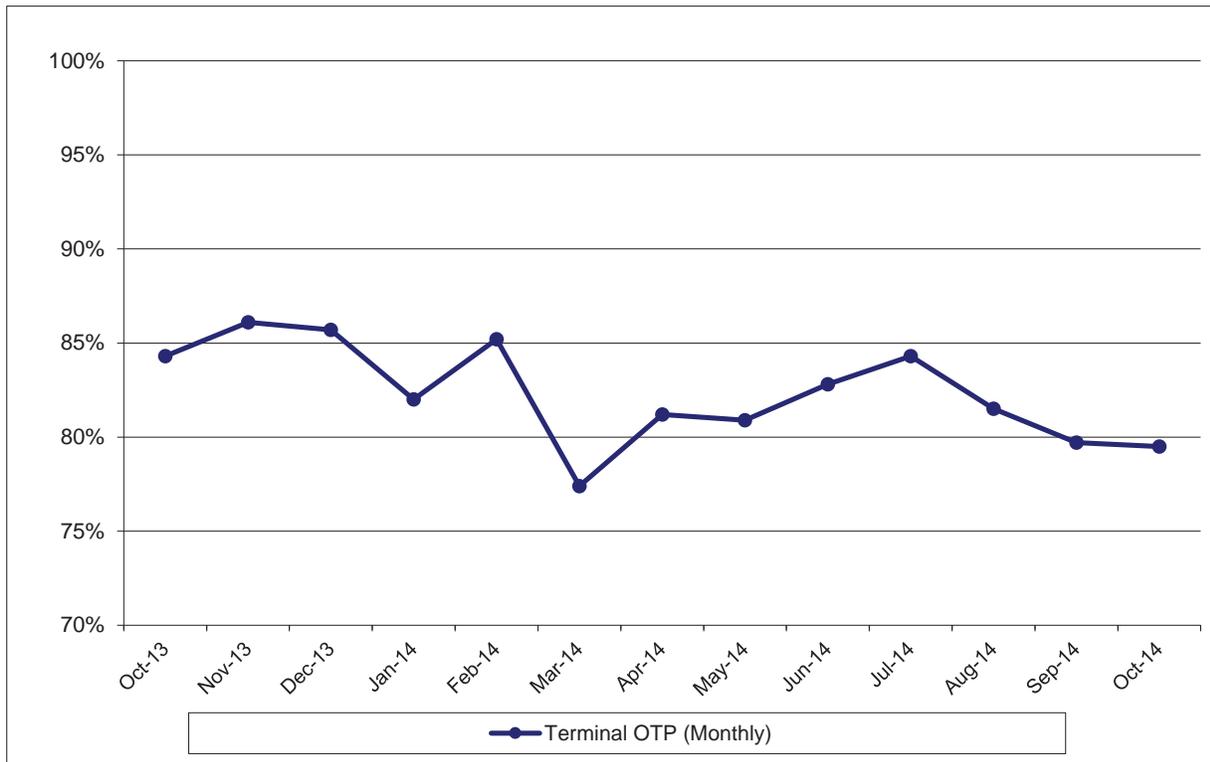
**October 2014 Weekday Terminal Delays
Systemwide Summary**

<u>Categories</u>	<u>Delays</u>
Over Crowding	13,805
Row Delays	9,172
Track Gangs	5,949
Work Equipment/G. O.	3,168
Sick Customer	2,835
Car Equipment	2,317
Operational Diversions	1,787
Unruly Customer	1,761
Police	1,399
Fire	1,088
Employee	786
Infrastructure	758
Inclement Weather	679
External	393
Collision/Derailment	41
Total Delays	<u><u>45,938</u></u>

* Total may differ slightly due to rounding.

Chart 6

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

Oct 2014: 79.5%
 Oct 2013: 84.3%
 12-Mon Avg: 82.3%
 (Nov '13-Oct '14)

Subdivision A Monthly Results

Oct 2014: 80.2%
 Oct 2013: 84.5%
 12-Mon Avg: 79.8%
 (Nov '13-Oct '14)

Subdivision B Monthly Results

Oct 2014: 79.1%
 Oct 2013: 84.1%
 12-Mon Avg: 83.9%
 (Nov '13-Oct '14)

Discussion of Results

In October 2014, Work Equipment/G.O. (2,433 delays), Track Gangs (2,018 delays), and Over Crowding (1,559 delays) were the highest categories of delays, representing 67.1% of the total 8,960 delays.

Chart 7

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Nov '13 - Oct '14</u>	<u>Nov '12 - Oct '13</u>	<u>% Difference</u>
①	87.1%	84.0%	+3.1%
②	46.7%	65.2%	-18.5%
③	77.1%	83.3%	-6.2%
④	65.6%	71.0%	-5.4%
⑤	74.8%	83.7%	-8.9%
⑥	74.0%	73.9%	+0.1%
⑦	93.5%	92.7%	+0.8%
Ⓢ 42 St	99.3%	N/A*	
Subdivision A	79.8%	79.7%	0.1%
Ⓐ	77.1%	82.6%	-5.5%
Ⓒ	75.8%	81.1%	-5.3%
Ⓓ	84.1%	86.0%	-1.9%
Ⓔ	72.2%	89.6%	-17.4%
Ⓕ	54.9%	78.0%	-23.1%
Ⓢ Fkln	98.9%	99.7%	-0.8%
Ⓖ	90.5%	95.4%	-4.9%
Ⓢ Rock	97.5%	98.1%	-0.6%
Ⓙ	95.0%	96.8%	-1.8%
Ⓛ	96.0%	96.0%	0.0%
Ⓜ	97.5%	98.2%	-0.7%
Ⓝ	78.9%	81.1%	-2.2%
Ⓠ	89.6%	91.7%	-2.1%
Ⓡ	74.3%	88.2%	-13.9%
Subdivision B	83.9%	89.7%	-5.8%
Systemwide	82.3%	86.0%	-3.7%

* Performance data unavailable pending ATS system software upgrade.

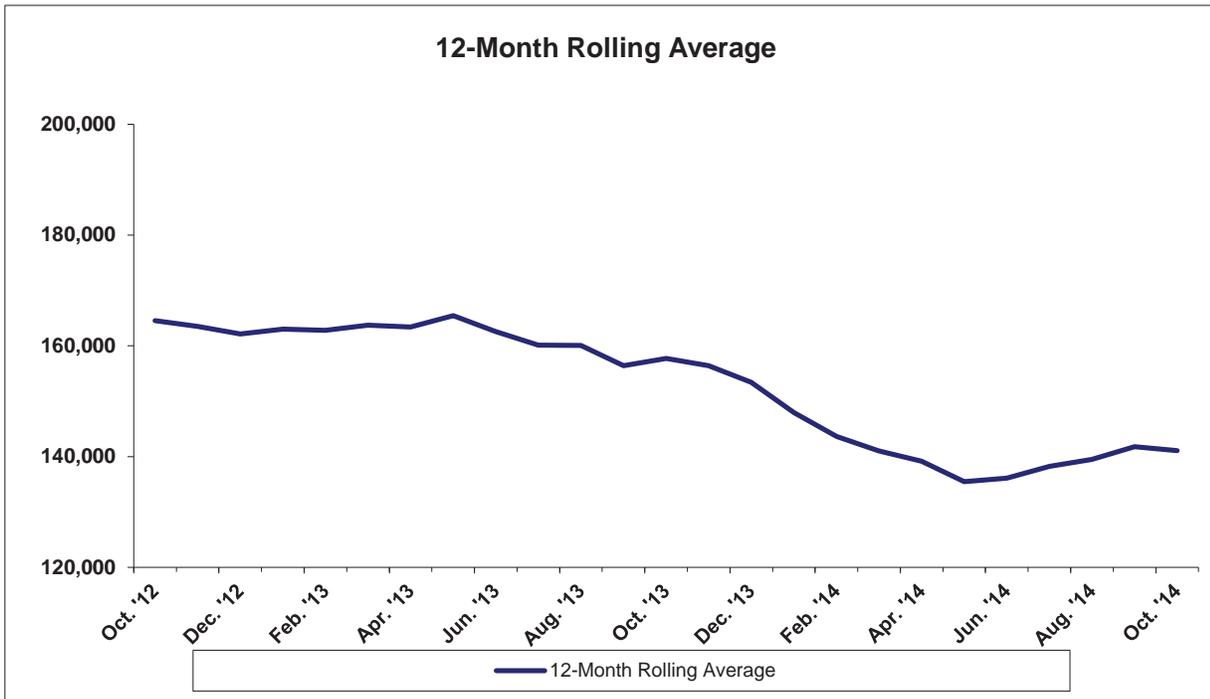
Chart 8

**October 2014 Weekend Terminal Delays
Systemwide Summary**

<u>Categories</u>	<u>Delays</u>
Work Equipment/G. O.	2,433
Track Gangs	2,018
Over Crowding	1,559
ROW Delays	753
Unruly Customer	426
Operational Diversions	385
Sick Customer	377
Police	321
Car Equipment	284
Employee	205
Inclement Weather	102
External	78
Fire	19
Infrastructure	1
Total Delays	<u><u>8,960</u></u>

* 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

Oct 2014: 153,211

Oct 2013: 163,587

12-Month Average

Nov 13 - Oct 14: 141,094

Nov 12 - Oct 13: 157,729

Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

Discussion of Results

MDBF in October 2014 decreased 6.3% from October 2013. Over the past year, the MDBF 12-month average decreased 10.5%.

Chart 10

Car Reliability

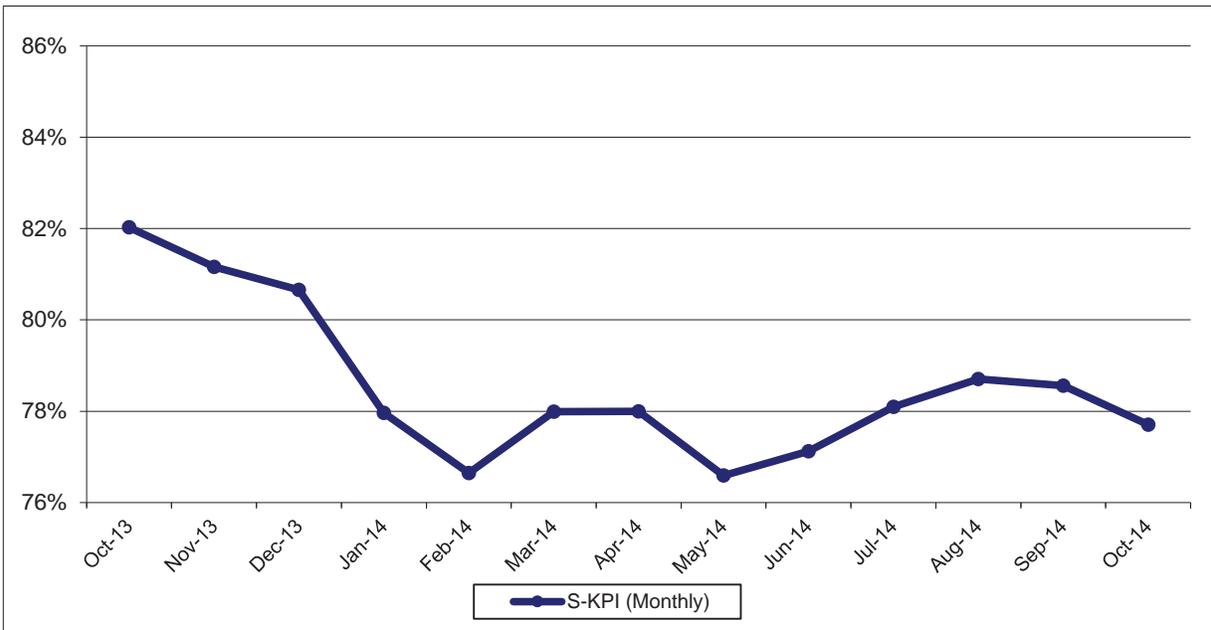
Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	October '14	October '13	% Change
R32	222	57,466	52,606	9.24%
R42	50	49,375	36,028	37.05%
R46	752	83,123	98,767	-15.84%
R62	315	222,672	211,146	5.46%
R62A	824	128,648	158,342	-18.75%
R68	425	151,996	175,549	-13.42%
R68A	200	83,466	100,865	-17.25%
R142	1,030	138,762	156,021	-11.06%
R142A	490	89,859	108,877	-17.47%
R143	212	86,820	80,734	7.54%
R160	1,662	383,167	465,573	-17.70%
R188	187	402,300	NA	NA
FLEET	6,369	141,094	157,729	-10.55%

Chart 11

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

S-KPI is the combination of three existing service indicators (Wait Assessment, Terminal On-Time Performance and Mean Distance Between Failures). The aggregate S-KPI score is weighted as follows:

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and, beginning November 2011, the monthly ATS-A 42nd Street Shuttle.

- 30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

- 10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

S-KPI Results

Systemwide

Monthly Results

Oct. 2014: 77.7%
 Oct. 2013: 82.0%
 12 Mon Avg: 72.7%
 (Nov '13 - Oct '14)

Subdivision A

Monthly Results

Oct. 2014: 73.6%
 Oct. 2013: 78.1%
 12 Mon Avg: 78.0%
 (Nov '13 - Oct '14)

Subdivision B

Monthly Results

Oct. 2014: 81.0%
 Oct. 2013: 84.8%
 12 Mon Avg: 81.3%
 (Nov '13 - Oct '14)

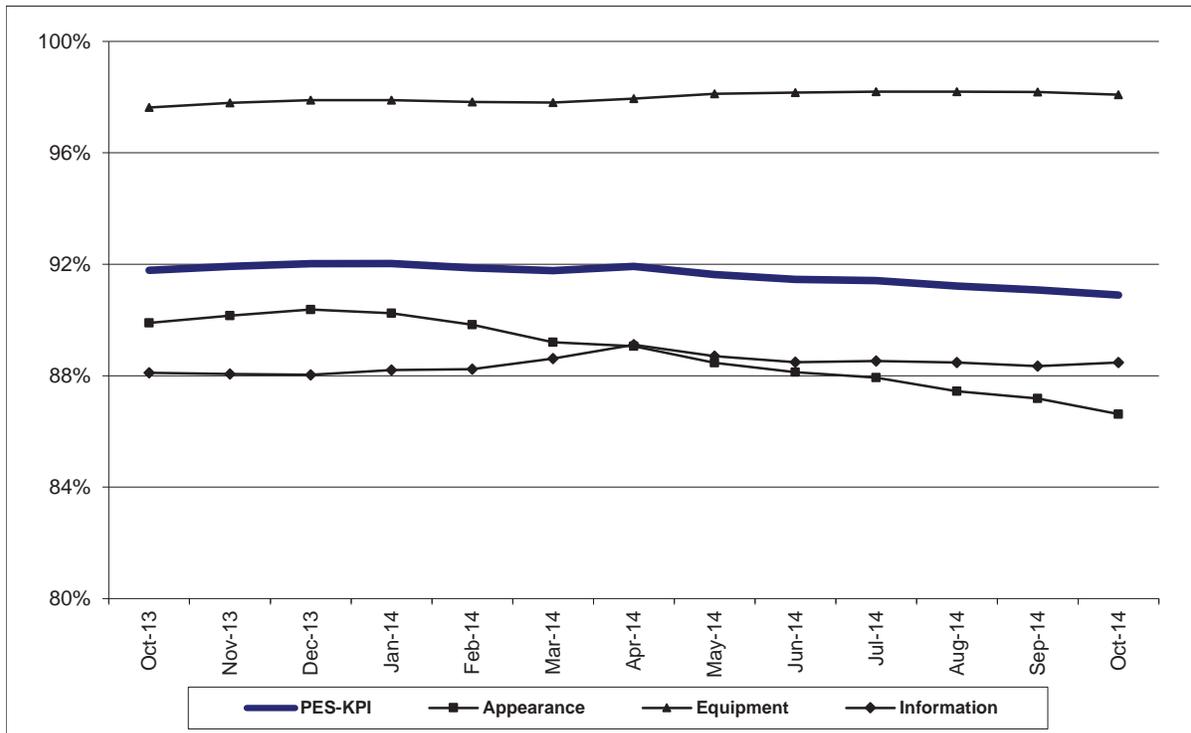
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Nov '13 - Oct '14</u>	<u>Nov '12 - Oct '13</u>	<u>% Difference</u>
①	79.3%	81.9%	-2.6%
②	64.8%	69.2%	-4.4%
③	76.1%	78.2%	-2.1%
④	63.9%	69.3%	-5.4%
⑤	62.1%	70.1%	-8.0%
⑥	64.3%	75.7%	-11.4%
⑦	81.6%	84.1%	-2.5%
⑤ 42nd	85.3%	N/A	N/A
SubDivision A	72.7%	76.5%	-3.8%
①	69.1%	76.6%	-7.5%
②	76.3%	80.0%	-3.7%
③	77.5%	81.1%	-3.6%
④	82.0%	83.0%	-1.0%
⑤	76.1%	79.8%	-3.7%
⑥	69.0%	78.8%	-9.8%
⑤ Fkln	89.4%	95.0%	-5.6%
⑦	76.7%	81.1%	-4.4%
⑤ Rock	85.7%	96.2%	-10.5%
① ②	84.3%	85.8%	-1.5%
③	82.3%	82.6%	-0.3%
④	80.2%	82.5%	-2.3%
⑤	81.2%	81.9%	-0.7%
⑥	82.0%	83.1%	-1.1%
⑦	85.3%	80.5%	+4.8%
SubDivision B	81.3%	85.0%	-3.7%
Systemwide	78.0%	82.1%	-4.1%

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>
October 2014:	90.9%	86.6%	98.1%	88.5%
October 2013:	91.8%	89.9%	97.6%	88.1%
% Difference:	-0.9%	-3.3%	+0.5%	+0.4%

Chart 14

PES-KPI - Subway Car

Line	October 2014				October 2013				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
1	92.7%	92.7%	93.1%	92.1%	94.7%	96.2%	97.0%	90.8%	-2.0%
2	96.1%	92.0%	98.7%	97.8%	95.7%	94.6%	96.2%	96.4%	+0.4%
3	94.9%	94.4%	98.3%	92.0%	95.3%	93.4%	97.9%	94.5%	-0.4%
4	95.8%	92.7%	97.6%	97.2%	96.2%	94.9%	96.9%	96.9%	-0.4%
5	95.4%	93.2%	97.7%	95.3%	96.9%	96.9%	95.6%	98.1%	-1.5%
6	95.3%	91.4%	97.2%	97.2%	96.3%	91.0%	98.7%	99.4%	-1.0%
7	95.7%	97.0%	98.0%	92.1%	94.1%	96.2%	92.3%	93.6%	+1.6%
S 42nd	95.4%	95.6%	98.7%	91.9%	96.2%	96.4%	96.5%	95.7%	-0.8%
SubDivision A	95.0%	93.2%	97.1%	94.6%	95.6%	94.9%	96.4%	95.5%	-0.6%
A	95.8%	95.3%	96.9%	95.1%	94.3%	95.1%	95.7%	92.1%	+1.5%
B	94.4%	94.4%	95.5%	93.1%	92.4%	89.4%	96.6%	91.2%	+2.0%
C	95.3%	94.4%	99.0%	92.4%	94.8%	94.7%	96.3%	93.3%	+0.5%
D	94.2%	94.3%	96.4%	91.8%	92.7%	89.8%	95.4%	92.9%	+1.5%
E	96.0%	93.3%	99.3%	95.6%	98.3%	96.3%	99.2%	99.4%	-2.3%
F	94.5%	91.8%	99.0%	92.7%	97.2%	95.2%	97.9%	98.5%	-2.7%
S Fkln	92.3%	93.2%	94.6%	89.0%	94.4%	94.9%	95.6%	92.7%	-2.1%
G	94.6%	94.2%	95.4%	94.2%	95.5%	95.7%	98.4%	92.3%	-0.9%
J/Z	94.8%	92.2%	94.8%	97.6%	96.8%	97.0%	94.4%	98.9%	-2.0%
L	95.4%	91.9%	97.4%	97.1%	97.3%	94.5%	99.6%	97.9%	-1.9%
M	96.3%	91.5%	99.0%	98.4%	96.4%	92.7%	97.5%	99.1%	-0.1%
N	94.9%	88.8%	98.8%	97.4%	96.5%	91.4%	99.5%	98.8%	-1.6%
Q	95.0%	88.7%	99.7%	96.9%	96.8%	93.8%	98.0%	98.7%	-1.8%
R	95.6%	91.3%	98.4%	97.3%	94.5%	93.6%	97.4%	92.6%	+1.1%
SubDivision B	95.1%	92.3%	97.7%	95.2%	95.7%	93.8%	97.4%	95.9%	-0.6%
Systemwide	95.0%	92.7%	97.5%	95.0%	95.6%	94.2%	97.0%	95.7%	-0.6%

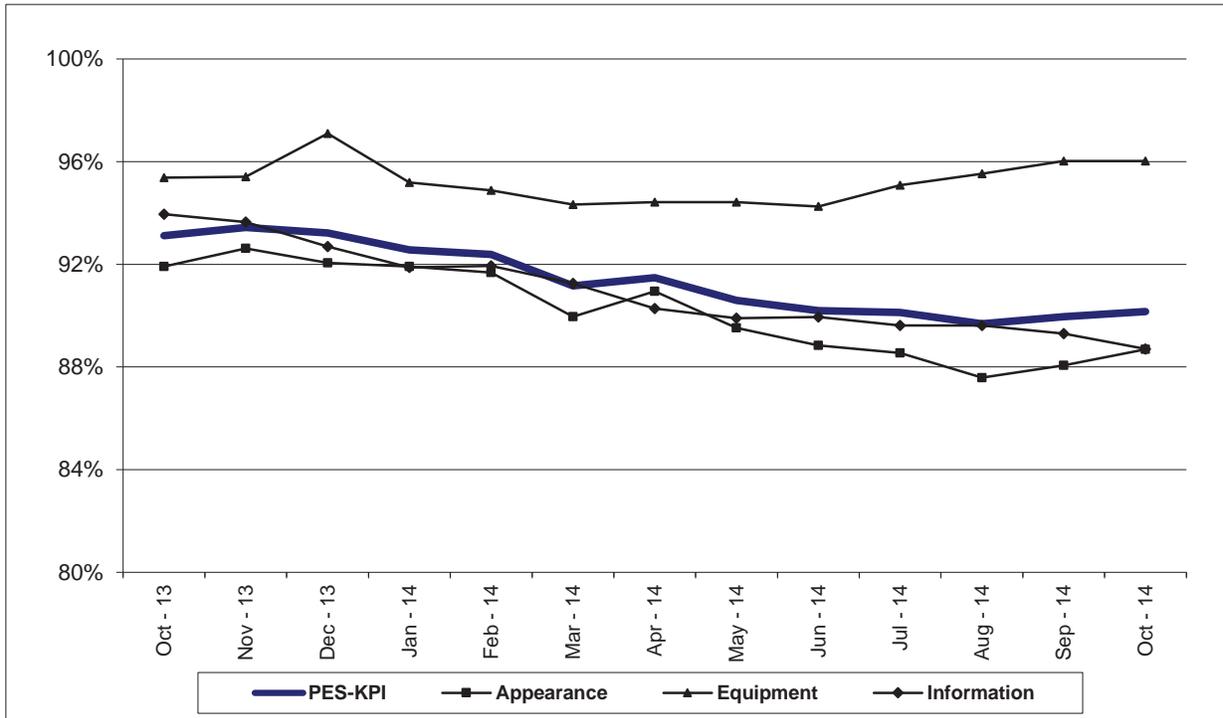
Chart 15

PES-KPI - Station

<u>Borough</u>	October 2014				October 2013				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.3%	80.9%	98.1%	81.0%	86.2%	83.3%	97.7%	78.5%	+0.1%
Manhattan	86.2%	78.6%	98.8%	82.8%	87.8%	84.0%	98.2%	82.1%	-1.6%
Brooklyn	86.6%	82.6%	98.8%	79.3%	87.7%	87.0%	98.4%	78.2%	-1.1%
Queens	88.2%	82.4%	98.9%	84.6%	89.9%	89.2%	98.5%	82.5%	-1.7%
Systemwide	86.8%	81.0%	98.7%	81.8%	87.9%	86.0%	98.3%	80.2%	-1.1%

Chart 16

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
October 2014:	90.2%	88.7%	96.0%	88.7%
October 2013:	93.1%	91.9%	95.4%	94.0%
% Difference:	-2.9%	-3.2%	+0.6%	-5.3%

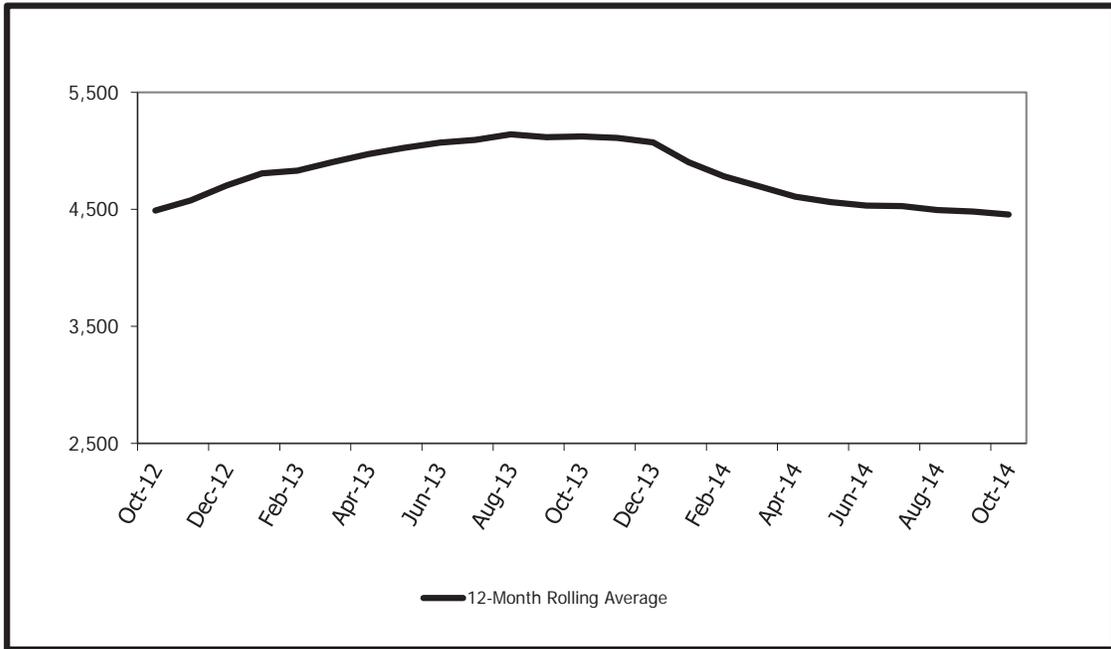
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: October 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,938	5,337	-7.5%	4,456	5,123	-13.0%
NYCT Bus	4,577	5,159	-11.3%	4,246	4,984	-14.8%
MTA Bus	6,604	6,000	+10.1%	5,291	5,624	-5.9%
System MDBSI (chart 2)	2,552	2,691	-5.2%	2,405	2,759	-12.8%
NYCT Bus	2,436	2,649	-8.1%	2,372	2,730	-13.1%
MTA Bus	3,011	2,837	+6.1%	2,516	2,857	-11.9%
System Trips Completed (chart 3)	99.16%	99.26%	-0.1%	98.88%	99.22%	-0.3%
NYCT Bus	99.20%	99.33%	-0.1%	99.05%	99.23%	-0.2%
MTA Bus	99.01%	98.98%	+0.0%	98.15%	99.16%	-1.0%
System AM Pull Out (chart 4)	99.65%	99.67%	-0.0%	99.28%	99.65%	-0.4%
NYCT Bus	99.64%	99.82%	-0.2%	99.52%	99.68%	-0.2%
MTA Bus	99.70%	99.16%	+0.5%	98.47%	99.52%	-1.0%
System PM Pull Out (chart 5)	99.82%	99.87%	-0.1%	99.55%	99.85%	-0.3%
NYCT Bus	99.93%	99.95%	-0.0%	99.80%	99.85%	-0.1%
MTA Bus	99.42%	99.57%	-0.2%	98.65%	99.83%	-1.2%
System Buses >= 12 years	28%	25%				
NYCT Bus	32%	29%				
MTA Bus	12%	13%				
System Fleet Age	8.74	7.70				
NYCT Bus	8.91	7.86				
MTA Bus	8.15	7.16				
Paratransit						
% of Trips Completed	94.42%	94.87%	-0.5%	93.96%	93.96%	+0.0%
Trips Requested	691,730	721,905	-4.2%	650,694	657,454	-1.0%
Trips Scheduled	609,760	646,945	-5.7%	569,344	590,784	-3.6%
Trips Completed	575,755	613,782	-6.2%	534,967	555,094	-3.6%
Early Cancellations as a Percentage of Trips Requested	11.00%	9.57%	+1.4%	11.70%	9.40%	+2.3%
Late Cancellations as a Percentage of Trips Scheduled	3.45%	3.29%	+0.2%	3.84%	3.85%	-0.0%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.39%	1.37%	+0.0%	1.47%	1.72%	-0.2%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.73%	0.46%	+0.3%	0.72%	0.48%	+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%	0.81%	+0.0%	0.81%	0.74%	+0.1%
New Applications Received	3,392	3,578	-5.2%	3,013	2,951	+2.1%

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

October 2014: 4,938
 October 2013: 5,337

12-Month Average

November 13 - October 14 4,456
 November 13 - October 14 5,123

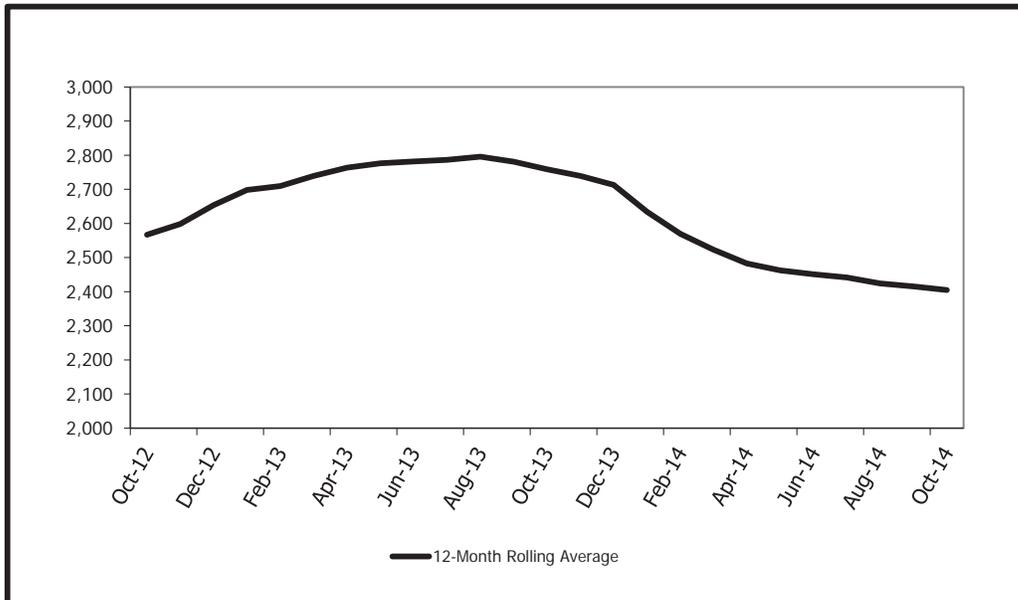
Annual Results

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

October 2014: 2,552
 October 2013: 2,691

12-Month Average

November 13 - October 14 2,405
 November 13 - October 14 2,759

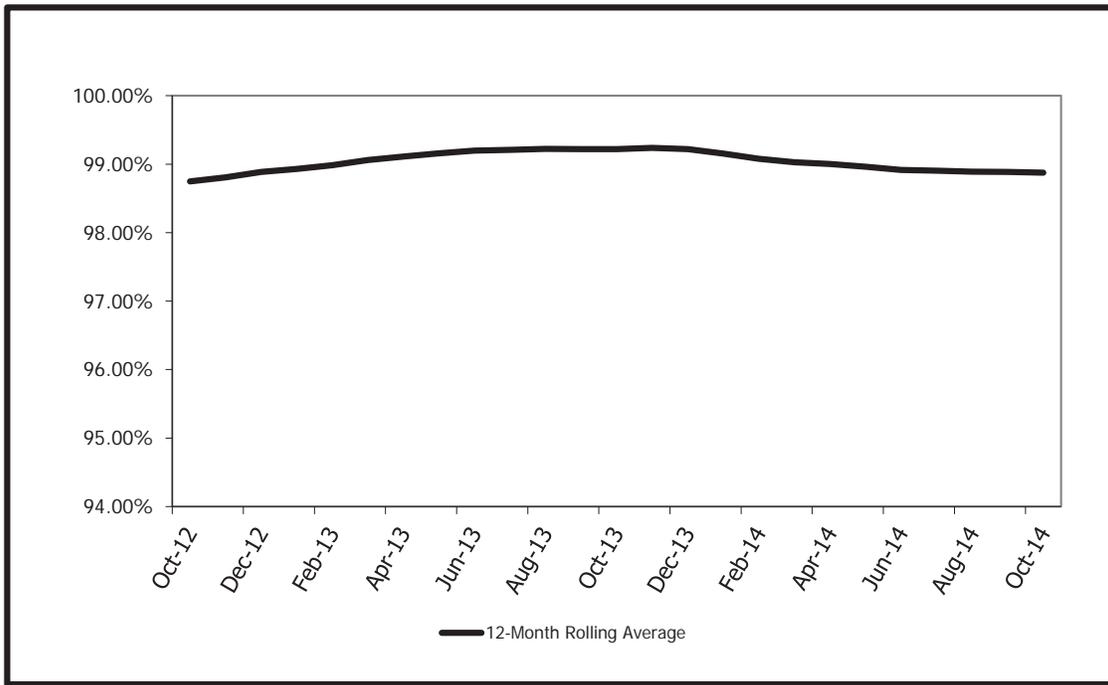
Annual Results

2014 YTD: 2,365
 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

October 2014: 99.16%
 October 2013: 99.26%

12-Month Average

November 13 - October 14 98.88%
 November 13 - October 14 99.22%

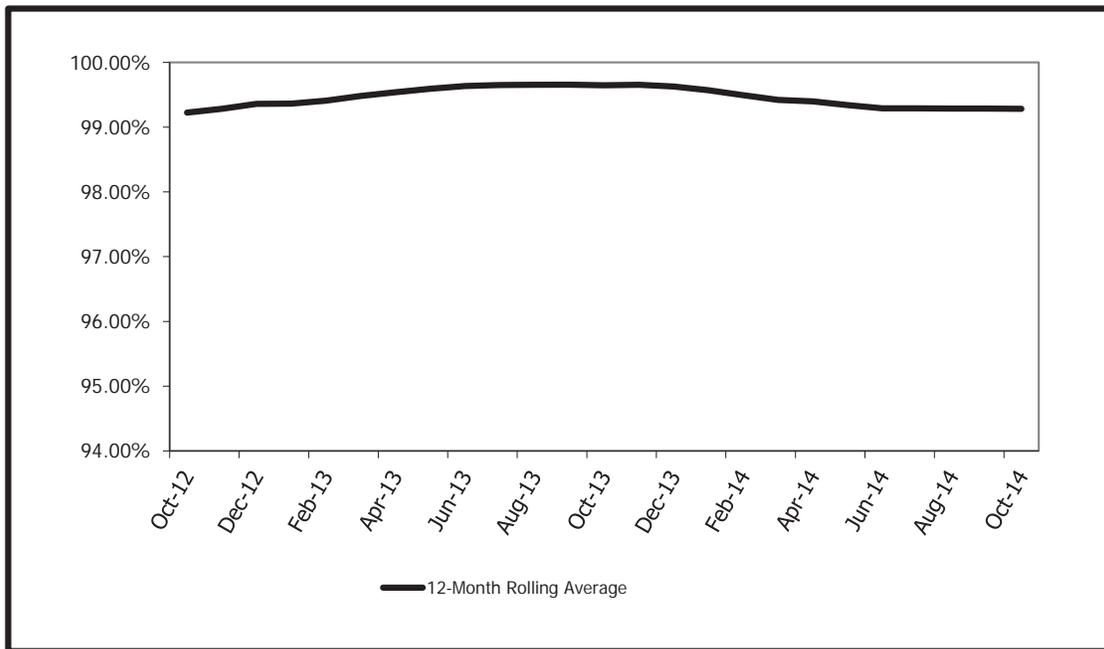
Annual Results

2014 YTD: 98.84%
 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

October 2014: 99.65%
 October 2013: 99.67%

12-Month Average

November 13 - October 14 99.28%
 November 13 - October 14 99.65%

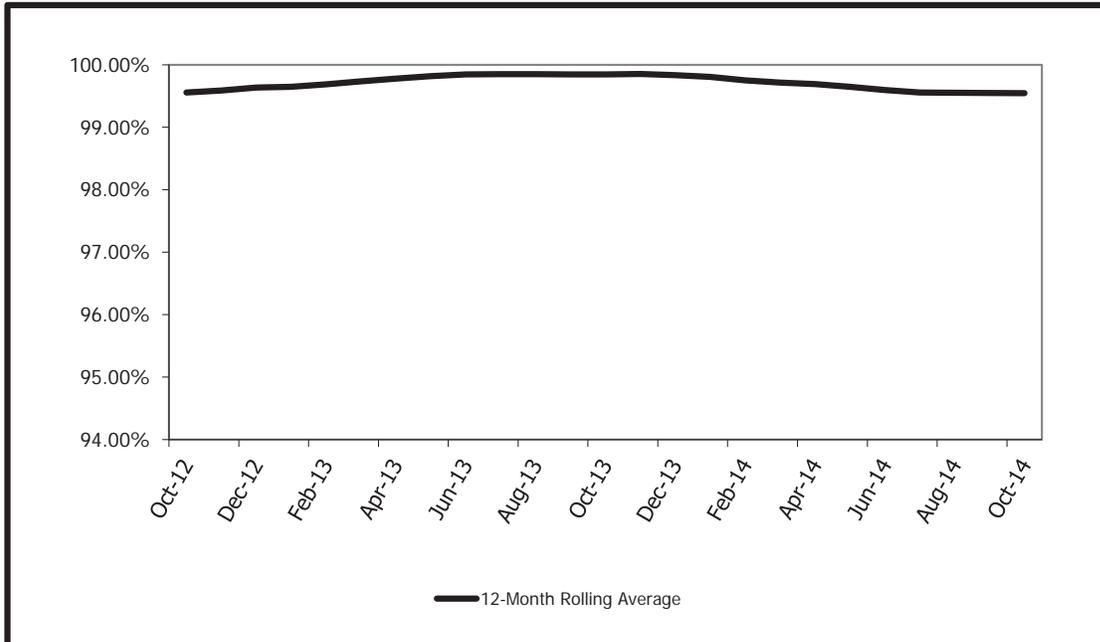
Annual Results

2014 YTD: 99.27%
 2013 Actual: 99.63%

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results	12-Month Average	Annual Results
October 2014: 99.82%	November 13 - October 14 99.55%	2014 YTD: 99.54%
October 2013: 99.87%	November 13 - October 14 99.85%	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 October 2014 are shown below.

Safety Report

Performance Indicator	Current Month: October 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.04	2.23	-8.3%	2.59	2.51	+3.2%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.02	2.23	-9.5%	2.63	2.51	+4.8%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	2	2	0.0%
Subway Fires ² (charts 5-6)	71	79	-10.1%	978	873	+12.0%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.64	3.27	-19.1%	2.64	2.82	-6.4%

Bus Collisions Per Million Miles (chart 7)						
Regional	50.46	52.49	-3.9%	49.24	49.29	-0.1%
NYCT Bus	52.21	53.72	-2.8%	50.19	50.68	-1.0%
MTA Bus	44.87	48.56	-7.6%	46.20	44.82	+3.1%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	8.23	8.87	-7.3%	6.30	6.67	-5.5%
NYCT Bus	8.75	8.61	+1.6%	6.57	7.18	-8.5%
MTA Bus	6.54	9.71	-32.6%	5.45	5.03	+8.4%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.23	1.12	+9.7%	1.08	1.04	+3.7%
NYCT Bus	1.26	1.17	+7.3%	1.14	1.06	+7.0%
MTA Bus	1.10	0.86	+27.8%	0.79	0.94	-15.9%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.29	1.14	+13.1%	1.15	1.11	+2.8%
NYCT Bus	1.31	1.19	+9.9%	1.20	1.13	+6.4%
MTA Bus	1.19	0.86	+37.7%	0.86	1.05	-18.0%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	6.87	5.44	+26.3%	5.71	5.32	+7.4%
MTA Bus	4.91	6.11	-19.5%	7.34	6.73	+9.1%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.70	3.58	+3.4%	3.37	3.34	+0.9%

Subways Crime Report

Performance Indicator	Current Month: November 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	198	221	-10.4%	2,022	2,341	-13.6%
Robberies ^{3,4}	47	50	-6.0%	397	559	-29.0%

SIR Crime Report

Performance Indicator	Current Month: November 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	2	4	-50.0%	14	8	+75.0%
Robberies ^{3,4}	1	1	0.0%	23	23	0.0%

¹ Current month data are for September 2014.

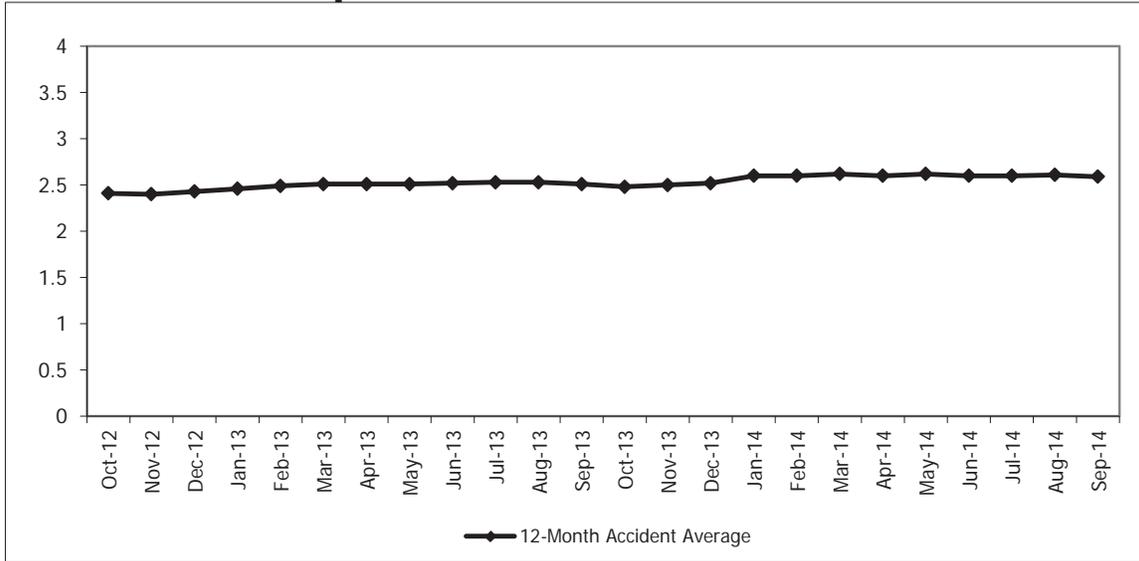
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for November 2014.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

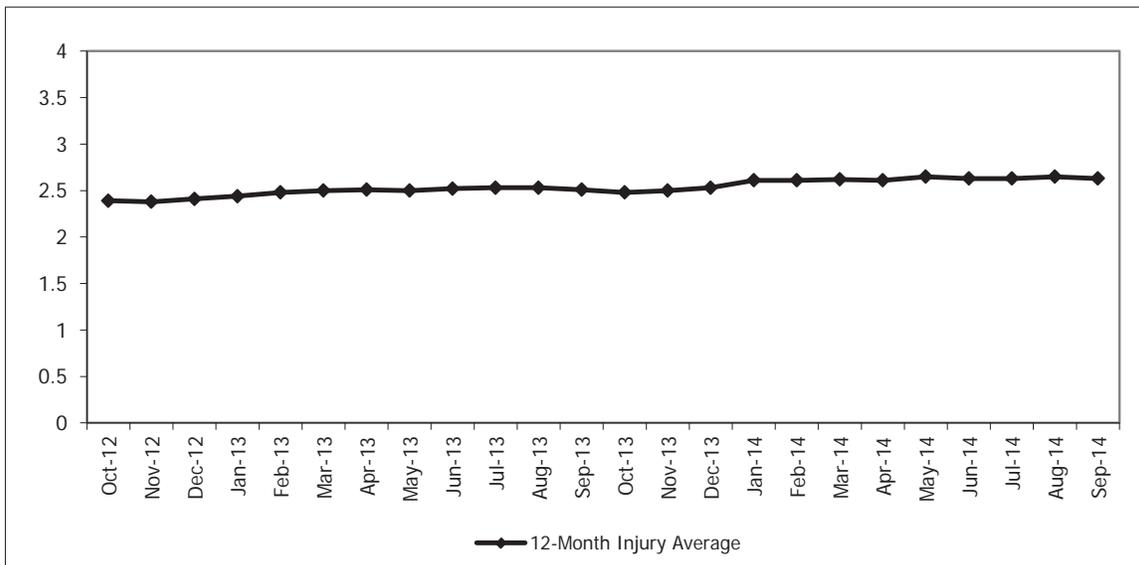
Sep 2014: 2.04
Sep 2013: 2.23

12-Month Average

Oct 13 – Sep 14: 2.59
Oct 12 – Sep 13: 2.51

Annual Results

2014 YTD: 2.60
2013 Actual: 2.52



Monthly Results

Sep 2014: 2.02
Sep 2013: 2.23

12-Month Average

Oct 13 – Sep 14: 2.63
Oct 12 – Sep 13: 2.51

Annual Results

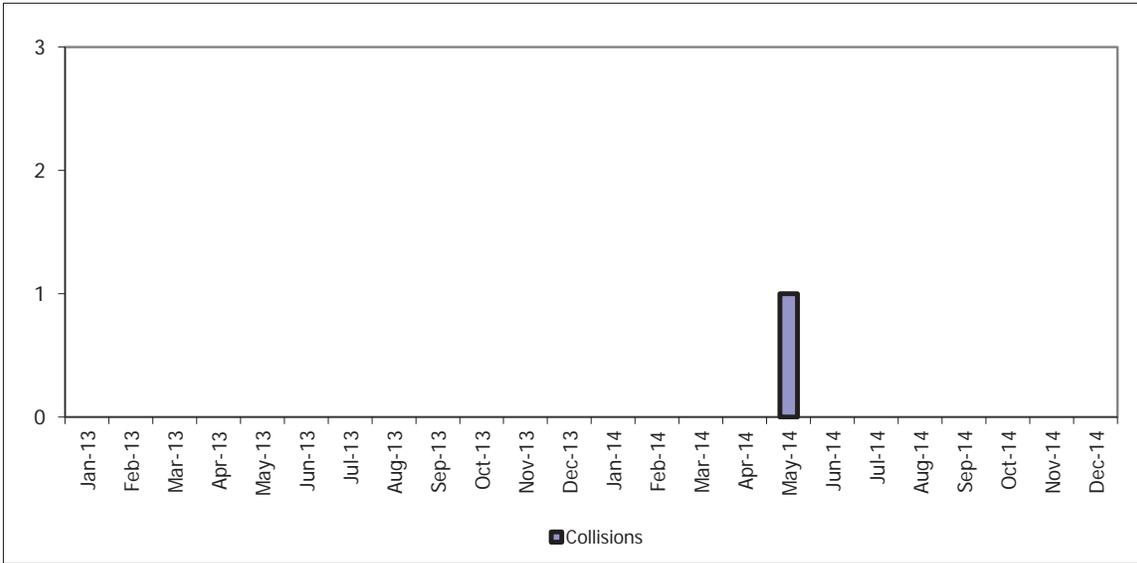
2014 YTD: 2.63
2013 Actual: 2.53

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

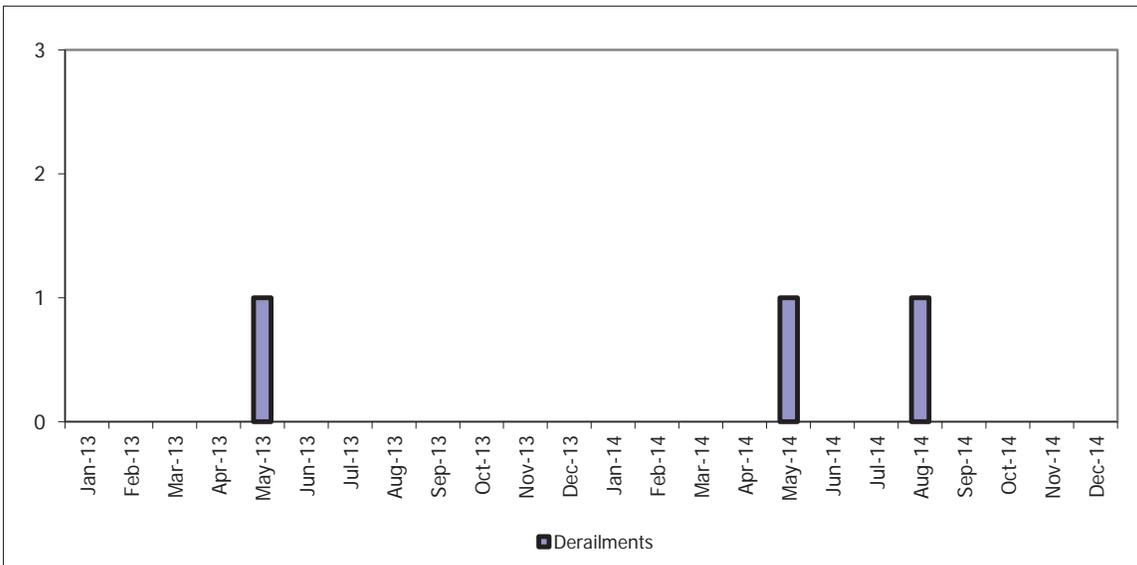
Nov 2014: 0
Nov 2013: 0

12-Month Average

Dec 13 – Nov 14: 1
Dec 12 – Nov 13: 0

Annual Results

2014 YTD: 1
2013 Actual: 0



Monthly Results

Nov 2014: 0
Nov 2013: 0

12-Month Average

Dec 13 – Nov 14: 2
Dec 12 – Nov 13: 2

Annual Results

2014 YTD: 2
2013 Actual: 1

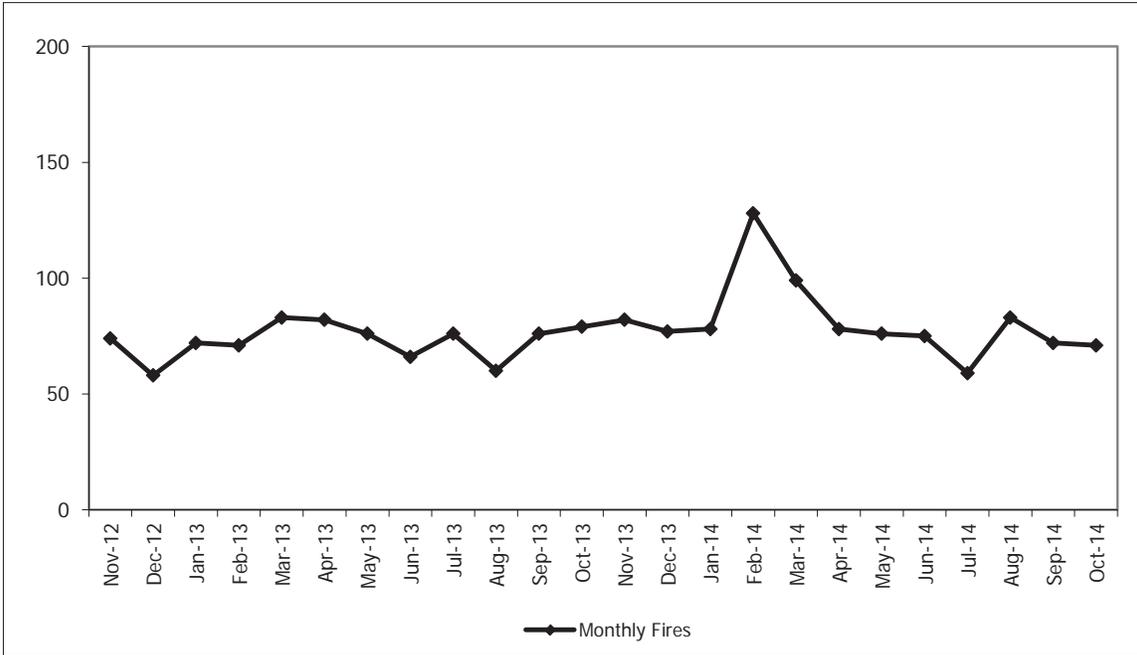
Definitions

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

Oct 2014: 71
 Oct 2013: 79

12-Month Average

Nov 13 – Oct 14: 978
 Nov 12 – Oct 13: 873

Annual Results

2014 YTD: 819
 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:

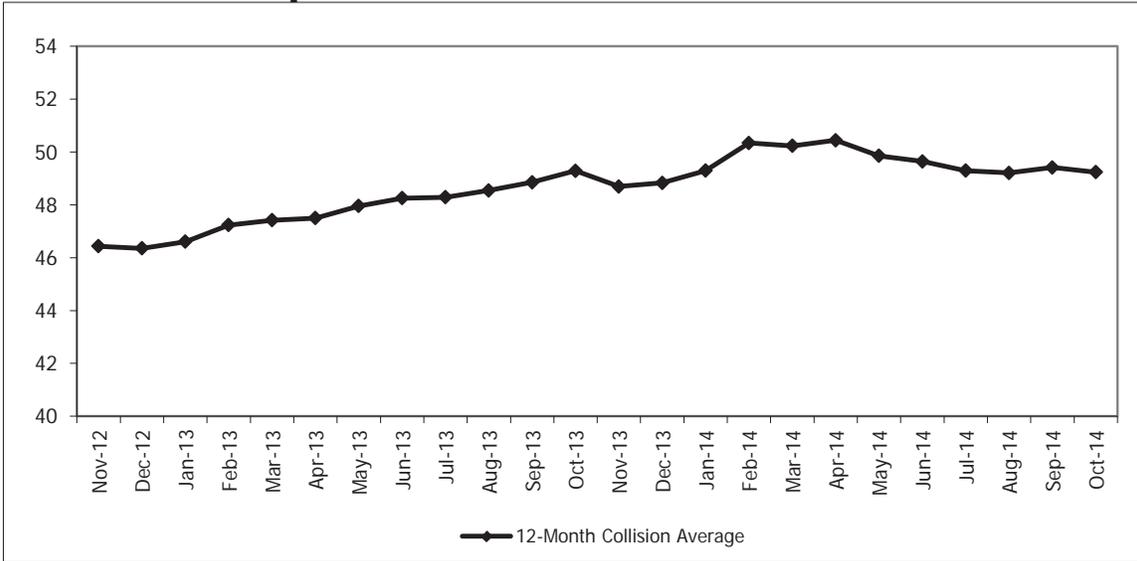
Low:	94.4%	Train:	10
Average:	4.2%	Right-of-way	44
Above Average:	0.0%	Station:	17
High:	1.4%	Other:	0
		Total:	71

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

Train:		Right-of-Way:		Station:	
Contact Shoe:	2	Debris:	31	Debris:	10
Brake Shoes:	2	Tie:	4	Electrical:	3
Debris:	2	Bank of Lights:	2	Advertisement:	2
Grease:	1	Cable:	2	Oil:	1
Trolley Lead:	1	Undetermined:	1	Supplies:	1

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

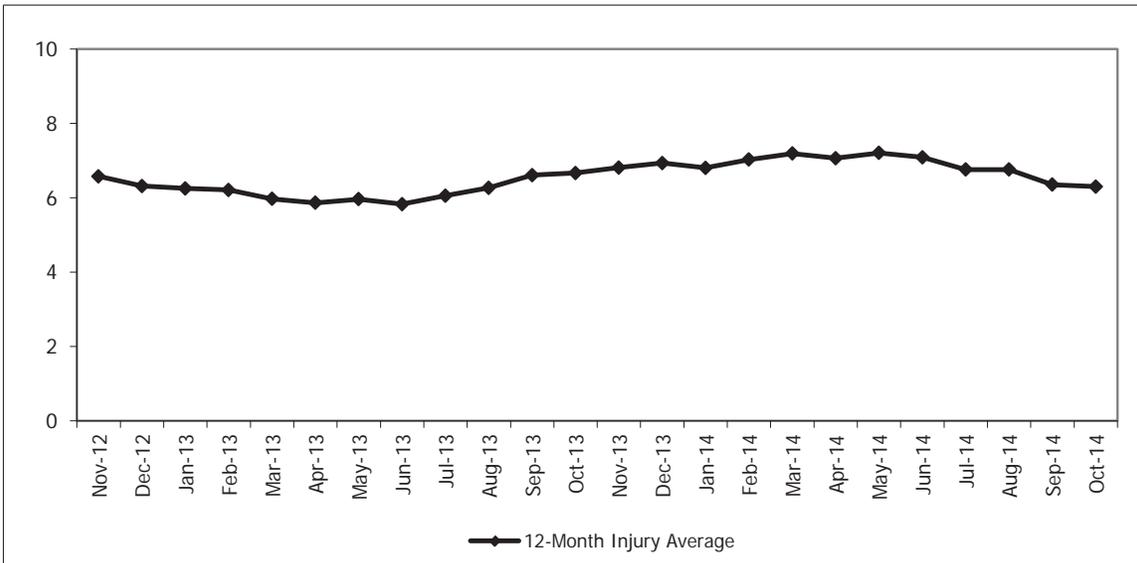
Oct 2014: 50.46
Oct 2013: 52.49

12-Month Average

Nov 13 – Oct 14: 49.24
Nov 12 – Oct 13: 49.29

Annual Results

2014 YTD: 49.29
2013 Actual: 48.83



Monthly Results

Oct 2014: 8.23
Oct 2013: 8.87

12-Month Average

Nov 13 – Oct 14: 6.30
Nov 12 – Oct 13: 6.67

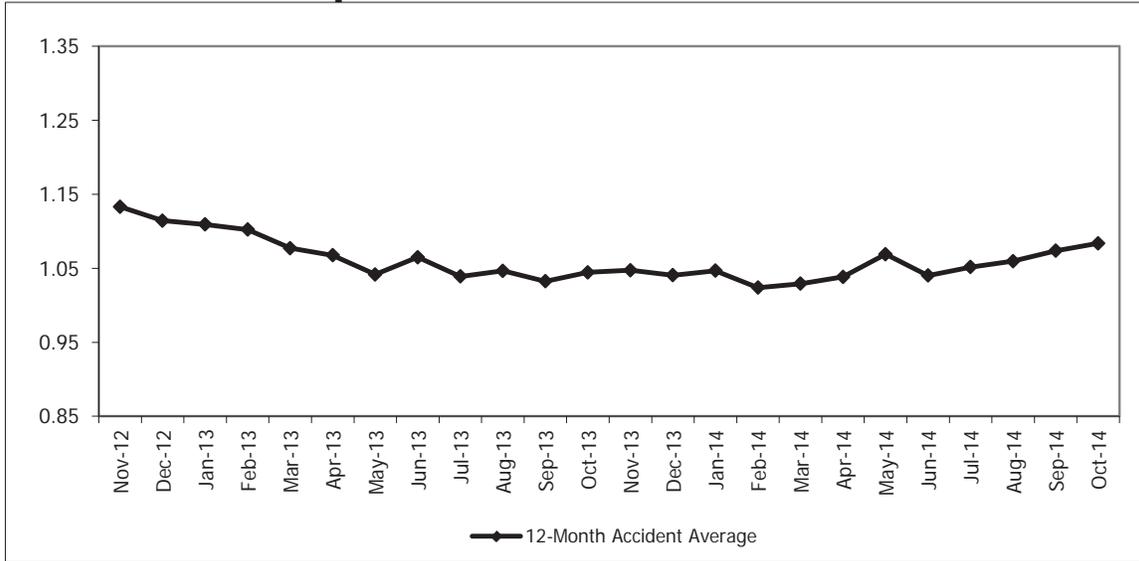
Annual Results

2014 YTD: 6.18
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

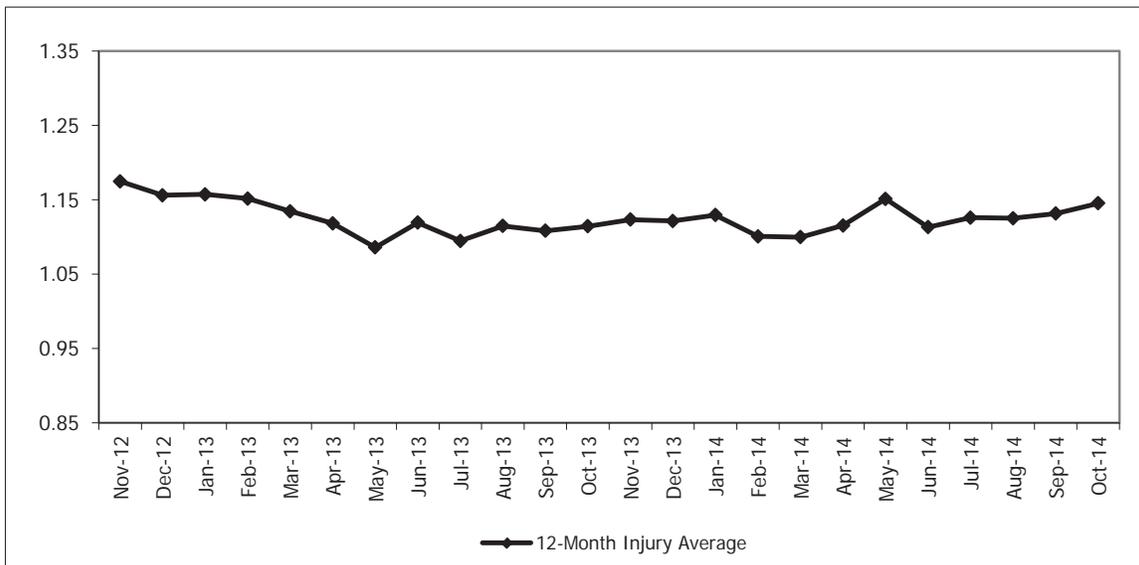
Oct 2014: 1.23
Oct 2013: 1.12

12-Month Average

Nov 13 – Oct 14: 1.08
Nov 12 – Oct 13: 1.04

Annual Results

2014 YTD: 1.09
2013 Actual: 1.04



Monthly Results

Oct 2014: 1.29
Oct 2013: 1.14

12-Month Average

Nov 13 – Oct 14: 1.15
Nov 12 – Oct 13: 1.11

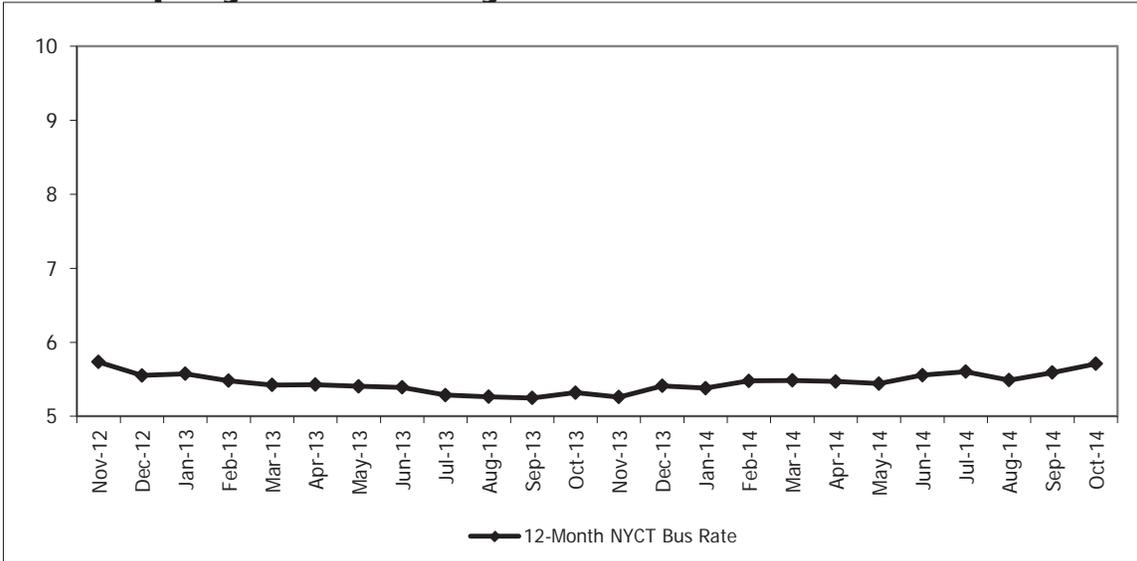
Annual Results

2014 YTD: 1.15
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

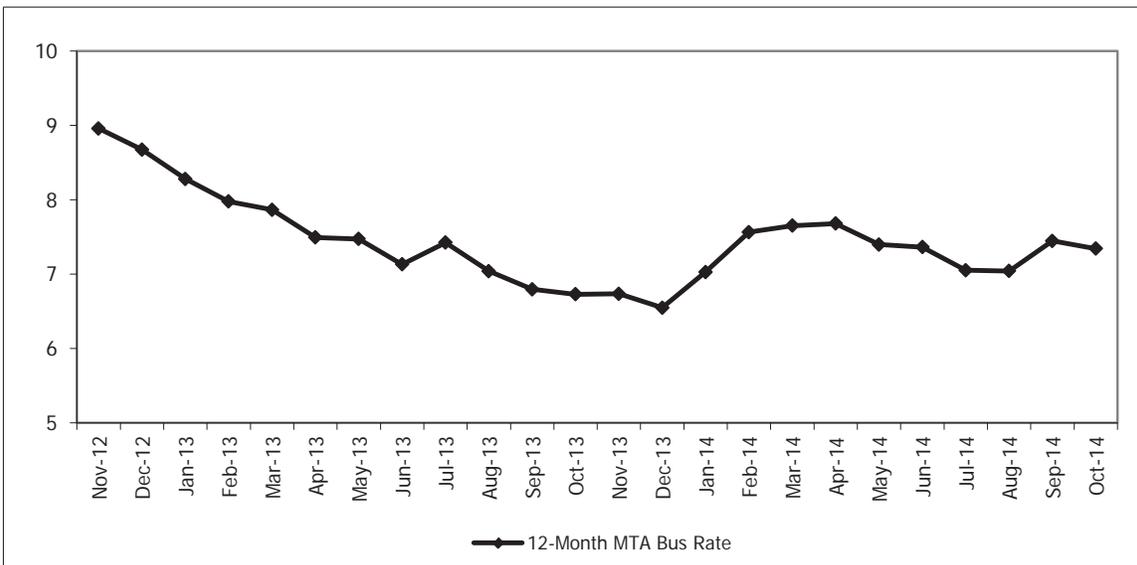
Oct 2014: 6.87
Oct 2013: 5.44

12-Month Average

Nov 13 – Oct 14: 5.71
Nov 12 – Oct 13: 5.32

Annual Results

2014 Goal: 5.06
2013 Actual: 5.41



Monthly Results

Oct 2014: 4.91
Oct 2013: 6.11

12-Month Average

Nov 13 – Oct 14: 7.34
Nov 12 – Oct 13: 6.73

Annual Results

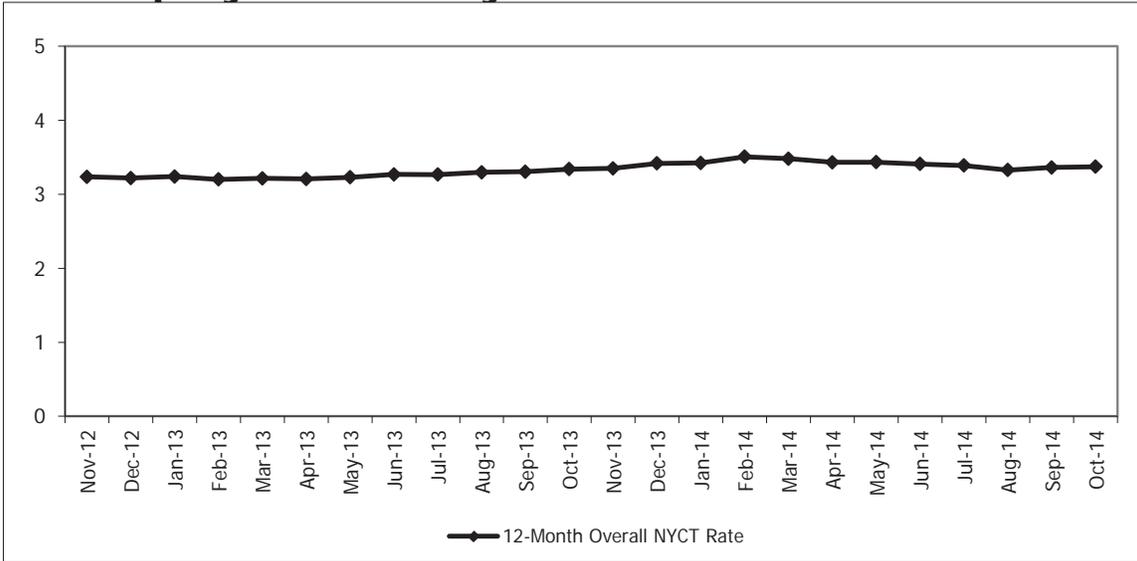
2014 Goal: 6.22
2013 Actual: 6.55

Definitions

A job-related incident that results in death or the inability or 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

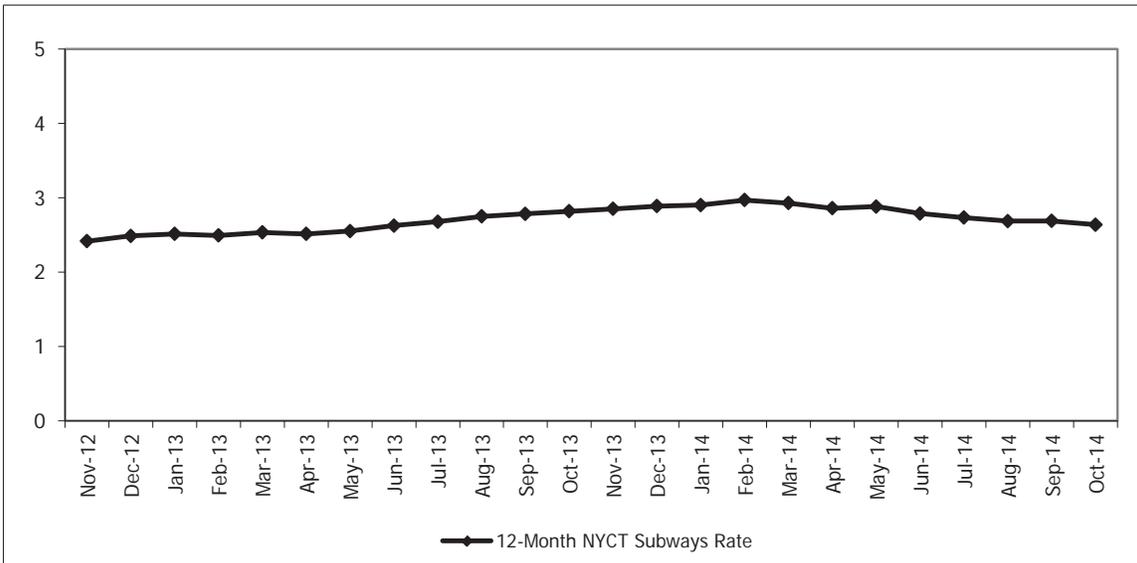
Oct 2014: 3.70
Oct 2013: 3.58

12-Month Average

Nov 13 – Oct 14: 3.37
Nov 12 – Oct 13: 3.34

Annual Results

2014 Goal: 3.20
2013 Actual: 3.42



Monthly Results

Oct 2014: 2.64
Oct 2013: 3.27

12-Month Average

Nov 13 – Oct 14: 2.64
Nov 12 – Oct 13: 2.82

Annual Results

2014 Goal: 2.71
2013 Actual: 2.89

Definitions

A job-related incident that results in death or the inability or 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 NOVEMBER

	2014	2013	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	1	0	1	***. *%
ROBBERY	47	50	-3	-6.0%
FELASSAULT	24	16	8	50.0%
BURGLARY	1	2	-1	-50.0%
GRLARCENY	124	153	-29	-19.0%
<u>TOTAL MAJOR FELONIES</u>	<u>198</u>	<u>221</u>	<u>-23</u>	<u>-10.4%</u>

During November the daily Robbery average decreased from 1.7 to 1.6

During November the daily Major Felony average decreased from 7.4 to 6.6

CRIME STATISTICS JANUARY THRU NOVEMBER

	2014	2013	Diff	% Change
MURDER	2	1	1	100.0%
RAPE	6	5	1	20.0%
ROBBERY	397	559	-162	-29.0%
FELASSAULT	194	180	14	7.8%
BURGLARY	17	32	-15	-46.9%
GRLARCENY	1406	1564	-158	-10.1%
<u>TOTAL MAJOR FELONIES</u>	<u>2022</u>	<u>2341</u>	<u>-319</u>	<u>-13.6%</u>

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

Year to date, the daily Major Felony average decreased from 7 to 6.1

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

NOVEMBER ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	3746	4182	-436	-10.4%
TosArrest	1964	2203	-239	-10.8%
Summ	6411	6768	-357	-5.3%

JANUARY - NOVEMBER ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	47582	47986	-404	-0.8%
TosArrest	24934	26267	-1333	-5.1%
Summ	81133	79860	1273	1.6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-NOVEMBER																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012			
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1	2	
Rape	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5	6	
Robbery	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	644	709	731	559	397	
Assault	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	187	180	194	
Burglary	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32	17	
GL	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1125	1407	1537	1564	1406	
TOTAL MAJOR FELONIES	5798	4441	4117	3921	3477	3373	2926	2964	2864	2467	2105	2086	1842	1952	2312	2490	2341	2022	
Major Fel Per Day	17.36	13.30	12.33	11.74	10.41	10.10	8.76	8.87	8.57	7.39	6.30	6.25	5.51	5.84	6.92	7.46	7.01	6.05	



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit**

November 2014 vs. 2013

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

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	14	8	6	75%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	8	13	-5	-38%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	23	23	0	0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	October Results		October Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	7.1	1.9	3,474.1	3,508.5	34.3	1.0
Nonreimb. Exp. before Dep./OPEB	(0.9)	(0.2)	6,137.6	6,049.2	88.3	1.4
Net Cash Deficit*	(6.7)	(3.8)	(2,356.8)	(2,479.5)	(122.7)	(5.2)

*Excludes Subsidies and Debt Service

October 2014 **farebox revenue** was \$377.4 million, \$7.1 million (1.9 percent) above forecast. Subway revenue was \$6.9 million (2.5 percent) above forecast, bus revenue was \$0.3 million (0.4 percent) above forecast, and paratransit revenue was \$0.1 million (9.3 percent) below forecast. Accrued fare media liability was equal to the forecast. Year-to-date revenue was \$34.3 million (1.0 percent) above forecast, mostly due to subway revenue, which was \$34.0 million (1.3 percent) above forecast; bus revenue was \$3.6 million (0.5 percent) above forecast and paratransit revenue was \$0.7 million (4.7 percent) below forecast. Accrued fare media liability for the year-to-date was \$2.6 million (4.6 percent) below forecast. The October 2014 non-student **average fare** of \$1.79 decreased 0.4¢ from October 2013. The subway fare decreased 0.7¢, the local bus fare decreased 0.4¢, and the express bus fare decreased 0.5¢.

Total **ridership** in October 2014 of 223.0 million was 3.3 million (1.5 percent) above forecast. Average weekday ridership in October 2014 was 8.2 million, an increase of 1.2 percent from October 2013. Average weekday ridership for the twelve months ending October 2014 was 7.7 million, an increase of 1.3 percent from the twelve months ending October 2013.

Nonreimbursable expenses before depreciation and OPEB in October exceeded forecast by \$0.9 million (0.2 percent). Labor expenses were above forecast by \$2.8 million (0.7 percent), due largely to the unfavorable timing of health & welfare/OPEB current expenses/credits and higher overtime expenses, mostly offset by favorable reimbursable overhead credits and lower payroll expenses. Non-labor expenses were less than forecast by \$1.9 million (1.2 percent), including favorable results in paratransit service contracts, electric power and professional service contracts, partly offset by overruns in maintenance contracts and materials & supplies expenses. Year-to-date, nonreimbursable expenses were less than forecast by \$88.3 million (1.4 percent). Labor expenses were under forecast by \$81.9 million (1.7 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 \$6.4 million (0.4 percent), as favorable expense results in paratransit service contracts, electric power and other business expenses were partly offset by higher fuel and materials & supplies costs.

The **net cash deficit** for October year-to-date was \$2,479.5 million, unfavorable to forecast by \$122.7 million (5.2 percent), due primarily to the unfavorable timing of capital reimbursements and higher payouts of public liability claims.

FINANCIAL RESULTS

Farebox Revenue

October 2014 Farebox Revenue - (\$ in millions)

	October				October Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	277.9	284.8	6.9	2.5%	2,608.8	2,642.8	34.0	1.3%
NYCT Bus	84.8	85.2	0.3	0.4%	793.9	797.5	3.6	0.5%
Paratransit	1.6	1.4	(0.1)	(9.3%)	14.0	13.3	(0.7)	(4.7%)
Subtotal	364.3	371.4	7.1	1.9%	3,416.7	3,453.6	36.9	1.1%
Fare Media Liability	6.1	6.1	0.0	0.0%	57.4	54.8	(2.6)	(4.6%)
Total - NYCT	370.3	377.4	7.1	1.9%	3,474.1	3,508.5	34.3	1.0%
MTA Bus Company	18.0	18.5	0.5	2.7%	167.6	170.6	3.0	1.8%
<i>Total - Regional Bus</i>	<i>102.8</i>	<i>103.6</i>	<i>0.8</i>	<i>0.8%</i>	<i>961.5</i>	<i>968.1</i>	<i>6.6</i>	<i>0.7%</i>

Note: Totals may not add due to rounding.

- Paratransit revenue was below forecast as various initiatives continue to reduce ridership growth rates below historic rates.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.877	1.870	(0.007)	(0.4%)	1.506	1.504	(0.002)	(0.1%)
Local Bus	1.492	1.488	(0.004)	(0.3%)	1.506	1.504	(0.002)	(0.1%)
Subway & Local Bus	1.774	1.771	(0.003)	(0.2%)	1.506	1.504	(0.002)	(0.1%)
Express Bus	4.947	4.942	(0.005)	(0.1%)	4.933	4.929	(0.004)	(0.1%)
Total	1.791	1.787	(0.004)	(0.2%)	1.783	1.771	(0.012)	(0.7%)

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

Other Operating Revenue

In the month of October, other operating revenue underran forecast by \$0.8 million (2.1 percent), due mostly to lower NYC accrued reimbursements of paratransit expenses, resulting from higher paratransit expense savings, partly offset by favorable paratransit Urban Tax and advertising revenue results. Year-to-date, other operating revenue was higher by \$9.5 million (2.7 percent), primarily from favorable results in paratransit Urban Tax, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees, partly offset by lower NYC accrued reimbursements of paratransit expenses, resulting from higher paratransit expense savings.

Nonreimbursable Expenses

In the month of October, nonreimbursable expenses before depreciation and OPEB exceeded forecast by \$0.9 million (0.2 percent). Year-to-date, expenses underran by \$88.3 million (1.4 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of October were above forecast by \$2.8 million (0.7 percent). Health & welfare/OPEB current expenses were higher than forecast by \$8.6 million (10.3 percent), due primarily to the unfavorable timing of expenses and credits. Overtime expenses were in excess of the forecast by \$3.8 million (12.0 percent), due largely to additional bus unscheduled service and fleet/facility maintenance requirements. Reimbursable overhead credits were favorable by \$5.0 million (31.8 percent), resulting from higher reimbursable overtime costs. Payroll expenses were under forecast by \$2.5 million (1.0 percent), caused by vacancies, partly offset by higher employee earned separation payments. Pension expenses were favorable by \$1.8 million (9.1 percent), due to the timing of expenses. Year-to-date, expenses were under forecast by \$81.9 million (1.7 percent), due mainly to a significant pension underrun of \$80.6 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. Favorable reimbursable overhead credits of \$14.8 million (8.7 percent) resulted from higher reimbursable overtime costs. Payroll expenses were less by \$4.8 million (0.2 percent), due to vacancies, partly offset by higher employee earned separation payments. Overtime expenses were higher by \$9.2 million (2.7 percent), due primarily to additional bus unscheduled service and fleet/facility maintenance requirements. Health & welfare/OPEB current expense were higher by \$7.8 million (0.9 percent), due to the unfavorable timing of expenses and credits.

Non-labor expenses were less than forecast in October by \$1.9 million (1.2 percent). Paratransit service contract expenses were under forecast by \$3.0 million (8.6 percent), due mainly due lower completed trips. Electric power expenses were favorable by \$2.2 million (7.9 percent), due principally to lower consumption and prices. Professional service contract expenses were under by \$1.4 million (8.7 percent), mainly from the favorable timing of bond service and Workers' Compensation Board expenses, partly offset by the unfavorable timing of office-related equipment expenses. Other business expenses were less than forecast by \$1.5 million (20.8 percent), largely involving the timing of reimbursable job closing adjustments. Materials & supplies expenses were higher by \$3.3 million (13.4 percent), mainly from the unfavorable timing of maintenance material requirements, partly offset by favorable scrap/surplus sales and inventory adjustments. Maintenance contract expenses were above forecast by \$3.3 million (21.4 percent), mostly from the unfavorable timing of auto purchases and building-related expenses. Year-to-date, non-labor expenses were favorable by \$6.4 million (0.4 percent), including the following:

- Paratransit service contract expenses were under forecast by \$11.0 million (3.5 percent), due mainly to lower completed trips.
- Electric power expenses were favorable by \$5.3 million (1.9 percent), due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses.
- Claims expenses were under forecast by \$2.1 million (2.7 percent), due to timing.

- Other business expenses were less than forecast by \$2.3 million (3.6 percent), largely from the timing of reimbursable job closing adjustments and underruns in stationery expenses.
- Fuel expenses overran by \$8.4 million (6.0 percent), resulting from higher consumption and the unfavorable timing of expenses, partly offset by lower prices.
- Materials and supplies expenses exceeded forecast by \$4.8 million (1.9 percent), due mainly to the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap/surplus sales.
- Maintenance contract expenses were in excess of forecast by \$1.3 million (0.8 percent), largely due to the unfavorable timing of non-vehicle maintenance & repair and safety equipment expenses, partly offset by painting expense underruns and the favorable timing of building-related expenses.

Depreciation expenses were below forecast year-to-date by \$9.9 million (0.8 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,229.1 million of accrued expenses year-to-date, \$64.3 million (5.5 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for October year-to-date was \$2,479.5 million, unfavorable to forecast by \$122.7 million (5.2 percent), due primarily to the unfavorable timing of capital reimbursements and higher payouts of public liability claims.

Incumbents

There were 46,731 full-time paid incumbents at the end of October, an increase of 67 from September and an increase of 867 from December 2013 (excluding 301 temporary December paid incumbents).

RIDERSHIP RESULTS

October 2014 Ridership vs. Forecast - (millions)

	October				October Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	156.6	160.1	3.5	2.2%	1,447.4	1,459.9	12.4	0.9%
NYCT Bus	62.2	62.1	(0.2)	(0.2%)	559.7	559.4	(0.3)	(0.0%)
Subtotal	218.8	222.2	3.4	1.5%	2,007.1	2,019.3	12.2	0.6%
Paratransit	0.9	0.8	(0.1)	(9.0%)	7.7	7.4	(0.3)	(3.9%)
Total - NYCT	219.7	223.0	3.3	1.5%	2,014.8	2,026.7	11.9	0.6%
MTA Bus Company	11.5	11.8	0.3	2.8%	103.4	104.9	1.5	1.4%
<i>Total - Regional Bus</i>	<i>73.7</i>	<i>73.9</i>	<i>0.2</i>	<i>0.2%</i>	<i>663.0</i>	<i>664.3</i>	<i>1.2</i>	<i>0.2%</i>

Notes: Totals may not add due to rounding.

- October monthly and year-to-date ridership were above forecast on subway, and slightly below forecast on bus.
- Paratransit ridership was affected by various initiatives that have reduced ridership growth below historic rates.

October Average Weekday and Weekend Ridership vs. Prior Year

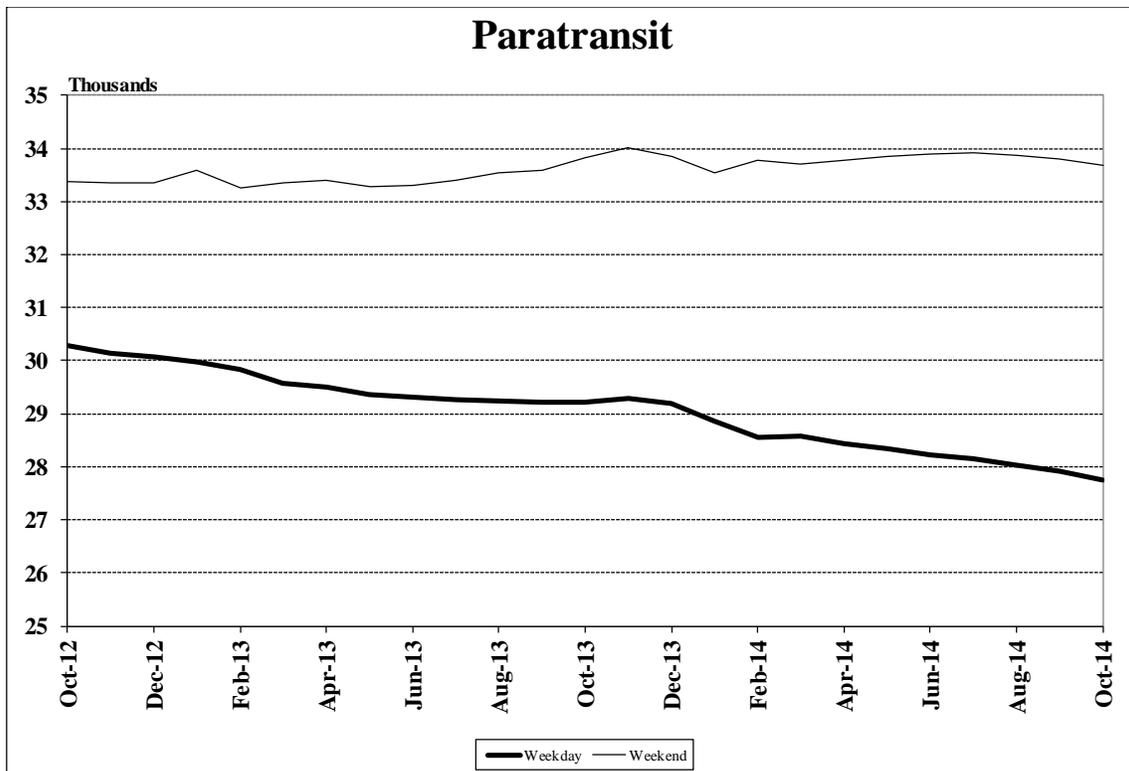
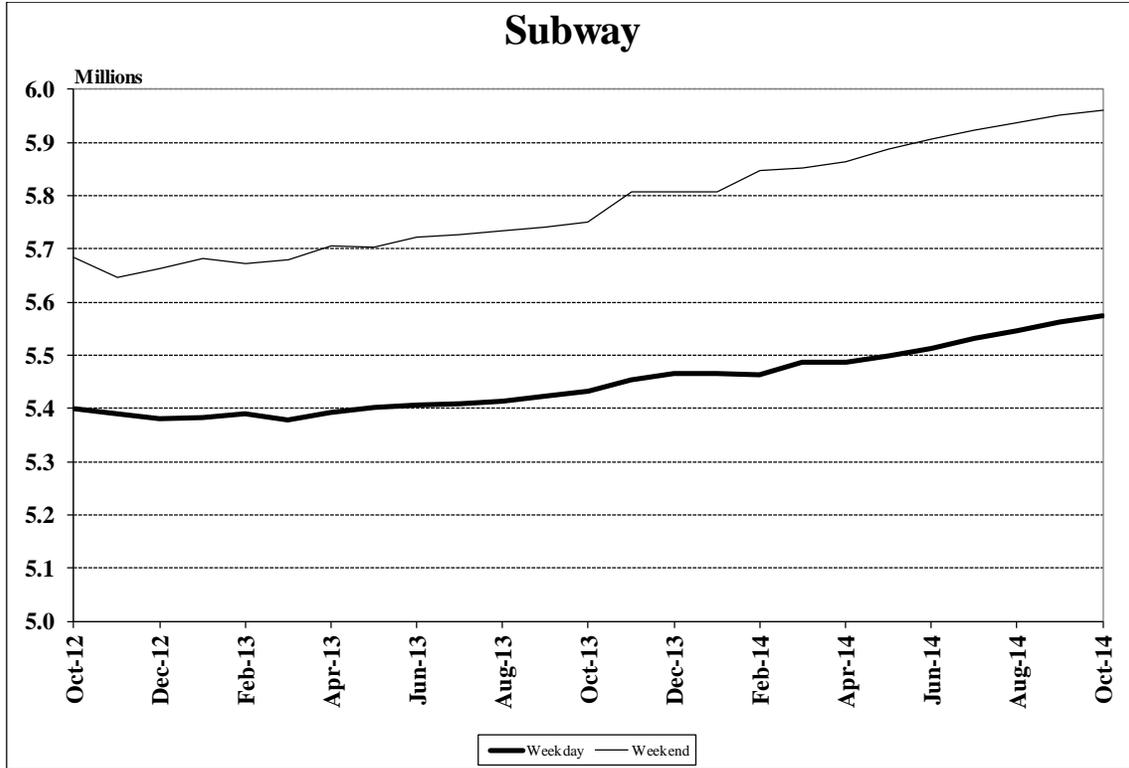
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary	Change		2013	Preliminary	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	5,751	5,891	+140	+2.4%	6,041	6,143	+102	+1.7%
NYCT Local Bus	2,279	2,238	-41	-1.8%	2,419	2,374	-45	-1.9%
NYCT Express Bus	45	44	-1	-3.0%	13	13	+0	+0.4%
Paratransit	30	28	-2	-6.4%	36	35	-2	-4.5%
TOTAL - NYCT	8,105	8,202	+96	+1.2%	8,509	8,565	+55	+0.6%
MTABC Local Bus	401	409	+9	+2.1%	395	397	+2	+0.5%
MTABC Express Bus	33	33	-0	-0.7%	14	13	-1	-3.6%
Total - MTA Bus	434	442	+8	+1.9%	409	410	+1	+0.3%
<i>Total - Regional Bus</i>	<i>2,758</i>	<i>2,724</i>	<i>-34</i>	<i>-1.2%</i>	<i>2,841</i>	<i>2,797</i>	<i>-43</i>	<i>-1.5%</i>
12-Month Rolling Average								
Subway	5,432	5,575	+143	+2.6%	5,751	5,960	+209	+3.6%
Local Bus	2,130	2,084	-46	-2.1%	2,320	2,316	-4	-0.2%
Express Bus	42	42	+0	+0.4%	12	12	+1	+5.8%
Paratransit	29	28	-1	-5.0%	34	34	-0	-0.4%
TOTAL - NYCT	7,633	7,729	+96	+1.3%	8,116	8,322	+206	+2.5%
MTABC Local Bus	375	373	-1	-0.4%	379	390	+11	+2.9%
MTABC Express Bus	33	32	-1	-3.7%	13	13	-1	-4.5%
Total - MTA Bus	408	405	-3	-0.6%	392	402	+10	+2.6%
<i>Total - Regional Bus</i>	<i>2,579</i>	<i>2,531</i>	<i>-48</i>	<i>-1.9%</i>	<i>2,724</i>	<i>2,731</i>	<i>7</i>	<i>+0.3%</i>

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

- October 2014 average weekday subway and total ridership were the highest of any month in over forty-five years.
- Thursday, October 30, 2014 had 6,159,099 riders, the highest one-day subway ridership since daily records began in 1985, and likely the highest since the late 1940s or early 1950s.
- Seven weekdays in October had over six million riders.
- October 2014 average weekend subway and total ridership were the highest of any October in over forty-five years.

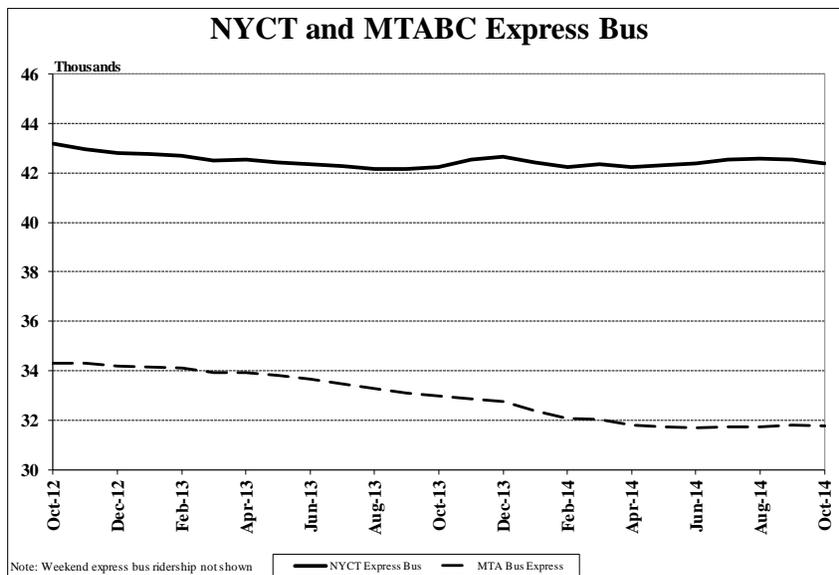
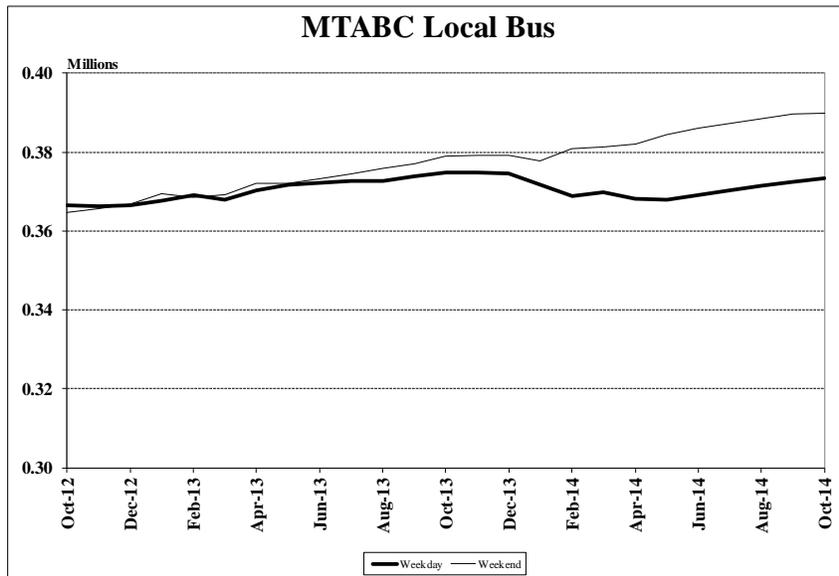
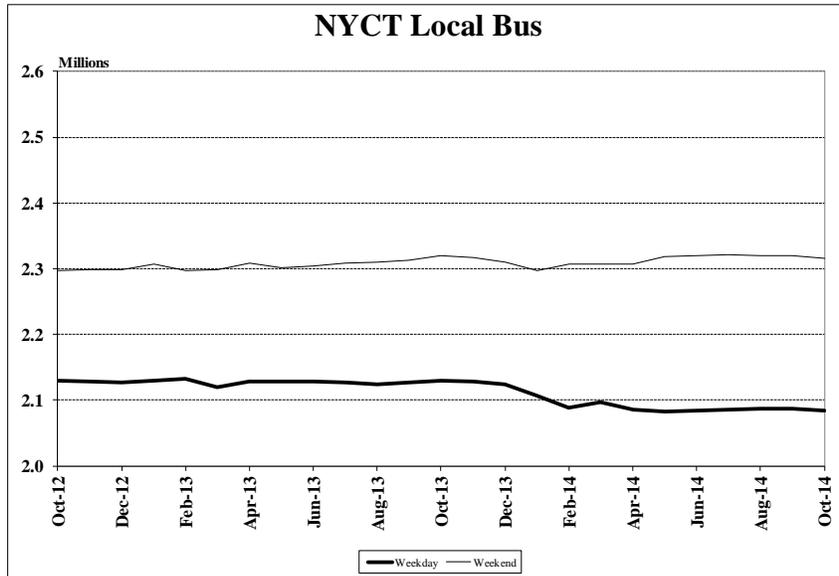
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

Average weekday ridership increased on every area rail service, but decreased on every area bus service except MTA Bus local buses. Ridership also decreased on NYCT paratransit, which had the largest percentage decrease (down 6.4%). The largest increase was on the Staten Island Ferry (up 8.5 percent). Ridership growth was strong on the commuter railroads on both weekdays and weekends

Bridges and Tunnels traffic increased on weekdays and decreased slightly on weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Oct-13	Preliminary Oct-14	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,751	5,891	+2.4%	+2.6%
NYCT Local Bus	2,279	2,238	-1.8%	-2.1%
NYCT Express Bus	45	44	-3.0%	+0.4%
NYCT Paratransit	30	28	-6.4%	-5.0%
Staten Island Railway	17	17	+1.5%	+2.9%
MTA Local Bus	401	409	+2.1%	-0.4%
MTA Express Bus	33	33	-0.7%	-3.7%
Long Island Rail Road	290	298	+2.9%	+4.0%
Metro-North Railroad	280	290	+3.3%	+1.3%
Staten Island Ferry	66	71	+8.5%	+6.0%
PATH	259	262	+1.2%	+8.1%
<u>Average Weekend</u>				
NYCT Subway	6,041	6,143	+1.7%	+3.6%
NYCT Local Bus	2,419	2,374	-1.9%	-0.2%
NYCT Express Bus	13	13	+0.4%	+5.8%
NYCT Paratransit	36	35	-4.5%	-0.4%
Staten Island Railway	8	8	-2.7%	+8.5%
MTA Local Bus	395	397	+0.5%	+2.9%
MTA Express Bus	14	13	-3.6%	-4.5%
Long Island Rail Road	177	186	+5.3%	+5.2%
Metro-North Railroad	199	210	+5.4%	+1.6%
Staten Island Ferry	92	97	+6.3%	+8.2%
PATH	219	191	-12.7%	+3.9%

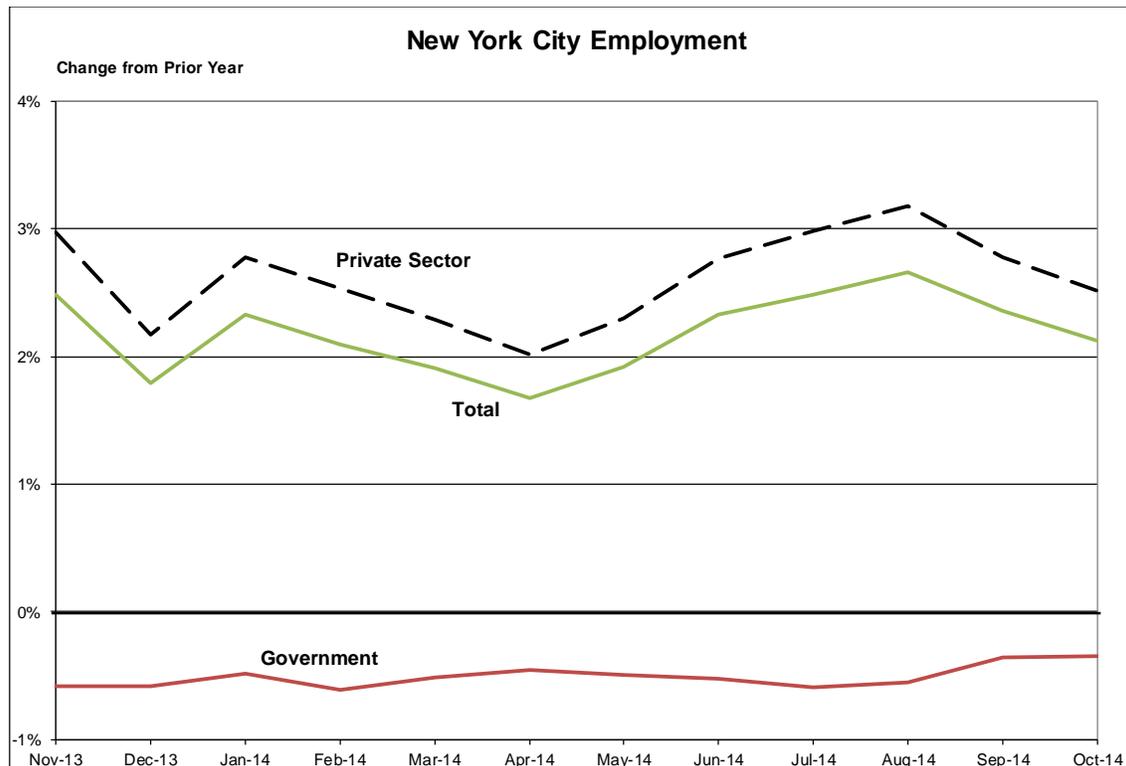
MTA Bridges and Tunnels				
(thousands)				
Average Weekday	815	822	+0.9%	+0.5%
Average Weekend	1,571	1,568	-0.2%	+1.8%

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

Economy

From October 2013 to October 2014, New York City employment increased 2.1 percent (85,300 jobs). Private sector employment increased 2.5 percent (87,200 jobs) and government employment decreased 0.3 percent (1,900 jobs). Every private employment sub-sector increased from October 2013 except information (down 1.8 percent) and manufacturing (down 0.5 percent). The sub-sector with the largest absolute increase was educational and health services (up 24,500 jobs or 3.0 percent). The sub-sector with the largest percentage increase was leisure & hospitality (up 5.5 percent or 21,300 jobs).

As shown in the chart below, New York City private sector employment has grown at least 2 percent every month over the past year. Government employment has declined by less than one percent every month, with smaller declines over the past two months.



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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$277.874	\$284.770	\$6.896	2.5	\$0.000	\$0.000	\$0.000	-	\$277.874	\$284.770	\$6.896	2.5
Bus	84.826	85.159	0.333	0.4	0.000	0.000	0.000	-	84.826	85.159	0.333	0.4
Paratransit	1.585	1.437	(0.148)	(9.3)	0.000	0.000	0.000	-	1.585	1.437	(0.148)	(9.3)
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	370.337	377.418	7.081	1.9	0.000	0.000	0.000	-	370.337	377.418	7.081	1.9
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	9.408	9.461	0.053	0.6	0.000	0.000	0.000	-	9.408	9.461	0.053	0.6
Paratransit Reimbursement	14.324	11.529	(2.795)	(19.5)	0.000	0.000	0.000	-	14.324	11.529	(2.795)	(19.5)
Other	11.825	13.811	1.986	16.8	0.000	0.000	0.000	-	11.825	13.811	1.986	16.8
Total Other Operating Revenue	35.557	34.801	(0.756)	(2.1)	0.000	0.000	0.000	-	35.557	34.801	(0.756)	(2.1)
Capital and Other Reimbursements	0.000	0.000	0.000	-	75.624	93.870	18.246	24.1	75.624	93.870	18.246	24.1
Total Revenue	\$405.894	\$412.219	\$6.325	1.6	\$75.624	\$93.870	\$18.246	24.1	\$481.518	\$506.089	\$24.571	5.1
Expenses												
Labor:												
Payroll	255.610	253.111	2.499	1.0	37.612	35.229	2.383	6.3	293.222	288.340	4.882	1.7
Overtime	31.455	35.225	(3.770)	(12.0)	0.445	10.937	(10.492)	-	31.900	46.162	(14.262)	(44.7)
Total Salaries & Wages	287.065	288.336	(1.271)	(0.4)	38.057	46.166	(8.109)	(21.3)	325.122	334.502	(9.380)	(2.9)
Health and Welfare	55.774	55.754	0.020	0.0	2.541	1.934	0.607	23.9	58.315	57.688	0.627	1.1
OPEB Current Payment	27.471	36.110	(8.639)	(31.4)	0.000	0.000	0.000	-	27.471	36.110	(8.639)	(31.4)
Pensions	19.677	17.886	1.791	9.1	0.370	0.353	0.017	4.6	20.047	18.239	1.808	9.0
Other Fringe Benefits	23.867	23.537	0.330	1.4	11.107	13.441	(2.334)	(21.0)	34.974	36.978	(2.004)	(5.7)
Total Fringe Benefits	126.789	133.287	(6.498)	(5.1)	14.018	15.728	(1.710)	(12.2)	140.807	149.015	(8.208)	(5.8)
Reimbursable Overhead	(15.607)	(20.574)	4.967	31.8	15.607	20.574	(4.967)	(31.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$398.247	\$401.049	(\$2.802)	(0.7)	\$67.682	\$82.468	(\$14.786)	(21.8)	\$465.929	\$483.517	(\$17.588)	(3.8)
Non-Labor:												
Electric Power	27.200	25.044	2.156	7.9	0.015	0.035	(0.020)	(133.3)	27.215	25.079	2.136	7.8
Fuel	12.671	12.681	(0.010)	(0.1)	0.002	0.002	0.000	0.0	12.673	12.683	(0.010)	(0.1)
Insurance	5.676	5.681	(0.005)	(0.1)	0.000	0.000	0.000	-	5.676	5.681	(0.005)	(0.1)
Claims	8.068	7.640	0.428	5.3	0.000	0.000	0.000	-	8.068	7.640	0.428	5.3
Paratransit Service Contracts	34.887	31.891	2.996	8.6	0.000	0.000	0.000	-	34.887	31.891	2.996	8.6
Mtce. and Other Operating Contracts	15.268	18.538	(3.270)	(21.4)	1.863	5.378	(3.515)	(188.7)	17.131	23.916	(6.785)	(39.6)
Professional Service Contracts	15.634	14.275	1.359	8.7	0.772	1.885	(1.113)	(144.2)	16.406	16.160	0.246	1.5
Materials & Supplies	24.386	27.659	(3.273)	(13.4)	5.047	3.900	1.147	22.7	29.433	31.559	(2.126)	(7.2)
Other Business Expenses	7.171	5.678	1.493	20.8	0.243	0.202	0.041	16.9	7.414	5.880	1.534	20.7
Total Non-Labor Expenses	\$150.961	\$149.087	\$1.874	1.2	\$7.942	\$11.402	(\$3.460)	(43.6)	\$158.903	\$160.489	(\$1.586)	(1.0)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$549.208	\$550.136	(\$0.928)	(0.2)	\$75.624	\$93.870	(\$18.246)	(24.1)	\$624.832	\$644.006	(\$19.174)	(3.1)
Depreciation	134.000	131.092	2.908	2.2	0.000	0.000	0.000	-	134.000	131.092	2.908	2.2
OPEB Account	0.000	0.298	(0.298)	-	0.000	0.000	0.000	-	0.000	0.298	(0.298)	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$683.208	\$681.526	\$1.682	0.2	\$75.624	\$93.870	(\$18.246)	(24.1)	\$758.832	\$775.396	(\$16.564)	(2.2)
Net Surplus/(Deficit)	(\$277.314)	(\$269.307)	\$8.007	2.9	\$0.000	\$0.000	\$0.000	-	(\$277.314)	(\$269.307)	\$8.007	2.9

NOTE: Totals may not add due to rounding.

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$2,608.795	\$2,642.778	\$33.983	1.3	\$0.000	\$0.000	\$0.000	-	\$2,608.795	\$2,642.778	\$33.983	1.3
Bus	793.940	797.539	3.599	0.5	0.000	0.000	0.000	-	793.940	797.539	3.599	0.5
Paratransit	13.977	13.326	(0.651)	(4.7)	0.000	0.000	0.000	-	13.977	13.326	(0.651)	(4.7)
Fare Media Liability	57.435	54.818	(2.617)	(4.6)	0.000	0.000	0.000	-	57.435	54.818	(2.617)	(4.6)
Total Farebox Revenue	3,474.147	3,508.461	34.314	1.0	0.000	0.000	0.000	-	3,474.147	3,508.461	34.314	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	67.919	69.095	1.176	1.7	0.000	0.000	0.000	-	67.919	69.095	1.176	1.7
Paratransit Reimbursement	148.128	149.558	1.430	1.0	0.000	0.000	0.000	-	148.128	149.558	1.430	1.0
Other	132.972	139.896	6.924	5.2	0.000	0.000	0.000	-	132.972	139.896	6.924	5.2
Total Other Operating Revenue	349.019	358.549	9.530	2.7	0.000	0.000	0.000	-	349.019	358.549	9.530	2.7
Capital and Other Reimbursements	0.000	0.000	0.000	-	807.990	879.083	71.093	8.8	807.990	879.083	71.093	8.8
Total Revenue	\$3,823.166	\$3,867.010	\$43.844	1.1	\$807.990	\$879.083	\$71.093	8.8	\$4,631.156	\$4,746.093	\$114.937	2.5
Expenses												
Labor:												
Payroll	2,507.876	2,503.119	4.757	0.2	314.164	305.635	8.529	2.7	2,822.040	2,808.754	13.286	0.5
Overtime	340.522	349.740	(9.218)	(2.7)	75.885	110.515	(34.630)	(45.6)	416.407	460.255	(43.848)	(10.5)
Total Salaries & Wages	2,848.398	2,852.859	(4.461)	(0.2)	390.049	416.150	(26.101)	(6.7)	3,238.447	3,269.009	(30.562)	(0.9)
Health and Welfare	554.898	548.076	6.822	1.2	21.774	19.322	2.452	11.3	576.672	567.398	9.274	1.6
OPEB Current Payment	285.679	300.303	(14.624)	(5.1)	0.000	0.000	0.000	-	285.679	300.303	(14.624)	(5.1)
Pensions	920.116	839.507	80.609	8.8	28.128	27.693	0.435	1.5	948.244	867.200	81.044	8.5
Other Fringe Benefits	253.566	254.748	(1.182)	(0.5)	110.663	116.029	(5.366)	(4.8)	364.229	370.777	(6.548)	(1.8)
Total Fringe Benefits	2,014.259	1,942.634	71.625	3.6	160.565	163.044	(2.479)	(1.5)	2,174.824	2,105.678	69.146	3.2
Reimbursable Overhead	(169.545)	(184.310)	14.765	8.7	169.545	184.310	(14.765)	(8.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$4,693.112	\$4,611.183	\$81.929	1.7	\$720.159	\$763.504	(\$43.345)	(6.0)	\$5,413.271	\$5,374.687	\$38.584	0.7
Non-Labor:												
Electric Power	276.688	271.367	5.321	1.9	0.223	0.321	(0.098)	(43.9)	276.911	271.688	5.223	1.9
Fuel	140.488	148.905	(8.417)	(6.0)	0.018	0.016	0.002	11.1	140.506	148.921	(8.415)	(6.0)
Insurance	56.738	56.708	0.030	0.1	0.000	0.000	0.000	-	56.738	56.708	0.030	0.1
Claims	78.540	76.402	2.138	2.7	0.000	0.000	0.000	-	78.540	76.402	2.138	2.7
Paratransit Service Contracts	314.293	303.275	11.018	3.5	0.722	0.739	(0.017)	(2.4)	315.015	304.014	11.001	3.5
Mtce. and Other Operating Contracts	159.279	160.550	(1.271)	(0.8)	25.101	36.503	(11.402)	(45.4)	184.380	197.053	(12.673)	(6.9)
Professional Service Contracts	105.907	105.813	0.094	0.1	15.262	17.660	(2.398)	(15.7)	121.169	123.473	(2.304)	(1.9)
Materials & Supplies	248.665	253.481	(4.816)	(1.9)	47.748	60.572	(12.824)	(26.9)	296.413	314.053	(17.640)	(6.0)
Other Business Expenses	63.868	61.558	2.310	3.6	(1.243)	(0.232)	(1.011)	(81.3)	62.625	61.326	1.299	2.1
Total Non-Labor Expenses	\$1,444.466	\$1,438.059	\$6.407	0.4	\$87.831	\$115.579	(\$27.748)	(31.6)	\$1,532.297	\$1,553.638	(\$21.341)	(1.4)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses												
before Depreciation and OPEB	\$6,137.578	\$6,049.242	\$88.336	1.4	\$807.990	\$879.083	(\$71.093)	(8.8)	\$6,945.568	\$6,928.325	\$17.243	0.2
Depreciation	1,275.462	1,265.538	9.924	0.8	0.000	0.000	0.000	-	1,275.462	1,265.538	9.924	0.8
OPEB Account	1,164.791	1,229.057	(64.266)	(5.5)	0.000	0.000	0.000	-	1,164.791	1,229.057	(64.266)	(5.5)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$8,577.831	\$8,543.837	\$33.994	0.4	\$807.990	\$879.083	(\$71.093)	(8.8)	\$9,385.821	\$9,422.920	(\$37.099)	(0.4)
Net Surplus/(Deficit)	(\$4,754.665)	(\$4,676.827)	\$77.838	1.6	\$0.000	\$0.000	\$0.000	-	(\$4,754.665)	(\$4,676.827)	\$77.838	1.6

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
October 2014
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	7.1	1.9	Mostly due to higher subway ridership	34.3	1.0	Mainly due to increased subway ridership and higher average fares, resulting from lower trips per pass
Other Operating Revenue	NR	(0.8)	(2.1)	Mostly due to lower NYC accrued reimbursements of paratransit expenses, resulting from higher paratransit expense savings, partly offset by favorable paratransit Urban Tax and advertising revenue results	9.5	2.7	Mostly due to favorable results in paratransit Urban Tax, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees, partly offset by lower NYC accrued reimbursements of paratransit expenses, resulting from higher paratransit expense savings
Payroll	NR	2.5	1.0	Largely vacancies, partly offset by higher employee earned separation payments	4.8	0.2	Largely due to vacancies, partly offset by higher employee earned separation payments and Workers' Compensation differential costs
Overtime	NR	(3.8)	(12.0)	Mainly due to additional bus unscheduled service and fleet/facility maintenance requirements	(9.2)	(2.7)	Mainly due to additional bus unscheduled service and fleet/facility maintenance requirements
Health & Welfare (including OPEB current payment)	NR	(8.6)	(10.3)	Primarily the unfavorable timing of expenses and credits	(7.8)	(0.9)	Primarily the unfavorable timing of expenses and credits
Pension	NR	1.8	9.1	Due to the favorable timing of expenses	80.6	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				(1.2)	(0.5)	Mainly higher Workers' Compensation expenses, partly offset by favorable direct overhead credits, resulting from higher reimbursable overtime expenses
Reimbursable Overhead	NR	5.0	31.8	Mainly favorable overhead credits, resulting from higher reimbursable overtime costs	14.8	8.7	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
October 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
		\$	%		\$	%	
Electric Power	NR	2.2	7.9	Due largely to lower consumption and prices	5.3	1.9	Due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses
Fuel	NR				(8.4)	(6.0)	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	2.1	2.7	The favorable timing of expenses
Paratransit Service Contracts	NR	3.0	8.6	Mostly due to lower completed trips	11.0	3.5	Mostly due to lower completed trips
Maintenance and Other Operating Contracts	NR	(3.3)	(21.4)	Largely due to the unfavorable timing of auto purchases and building-related expenses	(1.3)	(0.8)	Largely the unfavorable timing of non-vehicle maintenance & repair and safety equipment expenses, partly offset by painting expense underruns and the favorable timing of building-related expenses
Professional Service Contracts	NR	1.4	8.7	Primarily the favorable timing of bond service and Workers' Compensation Board expenses, partly offset by the unfavorable timing of office-related equipment expenses			
Materials and Supplies	NR	(3.3)	(13.4)	Mainly the unfavorable timing of maintenance material requirements, partly offset by favorable scrap/surplus sales and inventory adjustments	(4.8)	(1.9)	Mainly the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and higher scrap/surplus sales
Other Business Expenses	NR	1.5	20.8	Mostly the timing of reimbursable job closing adjustments and favorable miscellaneous expense/credit results	2.3	3.6	Mostly the timing of reimbursable job closing adjustments and underruns in stationery expenses
Depreciation	NR	2.9	2.2	The favorable timing of assets reaching beneficial use	9.9	0.8	The favorable timing of assets reaching beneficial use
Other Post-Employment Benefits	NR				(64.3)	(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
October 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	18.2	24.1	Reimbursement increase consistent with higher reimbursable expenses	71.1	8.8	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	2.4	6.3	Mostly due to underruns of non-capital and capital construction expenses	8.5	2.7	Mostly due to underruns of non-capital expenses
Overtime	R	(10.5)	over (100.0)	Mainly due to Subways Capital Track Program requirements, which is concentrated on weekends to take advantage of track availability	(34.6)	(45.6)	Mainly due to Subways Capital Track Program requirements, which is concentrated on weekends to take advantage of track availability
Health & Welfare	R	0.6	23.9	The favorable timing of expenses	2.5	11.3	The favorable timing of expenses
Other Fringe Benefits	R	(2.3)	(21.0)	Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses	(5.4)	(4.8)	Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses
Maintenance and Other Operating Contracts	R	(3.5)	over (100.0)	Largely the unfavorable timing of building-related expenses	(11.4)	(45.4)	Largely the unfavorable timing of building-related and maintenance services expenses
Professional Service Contracts	R	(1.1)	over (100.0)	Mainly the unfavorable timing of Information Technology hardware and other EDP-related expenses	(2.4)	(15.7)	Mainly the unfavorable timing of Information Technology hardware and other EDP-related expenses, partly offset by lower Data Center expenses
Materials & Supplies	R	1.1	22.7	Principally the favorable timing of non-vehicle maintenance requirements	(12.8)	(26.9)	Principally the unfavorable timing of non-vehicle maintenance requirements
Other Business Expenses	R				(1.0)	(81.3)	Mostly the unfavorable timing of reimbursable job closing adjustments

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$371.400	\$386.211	\$14.811	4.0	\$3,468.432	\$3,513.374	\$44.942	1.3
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6.313	0.000	(6.313)	(100.0)	62.704	56.426	(6.278)	(10.0)
Paratransit Reimbursement	3.800	4.331	0.531	14.0	162.314	152.079	(10.235)	(6.3)
Other	3.382	4.175	0.793	23.4	40.554	41.801	1.247	3.1
Total Other Operating Revenue	13.495	8.506	(4.989)	(37.0)	265.572	250.306	(15.266)	(5.7)
Capital and Other Reimbursements	95.624	89.508	(6.116)	(6.4)	861.988	785.270	(76.718)	(8.9)
Total Receipts	\$480.519	\$484.225	\$3.706	0.8	\$4,595.992	\$4,548.950	(\$47.042)	(1.0)
Expenditures								
Labor:								
Payroll	277.286	267.077	10.209	3.7	2,959.503	2,983.551	(24.048)	(0.8)
Overtime	30.257	40.389	(10.132)	(33.5)	437.249	442.153	(4.904)	(1.1)
Total Salaries & Wages	307.543	307.466	0.077	0.0	3,396.752	3,425.704	(28.952)	(0.9)
Health and Welfare	58.315	52.582	5.733	9.8	556.117	556.536	(0.419)	(0.1)
OPEB Current Payment	27.471	36.110	(8.639)	(31.4)	285.679	300.303	(14.624)	(5.1)
Pensions	84.455	75.144	9.311	11.0	811.939	766.211	45.728	5.6
Other Fringe Benefits	30.170	32.810	(2.640)	(8.8)	345.628	355.094	(9.466)	(2.7)
Total Fringe Benefits	200.411	196.646	3.765	1.9	1,999.363	1,978.144	21.219	1.1
GASB Account	0.000	0.000	0.000	-	34.047	35.786	(1.739)	(5.1)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$507.954	\$504.112	\$3.842	0.8	\$5,430.162	\$5,439.634	(\$9.472)	(0.2)
Non-Labor:								
Electric Power	26.442	24.879	1.563	5.9	278.458	273.944	4.514	1.6
Fuel	12.794	13.914	(1.120)	(8.8)	140.263	145.710	(5.447)	(3.9)
Insurance	4.106	12.647	(8.541)	(121.1)	55.901	67.278	(11.377)	(20.4)
Claims	7.051	5.655	1.396	4.0	72.046	94.678	(22.632)	(31.4)
Paratransit Service Contracts	34.607	33.324	1.283	6.9	313.571	304.458	9.113	2.9
Mtce. and Other Operating Contracts	18.619	23.514	(4.895)	(38.7)	182.895	195.493	(12.598)	(6.9)
Professional Service Contracts	12.656	13.449	(0.793)	(3.4)	121.953	122.014	(0.061)	(0.1)
Materials & Supplies	23.579	28.563	(4.984)	(21.1)	294.109	324.317	(30.208)	(10.3)
Other Business Expenditures	7.414	5.585	1.829	24.7	63.428	60.928	2.500	3.9
Total Non-Labor Expenditures	\$147.268	\$161.530	(\$14.262)	(9.7)	\$1,522.624	\$1,588.820	(\$66.196)	(4.3)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$655.222	\$665.642	(\$10.420)	(1.6)	\$6,952.786	\$7,028.454	(\$75.668)	(1.1)
Net Surplus/(Deficit)	(\$174.703)	(\$181.417)	(\$6.714)	(3.8)	(\$2,356.794)	(\$2,479.504)	(\$122.710)	(5.2)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
October 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	14.8	4.0	Mostly due to higher subway ridership	44.9	1.3	Mostly due to higher subway ridership
Other Operating Receipts	(5.0)	(37.0)	Due primarily to the unfavorable timing of student fare reimbursements	(15.3)	(5.7)	Due primarily to the unfavorable timing of NYC partial reimbursement of paratransit expenses and student fare reimbursements
Capital and Other Reimbursements	(6.1)	(6.4)	Largely due to the unfavorable timing of reimbursements	(76.7)	(8.9)	Largely due to the unfavorable timing of reimbursements
Salaries & Wages				(29.0)	(0.9)	Mainly the unfavorable timing of retro-wage payments
Health & Welfare (including OPEB current payment)	(2.9)	(3.4)	Mainly the unfavorable timing of expenses and credits, partly offset by the favorable timing of payments	(15.0)	(1.8)	Mainly the unfavorable timing of payments, expenses and credits
Pensions	9.3	11.0	Mainly the favorable timing of payments	45.7	5.6	Mostly the favorable timing of a NYCERS actuarial update, based on a recent TWU labor agreement
Other Fringe Benefits	(2.6)	(8.8)	Largely higher Workers' Compensation payments	(9.5)	(2.7)	Largely higher Workers' Compensation payments
Fuel	(1.1)	(8.8)	The unfavorable timing of payments	(5.4)	(3.9)	Mainly higher consumption and the unfavorable timing of expenses, partly offset by the favorable timing of payments and lower prices
Insurance	(8.5)	over (100.0)	The unfavorable timing of interagency payments	(11.4)	(20.4)	The unfavorable timing of interagency payments
Claims				(22.6)	(31.4)	Higher claims payouts than anticipated
Paratransit Service Contracts	1.3	6.9	Mostly due to lower completed trips	9.1	2.9	Mostly due to lower completed trips
Maintenance Contracts	(4.9)	(38.7)	Largely due to the unfavorable timing of auto purchases and building-related expenses	(12.6)	(6.9)	Largely the unfavorable timing of building-related and maintenance services expenses
Materials & Supplies	(5.0)	(21.1)	Mainly the unfavorable timing of maintenance material requirements and payments	(30.2)	(10.3)	Principally the unfavorable timing of maintenance material requirements and payments

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.063	\$8.793	\$7.730	727.2	(\$5.715)	\$4.913	\$10.628	186.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(3.095)	(9.461)	(6.366)	(205.7)	(5.215)	(12.669)	(7.454)	(142.9)
Paratransit Reimbursement	(10.524)	(7.198)	3.326	31.6	14.186	2.521	(11.665)	(82.2)
Other	(8.443)	(9.636)	(1.193)	(14.1)	(92.418)	(98.095)	(5.677)	(6.1)
Total Other Operating Revenue	(22.062)	(26.295)	(4.233)	(19.2)	(83.447)	(108.243)	(24.796)	(29.7)
Capital and Other Reimbursements	20.000	(4.362)	(24.362)	(121.8)	53.998	(93.813)	(147.811)	(273.7)
Total Receipts	(\$0.999)	(\$21.864)	(\$20.865)	-	(\$35.164)	(\$197.143)	(\$161.979)	(460.6)
Expenditures								
Labor:								
Payroll	15.936	21.263	5.327	33.4	(137.463)	(174.797)	(37.334)	(27.2)
Overtime	1.643	5.773	4.130	251.4	(20.842)	18.102	38.944	186.9
Total Salaries & Wages	17.579	27.036	9.457	53.8	(158.305)	(156.695)	1.610	1.0
Health and Welfare	0.000	5.106	5.106	-	20.555	10.862	(9.693)	(47.2)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(64.408)	(56.905)	7.503	11.6	136.305	100.989	(35.316)	(25.9)
Other Fringe Benefits	4.804	4.168	(0.636)	(13.2)	18.601	15.683	(2.918)	(15.7)
Total Fringe Benefits	(59.604)	(47.631)	11.973	20.1	175.461	127.534	(47.927)	(27.3)
GASB Account	0.000	0.000	0.000	-	(34.047)	(35.786)	(1.739)	(5.1)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$42.025)	(\$20.595)	\$21.430	51.0	(\$16.891)	(\$64.947)	(\$48.056)	(284.5)
Non-Labor:								
Electric Power	0.773	0.200	(0.573)	(74.1)	(1.547)	(2.256)	(0.709)	(45.8)
Fuel	(0.121)	(1.231)	(1.110)	-	0.243	3.211	2.968	-
Insurance	1.570	(6.966)	(8.536)	(543.7)	0.837	(10.570)	(11.407)	-
Claims	1.017	1.985	0.968	95.2	6.494	(18.276)	(24.770)	(381.4)
Paratransit Service Contracts	0.280	(1.433)	(1.713)	(611.8)	1.444	(0.444)	(1.888)	(130.7)
Mtce. and Other Operating Contracts	(1.488)	0.402	1.890	127.0	1.485	1.560	0.075	5.1
Professional Service Contracts	3.750	2.711	(1.039)	(27.7)	(0.784)	1.459	2.243	286.1
Materials & Supplies	5.854	2.996	(2.858)	(48.8)	2.304	(10.264)	(12.568)	(545.5)
Other Business Expenses	0.000	0.295	0.295	-	(0.803)	0.398	1.201	149.6
Total Non-Labor Expenditures	\$11.635	(\$1.041)	(\$12.676)	(108.9)	\$9.673	(\$35.182)	(\$44.855)	(463.7)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$30.390)	(\$21.636)	\$8.754	28.8	(\$7.218)	(\$100.129)	(\$92.911)	-
Depreciation	134.000	131.092	(2.908)	(2.2)	1,275.462	1,265.538	(9.924)	(0.8)
OPEB Account	0.000	0.298	0.298	-	1,164.791	1,229.057	64.266	5.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$103.610	\$109.754	\$6.144	5.9	\$2,433.035	\$2,394.466	(\$38.569)	(1.6)
Total Cash Conversion Adjustments	\$102.611	\$87.890	(\$14.721)	(14.3)	\$2,397.871	\$2,197.323	(\$200.548)	(8.4)

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
October 2014

	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./Unfav</u>	<u>Explanation</u>
Administration:				
Office of the President	60	59	1	
Law	278	267	11	
Office of the EVP	42	42	0	
Human Resources	219	233	(14)	
Office of Management and Budget	40	37	3	
Capital Planning & Budget	33	30	3	
Corporate Communications	262	262	0	
Technology & Information Services	447	408	39	
Non-Departmental	(100)	-	(100)	Negative budget represents vacancy provision
Labor Relations	96	88	8	
Materiel	289	259	30	
Controller	137	132	5	
Total Administration	1,803	1,817	(14)	
Operations				
Subways Rapid Transit Operations	7,692	7,805	(113)	Mostly Conductors
Subways Operations Support	369	361	8	
Subways Stations	2,612	2,611	1	
Sub-total Subways	10,673	10,777	(104)	
Buses	10,597	10,630	(33)	
Paratransit	214	204	10	
Operations Planning	404	387	17	
Revenue Control	444	407	37	
Total Operations	22,332	22,405	(73)	
Maintenance				
Subways Operations Support	202	204	(2)	
Subways Engineering	338	345	(7)	
Subways Car Equipment	4,300	4,299	1	
Subways Infrastructure	1,481	1,413	68	Mainly hourlies-Maintainers
Subways Elevators & Escalators	400	359	41	
Subways Stations	3,633	3,567	66	Largely hourlies-Cleaners
Subways Track	2,787	2,724	63	Mostly Track Workers & Power Distrib. Maint.
Subways Power	624	561	63	Mainly hourlies-Elect. Helpers & Maintainers
Subways Signals	1,464	1,379	85	Mainly hourlies-Signal Helpers
Subways Electronic Maintenance	1,505	1,433	72	Mostly hourlies and computer programmers
Sub-total Subways	16,734	16,284	450	
Buses	3,835	3,757	78	Mostly hourlies-Bus Maintainers/Cleaners
Revenue Control	137	137	0	
Supply Logistics	565	567	(2)	
System Safety	91	80	11	
Total Maintenance	21,362	20,825	537	
Engineering/Capital				
Capital Program Management	1,274	1,327	(53)	CPM Vacancy Provision
Total Engineering/Capital	1,274	1,327	(53)	
Public Safety				
Security	638	609	29	
Total Public Safety	638	609	29	
Total Positions	47,409	46,983	426	
Non-Reimbursable	42,649	42,380	269	
Reimbursable	4,760	4,603	157	
Total Full-Time	47,251	46,731	520	
Total Full-Time Equivalents	158	252	(94)	

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
October 2014

FUNCTION/OCCUPATION	Forecast	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Managers/Supervisors	578	560	18	
Professional, Technical, Clerical	1,174	1,232	(58)	
Operational Hourlies	51	25	26	
Total Administration	1,803	1,817	(14)	
Operations				
Managers/Supervisors	2,578	2,557	21	
Professional, Technical, Clerical	481	477	4	
Operational Hourlies	19,273	19,371	(98)	
Total Operations	22,332	22,405	(73)	
Maintenance				
Managers/Supervisors	3,940	3,809	131	
Professional, Technical, Clerical	1,048	1,019	29	
Operational Hourlies	16,374	15,997	377	
Total Maintenance	21,362	20,825	537	
Engineering/Capital				
Managers/Supervisors	329	321	8	
Professional, Technical, Clerical	943	1,004	(61)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,274	1,327	(53)	
Public Safety				
Managers/Supervisors	254	241	13	
Professional, Technical, Clerical	40	33	7	
Operational Hourlies	344	335	9	
Total Public Safety	638	609	29	
Total Positions				
Managers/Supervisors	7,679	7,488	191	
Professional, Technical, Clerical	3,686	3,765	(79)	
Operational Hourlies	36,044	35,730	314	
Total Positions	47,409	46,983	426	

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

	October						October Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	339,508	\$10.2	366,355	\$10.7	(26,847)	(\$0.5)	3,215,241	\$95.9	3,267,109	\$96.9	(51,868)	(\$0.9)
						(4.4%)					(1.0%)	
<u>Unscheduled Service</u>	288,276	\$8.7	317,295	\$9.8	(29,019)	(\$1.2)	3,043,635	\$87.7	3,317,452	\$94.2	(273,818)	(\$6.5)
						(13.3%)					(7.4%)	
Programmatic/Routine Maintenance	345,016	\$10.4	370,863	\$12.3	(25,846)	(\$1.9)	3,254,680	\$101.3	3,383,672	\$107.0	(128,992)	(\$5.7)
						(18.1%)					(5.6%)	
Unscheduled Maintenance	0	\$0.0	0	\$0.0	0	\$0.0	28,908	\$0.9	30,063	\$0.9	(1,155)	\$0.0
						100.0%					2.5%	
<u>Vacancy/Absentee Coverage</u>	8,542	\$0.3	14,534	\$0.5	(5,992)	(\$0.2)	528,852	\$23.8	597,657	\$18.3	(68,805)	5.5
						(79.4%)					23.0%	
<u>Weather Emergencies</u>	582	\$0.0	(175)	(\$0.0)	757	\$0.0	735,666	\$23.1	764,932	\$23.7	(29,266)	(\$0.6)
						*					(2.7%)	
<u>Safety/Security/Law Enforcement</u>	11,146	\$0.3	9,515	\$0.3	1,631	\$0.0	98,836	\$2.7	106,431	\$3.2	(7,594)	(\$0.5)
						14.6%					(-18.8%)	
<u>Other</u>	51,691	\$1.6	72,930	\$1.7	(21,239)	(\$0.1)	165,187	\$5.0	221,074	\$5.5	(55,887)	(\$0.6)
						(8.1%)					(-11.3%)	
Subtotal	1,044,761	\$31.5	1,151,317	\$35.2	(106,556)	(\$3.8)	11,071,004	\$340.5	11,688,390	\$349.7	(617,387)	(\$9.3)
						(11.9%)					(2.7%)	
REIMBURSABLE OVERTIME	14,749	\$0.4	348,563	\$10.9	(333,814)	(\$10.5)	2,070,455	\$75.9	3,226,021	\$110.5	(709,732)	(\$34.6)
						(2356.5%)					(45.6%)	
TOTAL OVERTIME	1,059,510	\$31.9	1,499,880	\$46.2	(440,370)	(\$14.2)	13,141,458	\$416.4	14,914,412	\$460.3	(1,327,120)	(\$43.9)
						(44.5%)					(10.5%)	

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)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(26,847)	(\$0.5)		(51,868)	(\$0.9)	Unfavorable scheduled overtime in Department of Buses, adjustments reflected in November financial plan.
		(4.4%)		(1.6%)	(1.0%)	
<u>Unscheduled Service</u>	(29,019)	(\$1.2)	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.	(273,818)	(\$6.5)	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.
		(13.3%)		(9.0%)	(7.4%)	
<u>Programmatic/Routine Maintenance</u>	(25,846)	(\$1.9)	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.	(128,992)	(\$5.7)	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.
		(18.1%)		(4.0%)	(5.6%)	
<u>Unscheduled Maintenance</u>	0	\$0.0		(1,155)	\$0.0	
		100.0%		(4.0%)	2.5%	
<u>Vacancy/Absentee Coverage</u>	(5,992)	(\$0.2)	Primarily due to lower vacancies than anticipated in July FP.	(68,805)	\$5.5	Primarily due to lower vacancies than anticipated in July FP.
		(79.4%)		(13.0%)	23.0%	
<u>Weather Emergencies</u>	757	\$0.0		(29,266)	(\$0.6)	
		*		-4.0%	(2.7%)	
<u>Safety/Security/Law Enforcement</u>	1,631	\$0.0		(7,594)	(\$0.5)	
		14.6%		s	(18.8%)	
<u>Other</u>	(21,239)	(\$0.1)		(55,887)	(\$0.6)	
		(8.1%)		(33.8%)	(11.3%)	
Subtotal	(106,556)	(\$3.8)		(617,387)	(\$9.3)	
		(11.9%)		(5.6%)	(2.7%)	
REIMBURSABLE OVERTIME	(333,814)	(\$10.5)	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability.	(709,732)	(\$34.6)	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability.
		(2356.5%)		(34.3%)	(45.6%)	
TOTAL OVERTIME	(440,370)	(\$14.2)		(1,327,120)	(\$43.9)	

Totals may not add due to rounding.

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

* Exceeds 100%

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

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2014 YEAR-TO-DATE
(\$ in millions)

	October 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast*	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	3,823.2	3,860.0	3,867.0	43.8	1.1	7.0	0.2
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,137.6	6,061.3	6,049.2	88.4	1.4	12.1	0.2
Depreciation	1,275.5	1,264.5	1,265.5	10.0	0.8	(1.0)	(0.1)
OPEB Account	1,164.8	1,228.8	1,229.1	(64.3)	(5.5)	(0.3)	(0.0)
Environmental Remediation	0.0	0.0	0.0	0.0	n/a	0.0	0.0
Total Expenses	8,577.9	8,554.6	8,543.8	34.1	0.4	10.8	0.1
Net Surplus/(Deficit)	(4,754.7)	(4,694.6)	(4,676.8)	77.9	1.6	17.8	0.4

Note: Totals may not add due to rounding

*The November Forecast now includes safety and service investment revenues and expenses, captured currently below the line at the MTA level, for consistent comparisons with actual results.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2014 YEAR-TO-DATE
(\$ in millions)

	October 2014 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	7.0	0.2	Increased farebox revenue of \$3.6M, primarily subway revenue Increased other operating revenue of \$3.4M, mostly from higher advertising revenue and Transit Adjudication Bureau (TAB) fees
Total Expenses (Nonreimbursable)	10.8	0.1	Labor expenses favorable by \$4.1M, mostly from higher reimbursable overhead credits Non-labor expenses favorable \$8.0M, resulting from several accounts Depreciation expenses unfavorable by \$1.1M OPEB LT Liability expenses were unfavorable by \$0.2M.

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.



FINANCIAL AND RIDERSHIP REPORT

October 2014

(All data are preliminary and subject to audit)

In the month of October, **operating revenues** were \$0.8 million, \$0.1 million (10.5 percent) above forecast and, year-to-date, operating revenues were \$6.9 million, under forecast by \$0.1 million (0.8 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 October 2014 was 425,534 riders, 1.9 percent (8,377 riders) below forecast. Year-to-date, total ridership was 3,646,266 riders, 0.4 percent (13,840 riders) higher than forecast. October 2014 average weekday ridership was 17,289 riders, 1.5 percent (264 riders) higher than October 2013. Average weekday ridership for the twelve months ending October 2014 was 15,404 riders, 2.9 percent (435 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 October by \$0.2 million (5.1 percent). Labor expenses overran by \$0.7 million (27.1 percent), mainly resulting from unfavorable reimbursable overhead credits of \$0.2 million (89.0 percent), due largely to the timing of reimbursable work, increased payroll expenses of \$0.2 million (15.2 percent), due to timing, and higher other fringe benefit expenses \$0.1 million (70.4 percent), mostly from higher Workers' Compensation requirements and interagency charges. Non-labor expenses were less than forecast by \$0.8 million (60.8 percent), due primarily to electric power underruns of \$0.3 million (51.1 percent) and lower maintenance contract expenses of \$0.3 million (84.0 percent), caused largely by timing and lower facility maintenance and repair costs. Year-to-date, expenses of \$38.3 million were below forecast by \$0.5 million (1.3 percent), consisting of labor overruns of \$2.0 million (7.3 percent) and favorable non-labor results of \$2.5 million (22.4 percent). These results were due essentially to the same factors that impacted the month.

Year-to-date, depreciation expenses were \$6.6 million, \$0.4 million (5.2 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 \$31.6 million, \$2.3 million (7.9 percent) unfavorable to forecast, due mainly to the timing of health & welfare payments.

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	0.535	0.550	0.015	2.8	-	-	-	-	0.535	0.550	0.015	2.8
Other Operating Revenue	0.200	0.262	0.062	31.0	-	-	-	-	0.200	0.262	0.062	31.0
Capital and Other Reimbursements	-	-	-	-	0.773	0.070	(0.703)	(90.9)	0.773	0.070	(0.703)	(90.9)
Total Revenue	\$ 0.735	\$ 0.812	\$ 0.077	10.5	\$ 0.773	\$ 0.070	\$ (0.703)	(90.9)	\$ 1.508	\$ 0.882	\$ (0.626)	(41.5)
Expenses												
Labor:												
Payroll	1.351	1.556	(0.205)	(15.2)	0.314	0.027	0.287	91.4	1.665	1.583	0.082	4.9
Overtime	0.245	0.244	0.001	0.4	0.088	0.011	0.077	87.5	0.333	0.255	0.078	23.4
Total Salaries & Wages	\$ 1.596	\$ 1.800	\$ (0.204)	(12.8)	\$ 0.402	\$ 0.038	\$ 0.364	90.5	\$ 1.998	\$ 1.838	\$ 0.160	8.0
Health and Welfare	0.400	0.265	0.135	33.8	0.074	\$ -	0.074	100.0	0.474	0.265	0.209	44.1
OPEB Current Portion	0.021	0.110	(0.089)	(423.8)	-	0.001	(0.001)	-	0.021	0.111	(0.090)	(428.6)
Pensions	0.482	0.612	(0.130)	(27.0)	0.013	\$ -	0.013	100.0	0.495	0.612	(0.117)	(23.6)
Other Fringe Benefits	0.169	0.288	(0.119)	(70.4)	0.011	\$ -	0.011	100.0	0.180	0.288	(0.108)	(60.0)
Total Fringe Benefits	\$ 1.072	\$ 1.275	\$ (0.203)	(18.9)	\$ 0.098	\$ 0.001	\$ 0.097	99.0	\$ 1.170	\$ 1.276	\$ (0.106)	(9.1)
Reimbursable Overhead	(0.273)	(0.030)	(0.243)	(89.0)	0.273	0.030	0.243	89.0	-	-	-	-
Total Labor Expenses	\$ 2.395	\$ 3.045	\$ (0.650)	(27.1)	\$ 0.773	\$ 0.069	\$ 0.704	91.1	\$ 3.168	\$ 3.114	\$ 0.054	1.7
Non-Labor:												
Electric Power	0.569	0.278	0.291	51.1	-	-	-	-	0.569	0.278	0.291	51.1
Fuel	0.012	0.014	(0.002)	(16.7)	-	-	-	-	0.012	0.014	(0.002)	(16.7)
Insurance	0.085	0.077	0.008	9.4	-	-	-	-	0.085	0.077	0.008	9.4
Claims	0.011	0.002	0.009	81.8	-	-	-	-	0.011	0.002	0.009	81.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.399	0.064	0.335	84.0	-	-	-	-	0.399	0.064	0.335	84.0
Professional Service Contracts	0.074	0.003	0.071	95.9	-	-	-	-	0.074	0.003	0.071	95.9
Materials & Supplies	0.238	0.096	0.142	59.7	-	0.001	(0.001)	-	0.238	0.097	0.141	59.2
Other Business Expenses	-	0.010	(0.010)	-	-	-	-	-	-	0.010	(0.010)	-
Total Non-Labor Expenses	\$ 1.388	\$ 0.544	\$ 0.844	60.8	\$ -	\$ 0.001	\$ (0.001)	-	\$ 1.388	\$ 0.545	\$ 0.843	60.7
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.783	\$ 3.589	\$ 0.194	5.1	\$ 0.773	\$ 0.070	\$ 0.703	90.9	\$ 4.556	\$ 3.659	\$ 0.897	19.7
Depreciation	0.688	0.638	0.050	7.3	-	-	-	-	0.688	0.638	0.050	7.3
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 4.471	\$ 4.227	\$ 0.244	5.5	\$ 0.773	\$ 0.070	\$ 0.703	90.9	\$ 5.244	\$ 4.297	\$ 0.947	18.1
Net Surplus/(Deficit)	\$ (3.736)	\$ (3.415)	\$ 0.321	8.6	\$ -	\$ -	\$ -	-	\$ (3.736)	\$ (3.415)	\$ 0.321	8.6

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	4.883	4.959	0.076	1.6	-	-	-	-	4.883	4.959	0.076	1.6
Other Operating Revenue	2.096	1.965	(0.131)	(6.3)	-	-	-	-	2.096	1.965	(0.131)	(6.3)
Capital and Other Reimbursements	-	-	-	-	4.594	1.079	(3.515)	(76.5)	4.594	1.079	(3.515)	(76.5)
Total Revenue	\$ 6.979	\$ 6.924	\$ (0.055)	(0.8)	\$ 4.594	\$ 1.079	\$ (3.515)	(76.5)	\$ 11.573	\$ 8.003	\$ (3.570)	(30.8)
Expenses												
Labor:												
Payroll	15.701	15.619	0.082	0.5	1.820	0.386	1.434	78.8	17.521	16.005	1.516	8.7
Overtime	2.318	2.583	(0.265)	(11.4)	0.528	0.106	0.422	79.9	2.846	2.689	0.157	5.5
Total Salaries & Wages	\$ 18.019	\$ 18.202	\$ (0.183)	(1.0)	\$ 2.348	\$ 0.492	\$ 1.856	79.0	\$ 20.367	\$ 18.694	\$ 1.673	8.2
Health and Welfare	3.289	3.210	0.079	2.4	0.370	\$ -	0.370	100.0	3.659	3.210	0.449	12.3
OPEB Current Portion	0.832	0.870	(0.038)	(4.6)	0.005	0.013	(0.008)	(160.0)	0.837	0.883	(0.046)	(5.5)
Pensions	4.785	4.887	(0.102)	(2.1)	0.065	\$ -	0.065	100.0	4.850	4.887	(0.037)	(0.8)
Other Fringe Benefits	2.281	2.840	(0.559)	(24.5)	0.055	\$ -	0.055	100.0	2.336	2.840	(0.504)	(21.6)
Total Fringe Benefits	\$ 11.187	\$ 11.807	\$ (0.620)	(5.5)	\$ 0.495	\$ 0.013	\$ 0.482	97.4	\$ 11.682	\$ 11.820	\$ (0.138)	(1.2)
Reimbursable Overhead	(1.657)	(0.438)	(1.219)	(73.6)	1.657	0.438	1.219	73.6	-	-	-	-
Total Labor Expenses	\$ 27.549	\$ 29.571	\$ (2.022)	(7.3)	\$ 4.500	\$ 0.943	\$ 3.557	79.0	\$ 32.049	\$ 30.514	\$ 1.535	4.8
Non-Labor:												
Electric Power	4.871	3.489	1.382	28.4	0.001	0.006	(0.005)	(500.0)	4.872	3.495	1.377	28.3
Fuel	0.336	0.349	(0.013)	(3.9)	-	-	-	-	0.336	0.349	(0.013)	(3.9)
Insurance	1.174	1.251	(0.077)	(6.6)	-	-	-	-	1.174	1.251	(0.077)	(6.6)
Claims	0.061	0.016	0.045	73.8	-	-	-	-	0.061	0.016	0.045	73.8
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	2.644	1.297	1.347	50.9	-	-	-	-	2.644	1.297	1.347	50.9
Professional Service Contracts	0.577	0.801	(0.224)	(38.8)	-	-	-	-	0.577	0.801	(0.224)	(38.8)
Materials & Supplies	1.559	1.457	0.102	6.5	0.093	0.130	(0.037)	(39.8)	1.652	1.587	0.065	3.9
Other Business Expenses	0.084	0.115	(0.031)	(36.9)	-	-	-	-	0.084	0.115	(0.031)	(36.9)
Total Non-Labor Expenses	\$ 11.306	\$ 8.775	\$ 2.531	22.4	\$ 0.094	\$ 0.136	\$ (0.042)	(44.7)	\$ 11.400	\$ 8.911	\$ 2.489	21.8
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 38.855	\$ 38.346	\$ 0.509	1.3	\$ 4.594	\$ 1.079	\$ 3.515	76.5	\$ 43.449	\$ 39.425	\$ 4.024	9.3
Depreciation	6.920	6.557	0.363	5.2	-	-	-	-	6.920	6.557	0.363	5.2
Other Post Employment Benefits	1.722	1.865	(0.143)	(8.3)	-	-	-	-	1.722	1.865	(0.143)	(8.3)
Total Expenses	\$ 47.497	\$ 46.768	\$ 0.729	1.5	\$ 4.594	\$ 1.079	\$ 3.515	76.5	\$ 52.091	\$ 47.847	\$ 4.244	8.1
Net Surplus/(Deficit)	\$ (40.518)	\$ (39.844)	\$ 0.674	1.7	\$ -	\$ -	\$ -	-	\$ (40.518)	\$ (39.844)	\$ 0.674	1.7

Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.015	2.8	Mostly higher pass average fares	0.076	1.6	Higher ridership and pass average fares
Other Operating Revenue	Non Reimb.	0.062	31.0	The favorable timing of student fare reimbursements	(0.131)	(6.3)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.205)	(15.2)	The unfavorable timing of expenses			
Overtime	Non Reimb.				(0.265)	(11.4)	Mostly additional maintenance and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.046	10.9	The favorable timing of expenses			
Pension	Non Reimb.	(0.130)	(27.0)	The unfavorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.119)	(70.4)	Mostly additional Workers' Compensation requirements and interagency charges	(0.559)	(24.5)	Mostly additional Workers' Compensation requirements and interagency charges
Reimbursable Overhead	Non Reimb.	(0.243)	(89.0)	Reduced overhead credits, due largely to the timing of reimbursable work	(1.219)	(73.6)	Reduced overhead credits, due largely to the timing of reimbursable work
Electric Power	Non Reimb.	0.291	51.1	Mostly a conservative Mid-Year Forecast adjusted in the November Forecast	1.382	28.4	Mostly a conservative Mid-Year Forecast adjusted in the November Forecast
Insurance	Non Reimb.				(0.077)	(6.6)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.335	84.0	Mostly the favorable timing of expenses and lower facility maintenance & repair costs	1.347	50.9	Mostly the favorable timing of expenses and lower facility maintenance & repair costs
Professional Service Contracts	Non Reimb.	0.071	95.9		(0.224)	(38.8)	Largely the unfavorable timing of engineering services, Information Technology and legal costs
Materials and Supplies	Non Reimb.	0.142	59.7	Mostly favorable inventory adjustments			
Capital and Other Reimbursements	Reimb.	(0.703)	(90.9)	Timing of Contractor requirements	(3.515)	(76.5)	Timing of Contractor requirements
Payroll	Reimb.	0.287	91.4	Timing of Contractor requirements	1.434	78.8	Timing of Contractor requirements
Overtime	Reimb.	0.077	87.5	Timing of Contractor requirements	0.422	79.9	Timing of Contractor requirements
Health and Welfare	Reimb.	0.074	100.0	Timing of Contractor requirements	0.370	100.0	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.432	0.521	0.089	20.6	4.451	4.859	0.408	9.2
Other Operating Revenue	0.345	0.003	(0.342)	(99.1)	3.379	1.664	(1.715)	(50.8)
Capital and Other Reimbursements	0.866	0.056	(0.810)	(93.5)	5.664	2.402	(3.262)	(57.6)
Total Receipts	\$ 1.643	\$ 0.580	\$ (1.063)	(64.7)	\$ 13.494	\$ 8.925	\$ (4.569)	(33.9)
Expenditures								
Labor:								
Payroll	1.812	1.566	0.246	13.6	15.306	15.337	(0.031)	(0.2)
Overtime	0.407	0.167	0.240	59.0	2.993	2.504	0.489	16.3
Health and Welfare	0.596	0.004	0.592	99.3	3.413	5.154	(1.741)	(51.0)
OPEB Current Portion	0.119	0.007	0.112	94.1	0.637	0.341	0.296	46.5
Pensions	0.726	0.500	0.226	31.1	6.130	4.500	1.630	26.6
Other Fringe Benefits	0.239	0.428	(0.189)	(79.1)	1.418	3.126	(1.708)	(120.5)
GASB Account	-	-	-	-	0.587	0.464	0.123	21.0
Total Labor Expenditures	\$ 3.899	\$ 2.672	\$ 1.227	31.5	\$ 30.484	\$ 31.426	\$ (0.942)	(3.1)
Non-Labor:								
Electric Power	0.642	0.567	0.075	11.7	5.230	3.894	1.336	25.5
Fuel	0.035	0.002	0.033	94.3	0.289	0.117	0.172	59.5
Insurance	0.190	0.242	(0.052)	(27.4)	1.340	0.881	0.459	34.3
Claims	0.012	-	0.012	100.0	0.060	0.023	0.037	61.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.369	0.101	0.268	72.6	2.705	1.321	1.384	51.2
Professional Service Contracts	0.078	0.107	(0.029)	(37.2)	0.572	0.546	0.026	4.5
Materials & Supplies	0.317	0.146	0.171	53.9	2.100	2.230	(0.130)	(6.2)
Other Business Expenditures	-	0.008	(0.008)	-	0.007	0.081	(0.074)	(1,057.1)
Total Non-Labor Expenditures	\$ 1.643	\$ 1.173	\$ 0.470	28.6	\$ 12.303	\$ 9.093	\$ 3.210	26.1
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 5.542	\$ 3.845	\$ 1.697	30.6	\$ 42.787	\$ 40.519	\$ 2.268	5.3
Operating Cash Deficit	\$ (3.899)	\$ (3.265)	\$ 0.634	16.3	\$ (29.293)	\$ (31.594)	\$ (2.301)	(7.9)

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
October 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	0.089	20.6%	The favorable timing of cash settlements with NYCT	0.408	9.2%	The favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.342)	(99.1%)	Mostly unfavorable timing of student fare reimbursements	(1.715)	(50.8%)	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.810)	(93.5%)	The unfavorable timing of reimbursable work requirements	(3.262)	(57.6%)	The unfavorable timing of reimbursable work requirements
Payroll	0.246	13.6%	The favorable timing of payments			
Overtime	0.240	59.0%	The favorable timing of payments	0.489	16.3%	The favorable timing of payments
Health and Welfare (including OPEB current payment)	0.704	98.5%	The favorable timing of payments	(1.445)	(35.7%)	Mostly catch-up of payments
Pensions	0.226	31.1%	Favorable timing of payments	1.630	26.6%	Favorable timing of payments
Other Fringe Benefits	(0.189)	(79.1%)	Mainly additional Workers' Compensation payments	(1.708)	over (100.0%)	Mainly additional Workers' Compensation payments
Electric Power				1.336	25.5%	Mostly a conservative Mid-Year Forecast adjusted in the November Forecast
Maintenance Contracts	0.268	72.6%	Mostly the favorable timing of expenses and lower facility maintenance & repair costs	1.384	51.2%	Mostly the favorable timing of expenses and lower facility maintenance & repair costs
Materials and Supplies	0.171	53.9%	The favorable timing of payments	(0.130)	(6.2%)	Largely the unfavorable timing of payments

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(0.103)	(0.029)	0.074	71.8	(0.432)	(0.100)	0.332	76.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.145	(0.259)	(0.404)	(278.6)	1.283	(0.301)	(1.584)	(123.5)
Capital and Other Reimbursements	0.093	(0.014)	(0.107)	(115.1)	1.070	1.323	0.253	23.6
Total Receipts	\$0.135	(\$0.302)	(\$0.437)	(323.7)	\$1.921	\$0.922	(\$0.999)	(52.0)
Expenditures								
Labor:								
Payroll	(0.147)	0.017	0.164	111.6	2.215	0.668	(1.547)	(69.8)
Overtime	(0.074)	0.088	0.162	218.9	(0.147)	0.185	0.332	225.9
Health and Welfare	(0.122)	0.261	0.383	313.9	0.246	(1.944)	(2.190)	(890.2)
OPEB Current Portion	(0.098)	0.104	0.202	206.1	0.200	0.542	0.342	171.0
Pensions	(0.231)	0.112	0.343	148.5	(1.280)	0.387	1.667	130.2
Other Fringe Benefits	(0.059)	(0.140)	(0.081)	(137.3)	0.918	(0.286)	(1.204)	(131.2)
GASB Account	0.000	0.000	0.000	-	(0.587)	(0.464)	0.123	21.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.731)	\$0.442	\$1.173	160.5	\$1.565	(\$0.912)	(\$2.477)	(158.3)
Non-Labor:								
Electric Power	(0.073)	(0.289)	(0.216)	(295.9)	(0.358)	(0.399)	(0.041)	(11.5)
Fuel	(0.023)	0.012	0.035	152.2	0.047	0.232	0.185	393.6
Insurance	(0.105)	(0.165)	(0.060)	(57.1)	(0.166)	0.370	0.536	322.9
Claims	(0.001)	0.002	0.003	300.0	0.001	(0.007)	(0.008)	(800.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.030	(0.037)	(0.067)	-	(0.061)	(0.024)	0.037	60.7
Professional Service Contracts	(0.004)	(0.104)	(0.100)	(2,500.0)	0.005	0.255	0.250	5,000.0
Materials & Supplies	(0.079)	(0.049)	0.030	38.0	(0.448)	(0.643)	(0.195)	(43.5)
Other Business Expenditures	0.000	0.002	0.002	-	0.077	0.034	(0.043)	-
Total Non-Labor Expenditures	(\$0.255)	(\$0.628)	(\$0.373)	-	(\$0.903)	(\$0.182)	\$0.721	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	(\$0.986)	(\$0.186)	\$0.800	81.1	\$0.662	(\$1.094)	(\$1.756)	(265.3)
Depreciation Adjustment	0.688	0.638	(0.050)	(7.3)	6.920	6.557	(0.363)	(5.2)
Other Post Employment Benefits	0.000	0.000	0.000	-	1.722	1.865	0.143	8.3
Total Expenditures	(\$0.298)	\$0.452	\$0.750	251.7	\$9.304	\$7.328	(\$1.976)	(21.2)
Total Cash Conversion Adjustments	(\$0.163)	\$0.150	\$0.313	192.0	\$11.225	\$8.250	(\$2.975)	(26.5)

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	6	7	(1)
Purchasing/Stores	6	5	1
Total Administration	25	23	2
Operations			
Transportation	95	93	2
Total Operations	95	93	2
Maintenance			
Mechanical	43	43	0
Electronics/Electrical	15	13	2
Power/Signals	26	24	2
Maintenance of Way	46	52	(6)
Infrastructure	25	27	(2)
Total Maintenance	155	159	(4)
Engineering/Capital			
Sandy Recovery	26	16	10
Total Engineering Capital	26	16	10
Total Positions	301	291	10
Non-Reimbursable	272	272	0
Reimbursable	29	19	10
Total Full-Time	301	291	10
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
 October 2014

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
Total Administration	25	23	2	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	87	89	(2)	
Total Operations	95	93	2	
Maintenance				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	145	(1)	
Total Maintenance	155	159	(4)	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	2	2	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	12	8	
Total Engineering/Capital	26	16	10	
Total Positions				
Managers/Supervisors	31	32	(1)	
Professional, Technical, Clerical	19	13	6	
Operational Hourlies	251	246	5	
Total Positions	301	291	10	

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

Month of October				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.434	0.426	(0.008)	(1.9%)	
Year to Date				
3.632	3.646	0.014	0.4%	

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 October				<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.017	0.000	1.5%	Higher ridership growth trend
Average Weekend	0.008	0.008	(0.000)	(2.7%)	Lower Saturday ridership in 2014 than 2013
	12-Month Rolling Average				
Average Weekday	0.015	0.015	0.000	2.9%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	8.5%	Higher ridership growth trend

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

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2014 YEAR-TO-DATE
(\$ in millions)

	October 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast*	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	7.0	6.9	6.9	(0.1)	(1.4)	0.0	0.0
Total Expenses before Depreciation, OPEB and Environmental Remediation	38.9	38.6	38.3	0.6	1.5	0.3	0.8
Depreciation	6.9	6.7	6.5	0.4	5.8	0.2	3.0
OPEB Account	1.7	1.9	1.9	(0.2)	(11.8)	0.0	0.0
Total Expenses	47.5	47.2	46.7	0.8	1.7	0.5	1.1
Net Surplus/(Deficit)	(40.5)	(40.3)	(39.8)	0.7	1.7	0.5	1.2

Note: Totals may not add due to rounding

*The November Forecast now includes safety and service investment revenues and expenses, captured currently below the line at the MTA level, for consistent comparisons with actual results.

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2014 YEAR-TO-DATE
(\$ in millions)

	October 2014 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	0.0	0.0	
Total Expenses (Nonreimbursable)	0.5	1.1	<p>Labor expenses were higher by \$0.5M, due mostly to unfavorable reimbursable overhead credits, due to the timing of reimbursable work</p> <p>Non-labor expenses underran by \$0.8M, mostly in maintenance contracts and materials & supplies</p> <p>Depreciation expenses were lower by \$0.2M</p>

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

FINANCIAL AND RIDERSHIP REPORT**October 2014**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.4 million in October, \$0.9 million (4.7 percent) above forecast. Farebox revenue of \$18.5 million was favorable by \$0.5 million (2.7 percent), due to higher ridership. Other operating revenue of \$1.9 million was \$0.4 million (29.3 percent) above forecast, due to the favorable timing of student fare reimbursements. Year-to-date, operating revenue was \$187.2 million, \$3.7 million (2.0 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 October 2014 was 11.8 million, 2.8 percent (0.3 million riders) above forecast. Year-to-Date, ridership was 104.9 million, 1.4 percent (1.5 million riders) above forecast. October 2014 average weekday ridership was 442,183, an increase of 1.9 percent (8,353 riders) from October 2013. Average weekday ridership for the twelve months ending October 2014 was 405,086, a decrease of 0.6 percent (2,608 riders).

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and environmental remediation expenses, were \$53.6 million in October, \$1.4 million (2.6 percent) above forecast. Labor expenses exceeded forecast by \$1.8 million (4.5 percent), due largely to higher overtime expenses of \$1.3 million (34.2 percent), resulting from vacancy/absentee coverage, increased running time and aging fleet maintenance requirements, and the unfavorable timing of health & welfare/OPEB current expenses of \$0.7 million (12.1 percent). Non-labor expenses underran forecast by \$0.4 million (3.2 percent), due primarily to the favorable timing of claims expenses of \$0.9 million (38.9 percent) and lower fuel expenses of \$0.5 million (13.8 percent), due to favorable rates, partly offset by \$1.0 million (38.1 percent) of prior period material expenses. Year-to-date, expenses were unfavorable by \$3.5 million (0.7 percent), comprised of labor overruns of \$4.1 million (1.1 percent) and non-labor net savings of \$0.5 million (0.4 percent). These year-to-date results were essentially driven by the same factors that impacted the results in the month with the exception of the unfavorable timing of retro-wage payments impacting payroll results which were forecasted for December.

Depreciation expenses year-to-date were \$4.2 million (11.7 percent) above forecast.

GASB #45 Other Post-Employment Benefits accrued expenses year-to-date were \$5.3 million (6.8 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 \$339.7 million for October year-to-date, \$3.1 million (0.9 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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
Revenue												
Farebox Revenue	\$ 17.972	\$ 18.454	\$ 0.482	2.7	\$ -	\$ -	\$ -	-	\$ 17.972	\$ 18.454	\$ 0.482	2.7
Other Operating Income	1.504	1.945	0.441	29.3	-	-	-	-	1.504	1.945	0.441	29.3
Capital and Other Reimbursements	-	-	-	-	0.433	0.801	0.368	85.0	0.433	0.801	0.368	85.0
Total Revenue	\$ 19.476	\$ 20.399	\$ 0.923	4.7	\$ 0.433	\$ 0.801	\$ 0.368	85.0	\$ 19.909	\$ 21.200	\$ 1.291	6.5
Labor:												
Payroll	\$ 21.234	\$ 21.290	\$ (0.056)	(0.3)	\$ 0.212	\$ 0.323	\$ (0.111)	(52.4)	\$ 21.446	\$ 21.613	\$ (0.167)	(0.8)
Overtime	3.732	5.007	(1.275)	(34.2)	-	-	-	-	3.732	5.007	(1.275)	(34.2)
Health and Welfare	4.569	4.798	(0.229)	(5.0)	0.108	0.104	0.004	3.7	4.677	4.902	(0.225)	(4.8)
OPEB Current Payment	1.595	2.109	(0.514)	(32.2)	-	-	-	-	1.595	2.109	(0.514)	(32.2)
Pensions	3.927	3.705	0.222	5.7	0.034	0.035	(0.001)	(2.9)	3.961	3.740	0.221	5.6
Other Fringe Benefits	4.206	4.117	0.089	2.1	0.035	0.035	-	0.0	4.241	4.152	0.089	2.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 39.263	\$ 41.026	\$ (1.763)	(4.5)	\$ 0.389	\$ 0.497	\$ (0.108)	(27.8)	\$ 39.652	\$ 41.523	\$ (1.871)	(4.7)
Non-Labor:												
Electric Power	\$ 0.177	\$ 0.110	\$ 0.067	37.9	\$ -	\$ -	\$ -	-	\$ 0.177	\$ 0.110	\$ 0.067	37.9
Fuel	3.317	2.860	0.457	13.8	-	-	-	-	3.317	2.860	0.457	13.8
Insurance	0.303	0.280	0.023	7.6	-	-	-	-	0.303	0.280	0.023	7.6
Claims	2.293	1.400	0.893	38.9	-	-	-	-	2.293	1.400	0.893	38.9
Maintenance and Other Operating Contracts	2.059	2.009	0.050	2.4	0.032	-	0.032	100.0	2.091	2.009	0.082	3.9
Professional Service Contracts	1.886	1.843	0.043	2.3	-	-	-	-	1.886	1.843	0.043	2.3
Materials & Supplies	2.721	3.758	(1.037)	(38.1)	0.012	0.304	(0.292)	*	2.733	4.062	(1.329)	(48.6)
Other Business Expense	0.205	0.288	(0.083)	(40.5)	-	-	-	-	0.205	0.288	(0.083)	(40.5)
Total Non-Labor Expenses	\$ 12.961	\$ 12.548	\$ 0.413	3.2	\$ 0.044	\$ 0.304	\$ (0.260)	*	\$ 13.005	\$ 12.852	\$ 0.153	1.2
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 52.224	\$ 53.574	\$ (1.350)	(2.6)	\$ 0.433	\$ 0.801	\$ (0.368)	(85.0)	\$ 52.657	\$ 54.375	\$ (1.718)	(3.3)
Depreciation	3.155	3.985	(0.830)	(26.3)	-	-	-	-	3.155	3.985	(0.830)	(26.3)
OPEB Obligation	11.021	8.350	2.671	24.2	-	-	-	-	11.021	8.350	2.671	24.2
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 66.400	\$ 65.909	\$ 0.491	0.7	\$ 0.433	\$ 0.801	\$ (0.368)	(85.0)	\$ 66.833	\$ 66.710	\$ 0.123	0.2
Net Surplus/(Deficit)	\$ (46.924)	\$ (45.510)	\$ 1.414	3.0	\$ -	\$ -	\$ -	-	\$ (46.924)	\$ (45.510)	\$ 1.414	3.0

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2014 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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	
Revenue													
Farebox Revenue	\$ 167.589	\$ 170.598	\$ 3.009	1.8	\$ -	\$ -	\$ -	-	\$ 167.589	\$ 170.598	\$ 3.009	1.8	
Other Operating Income	15.888	16.588	0.700	4.4	-	-	-	-	15.888	16.588	0.700	4.4	
Capital and Other Reimbursements	-	-	-	-	4.794	5.316	0.522	10.9	4.794	5.316	0.522	10.9	
Total Revenue	\$ 183.477	\$ 187.186	\$ 3.709	2.0	\$ 4.794	\$ 5.316	\$ 0.522	10.9	\$ 188.271	\$ 192.502	\$ 4.231	2.2	
Expenses													
<i>Labor:</i>													
Payroll	\$ 202.284	\$ 203.560	\$ (1.276)	(0.6)	2.286	2.428	\$ (0.142)	(6.2)	\$ 204.570	\$ 205.988	\$ (1.418)	(0.7)	
Overtime	42.827	47.571	(4.744)	(11.1)	-	-	-	-	42.827	47.571	(4.744)	(11.1)	
Health and Welfare	41.703	41.294	0.409	1.0	0.821	0.649	0.172	21.0	42.524	41.943	0.581	1.4	
OPEB Current Payment	15.524	16.113	(0.589)	(3.8)	-	-	-	-	15.524	16.113	(0.589)	(3.8)	
Pensions	37.473	37.203	0.270	0.7	0.401	0.386	0.015	3.7	37.874	37.589	0.285	0.8	
Other Fringe Benefits	38.353	36.475	1.878	4.9	0.391	0.373	0.018	4.6	38.744	36.848	1.896	4.9	
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0	0.084	0.084	-	0.0	
Total Labor Expenses	\$ 378.164	\$ 382.216	\$ (4.052)	(1.1)	\$ 3.983	\$ 3.920	\$ 0.063	1.6	\$ 382.147	\$ 386.136	\$ (3.989)	(1.0)	
<i>Non-Labor:</i>													
Electric Power	\$ 1.618	\$ 1.442	\$ 0.176	10.9	\$ -	\$ -	\$ -	-	\$ 1.618	\$ 1.442	\$ 0.176	10.9	
Fuel	31.362	30.472	0.890	2.8	-	-	-	-	31.362	30.472	0.890	2.8	
Insurance	2.834	2.789	0.045	1.6	-	-	-	-	2.834	2.789	0.045	1.6	
Claims	17.968	14.000	3.968	22.1	-	-	-	-	17.968	14.000	3.968	22.1	
Maintenance and Other Operating Contracts	16.957	15.876	1.081	6.4	0.160	-	0.160	100.0	17.117	15.876	1.241	7.3	
Professional Service Contracts	17.714	18.249	(0.535)	(3.0)	-	-	-	-	17.714	18.249	(0.535)	(3.0)	
Materials & Supplies	29.083	33.640	(4.557)	(15.7)	0.651	1.396	(0.745)	*	29.734	35.036	(5.302)	(17.8)	
Other Business Expense	2.494	3.022	(0.528)	(21.2)	-	-	-	-	2.494	3.022	(0.528)	(21.2)	
Total Non-Labor Expenses	\$ 120.030	\$ 119.490	\$ 0.540	0.4	\$ 0.811	\$ 1.396	\$ (0.585)	(72.1)	\$ 120.841	\$ 120.886	\$ (0.045)	(0.0)	
Other Expense Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenses before Non-Cash Liability Adjs.	\$ 498.194	\$ 501.706	\$ (3.512)	(0.7)	\$ 4.794	\$ 5.316	\$ (0.522)	(10.9)	\$ 502.988	\$ 507.022	\$ (4.034)	(0.8)	
Depreciation	35.922	40.122	(4.200)	(11.7)	-	-	-	-	35.922	40.122	(4.200)	(11.7)	
OPEB Obligation	78.105	83.400	(5.295)	(6.8)	-	-	-	-	78.105	83.400	(5.295)	(6.8)	
Environmental Remediation	-	0.402	(0.402)	-	-	-	-	-	-	0.402	(0.402)	-	
Total Expenses	\$ 612.221	\$ 625.630	\$ (13.409)	(2.2)	\$ 4.794	\$ 5.316	\$ (0.522)	(10.9)	\$ 617.015	\$ 630.946	\$ (13.931)	(2.3)	
Net Surplus/(Deficit)	\$ (428.744)	\$ (438.444)	\$ (9.700)	(2.3)	\$ -	\$ -	\$ -	-	\$ (428.744)	\$ (438.444)	\$ (9.700)	(2.3)	

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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	October 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.482	2.7	Higher ridership	\$ 3.009	1.8	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	\$ 0.441	29.3	Higher student fare reimbursement	\$ 0.700	4.4	Higher student fare reimbursement		
Capital and Other Reimbursements	R	\$ 0.368	85.0	Prior period reimbursement	\$ 0.522	10.9	Prior period reimbursement		
Total Revenue Variance		\$ 1.291	6.5		\$ 4.231	2.2			
Payroll	NR	\$ (0.056)	(0.3)	(a)	\$ (1.276)	(0.6)	ATU 1181 retroactive payment paid in prior periods but budgeted in December. Also demographic progression rate changes in the representative groups not budgeted, partially offset by vacancies.		
Overtime	NR	\$ (1.275)	(34.2)	Mainly due to coverage for vacancies and absences, increased running time and the aging bus fleet's impact on bus maintenance	\$ (4.744)	(11.1)	Mainly due to coverage for vacancies and absences, increased running time and the aging bus fleet's impact on bus maintenance		
Health and Welfare (including OPEB)	NR	\$ (0.743)	(12.1)	(a)	\$ (0.180)	(0.3)	(a)		
Pension	NR	\$ 0.222	5.7	(a)	\$ 0.270	0.7	Timing of expenses		
Other Fringe Benefits	NR	\$ 0.089	2.1	(a)	\$ 1.878	4.9	Timing of workers' compensation payments.		
Electric Power	NR	\$ 0.067	37.9	Timing of expenses	\$ 0.176	10.9	Timing of expenses		
Fuel	NR	\$ 0.457	13.8	Lower rates	\$ 0.890	2.8	Lower rates		
Insurance	NR	\$ 0.023	7.6	(a)	\$ 0.045	1.6	(a)		
Claims	NR	\$ 0.893	38.9	Timing of settled claims	\$ 3.968	22.1	Timing of settled claims		
Maintenance and Other Operating Contracts	NR	\$ 0.050	2.4	(a)	\$ 1.081	6.4	Timing of expenses & misclassification of bus units budgeted in Maint & Operating contracts but charged to Material & Supplies		
Professional Service Contracts	NR	\$ 0.043	2.3	(a)	\$ (0.535)	(3.0)	Higher MOU expenses than plan and unbudgeted Workers board administration fees.		
Materials & Supplies	NR	\$ (1.037)	(38.1)	Prior period expenses	\$ (4.557)	(15.7)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts		
Other Business Expense	NR	\$ (0.083)	(40.5)	Higher AFC collection expenses	\$ (0.528)	(21.2)	Higher office supplies and AFC collection expenses		
Depreciation	NR	\$ (0.830)	(26.3)	Non cash expense	\$ (4.200)	(11.7)	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	\$ (5.295)	(6.8)	One time adjustment in the month of June to align 3rd party actuarial estimate by year end		
Environmental Remediation		\$ -	-	Non cash expense	\$ (0.402)	-	Non cash expense		
Payroll	R	\$ (0.111)	(52.4)	Prior period expenses	\$ (0.142)	(6.2)	Prior period expenses		
Health and Welfare	R	\$ 0.004	3.7	} Timing of charges.	\$ 0.172	21.0	} Timing of charges.		
Pension	R	\$ (0.001)	(2.9)		\$ 0.015	3.7			
Other Fringe Benefits	R	\$ -	-		\$ 0.018	4.6			
Maintenance and Other Operating Contracts	R	\$ 0.032	*		\$ 0.160	*			
Materials & Supplies	R	\$ (0.292)	*	Prior period expenses	\$ (0.745)	*	Prior period expenses		
Total Expense Variance		\$ 0.123	0.2		\$ (13.931)	(2.3)			
Net Variance		\$ 1.414	3.0		\$ (9.700)	(2.3)			

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

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

(\$ in millions)

	October 2014				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 17.972	\$ 16.577	\$ (1.395)	(7.8)	\$ 167.751	\$ 169.444	\$ 1.693	1.0
Other Operating Revenue	1.504	0.413	(1.091)	(72.5)	15.960	14.626	(1.334)	(8.4)
Capital and Other Reimbursements	1.210	0.562	(0.648)	(53.6)	10.028	6.436	(3.592)	(35.8)
Total Receipts	\$ 20.686	\$ 17.552	\$ (3.134)	(15.2)	\$ 193.739	\$ 190.506	\$ (3.233)	(1.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 29.017	\$ 30.920	\$ (1.903)	(6.6)	\$ 223.267	\$ 223.178	\$ 0.089	0.0
Overtime	3.732	5.007	(1.275)	(34.2)	42.829	47.571	(4.742)	(11.1)
Health and Welfare	3.397	4.627	(1.230)	(36.2)	43.979	51.303	(7.324)	(16.7)
OPEB Current Payment	1.595	1.595	-	0.0	15.491	14.066	1.425	9.2
Pensions	3.842	3.705	0.137	3.6	37.340	36.639	0.701	1.9
Other Fringe Benefits	4.330	4.910	(0.580)	(13.4)	39.720	36.261	3.459	8.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 45.913	\$ 50.764	\$ (4.851)	(10.6)	\$ 402.626	\$ 409.018	\$ (6.392)	(1.6)
<i>Non-Labor:</i>								
Electric Power	\$ 0.258	\$ -	\$ 0.258	100.0	\$ 1.434	\$ 0.144	\$ 1.290	90.0
Fuel	3.240	2.944	0.296	9.1	32.838	34.429	(1.591)	(4.8)
Insurance	0.541	0.211	0.330	61.0	5.213	2.889	2.324	44.6
Claims	2.731	4.970	(2.239)	(82.0)	18.218	21.851	(3.633)	(19.9)
Maintenance and Other Operating Contracts	2.864	1.373	1.491	52.1	23.502	15.542	7.960	33.9
Professional Service Contracts	2.824	1.588	1.236	43.8	19.333	10.580	8.753	45.3
Materials & Supplies	2.635	3.015	(0.380)	(14.4)	29.712	34.940	(5.228)	(17.6)
Other Business Expenses	0.610	0.016	0.594	97.4	3.654	0.814	2.840	77.7
Total Non-Labor Expenditures	\$ 15.703	\$ 14.117	\$ 1.586	10.1	\$ 133.904	\$ 121.189	\$ 12.715	9.5
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 61.616	\$ 64.881	\$ (3.265)	(5.3)	\$ 536.530	\$ 530.207	\$ 6.323	1.2
Operating Cash Surplus/(Deficit)	\$ (40.930)	\$ (47.329)	\$ (6.399)	(15.6)	\$ (342.791)	\$ (339.701)	\$ 3.090	0.9

NOTE: Totals may not add due to rounding

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

	October 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ (1.395)	(7.8)	Timing of reimbursements	\$ 1.693	1.0	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	(1.091)	(72.5)	Timing of student fare reimbursement	(1.334)	(8.4)	Timing of student fare reimbursement
Capital and Other Reimbursements	(0.648)	(53.6)	Timing of reimbursement receipts	(3.592)	(35.8)	Timing of reimbursement receipts
Total Receipts	\$ (3.134)	(15.2)		\$ (3.233)	(1.7)	
Payroll	\$ (1.903)	(6.6)	Retro-active payments budgeted in December and partially offset by vacancies.	\$ 0.089	0.0	(a)
Overtime	(1.275)	(34.2)	Mainly due to coverage for vacancies, absences, increased running time, and over age bus maintenance requirements	(4.742)	(11.1)	Mainly due to coverage for vacancies, absences, increased running time, and over age bus maintenance requirements
Health and Welfare (including OPEB)	(1.230)	(24.6)	Payment for prior period expenses	(5.899)	(9.9)	Payment for prior period expenses
Pension	0.137	3.6	Timing of payments	0.701	1.9	Timing of payments
Other Fringe Benefits	(0.580)	(13.4)	Payment for prior period expenses for interagency and related Payroll and Overtime costs	3.459	8.7	Timing of worker's compensation payments
GASB	-	-		-	-	
Electric Power	0.258	100.0	Timing of payments	1.290	90.0	Timing of payments
Fuel	0.296	9.1	Lower rates	(1.591)	(4.8)	Payment for prior period expenses
Insurance	0.330	61.0	Timing of payments/billings	2.324	44.6	Timing of payments/billings
Claims	(2.239)	(82.0)	Case settlement of two claims from prior years	(3.633)	(19.9)	\$12 million payout on a 2009 Bus accident case and case settlements of 2 claims from prior years
Maintenance and Other Operating Contracts	1.491	52.1	Timing of payments & misclassification of bus units budgeted in material & payments	7.960	33.9	Timing of payments & misclassification of bus units budgeted in material & payments
Professional Service Contracts	1.236	43.8	Timing of payments	8.753	45.3	Timing of payments
Materials & Supplies	(0.380)	(14.4)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts	(5.228)	(17.6)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts
Other Business Expenditure	0.594	97.4	Timing of payments	2.840	77.7	Timing of payments
Total Expenditures	\$ (3.265)	(5.3)		\$ 6.323	1.2	
Net Cash Variance	\$ (6.399)	(15.6)		\$ 3.090	0.9	

(a) - Variance less than 5%

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

	October 2014				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (1.877)	\$ (1.877)	-	\$ 0.162	\$ (1.154)	\$ (1.316)	*
Other Operating Revenue	-	(1.532)	(1.532)	-	0.072	(1.962)	(2.034)	*
Capital and Other Reimbursements	0.777	(0.239)	(1.016)	*	5.234	1.120	(4.114)	(78.6)
Total Receipts	\$ 0.777	\$ (3.648)	\$ (4.425)	*	\$ 5.468	\$ (1.996)	\$ (7.464)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ (7.571)	\$ (9.307)	\$ (1.736)	(22.9)	\$ (18.697)	\$ (17.190)	1.507	8.1
Overtime	-	-	-	-	(0.002)	-	0.002	100.0
Health and Welfare	1.280	0.275	(1.005)	(78.5)	(1.455)	(9.360)	(7.905)	*
OPEB Current Payment	-	0.514	0.514	-	0.033	2.047	2.014	*
Pensions	0.119	0.035	(0.084)	(70.6)	0.534	0.950	0.416	77.9
Other Fringe Benefits	(0.089)	(0.758)	(0.669)	*	(0.976)	0.587	1.563	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0
Total Labor Expenditures	\$ (6.261)	\$ (9.241)	\$ (2.980)	(47.6)	\$ (20.479)	\$ (22.882)	\$ (2.403)	(11.7)
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.081)	\$ 0.110	0.191	*	\$ 0.184	\$ 1.298	1.114	*
Fuel for Buses and Trains	0.077	(0.084)	(0.161)	*	(1.476)	(3.957)	(2.481)	*
Insurance	(0.238)	0.069	0.307	*	(2.379)	(0.100)	2.279	95.8
Claims	(0.438)	(3.570)	(3.132)	*	(0.250)	(7.851)	(7.601)	*
Maintenance and Other Operating Contracts	(0.773)	0.636	1.409	*	(6.385)	0.334	6.719	*
Professional Service Contracts	(0.938)	0.255	1.193	*	(1.619)	7.669	9.288	*
Materials & Supplies	0.098	1.047	0.949	*	0.022	0.096	0.074	*
Other Business Expenditures	(0.405)	0.272	0.677	*	(1.160)	2.208	3.368	*
Total Non-Labor Expenditures	\$ (2.698)	\$ (1.265)	\$ 1.433	53.1	\$ (13.063)	\$ (0.303)	\$ 12.760	97.7
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures :								
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (8.959)	\$ (10.506)	\$ (1.547)	(17.3)	\$ (33.542)	\$ (23.185)	\$ 10.357	30.9
Depreciation Adjustment	3.155	3.985	0.830	26.3	35.922	40.122	4.200	11.7
Other Post Employment Benefits	11.021	8.350	(2.671)	(24.2)	78.105	83.400	5.295	6.8
Environmental Remediation	-	-	-	-	-	0.402	0.402	-
Total Expenses/Expenditures	\$ 5.217	\$ 1.829	\$ (3.388)	(64.9)	\$ 80.485	\$ 100.739	\$ 20.254	25.2
Total Cash Conversion Adjustments	\$ 5.994	\$ (1.819)	\$ (7.813)	*	\$ 85.953	\$ 98.743	\$ 12.790	14.9

NOTE: Totals may not add due to rounding

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

	<u>October 2014</u>			<u>Year-to-date as of October 2014</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.972	\$ 18.454	\$ 0.482	\$ 167.589	\$ 170.598	\$ 3.009
Total Farebox Revenue	\$ 17.972	\$ 18.454	\$ 0.482	\$ 167.589	\$ 170.598	\$ 3.009
Other Revenue	\$ 1.504	\$ 1.945	\$ 0.441	\$ 15.888	\$ 16.588	\$ 0.700
Capital & Other	0.433	0.801	0.368	4.794	5.316	0.522
Total Revenue	\$ 19.909	\$ 21.200	\$ 1.291	\$ 188.271	\$ 192.502	\$ 4.231
<u>Ridership</u>						
Fixed Route	11.490	11.810	0.320	103.373	104.871	1.498
Total Ridership	11.490	11.810	0.320	103.373	104.871	1.498

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
OCTOBER 2014

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	10	(4)	
Office of Management and Budget	14	11	3	
Technology & Information Services	16	15	1	
Material	19	16	3	
Controller	15	19	(4)	
Office of the President	6	6	-	
System Safety Administration	5	1	4	
Law	24	24	-	
Corporate Communications	3	3	-	
Labor Relations	4	3	1	
Strategic Office	12	15	(3)	
Non-Departmental	11	-	11	
Total Administration	138	126	12	Vacancies to be filled
Operations				
Buses	2,211	2,216	(5)	
Office of the Executive VP	1	3	(2)	
Safety & Training	31	33	(2)	
Road Operations	117	117	-	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	22	(1)	
Total Operations	2,433	2,441	(8)	
Maintenance				
Buses	769	748	21	
Maintenance Support/CMF	158	164	(6)	
Facilities	73	43	30	Vacancies Replaced by MOU
Supply Logistics	92	91	1	
Total Maintenance	1,092	1,046	46	
Capital Program Management	37	32	5	
Total Engineering/Capital	37	32	5	
Security	18	17	1	
Total Public Safety	18	17	1	
Total Positions	3,718	3,662	56	
Non-Reimbursable	3,680	3,621	59	
Reimbursable	38	41	(3)	
Total Full-Time	3,703	3,646	57	
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
OCTOBER 2014

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	52	5	
Professional, Technical, Clerical	70	74	(4)	
Operational Hourlies	11	-	11	
Total Administration	138	126	12	Vacancies to be filled
Operations				
Managers/Supervisors	301	297	4	
Professional, Technical, Clerical	52	56	(4)	
Operational Hourlies	2,080	2,088	(8)	
Total Operations	2,433	2,441	(8)	
Maintenance				
Managers/Supervisors	212	197	15	Safety & Environmental Managements / Line Supervisors Vacancies
Professional, Technical, Clerical	17	17	-	
Operational Hourlies	863	832	31	Vacancies Replaced by MOU
Total Maintenance	1,092	1,046	46	
Engineering/Capital				
Managers/Supervisors	21	17	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	32	5	
Public Safety				
Managers/Supervisors	14	12	2	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	17	1	
Total Baseline Positions				
Managers/Supervisors	605	575	30	
Professional, Technical, Clerical	159	165	(6)	
Operational Hourlies	2,954	2,922	32	
Total Baseline Positions	3,718	3,662	56	

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

	October						October Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	50,002	\$2.1	56,278	\$2.6	(6,276)	(\$0.5)	493,633	\$21.0	498,070	\$22.0	(4,437)	(\$0.9)
					-12.6%	-23.6%					-0.9%	-4.5%
<u>Unscheduled Service</u>	6,405	\$0.3	8,559	\$0.4	(2,154)	(0.1)	69,728	\$2.9	69,996	\$3.0	(268)	(0.1)
					-33.6%	-42.5%					-0.4%	-3.5%
<u>Programmatic/Routine Maintenance</u>	9,168	\$0.4	27,403	\$1.2	(18,236)	(0.8)	164,006	\$7.0	244,508	\$10.6	(80,503)	(3.6)
					-198.9%	-216.4%					-49.1%	-51.9%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	18,828	\$0.9	19,044	\$0.8	(216)	0.1	203,922	\$8.9	220,782	\$9.3	(16,860)	(0.4)
					-1.1%	6.7%					-8.3%	-4.1%
<u>Weather Emergencies</u>	3,600	\$0.1	190	\$0.0	3,410	0.1	67,217	\$2.7	54,666	\$2.3	12,551	0.4
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	283	\$0.0	135	\$0.0	148	0.0	2,085	\$0.1	1,538	\$0.1	547	0.0
					52.4%	59.9%					26.2%	34.4%
<u>Other</u>	1	\$0.0	597	\$0.0	(596)	(0.0)	3,799	\$0.3	7,247	\$0.4	(3,448)	(0.1)
					*	*					*	*
Subtotal	88,286	\$3.7	112,206	\$5.0	(23,920)	(\$1.3)	1,004,389	\$42.8	1,096,807	\$47.6	(92,418)	(\$4.7)
					-27.1%	-34.2%					-9.2%	-11.1%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	88,286	\$3.7	112,206	\$5.0	(23,920)	(\$1.3)	1,004,389	\$42.8	1,096,807	\$47.6	(92,418)	(\$4.7)
					-27.1%	-34.2%					-9.2%	-11.1%

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)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(6,276) -12.6%	(\$0.5) -23.6%	Increased "Running Time" offset by lower budgeted wage rates.	(4,437) -0.9%	(\$0.9) -4.5%	Increased "Running Time" offset by lower budgeted wage rates.
<u>Unscheduled Service</u>	(2,154) -33.6%	(\$0.1) -42.5%		(268) -0.4%	(\$0.1) -3.5%	
<u>Programmatic/Routine Maintenance</u>	(18,236) -198.9%	(\$0.8) -216.4%	Aging bus fleet impact on bus maintenance.	(80,503) -49.1%	(\$3.6) -51.9%	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>	(216) -1.1%	\$0.1 6.7%		(16,860) -8.3%	(\$0.4) -4.1%	Vacancy and Absentee Coverage.
<u>Weather Emergencies</u>	3,410 *	\$0.1 *		12,551 *	\$0.4 *	
<u>Safety/Security/Law Enforcement</u>	148 52.4%	\$0.0 59.9%		547 26.2%	\$0.0 34.4%	
<u>Other</u>	(596) *	(\$0.0) *		(3,448) *	(\$0.1) *	
Subtotal	(23,920) -27.1%	(\$1.3) -34.2%		(92,418) -9.2%	(\$4.7) -11.1%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(23,920)	(\$1.3)		(92,418)	(\$4.7)	

METROPOLITAN TRANSPORTATION AUTHORITY
2013 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2014 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	183.5	185.7	187.2	3.7	2.0	1.5	0.8
Total Expenses before Non-Cash Liability Adjs	498.2	500.8	501.7	(3.5)	(0.7)	(0.9)	(0.2)
Depreciation	35.9	35.9	40.1	(4.2)	(11.7)	(4.2)	(11.7)
OPEB Obligation	78.1	83.5	83.4	(5.3)	(6.8)	0.1	0.1
Environmental Remediation			0.4	(0.4)	0.0	(0.4)	0.0
Total Expenses	612.2	620.2	625.6	(13.4)	(2.2)	(5.4)	(0.9)
Net Surplus/(Deficit)	(428.7)	(434.5)	(438.4)	(9.7)	(2.3)	(3.9)	(0.9)

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2014 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$1.5	0.8	Higher ridership and higher average fares due mainly to higher unlimited pass average fares (due to fewer trips per pass than expected).
Total Expenses	(\$5.4)	(0.9)	RWA payment made but budgeted in December. Higher overtime expenses due to coverage for vacancies and absences, increased running time and the aging bus fleet's impact on bus maintenance. Higher OTPS expenses due to prior period expenses, MOU charges and Workers' Compensation Board Fees. These expenses were partially offset by lower fuel rates and lower claim settlements.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$58.6	\$122.0	208
Design Completions	148.2	139.1	94
Awards	2,755.0	1,470.0	53
Substantial Completions	1,915.9	1,500.3	78
Closeouts	3,417.9	724.6	21

During October, NYCT awarded projects totaling \$71.1 million including:

- a new power substation at the Prince's Bay Station on Staten Island and;
- access improvements at Grand Central Station.

During the same period, NYCT substantially completed projects totaling \$404.1 million including:

- reconstruction of the Clara Hale Depot in Manhattan;
- rehabilitation and painting of the viaduct structure on the Rockaway and Far Rockaway Lines in Queens;
- mainline track replacement on the 6th Avenue Line in Manhattan and;
- installation of ADA accessible elevators and other ADA improvements at the Hunts Point Avenue Station on the Pelham Line in the Bronx.

Also during October, NYCT started three design projects for \$3.2 million, completed three designs for \$3.2 million, and closed out ten projects for \$83.9 million.

Capital Program Status
December 2014
(October 2014)

During October, NYCT awarded projects totaling \$71.1 million including a \$22.6 million project to construct a new power substation at the Prince's Bay Station on Staten Island. This project will help to ensure a reliable and sufficient traction power system capable of supporting current and future train operation requirements on the Staten Island Railway. Work will include furnishing and installing the high tension switchgear, power transformer, rectifier, DC feeder breakers, positive and negative cables, ventilation system, etc.

Also during October, NYCT awarded a project for \$17.8 million to make customer access improvements to Grand Central Station in Manhattan. This project will add critical new stairway capacity and relieve congestion at the station, NYCT's second busiest subway station complex. The first element would add a new ten-foot wide stairway from the Grand Central Terminal Concourse to the unpaid zone in the station mezzanine which will supplement the existing two escalators and stairway. The second element would reconfigure and expand the fare control area (turnstile array) and move the station agent booth for improved customer circulation. A second phase of the project, to be done at a later date, would add a new ten-foot wide stairway between the paid zone mezzanine and the downtown Lexington Line platform and is aimed to alleviate severe congestion, especially at platform level during the morning and afternoon peak periods and at the other existing platform stairs adjacent to the new stairway.

During October, NYCT substantially completed projects totaling \$404.1 million including a \$254.6 million project to reconstruct the Mother Clara Hale Depot in Manhattan. The new depot was built to accommodate 150 standard buses and includes bus lifts with overhead reel fluid dispensing systems, engine and chassis washing systems, an oil/water separating system, fuel storage systems, service/fare collection islands, and bus washers with a water reclamation system.

Additionally, NYCT substantially completed the rehabilitation and painting of the viaduct structure on the Rockaway and Far Rockaway Lines in Queens for \$45.1 million. The project rehabilitated the elevated structure located on the IND Rockaway Line from Hammels Wye to Rockaway Park (Beach 116th Street) and from Hammels Wye to Far Rockaway (Mott Avenue Station). The painting of the structure also included the removal of all loose lead-based paint, dirt, grease and grime from the elevated steel structure including track girders, track floor beams, column and column bases.

In addition, NYCT completed mainline track replacement on the 6th Avenue Line in Manhattan for \$19.6 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 October, NYCT substantially completed a project for \$14.3 million to provide full Americans with Disabilities Act (ADA) accessibility at the Hunts Point Avenue Station on the Pelham Line in the Bronx. This station has been identified as an ADA Key Station. Three elevators with associated equipment and machinery rooms were installed along with the progressive ADA elements required to comply with ADA guidelines including platform edges, railings, gates and signage.

Also during October, NYCT started three design projects for \$3.2 million, completed three designs for \$3.2 million, and closed out ten projects for \$83.9 million.

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

Projects Closed During October 2014
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
District Office 23: Canopy Reconstruction [SBMP]	\$0.9	\$0.9	02/2013	20
Copper Cable Upgrade/Replacement Phase 2	8.3	9.4	02/2014	8
Jay Street Systems Phase 1: Radio Security System at 130 Livingston	2.0	2.0	06/2014	4
Mainline Track Replacement 2013 at 8th Avenue	14.0	23.0	09/2014	1
HP Server Consolidation/Replacement	5.2	5.1	10/2014	0
Enterprise-Wide San/Disaster Recovery Phase 1	6.4	5.7	10/2014	0
Substation Hatchways: 8 Locations	5.1	5.4	10/2014	0
Substation Hatchways: 6 Locations	6.1	6.1	10/2014	0
Negative Cable Replacement: Rockaway & Far Rockaway	12.7	13.1	11/2014	(1)
Sprinkler & Alarm Systems: Phase 1 - 5 Locations	12.5	13.2	11/2014	(1)

The closeout of the District Office 23 Canopy Reconstruction project was delayed by 20 months due to an extended delay in obtaining as-built drawings from the contractor. The closeout of the Copper Cable Upgrade/Replacement Phase 2 project was delayed by 8 months since the project was multi-phased, the Phase 2 project could not be closed out until the Phase 3 project was awarded. The closeout of the Jay Street Systems Phase 1 – Radio Security System project was delayed by 4 months due to a delay in obtaining final documentation need to close out the project.

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

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

October

Design Starts	\$4.9	1	\$3.2	3	66.0	300.0
Design Completions	2.8	5	3.2	3	112.1	60.0
Construction Awards	130.6	11	71.1	9	54.4	81.8
Substantial Completions	151.0	17	404.1	17	267.7	100.0
Closeouts	82.1	12	83.9	10	102.3	83.3

2014 Year-To-Date

Design Starts	\$58.6	32	\$122.0	72	208.1	225.0
Design Completions	148.2	116	139.1	94	93.8	81.0
Construction Awards	2,755.0	173	1,470.0	121	53.4	69.9
Substantial Completions	1,915.9	161	1,500.3	124	78.3	77.0
Closeouts	3,417.9	171	724.6	72	21.2	42.1

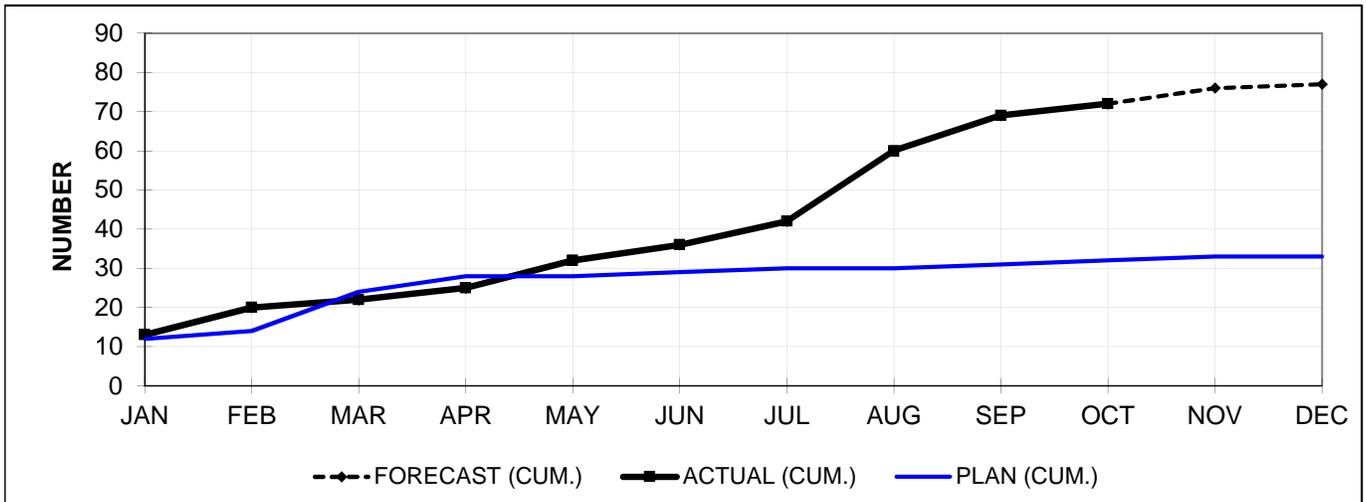
2014 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$127.4	77	215.9	233.3
Design Completions	177.1	129	177.6	123	100.3	95.3
Construction Awards	3,606.9	218	2,903.8	225	80.5	103.2
Substantial Completions	2,132.7	189	1,923.2	176	90.2	93.1
Closeouts	3,697.3	202	3,074.0	160	83.1	79.2

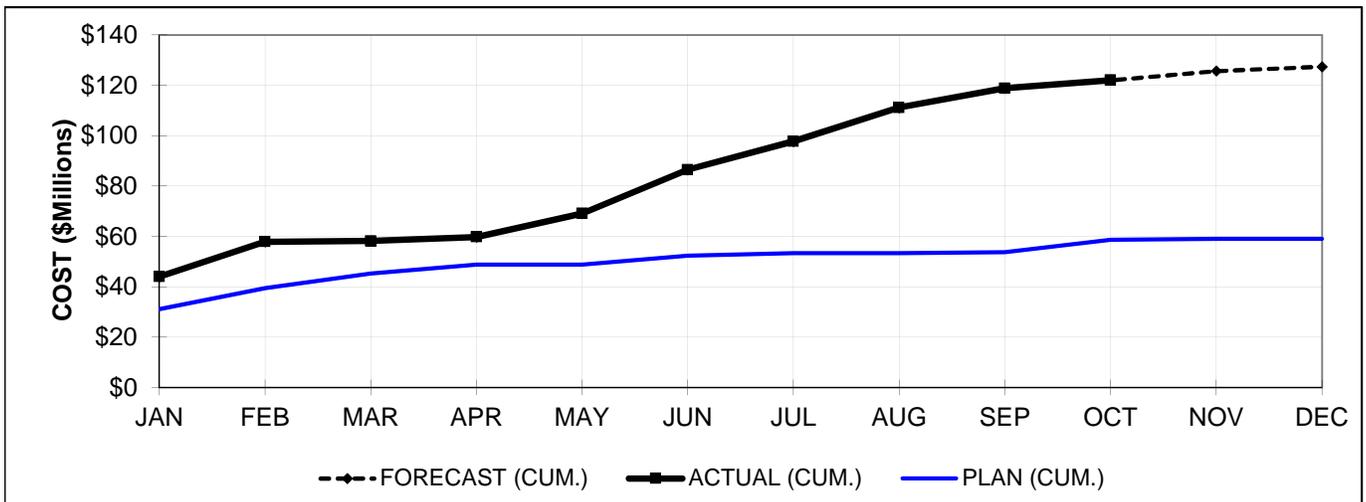
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2014 Design Starts Charts

As of October 2014



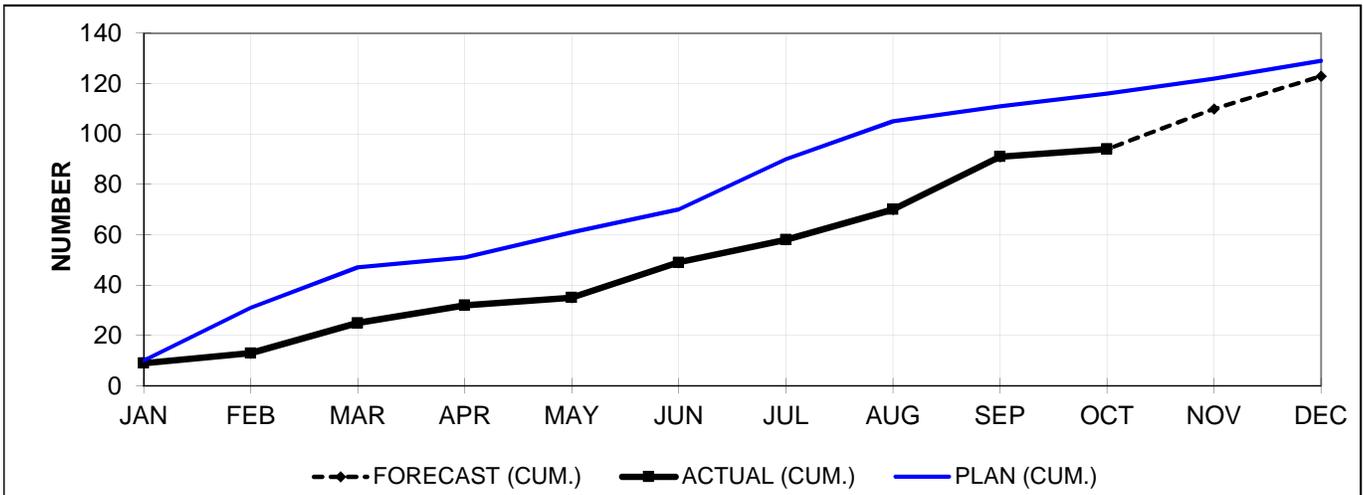
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											4	1
ACTUAL (NON-CUM.)	13	7	2	3	7	4	6	18	9	3	1	0
PLAN (NON-CUM.)	12	2	10	4	0	1	1	0	1	1	1	0
FORECAST (CUM.)											76	77
ACTUAL (CUM.)	13	20	22	25	32	36	42	60	69	72	76	77
PLAN (CUM.)	12	14	24	28	28	29	30	30	31	32	33	33



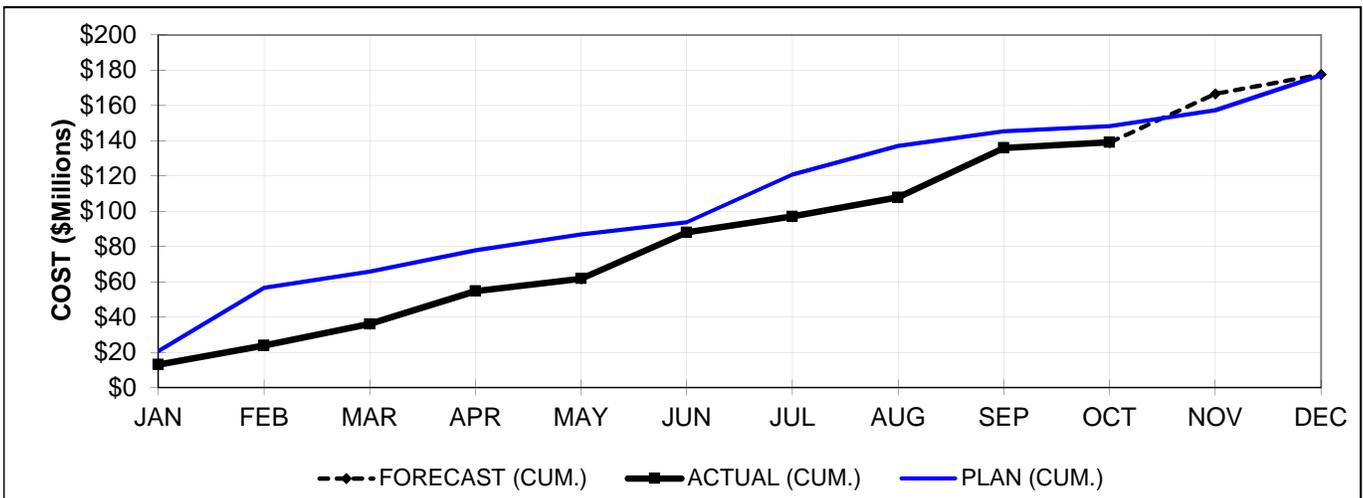
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											3.7	1.7
ACTUAL (NON-CUM.)	44.0	13.9	0.3	1.6	9.3	17.4	11.2	13.4	7.7	3.2	0.4	0.0
PLAN (NON-CUM.)	31.2	8.3	5.8	3.5	0.0	3.6	1.0	0.0	0.4	4.9	0.4	0.0
FORECAST (CUM.)											125.7	127.4
ACTUAL (CUM.)	44.0	57.9	58.2	59.8	69.1	86.5	97.7	111.1	118.8	122.1	125.7	127.4
PLAN (CUM.)	31.2	39.5	45.3	48.8	48.8	52.4	53.3	53.3	53.8	58.6	59.0	59.0

2014 Design Completions Charts

As of October 2014



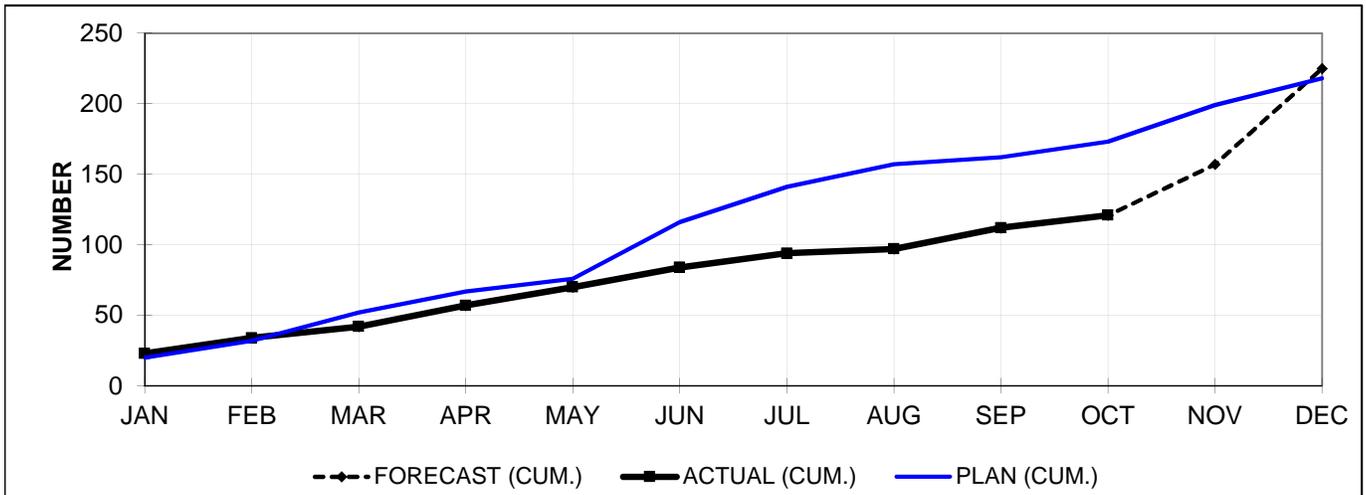
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											16	13
ACTUAL (NON-CUM.)	9	4	12	7	3	14	9	12	21	3	6	7
PLAN (NON-CUM.)	10	21	16	4	10	9	20	15	6	5	6	7
FORECAST (CUM.)											110	123
ACTUAL (CUM.)	9	13	25	32	35	49	58	70	91	94	122	129
PLAN (CUM.)	10	31	47	51	61	70	90	105	111	116	122	129



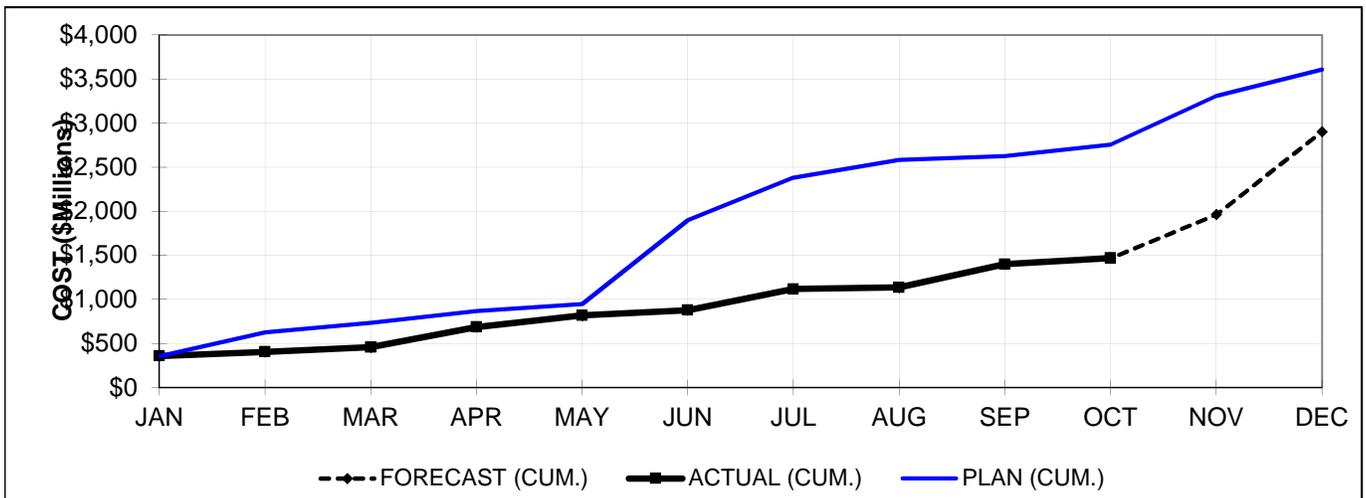
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											27.6	10.9
ACTUAL (NON-CUM.)	13.0	10.8	12.2	18.7	7.0	26.3	9.0	10.8	28.0	3.2	9.1	19.9
PLAN (NON-CUM.)	20.7	35.9	9.1	12.2	8.9	6.8	27.1	16.3	8.2	2.8	9.1	19.9
FORECAST (CUM.)											166.7	177.6
ACTUAL (CUM.)	13.0	23.9	36.0	54.7	61.8	88.0	97.1	107.9	135.9	139.1	157.2	177.1
PLAN (CUM.)	20.7	56.6	65.7	77.9	86.9	93.7	120.8	137.1	145.3	148.2	157.2	177.1

2014 Awards Charts

As of October 2014



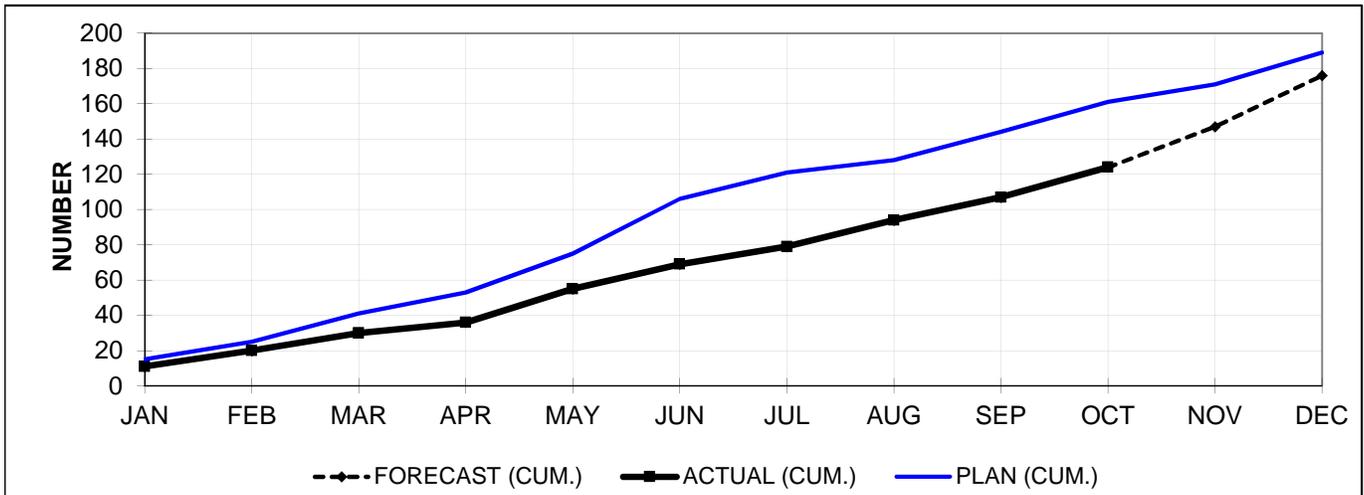
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											36	68
ACTUAL (NON-CUM.)	23	11	8	15	13	14	10	3	15	9	26	19
PLAN (NON-CUM.)	20	12	20	15	9	40	25	16	5	11	26	19
FORECAST (CUM.)											157	225
ACTUAL (CUM.)	23	34	42	57	70	84	94	97	112	121	199	218
PLAN (CUM.)	20	32	52	67	76	116	141	157	162	173	199	218



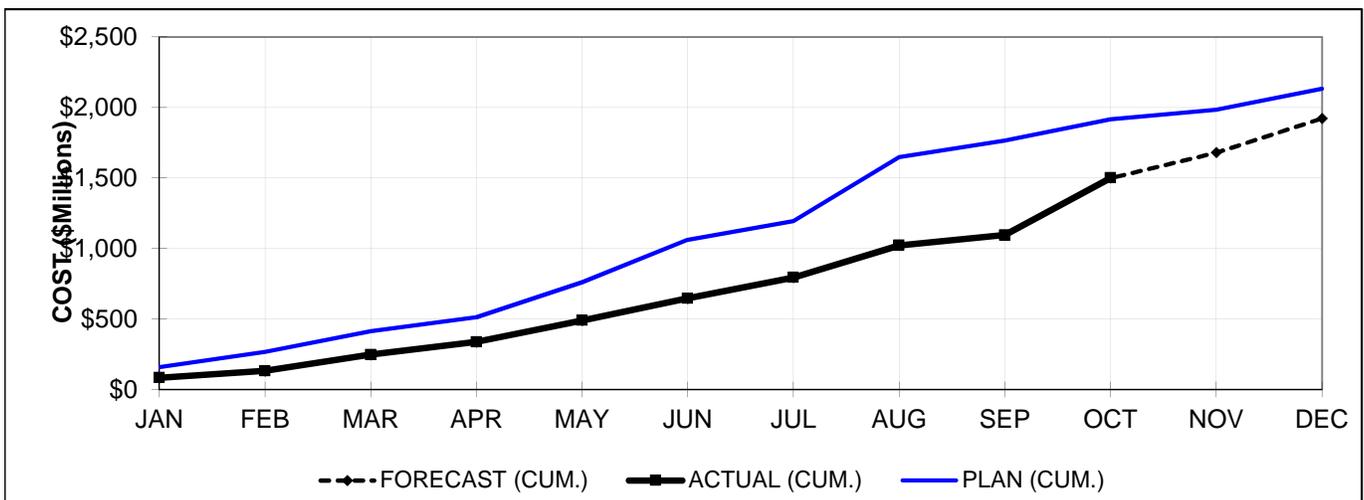
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											495.0	938.8
ACTUAL (NON-CUM.)	358.5	46.5	53.1	228.1	132.3	58.8	241.4	17.2	263.1	71.1	552.4	299.5
PLAN (NON-CUM.)	355.7	270.8	108.5	132.8	80.3	948.0	483.2	204.3	40.9	130.6	552.4	299.5
FORECAST (CUM.)											1,965.0	2,903.8
ACTUAL (CUM.)	358.5	405.0	458.1	686.2	818.4	877.3	1,118.7	1,135.9	1,398.9	1,470.0	3,307.4	3,606.9
PLAN (CUM.)	355.7	626.5	735.0	867.8	948.1	1,896.0	2,379.3	2,583.5	2,624.4	2,755.1	3,307.4	3,606.9

2014 Substantial Completions Charts

As of October 2014



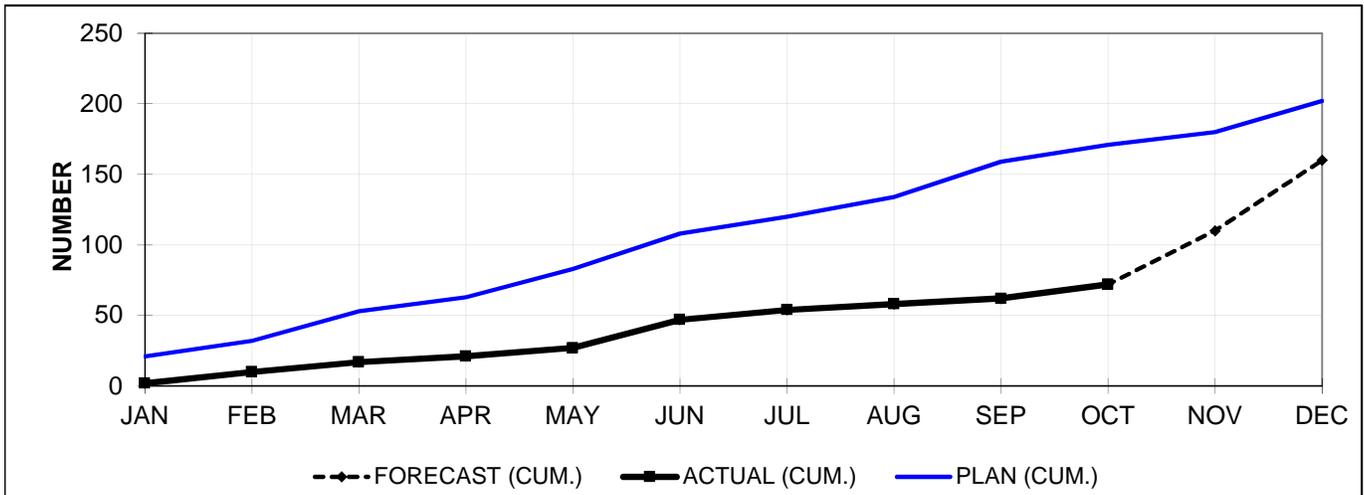
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											23	29
ACTUAL (NON-CUM.)	11	9	10	6	19	14	10	15	13	17	10	18
PLAN (NON-CUM.)	15	10	16	12	22	31	15	7	16	17	10	18
FORECAST (CUM.)											147	176
ACTUAL (CUM.)	11	20	30	36	55	69	79	94	107	124	171	189
PLAN (CUM.)	15	25	41	53	75	106	121	128	144	161	171	189



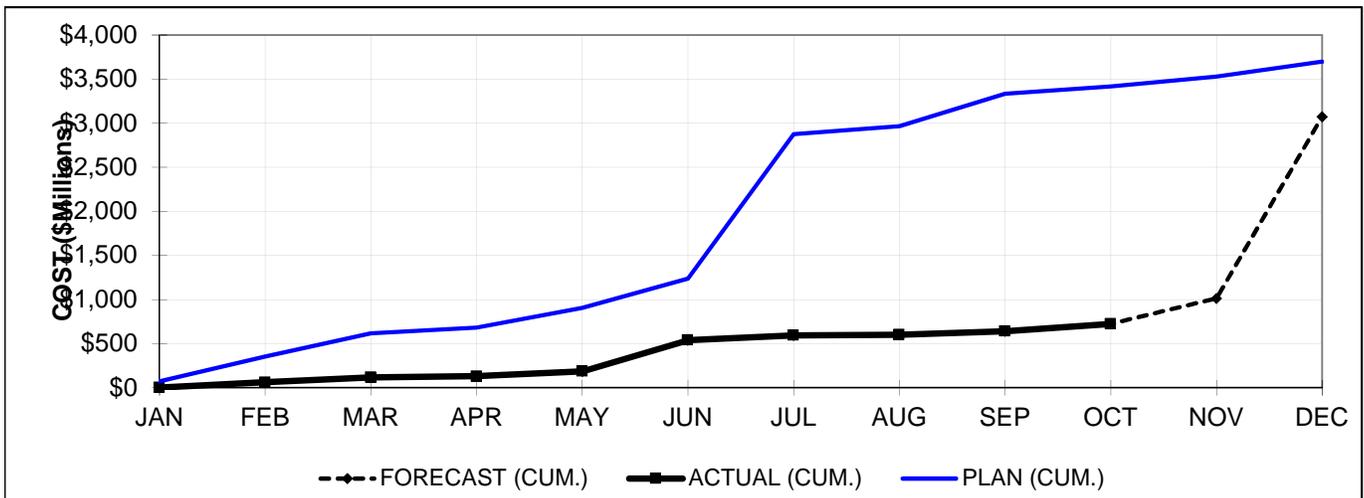
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											180.7	242.3
ACTUAL (NON-CUM.)	84.0	48.7	115.3	90.1	152.6	156.3	148.1	227.0	74.1	404.1	68.6	148.2
PLAN (NON-CUM.)	158.3	109.9	145.2	99.5	249.3	300.3	131.3	453.1	118.2	151.0		148.2
FORECAST (CUM.)											1,681.0	1,923.2
ACTUAL (CUM.)	84.0	132.7	248.0	338.1	490.7	647.0	795.1	1,022.1	1,096.2	1,500.3	1,984.4	2,132.7
PLAN (CUM.)	158.3	268.2	413.3	512.8	762.1	1,062.3	1,193.7	1,646.8	1,764.9	1,915.9	1,984.4	2,132.7

2014 Closeouts Charts

As of October 2014



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											38	50
ACTUAL (NON-CUM.)	2	8	7	4	6	20	7	4	4	10	9	22
PLAN (NON-CUM.)	21	11	21	10	20	25	12	14	25	12	9	22
FORECAST (CUM.)											110	160
ACTUAL (CUM.)	2	10	17	21	27	47	54	58	62	72	110	160
PLAN (CUM.)	21	32	53	63	83	108	120	134	159	171	180	202



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											288.4	2061.0
ACTUAL (NON-CUM.)	2.7	57.9	55.4	12.9	56.0	354.5	53.2	8.0	40.0	83.9	112.8	166.6
PLAN (NON-CUM.)	71.5	282.1	262.6	67.5	223.6	329.4	1637.8	90.7	370.6	82.1	112.8	166.6
FORECAST (CUM.)											1,013.1	3,074.0
ACTUAL (CUM.)	2.7	60.7	116.0	128.9	185.0	539.5	592.7	600.8	640.7	724.6	1,013.1	3,074.0
PLAN (CUM.)	71.5	353.6	616.3	683.8	907.4	1,236.7	2,874.6	2,965.3	3,335.8	3,417.9	3,530.6	3,697.3

Report

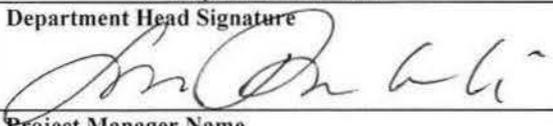
PROCUREMENTS

The Procurement Agenda this month includes 13 actions for a proposed expenditure of \$304.3M.

Subject Request for Authorization to Award Various Procurements

Department Materiel Division – NYCT

Department Head Name Stephen M. Plochochi

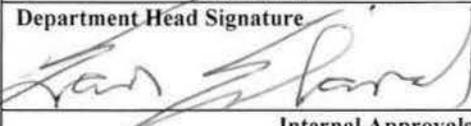
Department Head Signature


Project Manager Name Rose Davis

December 4, 2014

Department Law and Procurement – MTACC

Department Head Name Eyan Eisland

Department Head Signature


Board Action

Order	To	Date	Approval	Info	Other
1	Committee	12/15/14			
2	Board	12/17/14			

Internal Approvals

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

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 25.0 M
• Vapor Stone Rail Systems \$ 25.0 M		
SUBTOTAL	1	\$ 25.0 M

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

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

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

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	2	\$	7.9 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	3	\$	9.2 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$	240.0 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$	2.7 M
	SUBTOTAL		7 \$ 259.8 M

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

Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Works Contracts	1	\$	1.0 M
	SUBTOTAL		1 \$ 1.0 M

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	3	\$	16.0 M
	SUBTOTAL		3 \$ 16.0 M

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$	2.5 M
	SUBTOTAL		1 \$ 2.5 M
	TOTAL		13 \$ 304.3 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.

DECEMBER 2014

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|--|----------------------------|--------------------------------------|
| 1. Vapor Stone Rail Systems | \$25,000,000 (Est.) | <u>Staff Summary Attached</u> |
| A Division of Wabtec Corp. | | |
| Sole Source - Three-year omnibus | | |
| Purchase of non-inventory and inventory replacement door operator parts and other sole source parts for subway cars. | | |

Item Number: 1

Vendor Name (& Location) Vapor Stone Rail Systems (Plattsburgh, NY)
Description Purchase of non-inventory and inventory replacement door operator parts and other sole source parts for subway cars
Contract Term (including Options, if any) December 31, 2014 – December 30, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$25,000,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	

Discussion:

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

There are approximately 5,672 items covered by this approval for the purchase of replacement door operator parts, monitoring and diagnostic parts, and certain other sole source parts such as heating, ventilation, and air conditioning (HVAC) parts used on NYC Transit subway cars. These items are identified as obtainable only from Vapor Stone for the following reasons: sole pre-qualified source on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Vapor Stone. These items are advertised a minimum of once every twelve months to seek competition. A list of Vapor Stone sole source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts, some of which are safety sensitive, will be used by the Division of Car Equipment (DCE) for normal maintenance and Scheduled Maintenance System (SMS) requirements for door equipment for 4,957 subway cars in the NYC Transit fleet (all subway cars with the exception of the 660 Kawasaki-built R160 cars and 752 R46 cars.) Vapor Stone will also supply HVAC parts for approximately 2,788 subway cars (all pre-R142 and R142A cars) as well as monitoring and diagnostic parts for 1,030 R142 cars.

The current omnibus approval for \$20,000,000 was approved by the Board in November 2012 and expires on October 30, 2015. There is a remaining balance of \$2,082,485 on the current approval. A new omnibus approval is requested now because the remaining balance will be insufficient to support SMS and regular running repair projects for NYC Transit’s subway cars through October 2015. The greater-than-anticipated spend of approved funds during the term of the current omnibus approval is attributed to new and modified SMS work scopes and forecast changes since the current omnibus approval was approved by the Board. During the term of the new omnibus approval, the R62, R62A, and R160 subway cars will undergo a seven-year overhaul and the R142, R142A, and R143 subway cars will undergo a 14-year heavy overhaul.

Procurement performed an analysis on the 111 items issued during the term of the current omnibus approval that exceeded the \$15,000 threshold. Of the 111 items, 30 items have purchase price history. Of the 30 items, the pricing for four was excluded because quantity fluctuations artificially reduced the computed price escalation. When these items are excluded from the calculation, the prices for the remaining 26 items show an overall weighted average annual price increase of 0.3%. This compares favorably with the Producer Price Index used for the analysis over the same time period, which revealed an annual weighted average price increase of approximately 0.6%.

Based on current forecasts and projections for 2015 through 2018 as provided by DCE, it is anticipated that DCE will require approximately \$25,000,000 for sole source items from Vapor Stone during the term of this omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole source materials from Vapor Stone for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Vapor Stone on an as-required basis. Each item to be purchased under this approval will be subject to a cost and/or price analysis and determination that the negotiated price is found to be fair and reasonable.

DECEMBER 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. **Asplundh Tree Expert Co.** **\$890,850 (Est.)** **Staff Summary Attached**
Four Bids/Low Bidder – Three-year contract
RFQ# 82553
Tree removal and tree trimming services.

2. **Simaren Corp.** **\$7,034,903 (Est.)** **Staff Summary Attached**
d/b/a Wisdom Protective Services
Seven Bids/Low Bidder – Five-year contract
RFQ# 81895
Fire Safety Director Services.

DECEMBER 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont'd:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts

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

Trillium USA LLC

- | | | |
|----|----------------------------------|---------------------------|
| 3. | Contract# 04B8867.4 | \$4,071,090 (Est.) |
| 4. | Contract# 06A9336.4 | \$3,407,454 (Est.) |
| 5. | Contract# CC CNG 200501.9 | \$1,692,310 (Est.) |

Staff Summary Attached

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↓
↓

Modification to the contract for the operation and maintenance of the West Farms and Jackie Gleason CNG fueling facilities for NYC Transit and the College Point and Spring Creek Depots for MTA Bus Company, in order to exercise the option of a three-year extension for the Jackie Gleason CNG facility and extend the terms of the West Farms and MTA Bus Company contracts for three years and add funding.

I. Modifications to Purchase and Public Works 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.)

- | | | |
|----|----------------------------|-----------------------------|
| 6. | OptumRx, Inc. | \$240,000,000 (Est.) |
| | Contract# 08I9983.4 | |

Staff Summary Attached

Modification to the contract for Pharmacy Benefits Manager Services, in order to extend the contract term for one year and add funding.

DECEMBER 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.)

**7. StrataGen Systems, Inc.
Contract# 04F8952**

\$2,662,053

Staff Summary Attached

Provide additional funding for the continued software maintenance and enhancements to the program known as ADEPT, a Paratransit Trip Scheduling Software.

DECEMBER 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

1. **Plaza Schiavone JV** **\$1,048,500** **Staff Summary Attached**
Contract# A-36125.404

Modification to the contract for the Fulton Center Enclosure, in order to address the resolution of the contractor's claim for costs associated with additional fire watch personnel per revised NYC Fire Code.

Schedule G: Miscellaneous Service Contracts



Item Number: 2

Vendor Name (& Location) Simaren Corp. d/b/a Wisdom Protective Services (Kew Gardens, NY)
Description Fire Safety Director Services
Contract Term (including Options, if any) Five years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number RFQ 81895	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$7,034,903 (Est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Joseph Leader	

Discussion:

This contract is for fire safety director services with Simaren Corporation, d/b/a Wisdom Protective Services (Wisdom) for the Fulton Center and its adjacent Corbin Building, 130 Livingston Street, and the Rail Control Center (RCC) in the estimated amount of \$7,034,903. Wisdom is a New York State certified minority business enterprise.

A fire safety director is responsible for conducting fire and evacuation drills; selecting qualified personnel for a fire brigade; organizing, training, supervising, and maintaining the availability and readiness of the fire brigade; and conducting monthly testing of the fire alarm communications system. Pricing for this contract is based upon a mark-up over the NY City Comptroller's Prevailing Wages for fire safety directors.

Procurement conducted an extensive outreach to the contracting community that resulted in the receipt of seven bids. Wisdom's pricing is based on a markup of 21.79% over the prevailing wage and is 0.73% lower than the second low bidder. The comparison between the percent mark-up over the Prevailing Wage Rate for the previous and current contracts shows that the mark-up has decreased 0.79%.

Having evaluated all available facts, Procurement finds Wisdom to be responsible and Wisdom's estimated total price of \$7,034,903 to be fair and reasonable.

Item Number: 3-5

Vendor Name (& Location) Trillium USA LLC (Salt Lake City, UT)
Description Operation and Maintenance of CNG Bus Fueling
Contract Term (including Options, if any) 04B8867: August 14, 2003 – December 31, 2014 06A9336: January 1, 2008 – December 31, 2014 CC CNG 200501: March 1, 2006 – December 31, 2014
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Department of Buses and MTA Bus Company, Darryl C. Irick

Contract Numbers 04B8867; 06A9336; and CC CNG 200501	AWO/Mod.# 4, 4 and 9
Original Amount: 04B8867: \$9,360,000 06A9336: \$8,634,291 CC CNG 200501: \$2,062,900	\$ 23,227,922
Option Amount: CC CNG 200501: \$3,170,731	
Prior Modifications: 04B8867: \$2,593,603 06A9336: \$758,851 CC CNG 200501: \$8,769,382	\$ 12,121,836
Prior Budgetary Increases: 04B8867: \$240,000 CC CNG 200501: \$445,000	\$ 685,000
Current Amount: 04B8867: \$12,193,603 06A9336: \$9,393,142 CC CNG 200501: \$14,448,013	\$ 36,034,758
This Request: 04B8867: \$4,071,090 (Est.) 06A9336: \$3,407,454 (Est.) CC CNG 200501: \$1,692,310 (Est.)	\$ 9,170,854 (Est.)
% of This Request to Current Amount:	25.5%
% of Modifications (including This Request) to Total Amount:	94.6%

Discussion:

These multi-agency contract modifications to three competitively negotiated estimated quantity contracts awarded to Trillium USA LLC (Trillium), two contracts for NYC Transit for the operation and maintenance of the Jackie Gleason and West Farms fast-fill Compressed Natural Gas (CNG) facilities and one contract for MTA Bus Company (MTABC) for the operation and maintenance of the College Point and Spring Creek fast-fill CNG facilities, will: 1) exercise the 3-year option under NYC Transit Contract 06A9336 for the Jackie Gleason CNG facility that will extend the contract from January 1, 2015 through December 31, 2017; 2) extend NYC Transit Contract 04B8867 for the West Farms CNG facility by three years, from January 1, 2015 through December 31, 2017; and 3) extend MTA Bus Company Contract CNG200501 for the College Point and Spring Creek CNG facilities by three years, from January 1, 2015 through December 31, 2017. The modification to the West Farms contract also includes provisions to add preventative and remedial maintenance for the two NYC Transit slow-fill CNG facilities at Zerega and Grand Ave Central Maintenance Facilities. The slow-fill CNG facilities are utilized for fueling/defueling buses when the buses are brought into the central maintenance facilities to be serviced. The fast-fill CNG facilities are utilized for the daily fueling of buses.

Under these contracts, the contractor is responsible for the maintenance and operation of the entire CNG facility from the point where the natural gas enters the facility through the compression stages and up to the point where the compressed gas is dispensed at the fueling stations. The actual dispensing of the compressed gas into the buses is performed by NYC Transit and MTABC employees. It should be noted that the supply of natural gas is outside the scope of these contracts and is obtained from the utility and/or from third party providers. The contractor's responsibilities include providing preventive maintenance including calibration, diagnostics, testing, cleaning, lubrication, and parts replacement in order to ensure that all of the CNG fueling

equipment operates in peak condition and in compliance with performance specifications. The contractor is also responsible for providing remedial maintenance when any of the facility components are malfunctioning or inoperable, including all electrical, electronic, or mechanical adjustments, troubleshooting, alignment, and replacement of parts and assemblies. The price schedules for the fast-fill facilities are structured where the contractor receives a monthly payment based on the volume of CNG dispensed (therms used) multiplied by an established rate per therm and includes tiered pricing where the per-therm pricing decreases as the volume of CNG dispensed increases. The per-therm rates are adjusted yearly based on fluctuations to a predetermined Consumer Price Index (CPI). However, due to the extremely low volume of gas dispensed through the slow-fill facilities, their price schedule is structured with flat-fee line items covering preventive maintenance and hourly rates plus material for remedial maintenance.

The unique technical nature of the CNG fueling facilities requires an experienced, technically qualified contractor to operate and maintain the facilities to ensure safe and continuous operation. Trillium has proven to be a reliable, knowledgeable and overall excellent contractor with no fueling disruptions since award of these contracts. In each of the competitively negotiated base contracts Trillium was ranked technically superior to the other competitors.

NYC Transit Contract 06A9336 covering Jackie Gleason CNG facility was a competitively negotiated 7-year contract awarded to Trillium, through December 31, 2014 with a 3-year option which is the subject of this modification. NYC Transit Contract 04B8867 covering the West Farms CNG facility was part of a competitively negotiated contract awarded to Trillium for the design and construction of the West Farms CNG facility followed by a 10-year period of operation and maintenance, through August 14, 2013. The January 2013 Board approved a modification to the West Farms contract which reduced the per-therm pricing to match the more favorable pricing provided under the Jackie Gleason contract, extended the contract through December 31, 2014 in order to be coterminous with the Jackie Gleason contract, and increased the contract funding. MTABC Contract CNG200501 covering College Point and Spring Creek CNG facilities was an 18-month competitively negotiated contract awarded to Trillium and included two 1-year extension options. MTABC exercised the two 1-year extension options and ultimately issued a contract modification that was approved by the March 2012 Board which changed the pricing structure of the contract from time and material to the tiered and more favorable pricing provided under the Jackie Gleason contract and extended the contract through December 31, 2014 in order to be coterminous with the Jackie Gleason contract. As indicated to the March 2012 and January 2013 Board by MTABC and NYC Transit, respectively, having all the CNG contracts expire at the same time was part of a plan to conduct a market survey to determine whether exercise of the 3-year option under the Jackie Gleason contract would be advantageous and if so, to also extend the other CNG maintenance contracts or conduct a single competitive RFP for the combined requirements of all CNG facilities.

A market survey conducted by the NYC Transit and MTABC's CNG consultant concluded that the current fast-fill rates under the existing contracts are favorable and exercising the option would be advantageous. Additionally, the requirements for the two NYC Transit slow-fill CNG facilities will be incorporated into the West Farms contract based on a market survey conducted by NYC Transit that revealed that other CNG service providers would not be interested in providing service for the two slow-fill facilities alone as it would not be cost effective. The pricing negotiated for the addition of the two slow-fill facilities leverages the favorable hourly labor rates contained in the larger fast-fill facility contracts.

The extension of the West Farms contract and the College Point and Spring Creek contract to match the 3-year option under the Jackie Gleason contract and the incorporation of the requirements for the slow-fill CNG facilities allows for combining requirements for all CNG facilities for NYC Transit and MTABC under a single, joint agency competitive RFP that will be put in place prior to the expiration of this 3-year extension. The strategy associated with this 3-year extension will provide continuity of service while a complete survey of the equipment at each facility is carried out, specifications for capital upgrades are developed, and the solicitation and award of a competitively negotiated contract is conducted that will cover any upgrades as well as the long term maintenance for NYC Transit/MTABC's combined requirements. NYC Transit's Procurement Office and its CNG consultant, with input from the CNG contracting community, consider the strategy of aggregating all of MTA's CNG Bus facility requirements under one solicitation, including capital upgrades and long term maintenance, to be the best opportunity to yield the most competitive financial outcome and the best value to NYC Transit and MTABC.

Trillium's initial proposal included: \$3,480,766 to exercise the option to extend the Jackie Gleason contract; \$4,198,995 to extend the West Farms contract and add the preventative and remedial maintenance for the Zerega and Grand Ave slow-fill CNG facilities; and \$2,114,582 to extend the College Point and Spring Creek contract. Notwithstanding the determination of favorable pricing resulting from the consultant's survey, Procurement obtained additional reductions by combining all the requirements resulting in final pricing of \$3,407,454 for the Jackie Gleason contract; \$4,071,090 for the West Farms contract; and \$1,692,310 for the College Point and Spring Creek contract. Trillium's final proposal represents an overall reduction of \$836,856, or 8.6% from its current pricing under the three contracts. Trillium's pricing for these modifications is very competitive and is found to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 6

Vendor Name (& Location) OptumRx, Inc. (Irvine, CA)
Description Pharmacy Benefits Management Services
Contract Term (including Options, if any) September 1, 2009 – December 31, 2014
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Department of Human Resources, Patricia Lodge (Acting)

Contract Number 0819983	AWO/Modification 4
Original Amount:	\$ 490,000,000
Option Amount:	\$ 200,000,000
Total Amount:	\$ 690,000,000
Prior Modifications:	\$ 250,000,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 940,000,000
This Request:	\$ 240,000,000 (Est.)
% of This Request to Current Amount:	25.5%
% of Modifications (including This Request) to Total Amount:	71.0%

Discussion:

This Modification No. 4 will extend the contract term for one year from January 1, 2015 through December 31, 2015.

This contract is for pharmacy benefit management (PBM) services. Under this contract, OptumRx provides PBM services for members of Transport Workers Union Local 100, Amalgamated Transit Union Locals 726 and 1056, the Subway Surface Supervisors Association, Transit Supervisory Organization Local 106, and the MTA Bus Company. The services include paying claims from dispensing pharmacies and administering a mail order drug fulfillment program. Approximately 61,000 members and 81,000 dependents receive PBM services under this contract.

The base contract was awarded for \$490 million for a three year period ending August 2012. In July 2012, the Board approved Modification No. 2 to extend the contract term for sixteen months from September 1, 2012 through December 31, 2013 for \$250 million and to change the contractor’s name to OptumRx. The extension was necessary because of ongoing collective bargaining, which rendered the parameters of any new pharmacy benefits plan uncertain.

The Modification No. 2 extension included an option to extend the contract for up to an additional twelve months. In November 2013, the Board approved Modification No. 3 to exercise the option and extend the contract term for up to an additional twelve months for \$200 million. At the time the option was exercised, it was anticipated that a competitive RFP would be solicited during the option period. However, the RFP was delayed because of the need for extensive union coordination. As a result, additional time was needed to obtain updated prescription claims data, employee/retiree and dependent census data, and to incorporate the data into the RFP. The competitive RFP for a successor contract has since been advertised.

The proposed extension will allow NYC Transit to receive and evaluate competing proposals, complete the RFP process and award a new contract. The proposed extension also allows for a three month transition and ramp up period.

During the previous sixteen month extension, changes were implemented to achieve greater financial savings. For Modification No. 3, NYC Transit negotiated a change to the pricing structure to introduce fixed discounts and dispensing fees. In addition, on April 1, 2013, NYC Transit implemented the Employer Group Waiver plus Wrap prescription drug plan for Medicare retirees and their dependents, with financial incentives related to the Affordable Care Act. Together, these changes saved approximately \$24 million in 2013 and are expected to save approximately \$30 million in 2014.

For this modification, NYC Transit leveraged the one year extension to negotiate concessions which are expected to yield \$4.8 million in additional savings for 2015. Based on the market survey data provided by NYC Transit’s benefit consultant, pricing for the one year extension has been found to be fair and reasonable.

Schedule L: Budget Adjustments to Estimated Quantity Contracts

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.)

7. StrataGen Systems, Inc. Contract# 04F8952 June 1, 2004 – March 31, 2020	Original Amount: Prior Modifications: Prior Budgetary Increases: Current Amount: This Request: % of This Request to Current Amount: % of Mods/Budget Adjustments (including This Request) to Original Amount:	\$ 1,044,720 \$ 19,607,693 \$ 1,432,000 <hr style="width: 100%;"/> \$ 22,084,413 \$ 2,662,053 12.1% 2268.7%
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Discussion:

The approval of the Board is requested for a retroactive Budget Adjustment to provide additional funds for the continued maintenance support and programming of new enhancements to the Paratransit scheduling/dispatching software program known as ADEPT (Adaptive Decision Engine for Passenger Transportation), a product of StrataGen Systems, Inc. (StrataGen). StrataGen is also responsible for Paratransit's Interactive Voice Response system (IVR), a product produced by Unified Dispatch, Inc. (UDI), which provides customer access to ADEPT scheduling and detailed trip information via telephone and text messages.

StrataGen ADEPT was competitively selected in 2001 as the premium scheduling software product, providing superior capacity, speed, functionality and state-of-the-art solutions to scheduling challenges. Through prior Board approved modifications, enhancements were made to ADEPT to significantly increase the scheduling capacity from 20K to 50K daily trips, the inclusion of IVR providing trip information to riders and the introduction of an innovative Intermodal Trip Planner (ITP) functionality for cost savings and efficiency. The investment made in the ADEPT system is a key component of the Paratransit savings objectives. ITP, which has saved approximately \$14 million annually, incorporated trip by trip eligibility and feeder service into Paratransit trip scheduling. Annual savings of approximately \$2.7 million for IVR were achieved by a reduction in Command Center resources.

Although the term of this contract is to March 31, 2020, under prior Modification #4, only two years of ADEPT maintenance was funded (September 2012 through September 2014) as the impact of ITP functionality on future maintenance costs was then unknown. While it was anticipated that maintenance costs would have risen due to the increase in the scale and scope of ADEPT due to ITP, StrataGen agreed to keep the maintenance fees at their original, contract rates. Funding totaling \$2,162,703 is being requested for another two years of ADEPT maintenance and support for the period October 2014 through October 2016. This funding will provide continued maintenance while StrataGen is developing a new version of ADEPT, which if adopted by NYC Transit, is anticipated to have lower maintenance costs than the current version.

The balance of this funding request totals \$499,350, which will be utilized to effect enhancements to ADEPT through a Task Order provision at pre-established rates for programming work. NYC Transit requested a price concession relative to the task order rates. StrataGen found it could not further reduce its pricing without impacting the quality of service required as it previously agreed to maintain the current rates through October 2016.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Plaza Schiavone JV (New York, NY)
Description Fulton Street Transit Center Enclosure
Contract Term (including Options, if any) August 5, 2010 – June 16, 2014
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number A-36125	AWO/Mod. # 404
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 28,191,790
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 199,605,012
This Request:	\$ 1,048,500
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	16.6%

Discussion:

This modification is for the resolution of the Contractor’s Claim, as determined by a MTACC Chief Engineer’s Decision, for costs associated with additional fire watch personnel resulting from the revised NYC Fire Code.

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

The contract requires the contractor to comply with certain local, state, and federal regulations and codes including the NYC Building and Electrical Code, which in turn requires that construction and demolition operations be performed in accordance with the NYC Fire Code. One requirement of the regulations is for the use of a fire watch for any construction operation that could potentially cause a fire. In May 2011, subsequent to contract award, the NYC Fire Code was changed to become more stringent with regard to fire watch requirements.

The Contractor’s Claim indicated that their bid was based on the previous NYC Fire Code and that the release of the revised Code after contract award resulted in additional costs due to the additional fire watch requirements. The Chief Engineer’s decision determined that the contractor could not have anticipated the additional fire watch requirements. This modification addresses the costs associated with additional fire watch personnel resulting from the revised NYC Fire Code.

The contractor’s proposal was \$1,436,127; MTACC’s revised estimate is \$1,190,391. Following review by MTA Audit, negotiations resulted in agreement on a lump sum price of \$1,048,500, which was found to be fair and reasonable. Savings of \$387,627 were achieved.

DECEMBER 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

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

**HBE/Kratos Public Safety &
Security Solutions, Inc.
Emergency Declaration**

Staff Summary Attached

- | | | | |
|----|----------------------------|--------------|---|
| 1. | Contract# C-52111.15 | \$2,904,000 | ↓ |
| 2. | Contract# C-52111.17/20/21 | \$2,425,290 | ↓ |
| 3. | Contract# C-52111.19 | \$10,670,864 | ↓ |

Modifications to the contract to furnish, install and integrate an Electronic Security System at 51st Street/Lexington Avenue and 74th Street/Roosevelt Avenue Station Complexes, in order to upgrade hardware and software at two command centers and for furnishing equipment, which will be used to enhance NYC Transit’s Connection Oriented Ethernet Network Station Expansion.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1-3

Vendor Name (& Location) HBE/Kratos Public Safety & Security Solutions, Inc. (Fair Lawn, NJ)	
Electronic Security System at Two Station Complexes	
Contract Term (including Options, if any) January 8, 2013 – July 8, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number C-52111/C-52112	AWO/Modification .. 15, 17/20/21, & 19
Original Amount:	\$ 17,951,000
Prior Modifications:	\$ 367,175
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 18,318,175
This Request:	
Mod. No. 15: \$2,904,000	\$ 16,000,154
Mod. No. 17/20/21: \$2,425,290	
Mod. No. 19: \$10,670,864	
% of This Request to Current Amount:	87.3%
% of Modifications (including This Request) to Original Amount:	89.3%

Discussion:

These retroactive modifications are for upgrading hardware and software at two command centers and for furnishing equipment to enhance the ability to stream live information from NYC Transit stations to NYC Transit security command centers and the NYC Police Department.

The contract is for furnishing and installing an Electronic Security System (ESS) at 51st Street/Lexington Avenue Station in Manhattan and at 74th Street/Roosevelt Avenue Station in Queens and associated hardware and software at the command centers. The MTA Security Program is developing an integrated Inter-Agency ESS infrastructure to allow for commonality across all MTA agencies as well as direct communication to the NYC Police Department. The ESS is an infrastructure consisting of hardware and software that will integrate all NYC Transit legacy security subsystems as well as new applications onto a single platform.

Due to numerous factors, there have been delays to this contract and other projects funded by a Federal Department of Homeland Security (DHS) grant. Those factors include field conditions and design changes identified during construction, especially those required for systems integration. In addition to these factors has been the impact of Superstorm Sandy, that among challenges, restricted access to work locations and tunnels. As a result of the foregoing, this contract and other security projects were forecast to extend beyond a grant expiration date; accordingly, MTA requested and DHS approved the reallocation of the balance of grant funds to purchase critical equipment to expand and increase the reliability of the MTA and NYC Transit security information network and security information sharing platforms. Implementation of the reallocation included the following modifications which were issued retroactively, beginning in April 2014, in order to comply with DHS grant requirements.

Modification No. 15

DHS reallocated funds for this modification which will provide a system at the command centers that ensures that operational data is secure and protected from failure during normal and emergency operations. NYC Transit’s estimate was \$2,792,691; the contractor proposed \$3,070,394. After negotiations, the lump sum of \$2,904,000 was agreed upon and found to be fair and reasonable. Savings of \$166,394 were achieved.

Modification Nos. 17/20/21 and 19

DHS reallocated funds for these modifications which provide equipment that will be stored by NYC Transit and later installed under future contracts to enhance the ability to stream live information from NYC Transit stations to the command centers and NYC Police Department. To accomplish this and obtain competitive pricing, two Requests for Quotations (RFQ) were solicited from the four general contractors currently installing NYC Transit security systems. Each RFQ stipulated that award would be made by means of a modification to the current security contract of the contractor that submitted the lowest quotation. HBE submitted the lowest quotations on both. Quantities solicited under the RFQ for Modification 17 were re-evaluated and reduced under Modifications 20 and 21, and the amount shown above of \$2,425,290 is the net amount.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) E. E. Cruz / Tully Construction Company, JV, LLC (New York, NY)	
Second Avenue Subway– 96 th Street Station Finishes	
Contract Term (including Options, if any) June 22, 2012 – December 20, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26010	AWO/Mod. 70
Original Amount:	\$ 324,600,000
Prior Modifications:	\$ 13,639,646
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 338,239,646
This Request:	\$ 2,475,000
% of This Request to Current Amount:	0.7%
% of Modifications (including This Request) to Original Amount:	5.0%

Discussion:

This retroactive modification will address various utility changes between 92nd Street and 99th Street along 2nd Avenue.

This contract is for 96th Street Station Finishes for the Second Avenue Subway Project, and requires rehabilitation and retrofit of the existing 99th – 105th Street Tunnel; construction of invert slab and benches in the newly constructed 87th -92nd Street Tunnels and in the northern section of the 97th – 99th Street Tunnel; installation of mechanical systems including HVAC, electrical medium voltage and 120V systems; plumbing; supply and installation of elevators and escalators in the station and entrances; construction of the station platform, mezzanine levels, ancillaries and entrances; construction of interior walls and rooms; installation of architectural finishes; restoration of the surface of Second Avenue and adjacent streets; removal of temporary road decking installed in previous contracts; and maintenance of the station until contract completion.

Given the expanse of the work site, the quantity of existing utilities and the limited amount of space available; and in order to record the most precise existing conditions, MTACC commissioned the 2nd Avenue Designer of Record to conduct a three-dimensional topographic survey of all existing utilities temporarily suspended from deck beams above the excavated portions of the station between 92nd Street and 99th Street. Utilizing this survey, the 2nd Avenue Designer of Record has been working with the various utility companies and the contractor to identify and resolve conflicts resulting from changed conditions and changed and/or new requirements. This modification includes changes to catch basins; changes to a NYCDEP 60-inch trunk distribution water main including additional pier and plate protection for shallow crossings; changes to Con Edison gas main service distribution, including labor to support Con Edison’s additional gas main connections; increase in size for 24 feet of manifold gas main from 20 inches to 24 inches; and various changes to electric and telephone duct bank sizes.

Due to potential time impact associated with this additional work, and in order to mitigate delays, it was necessary to proceed with the work on a retroactive basis. Retroactive approval was obtained from the MTACC President on August 20, 2014.

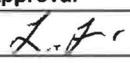
The contractor’s proposal was \$2,816,607. MTACC’s revised estimate is \$2,351,453. Negotiations resulted in a lump sum price of \$2,475,000, which was found to be fair and reasonable. Savings of \$341,607 were achieved.

Subject TAB Senior Hearing Officers
Department Law Department
Department Head Name Lewis S. Finkelman
Department Head Signature
Project Manager Name Mary-Ann E. Maloney

Date December 1, 2014
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
3	President 		
2	Executive VP 		

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

Narrative

Purpose

To obtain Board approval for the renewal of retainer agreements with TAB's current panel of two Senior Hearing Officers in amounts not to exceed \$70,000 and \$55,000 for the period of January 1, 2015 – December 31, 2015 and to obtain Board approval for retaining an additional Senior Hearing Officer in an amount not to exceed \$87,000 for the period of January 1, 2015- December 31, 2015.

Discussion

In accordance with Section 1209-a (2) of the Public Authorities Law (PAL), TAB maintains a roster of per diem hearing officers appointed by the President of NYCT. There are currently two per diem Senior Hearing Officers on TAB's roster, who serve under separate retainers. An additional per diem Senior Hearing Officer is necessary due to the 21% increase in the volume of hearings (through the 3rd quarter of 2014) and significant anticipated changes to the adjudication functions in 2015 which will require greater oversight and training of the hearing officers during the 2015 calendar year (TAB will be implementing a new database system in 2015 that will also impact training needs).

The Senior Hearing Officers are responsible for conducting hearings, training and supervising the panel of hearing officers, reviewing decisions and chairing the TAB Appeals Board, a three-member panel with responsibility to review appeals of hearing officer determinations. Debra Siedman DeWan, who was appointed in January 1990, serves approximately 3 days per week and is paid at a hourly rate of \$56.75 (or \$397.25 for a seven hour day). Rebecca Novak who was appointed in July 1995, serves approximately 2 days per week, and is paid at a hourly rate of \$49.33 (or \$345.31 for a seven hour day). Melissa Brody, who was appointed in March 2014, will serve 4-5 days per week and will be paid an hourly rate of \$47.50 (or \$332.50 for a seven hour day).

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

NYC Transit requests approval to renew its agreements with Ms. Siedman DeWan and Ms. Novak for the period of January 1, 2015 – December 31, 2015. Both have demonstrated themselves to be highly competent attorneys who have served as Senior Hearing Officers for a substantial period of time. NYC Transit also requests approval to execute a retainer agreement with Melissa Brody as a Senior Hearing Officer. Since her appointment to the TAB hearing officer panel in March 2014, Ms. Brody has performed her duties exceptionally. She is a quick study, who is dedicated, and detail and solution oriented. Ms. Siedman DeWan, Ms. Novak and Ms. Brody are considered the best candidates for the Senior Hearing Officer positions. Their retainers will be capped as follows: Ms. Siedman DeWan at \$70,000, Ms. Novak at \$55,000 and Ms. Brody at \$87,000. Please note that the caps include provisions for anticipated extra hours due to the potential of an increased workload.

Impact on Funding

Funding for the per diem Senior Hearing Officers has been included in TAB's 2015 operating budget.

Recommendation

That the Board approves the award of retainer agreements for Debra Siedman DeWan, Rebecca Novak and Melissa Brody as described above.

Approved For Submission to the Board: _____



Carmen Bianco, President

Dated: 12.5.14

Staff Summary

Subject NYCT 2015 Budget and 2015-2018 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 4, 2014
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director		
2	Executive VP		
3	President		

Purpose

To secure MTA Board adoption of MTA New York City Transit's 2014 November Forecast, 2015 Final Proposed Budget, and the Four-Year Financial Plan for 2015-2018.

Discussion

The 2015 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA New York City Transit's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. To meet this goal, NYCT has proposed a significant number of new initiatives to assess and improve the safety and reliability of the subways and buses' operations and infrastructure. These initiatives, some of which are described below, were driven by recommendations from recently completed reviews by the MTA Blue Ribbon Panel on safety and on-going reviews by NYCT management. The cost of these proposed safety investments as well as new service and service support investments are excluded from NYCT's November 2015-2018 Financial Plan; however, they have been incorporated as part of the MTA consolidated Financial Plan presentation. The baseline projections that follow for MTA New York City Transit include pattern labor wage adjustments, consistent with the recent TWU labor agreement, projections of overtime coverage requirements that are more consistent with recent historical results, several new programmatic initiatives and support for current projects. Projections also capture reductions in projected paratransit costs and lower power prices. NYCT projections also exclude the estimated impacts from projected fare increases, unidentified MTA efficiencies, MTA re-estimates, and policy actions. These impacts will be presented as part of MTA consolidated materials.

Proposed New Initiatives (included in the MTA Consolidated Financial Plan)

- **Primary Safety Initiatives** include: bus safety oversight and training; track critical corridor proposals; bus collision avoidance; expanded communications including Help Point availability and fire safety; a pedestrian warning system; additional signal maintenance; and reduced bus operator maximum service hours.
- **Primary Service/Service Quality Initiatives** include: bus service to the Gateway II Mall in Brooklyn, expanded bus service to meet increased SI Ferry service, new Select Bus Service routes (TBD), expansion of the J line to Broad Street on weekends, and enhanced track/signal teams to reduce subway delay impacts.

Key Programmatic Initiatives (included in the NYCT baseline)

- **Bus Maintenance-Overage Fleet.** 66 positions with costs of \$6.4 million in 2014, 48 positions with costs of \$4.7 million in 2015 and costs of \$2.8 million in 2016 are necessary to meet maintenance requirements associated with the significant population of buses over 12 years of age during this period.
- **Station Cleaning Headcount Support.** 44 positions are required for each year with costs of \$2.4 million in 2014 and \$3.3 million in subsequent years. These positions will replace current overtime coverage.
- **Track Construction Maintenance Workforce.** 35 positions are required in 2014 with costs of \$2.9 million and 25 positions with costs of \$2.3 million are required in subsequent years. These additional non-reimbursable positions will be converted from reimbursable Track Construction personnel to support weekday maintenance-specific tasks and result in a better alignment of personnel. This circumstance has arisen due to a recent concentration of reimbursable track-work on weekends, causing reimbursable personnel to perform non-reimbursable work during weekdays in light of a shortage of reimbursable work on weekdays.
- **Rapid Transit Operations-Lengthened Training Periods.** 31 positions and costs of \$2.9 million are required in 2014 and 15 positions with costs of \$1.5 million are required in subsequent years to meet increased induction training days for several supervisor and hourly titles. These additional days are necessary to accommodate new course subjects to ensure new personnel receive the most appropriate instructions in order to meet their job responsibilities.

Primary Budget Reduction Initiatives

- **Projected Reductions in Paratransit expenses** of \$31.6 million in 2015, \$41.1 million in 2016, \$58.7 million in 2017 and \$74.0 million in 2018, due mostly to lower trip projections.
- **EGWP (Employee Group Waiver Plan) Program.** Projected savings of \$15.7 million in 2015 and subsequent years, based on an Affordable Care Act prescription drug plan for Medicare-eligible members that is a more financially affordable alternative than other existing plans.
- **Subways Facility Cleaning Efficiency.** Projected position reductions of 28 and savings of \$2.9 million in 2015 and subsequent years to be achieved by implementing improved processes for car and facility cleaning.
- **Medical Eligibility Initiative.** Projected savings of \$2.8 million in 2015 and subsequent years are planned, predicated on improving the efficiency of eliminating ineligible and the automation of transferring Medicare eligibles to primary status.
- **Subways Availability-Reduce "Injury-on-Duty" Lost Days.** Projected Workers' Compensation savings of \$1.7 million per year beginning 2015 to be achieved through a more comprehensive and aggressive monitoring and review of Injury-on-Duty claims to reduce the number of days employees are out of work long-term.
- **Revenue Collection Efficiencies.** Projected position reductions of 17 and savings of \$1.5 million in 2015 and subsequent years, based on the opportunity to reduce labor costs resulting from the implementation of the \$1 Green Fee charge which significantly reduced the number of new MetroCards produced.

2014 November Forecast-Baseline

Total operating revenues are projected at \$4.612 billion, including \$4.184 billion of farebox revenues. Total operating expenses are projected to be \$7.318 billion, consisting of labor costs of \$5.565 billion and non-labor expenses of \$1.753 billion. Non-cash depreciation expense is projected at \$1.544 billion and other post-employment benefit expenses are projected at \$1.604 billion. After including favorable cash adjustments of \$2.873 billion, the projected net cash deficit is \$2.981 billion. Projected reimbursable expenses of \$1.010 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 47,393, including 42,680 non-reimbursable positions and 4,713 reimbursable positions.

2015 Final Proposed Budget-Baseline

Total operating revenues are projected at \$4.683 billion, including farebox revenues of \$4.230 billion. Total operating expenses are projected to be \$7.439 billion, consisting of labor costs of \$5.683 billion and non-labor expenses of \$1.755 billion. Non-cash depreciation expense is projected at \$1.638 billion and other post-employment benefit expenses are projected at \$1.616 billion. After including favorable cash adjustments of \$3.259 billion, the projected net cash deficit is \$2.751 billion. Projected reimbursable expenses of \$1.001 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 47,457, including 42,558 non-reimbursable positions and 4,899 reimbursable positions.

Impact on Funding

The 2014 November Forecast, the 2015 Final Proposed Budget and the Four-Year Financial Plan for 2015-2018, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2014 November Forecast, the 2015 Final Proposed Budget and the Four-Year Financial Plan for 2015-2018 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2013	2014	2015	2016	2017	2018
	Actual *	November Forecast	Final Prop. Budget			
Operating Revenue						
<u>Farebox Revenue:</u>						
Subway	3,030.746	3,148.155	3,204.326	3,258.335	3,290.754	3,319.853
Bus	941.063	950.490	963.580	973.402	977.236	984.177
Paratransit	16.465	16.000	17.474	18.697	20.006	21.406
Fare Media Liability	63.567	69.538	44.770	44.770	44.770	44.770
Farebox Revenue	\$4,051.841	\$4,184.183	\$4,230.150	\$4,295.204	\$4,332.766	\$4,370.206
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue:						
Fare Reimbursement	84.017	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	169.615	177.739	182.474	200.048	222.140	239.641
Other	260.073	166.228	186.051	155.961	159.425	162.990
Other Operating Revenue	\$513.705	\$427.983	\$452.541	\$440.025	\$465.581	\$486.647
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,565.546	\$4,612.166	\$4,682.691	\$4,735.229	\$4,798.347	\$4,856.853
Expenses						
Labor:						
Payroll	2,963.406	3,044.208	3,099.945	3,166.226	3,229.610	3,271.176
Overtime	378.048	414.862	380.935	387.602	394.331	400.911
Total Salaries & Wages	3,341.454	3,459.070	3,480.880	3,553.828	3,623.941	3,672.087
Health and Welfare	618.044	688.885	757.706	814.996	878.439	945.047
OPEB Current Payment	325.602	345.326	376.846	414.398	453.422	497.914
Pensions	918.909	956.672	960.371	955.663	937.968	941.301
Other Fringe Benefits	388.793	322.274	316.084	328.878	341.344	352.753
Total Fringe Benefits	2,251.348	2,313.157	2,411.007	2,513.935	2,611.173	2,737.015
Reimbursable Overhead	(209.291)	(207.618)	(208.656)	(203.602)	(200.924)	(198.466)
Total Labor Expenses	\$5,383.511	\$5,564.609	\$5,683.231	\$5,864.161	\$6,034.190	\$6,210.636
Non-Labor:						
Electric Power	298.593	334.695	291.635	317.924	360.295	389.395
Fuel	160.588	171.049	165.836	160.890	165.268	172.338
Insurance	62.492	67.953	80.269	90.872	103.041	117.167
Claims	144.022	108.659	107.032	111.646	114.168	116.752
Paratransit Service Contracts	366.751	374.440	385.562	420.671	473.797	516.169
Maintenance and Other Operating Contracts	168.003	178.970	201.209	219.251	208.958	195.038
Professional Service Contracts	144.929	133.032	143.774	136.633	133.084	136.682
Materials & Supplies	270.690	308.364	295.563	311.019	307.468	306.839
Other Business Expenses	62.965	76.171	84.563	86.577	83.452	84.826
Total Non-Labor Expenses	\$1,679.033	\$1,753.333	\$1,755.443	\$1,855.483	\$1,949.531	\$2,035.206
Other Expense Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before						
Depreciation and GASB Adjustments	\$7,062.544	\$7,317.942	\$7,438.674	\$7,719.644	\$7,983.721	\$8,245.842
Depreciation	1,421.011	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,554.097	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	24.121	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,061.773	\$10,466.001	\$10,693.079	\$11,088.699	\$11,595.161	\$11,977.208
Net Surplus/(Deficit)	(\$5,496.227)	(\$5,853.835)	(\$6,010.388)	(\$6,353.470)	(\$6,796.814)	(\$7,120.355)

*Includes \$78.3 million of accrued retro-wages and fica relating to the recent TWU contract agreement.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013 Actual	2014 November Forecast	2015 Final Prop. Budget	2016	2017	2018
Revenue						
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	965.068	1,009.966	1,000.892	978.081	951.165	937.728
Total Revenue	\$965.068	\$1,009.966	\$1,000.892	\$978.081	\$951.165	\$937.728
Expenses						
Labor:						
Payroll	342.023	360.803	412.961	405.121	392.871	385.783
Overtime	115.468	109.436	76.187	77.130	77.337	76.092
Total Salaries & Wages	457.491	470.239	489.148	482.251	470.208	461.875
Health and Welfare	23.270	26.267	28.667	29.983	30.907	32.541
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	29.495	28.801	28.963	28.501	27.533	27.959
Other Fringe Benefits	119.064	128.216	140.704	138.039	133.835	129.625
Total Fringe Benefits	171.829	183.284	198.334	196.523	192.275	190.125
Reimbursable Overhead	209.291	207.618	208.656	203.602	200.924	198.466
Total Labor Expenses	\$838.611	\$861.141	\$896.138	\$882.376	\$863.407	\$850.466
Non-Labor:						
Electric Power	0.345	0.358	0.252	0.252	0.252	0.252
Fuel	0.019	0.022	0.022	0.023	0.023	0.023
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.001	(0.001)	(0.001)	(0.001)	(0.001)
Paratransit Service Contracts	0.964	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	38.736	37.705	26.290	26.044	26.080	26.081
Professional Service Contracts	22.910	25.868	18.242	17.315	15.527	15.030
Materials & Supplies	61.550	85.080	58.025	50.148	43.954	43.954
Other Business Expenses	1.933	(0.209)	1.924	1.924	1.923	1.923
Total Non-Labor Expenses	\$126.457	\$148.825	\$104.754	\$95.705	\$87.758	\$87.262
Other Expense Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation						
Depreciation	\$965.068	\$1,009.966	\$1,000.892	\$978.081	\$951.165	\$937.728
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$965.068	\$1,009.966	\$1,000.892	\$978.081	\$951.165	\$937.728
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013	2014	2015	2016	2017	2018
	Actual *	November Forecast	Final Prop. Budget			
Revenue						
<u>Farebox Revenue:</u>						
Subway	\$3,030.746	\$3,148.155	\$3,204.326	\$3,258.335	\$3,290.754	\$3,319.853
Bus	941.063	950.490	963.580	973.402	977.236	984.177
Paratransit	16.465	16.000	17.474	18.697	20.006	21.406
Fare Media Liability	63.567	69.538	44.770	44.770	44.770	44.770
Farebox Revenue	\$4,051.841	\$4,184.183	\$4,230.150	\$4,295.204	\$4,332.766	\$4,370.206
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.017	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	169.615	177.739	182.474	200.048	222.140	239.641
Other	260.073	166.228	186.051	155.961	159.425	162.990
Other Operating Revenue	513.705	427.983	452.541	440.025	465.581	486.647
Capital and Other Reimbursements	965.068	1,009.966	1,000.892	978.081	951.165	937.728
Total Revenue	\$5,530.614	\$5,622.132	\$5,683.583	\$5,713.310	\$5,749.512	\$5,794.581
Expenses						
<u>Labor:</u>						
Payroll	3,305.429	3,405.011	3,512.906	3,571.347	3,622.481	3,656.959
Overtime	493.516	524.298	457.122	464.732	471.668	477.003
Total Salaries & Wages	3,798.945	3,929.309	3,970.028	4,036.079	4,094.149	4,133.962
Health and Welfare	641.314	715.152	786.373	844.979	909.346	977.588
OPEB Current Payment	325.602	345.326	376.846	414.398	453.422	497.914
Pensions	948.404	985.473	989.334	984.164	965.501	969.260
Other Fringe Benefits	507.857	450.490	456.788	466.917	475.179	482.378
Total Fringe Benefits	2,423.177	2,496.441	2,609.341	2,710.458	2,803.448	2,927.140
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,222.122	\$6,425.750	\$6,579.369	\$6,746.537	\$6,897.597	\$7,061.102
<u>Non-Labor:</u>						
Electric Power	298.938	335.053	291.887	318.176	360.547	389.647
Fuel	160.607	171.071	165.858	160.913	165.291	172.361
Insurance	62.492	67.953	80.269	90.872	103.041	117.167
Claims	144.022	108.660	107.031	111.645	114.167	116.751
Paratransit Service Contracts	367.715	374.440	385.562	420.671	473.797	516.169
Maintenance and Other Operating Contracts	206.739	216.675	227.499	245.295	235.038	221.119
Professional Service Contracts	167.839	158.900	162.016	153.948	148.611	151.712
Materials & Supplies	332.240	393.444	353.588	361.167	351.422	350.793
Other Business Expenses	64.898	75.962	86.487	88.501	85.375	86.749
Total Non-Labor Expenses	\$1,805.490	\$1,902.158	\$1,860.197	\$1,951.188	\$2,037.289	\$2,122.468
<u>Other Expense Adjustments:</u>						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjustments						
Depreciation and GASB Adjustments	\$8,027.612	\$8,327.908	\$8,439.566	\$8,697.725	\$8,934.886	\$9,183.570
Depreciation	1,421.011	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,554.097	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	24.121	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,026.841	\$11,475.967	\$11,693.971	\$12,066.780	\$12,546.326	\$12,914.936
Net Surplus/(Deficit)	(\$5,496.227)	(\$5,853.835)	(\$6,010.388)	(\$6,353.470)	(\$6,796.814)	(\$7,120.355)

*Includes \$78.3 million of accrued retro-wages and fica relating to the recent TWU contract agreement.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Cash Receipts & Expenditures

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November Forecast	Final Prop. Budget	2016	2017	2018
Receipts						
Farebox Revenue	4,086.772	4,169.646	4,240.381	4,305.435	4,342.997	4,380.437
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	99.052	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	167.124	180.697	182.127	199.801	221.925	239.518
Other	170.667	66.150	82.971	49.788	50.067	50.351
Other Operating Revenue	\$436.843	\$330.863	\$349.114	\$333.605	\$356.008	\$373.885
Capital and Other Reimbursements	893.332	1,121.484	1,012.450	982.309	956.291	940.020
Total Receipts	\$5,416.947	\$5,621.993	\$5,601.945	\$5,621.349	\$5,655.296	\$5,694.342
Expenditures						
<u>Labor:</u>						
Payroll	3,182.616	3,635.638	3,503.027	3,534.153	3,594.096	3,627.740
Overtime	470.666	558.337	457.870	462.218	470.280	475.570
Total Salaries & Wages	3,653.282	4,193.975	3,960.897	3,996.371	4,064.376	4,103.310
Health and Welfare	657.042	702.406	782.168	838.093	907.039	969.630
OPEB Current Payment	325.601	345.326	376.846	414.398	453.422	497.914
Pensions	789.666	977.990	989.408	983.812	961.980	964.773
Other Fringe Benefits	375.254	432.248	416.707	423.300	431.500	437.803
Total Fringe Benefits	2,147.563	2,457.970	2,565.129	2,659.603	2,753.941	2,870.120
GASB Account	66.688	34.744	0.000	0.000	0.000	8.898
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$5,867.533	\$6,686.689	\$6,526.026	\$6,655.974	\$6,818.317	\$6,982.328
<u>Non-Labor:</u>						
Electric Power	296.780	335.053	291.887	318.176	360.547	389.647
Fuel	164.316	171.071	165.858	160.913	165.291	172.361
Insurance	58.338	71.868	83.047	91.415	103.818	121.205
Claims	97.658	100.132	96.401	98.860	101.382	103.966
Paratransit Service Contracts	372.787	372.440	383.562	418.671	471.797	514.169
Maintenance and Other Operating Contracts	216.824	226.935	238.199	255.995	245.738	231.819
Professional Service Contracts	165.371	158.027	147.016	138.948	133.611	136.712
Materials & Supplies	357.783	404.444	334.588	347.167	347.422	346.793
Other Business Expenditures	70.395	76.374	86.487	88.501	85.375	86.749
Total Non-Labor Expenditures	\$1,800.252	\$1,916.344	\$1,827.045	\$1,918.646	\$2,014.981	\$2,103.421
<u>Other Expenditure Adjustments:</u>						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$7,667.785	\$8,603.033	\$8,353.071	\$8,574.620	\$8,833.298	\$9,085.749
Net Cash Surplus/(Deficit)	(\$2,250.838)	(\$2,981.040)	(\$2,751.126)	(\$2,953.271)	(\$3,178.002)	(\$3,391.407)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2013 Actual *	2014 November Forecast	2015 Final Prop. Budget	2016	2017	2018
Receipts						
Fare Revenue	34.931	(14.537)	10.231	10.231	10.231	10.231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	15.035	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(2.491)	2.958	(0.347)	(0.247)	(0.215)	(0.123)
Other	(89.406)	(100.078)	(103.080)	(106.173)	(109.358)	(112.639)
Other Operating Revenue	(\$76.862)	(\$97.120)	(\$103.427)	(\$106.420)	(\$109.573)	(\$112.762)
Capital and Other Reimbursements	(71.736)	111.518	11.558	4.228	5.126	2.292
Total Receipt Adjustments	(\$113.667)	(\$0.139)	(\$81.638)	(\$91.961)	(\$94.216)	(\$100.239)
Expenditures						
Labor:						
Payroll	122.813	(230.627)	9.879	37.194	28.385	29.219
Overtime	22.850	(34.039)	(0.748)	2.514	1.388	1.433
Total Salaries & Wages	145.663	(264.666)	9.131	39.708	29.773	30.652
Health and Welfare	(15.728)	12.746	4.205	6.886	2.307	7.958
OPEB Current Payment	0.001	0.000	0.000	0.000	0.000	0.000
Pensions	158.738	7.483	(0.074)	0.352	3.521	4.487
Other Fringe Benefits	132.603	18.242	40.081	43.617	43.679	44.575
Total Fringe Benefits	275.614	38.471	44.212	50.855	49.507	57.020
GASB Account	(66.688)	(34.744)	0.000	0.000	0.000	(8.898)
Reimbursable Overhead						
Total Labor Expenditures	\$354.589	(\$260.939)	\$53.343	\$90.563	\$79.280	\$78.774
Non-Labor:						
Electric Power	2.158	0.000	0.000	0.000	0.000	0.000
Fuel	(3.709)	0.000	0.000	0.000	0.000	0.000
Insurance	4.154	(3.915)	(2.778)	(0.543)	(0.777)	(4.038)
Claims	46.364	8.528	10.630	12.785	12.785	12.785
Paratransit Service Contracts	(5.072)	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(10.085)	(10.260)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	2.468	0.873	15.000	15.000	15.000	15.000
Materials & Supplies	(25.543)	(11.000)	19.000	14.000	4.000	4.000
Other Business Expenditures	(5.497)	(0.412)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$5.238	(\$14.186)	\$33.152	\$32.542	\$22.308	\$19.047
Other Expenditure Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$359.827	(\$275.125)	\$86.495	\$123.105	\$101.588	\$97.821
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments	\$246.160	(\$275.264)	\$4.857	\$31.144	\$7.372	(\$2.418)
Depreciation Adjustment	1,421.011	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,554.097	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	24.121	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,245.389	\$2,872.795	\$3,259.262	\$3,400.199	\$3,618.812	\$3,728.948

*Includes \$78.3 million of accrued retro-wages and fica relating to the recent TWU contract agreement.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015- 2018
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
RIDERSHIP						
Subway	1,707.556	1,745.761	1,778.911	1,807.747	1,825.055	1,840.591
Bus	677.569	669.438	680.868	687.405	690.096	694.784
Paratransit	9.266	8.921	9.743	10.425	11.155	11.936
Total Ridership	2,394.391	2,424.120	2,469.522	2,505.577	2,526.306	2,547.311
FAREBOX REVENUE (Excluding fare media liability)						
Subway	\$3,030.746	\$3,148.155	\$3,204.326	\$3,258.335	\$3,290.754	\$3,319.853
Bus	941.063	950.490	963.580	973.402	977.236	984.177
Paratransit	16.465	16.000	17.474	18.697	20.006	21.406
Total Farebox Revenue	\$3,988.274	\$4,114.645	\$4,185.380	\$4,250.434	\$4,287.996	\$4,325.436

NEW YORK CITY TRANSIT
November Financial Plan 2015-2018
2014 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2014</u>	<u>Pos.</u>	<u>2015</u>	<u>Pos.</u>	<u>2016</u>	<u>Pos.</u>	<u>2017</u>	<u>Pos.</u>	<u>2018</u>
<u>Administration</u>										
EGWP Program (July Plan)	0	12.229	0	15.676	0	15.676	0	15.676	0	15.676
Medical Eligibility Initiative (July Plan)	0	<u>2.720</u>	0	<u>2.798</u>	0	<u>2.798</u>	0	<u>2.798</u>	0	<u>2.798</u>
<i>Subtotal Administration</i>	0	14.949	0	18.474	0	18.474	0	18.474	0	18.474
<u>Customer Convenience/Amenities</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
<i>Subtotal Customer Convenience/Amenities</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Maintenance</u>										
DOS Availability-Reduce IOD Lost Days (July Plan)	0	0.000	0	1.729	0	1.729	0	1.729	0	1.729
DOS Availability-Video RTK Training at Home (July Plan)	0	0.000	23	0.651	23	0.651	23	0.651	23	0.651
DCE Facility Cleaning Efficiency (July Plan)	<u>28</u>	<u>1.480</u>	<u>28</u>	<u>2.864</u>	<u>28</u>	<u>2.864</u>	<u>28</u>	<u>2.864</u>	<u>28</u>	<u>2.864</u>
<i>Subtotal Maintenance</i>	28	1.480	51	5.244	51	5.244	51	5.244	51	5.244
<u>Revenue Enhancement</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
<i>Subtotal Revenue Enhancement</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Safety</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
<i>Subtotal Safety</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Security</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
<i>Subtotal Security</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Service</u>										
Revenue Collection Efficiencies (July Plan)	17	1.895	17	1.518	17	1.518	17	1.518	17	1.518
Tower Operator Efficiencies (July Plan)	<u>2</u>	<u>1.247</u>	<u>12</u>	<u>1.164</u>	<u>12</u>	<u>1.164</u>	<u>12</u>	<u>1.164</u>	<u>12</u>	<u>1.164</u>
<i>Subtotal Service</i>	19	3.142	29	2.682	29	2.682	29	2.682	29	2.682
<u>Service Support</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
<i>Subtotal Service Support</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Other</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
<i>Subtotal Other</i>	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Agency Submission	47	\$19.571	80	\$26.400	80	\$26.400	80	\$26.400	80	\$26.400

MTA New York City Transit
November Financial Plan 2015 - 2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Office of the President	53	60	62	62	62	62
Law	267	278	278	277	277	277
Office of the EVP	40	42	42	40	40	40
Human Resources	247	227	227	222	222	220
Office of Management and Budget	36	40	41	40	40	40
Capital Planning & Budget	28	33	33	33	33	33
Corporate Communications	236	262	262	258	258	258
Technology & Information Services	427	447	446	444	444	444
Non-Departmental	1	(106)	(126)	(104)	(102)	(102)
Labor Relations	85	97	97	97	97	97
Material	237	291	282	252	251	251
Controller	142	137	137	130	130	130
Total Administration	1,799	1,808	1,781	1,751	1,752	1,750
Operations						
Subways Service Delivery	7,679	7,749	7,768	7,677	7,824	7,652
Subways Operation Support /Admin	366	367	367	367	367	367
Subways Stations	2,633	2,612	2,630	2,633	2,633	2,633
Subtotal - Subways	10,678	10,728	10,765	10,677	10,824	10,652
Buses	10,521	10,685	10,832	10,805	10,805	10,805
Paratransit	194	213	213	213	213	213
Operations Planning	395	404	381	375	375	375
Revenue Control	431	448	448	448	448	448
Total Operations	22,219	22,478	22,639	22,518	22,665	22,493
Maintenance						
Subways Operation Support /Admin	190	202	185	160	160	160
Subways Engineering	323	338	331	304	300	289
Subways Car Equipment	4,197	4,302	4,434	4,352	4,197	4,107
Subways Infrastructure	1,423	1,476	1,449	1,438	1,436	1,436
Subways Elevator & Escalators	370	401	401	403	403	403
Subways Stations	3,476	3,657	3,640	3,637	3,788	3,788
Subways Track	2,705	2,732	2,734	2,734	2,734	2,734
Subways Power	593	624	594	580	580	580
Subways Signals	1,408	1,443	1,383	1,361	1,361	1,361
Subways Electronics Maintenance	1,399	1,477	1,521	1,494	1,482	1,482
Subtotal - Subways	16,084	16,652	16,672	16,463	16,441	16,340
Buses	3,700	3,759	3,646	3,601	3,579	3,577
Revenue Control	137	137	137	137	137	137
Supply Logistics	561	561	558	558	558	558
System Safety	88	91	91	88	88	88
Total Maintenance	20,570	21,200	21,104	20,847	20,803	20,700
Engineering/Capital						
Capital Program Management	1,237	1,274	1,299	1,244	1,244	1,244
Total Engineering/Capital	1,237	1,274	1,299	1,244	1,244	1,244
Public Safety						
Security	587	633	634	635	635	635
Total Public Safety	587	633	634	635	635	635
Total Baseline Positions	46,412	47,393	47,457	46,995	47,099	46,822
Non-Reimbursable	42,459	42,680	42,558	42,444	42,680	42,601
Reimbursable	3,953	4,713	4,899	4,551	4,419	4,221
Total Full-Time	46,165	47,235	47,314	46,852	46,956	46,679
Total Full-Time Equivalents	247	158	143	143	143	143

MTA New York City Transit
November Financial Plan 2015 - 2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2014		2015 Final	2016	2017	2018
	2013	Actual	November Forecast			
Administration						
Managers/Supervisors		573	604	661	639	638
Professional, Technical, Clerical		1,204	1,144	1,182	1,173	1,171
Operational Hourlies		22	60	(62)	(61)	(59)
Total Administration		1,799	1,808	1,781	1,751	1,750
Operations						
Managers/Supervisors		2,534	2,647	2,617	2,596	2,608
Professional, Technical, Clerical		476	482	481	478	478
Operational Hourlies		19,209	19,349	19,541	19,444	19,420
Total Operations		22,219	22,478	22,639	22,518	22,493
Maintenance						
Managers/Supervisors		3,666	3,841	3,805	3,750	3,754
Professional, Technical, Clerical		973	1,045	1,019	967	960
Operational Hourlies		15,931	16,314	16,280	16,130	16,089
Total Maintenance		20,570	21,200	21,104	20,847	20,803
Engineering/Capital						
Managers/Supervisors		300	329	334	283	283
Professional, Technical, Clerical		935	943	963	959	959
Operational Hourlies		2	2	2	2	2
Total Engineering/Capital		1,237	1,274	1,299	1,244	1,244
Public Safety						
Managers/Supervisors		222	254	254	254	254
Professional, Technical, Clerical		32	40	40	40	40
Operational Hourlies		333	339	340	341	341
Total Public Safety		587	633	634	635	635
Total Baseline Positions						
Managers/Supervisors		7,295	7,675	7,671	7,522	7,537
Professional, Technical, Clerical		3,620	3,654	3,685	3,617	3,598
Operational Hourlies		35,497	36,064	36,101	35,856	35,714
Total Baseline Positions		46,412	47,393	47,457	46,995	46,822

Staff Summary

Subject SIR 2015 Budget and 2015 – 2018 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 4, 2014
Vendor Name
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director		
2	Executive VP 		
3	President 		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway’s 2014 November Forecast, 2015 Final Proposed Budget, and the Four-Year Financial Plan for 2015-2018.

Discussion

The 2015 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway’s planned service levels, as well as MTA’s commitment to provide safe, reliable and efficient transportation service. The cost of new safety and service initiatives, which are described below, is excluded from SIR’s November 2015-2018 Financial Plan; however, they have been incorporated as part of the MTA consolidated Financial Plan presentation. The baseline projections that follow for MTA Staten Island Railway include revised assumptions pertaining to R44 fleet maintenance life extension requirements and the necessary addition of four train crews. Projections also capture a budget reduction initiative. SIR projections also exclude estimated impacts from projected fare increases, unidentified MTA efficiencies, MTA re-estimates, and policy actions. These impacts will be presented as part of MTA consolidated materials.

Proposed New Initiatives Included in the MTA Consolidated Financial Plan

- **Primary Safety Initiatives** include: a safer access to stations/track/platforms, yard lighting at the Clifton Shop, and station house door replacement.
- **Primary Service/Service Quality Initiatives** include: expanded service to meet increased SI Ferry service and installation of arrival clocks at all stations.

Major Programmatic Initiatives (included in the SIR baseline)

- **R44 Fleet Maintenance Life Extension Requirements.** The current fleet is comprised of 63 cars now over forty years old, which is considered to be the full useful life of these vehicles. In order to maintain this fleet in a state of good repair to be able to operate safely and reliably towards eventual replacement, it will be necessary for this fleet to undergo a full maintenance program to be performed mostly at MTA New York City Transit’s subway’s facilities. In the February 2014 Financial Plan, preliminary assumptions were for a three-year program from 2015 through 2017, with a total estimated cost of \$25.4 million.

These assumptions were updated to accelerate the three year program to an eighteen month program, beginning July, 2015 through December, 2016. The previous estimated cost was increased by \$0.9 million in the November Plan, resulting in an estimated total cost of \$26.3 million. This increase reflects a wage increase impact from the recent TWU labor contract agreement affecting subway personnel, who will be performing the maintenance work on the SIR fleet.

- **Additional Service Crews.** Four service crews are now being added in this plan, with a total annual cost of \$0.6 million, in order to ensure efficient, consistent and safe assignment of crews to all scheduled train trips. The addition of these four crews represents eight additional positions, including four engineers and four conductors.

A Budget Reduction Initiative included in this financial plan projects annual savings of \$0.211 million beginning 2015, to result from the process of delaying hiring to fill vacancies, based on an ongoing assessment of vacant position functions and risks.

2014 November Forecast-Baseline

Total operating revenues are projected at \$8.4 million, including farebox revenues of \$5.9 million. Total operating expenses are projected to be \$45.2 million, consisting of labor costs of \$33.5 million and non-labor expenses of \$11.7 million. Non-cash depreciation expense is projected at \$8.3 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$6.8 million, the projected net cash deficit is \$40.6 million. Projected reimbursable expenses of \$5.2 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 305, including 276 non-reimbursable positions and 29 reimbursable positions.

2015 Final Proposed Budget-Baseline

Total operating revenues are projected at \$10.2 million, including farebox revenues of \$6.0 million. Total operating expenses are projected to be \$51.5 million, consisting of labor costs of \$31.6 million and non-labor expenses of \$20.0 million. Non-cash depreciation expense is projected at \$8.3 million and other post-employment benefit expenses are projected at \$2.3 million. After including favorable cash adjustments of \$10.6 million, the projected net cash deficit is \$41.3 million. Projected reimbursable expenses of \$5.2 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 305, including 276 non-reimbursable positions and 29 reimbursable positions.

Impact on Funding

The 2014 November Forecast, the 2015 Final Proposed Budget and the Four-Year Financial Plan for 2015-2018, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2014 November Forecast, the 2015 Final Proposed Budget and the Four-Year Financial Plan for 2015-2018 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Operating Revenue						
Farebox Revenue	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255
Toll Revenue						
Other Operating Revenue	4.251	2.532	4.175	2.385	2.407	2.430
Capital and Other Reimbursements						
Total Revenue	\$9.755	\$8.420	\$10.215	\$8.521	\$8.600	\$8.685
Operating Expenses						
<u>Labor:</u>						
Payroll	\$17.149	\$18.532	\$19.267	\$19.676	\$20.123	\$20.550
Overtime	2.369	3.166	1.092	0.948	0.961	0.975
Health and Welfare	3.005	3.696	3.967	4.105	4.316	4.537
OPEB Current Payment	1.745	1.274	1.317	1.346	1.391	1.438
Pensions	5.832	5.754	5.784	5.884	5.884	5.984
Other Fringe Benefits	4.322	2.856	1.883	1.860	1.892	1.925
Reimbursable Overhead	(0.954)	(1.754)	(1.754)	(0.877)	0.000	0.000
Total Labor Expenses	\$33.468	\$33.524	\$31.556	\$32.942	\$34.567	\$35.409
<u>Non-Labor:</u>						
Electric Power	\$3.957	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.334	0.553	0.548	0.541	0.533	0.541
Insurance	0.588	1.379	1.628	1.771	2.033	2.099
Claims	0.014	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.869	2.357	11.311	19.479	1.793	1.844
Professional Service Contracts	0.731	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	2.295	2.016	1.238	1.175	1.102	1.117
Other Business Expenses	0.592	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$9.380	\$11.659	\$19.961	\$28.614	\$11.794	\$12.327
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$42.848	\$45.183	\$51.517	\$61.556	\$46.361	\$47.736
Depreciation	\$8.114	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	1.413	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$52.375	\$55.783	\$62.117	\$72.156	\$56.961	\$58.336
Net Surplus/(Deficit)	(\$42.620)	(\$47.363)	(\$51.902)	(\$63.635)	(\$48.361)	(\$49.651)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.073	5.154	5.154	3.417	1.680	1.680
Total Revenue	\$4.073	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Expenses						
<u>Labor:</u>						
Payroll	\$1.328	\$2.005	\$2.005	\$1.147	\$0.288	\$0.288
Overtime	0.552	0.707	0.707	0.705	0.704	0.704
Health and Welfare	0.000	0.517	0.517	0.517	0.517	0.517
OPEB Current Payment	0.022	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.094	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.152	0.077	0.077	0.077	0.077	0.077
Reimbursable Overhead	0.954	1.754	1.754	0.877	0.000	0.000
Total Labor Expenses	\$3.008	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
<u>Non-Labor:</u>						
Electric Power	\$0.017	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	1.048	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$1.065	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$4.073	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Depreciation	-	-	-	-	-	-
Total Expenses	\$4.073	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.251	2.532	4.175	2.385	2.407	2.430
Capital and Other Reimbursements	4.073	5.154	5.154	3.417	1.680	1.680
Total Revenue	\$13.828	\$13.574	\$15.369	\$11.938	\$10.280	\$10.365
Expenses						
<u>Labor:</u>						
Payroll	\$18.477	\$20.537	\$21.272	\$20.823	\$20.411	\$20.838
Overtime	2.921	3.873	1.799	1.653	1.665	1.679
Health and Welfare	3.005	4.213	4.484	4.622	4.833	5.054
OPEB Current Payment	1.767	1.274	1.317	1.346	1.391	1.438
Pensions	5.832	5.848	5.878	5.978	5.978	6.078
Other Fringe Benefits	4.474	2.933	1.960	1.937	1.969	2.002
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$36.476	\$38.678	\$36.710	\$36.359	\$36.247	\$37.089
<u>Non-Labor:</u>						
Electric Power	\$3.974	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.334	0.553	0.548	0.541	0.533	0.541
Insurance	0.588	1.379	1.628	1.771	2.033	2.099
Claims	0.014	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.869	2.357	11.311	19.479	1.793	1.844
Professional Service Contracts	0.731	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	3.343	2.016	1.238	1.175	1.102	1.117
Other Business Expenses	0.592	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$10.445	\$11.659	\$19.961	\$28.614	\$11.794	\$12.327
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$46.921	\$50.337	\$56.671	\$64.973	\$48.041	\$49.416
Depreciation	\$8.114	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	1.413	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$56.448	\$60.937	\$67.271	\$75.573	\$58.641	\$60.016
Net Surplus/(Deficit)	(\$42.620)	(\$47.363)	(\$51.902)	(\$63.635)	(\$48.361)	(\$49.651)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Receipts						
Farebox Revenue	\$5.567	\$5.405	\$6.039	\$6.136	\$6.193	\$6.255
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.497	3.915	4.175	2.385	2.407	2.430
Capital and Other Reimbursements	3.367	6.503	5.154	3.417	1.680	1.680
Total Receipts	\$12.431	\$15.823	\$15.368	\$11.938	\$10.280	\$10.365
Expenditures						
<u>Labor:</u>						
Payroll	\$15.568	\$23.752	\$21.272	\$20.823	\$20.411	\$20.838
Overtime	2.627	4.167	1.799	1.653	1.665	1.679
Health and Welfare	5.070	4.213	4.484	4.622	4.833	5.054
OPEB Current Payment	1.136	1.274	1.317	1.346	1.391	1.438
Pensions	3.974	7.588	5.878	5.978	5.978	6.078
Other Fringe Benefits	0.901	2.067	1.960	1.937	1.969	2.002
GASB Account	0.000	0.587	0.000	0.000	0.000	0.008
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$29.276	\$43.648	\$36.710	\$36.359	\$36.247	\$37.097
<u>Non-Labor:</u>						
Electric Power	\$3.995	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.354	0.553	0.548	0.541	0.533	0.541
Insurance	0.803	1.756	1.628	1.771	2.033	2.099
Claims	0.017	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.356	2.357	11.311	19.479	1.793	1.844
Professional Service Contracts	0.654	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	2.625	2.716	1.238	1.175	1.102	1.117
Other Business Expenses	0.005	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenditures	\$11.809	\$12.736	\$19.961	\$28.614	\$11.794	\$12.327
<u>Other Expenditure Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$41.085	\$56.384	\$56.671	\$64.973	\$48.041	\$49.424
Net Cash Deficit	(\$28.654)	(\$40.561)	(\$41.303)	(\$53.035)	(\$37.761)	(\$39.059)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
Receipts						
Farebox Revenue	\$0.063	(\$0.483)	(\$0.001)	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.754)	1.383	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.706)	1.349	0.000	0.000	0.000	0.000
Total Receipts	(\$1.397)	\$2.249	(\$0.001)	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$2.909	(\$3.215)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.294	(0.294)	0.000	0.000	0.000	0.000
Health and Welfare	(2.065)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.631	0.000	0.000	0.000	0.000	0.000
Pensions	1.858	(1.740)	0.000	0.000	0.000	0.000
Other Fringe Benefits	3.573	0.866	0.000	0.000	0.000	0.000
GASB Account	0.000	(0.587)	0.000	0.000	0.000	(0.008)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7.200	(\$4.970)	\$0.000	\$0.000	\$0.000	(\$0.008)
<u>Non-Labor:</u>						
Electric Power	(\$0.021)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.020)	0.000	0.000	0.000	0.000	0.000
Insurance	(0.215)	(0.377)	0.000	0.000	0.000	0.000
Claims	(0.003)	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.487)	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.077	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.718	(0.700)	0.000	0.000	0.000	0.000
Other Business Expenditures	0.587	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$1.364)	(\$1.077)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$4.439	(\$3.798)	(\$0.001)	\$0.000	\$0.000	(\$0.008)
Depreciation Adjustment	\$8.114	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	1.413	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$13.966	\$6.802	\$10.599	\$10.600	\$10.600	\$10.592
Total Cash Conversion Adjustments	\$13.966	\$6.802	\$10.599	\$10.600	\$10.600	\$10.592

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Ridership/(Utilization)
(in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
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RIDERSHIP

Fixed Route	4.221	4.393	4.463	4.522	4.559	4.596
	-	-	-	-	-	-
Baseline Total Ridership	4.221	4.393	4.463	4.522	4.559	4.596

FAREBOX REVENUE

Fixed Route	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255
Baseline Total Revenue	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255

**MTA Staten Island Railway
November Financial Plan 2015-2018
2014 Budget Reduction Plan Summary
(\$ in millions)**

	Favorable/(Unfavorable)									
	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018
<u>Administration</u>										
Vacancy Maintenance/Management (July Plan)	-	0.000	-	0.211	-	0.211	-	0.211	-	0.211
Subtotal Administration	-	\$0.000	-	\$0.211	-	\$0.211	-	\$0.211	-	\$0.211
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$0.000	-	\$0.211	-	\$0.211	-	\$0.211	-	\$0.211

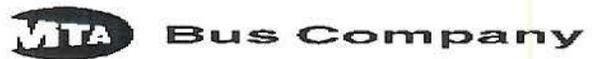
MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Executive	16	13	13	13	13	13
General Office	5	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6	6
Total Administration	27	25	25	25	25	25
Operations						
Transportation	92	99	99	99	99	99
Maintenance						
Mechanical	40	43	43	43	43	43
Electronic/Electrical	12	15	15	15	15	15
Power/Signals	25	26	26	26	26	26
Maintenance of Way	44	46	46	46	46	46
Infrastructure	27	25	25	25	25	25
Total Maintenance	148	155	155	155	155	155
Engineering/Capital						
None	-	26	26	-	-	-
Public Safety						
Police	-	-	-	-	-	-
Baseline Total Positions	267	305	305	279	279	279
Non-Reimbursable	259	276	276	276	276	276
Reimbursable	8	29	29	3	3	3
Total Full-Time	267	305	305	279	279	279
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Managers/Supervisors	13	14	14	14	14	14
Professional, Technical, Clerical	14	11	11	11	11	11
Operational Hourlies	-	-	-	-	-	-
Total Administration	27	25	25	25	25	25
Operations						
Managers/Supervisors	2	5	5	5	5	5
Professional, Technical, Clerical	2	3	3	3	3	3
Operational Hourlies	88	91	91	91	91	91
Total Operations	92	99	99	99	99	99
Maintenance						
Managers/Supervisors	12	8	8	8	8	8
Professional, Technical, Clerical	2	3	3	3	3	3
Operational Hourlies	134	144	144	144	144	144
Total Maintenance	148	155	155	155	155	155
Engineering/Capital						
Managers/Supervisors	-	4	4	-	-	-
Professional, Technical, Clerical	-	2	2	-	-	-
Operational Hourlies	-	20	20	-	-	-
Total Engineering/Capital	-	26	26	-	-	-
Public Safety						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors	27	31	31	27	27	27
Professional, Technical, Clerical	18	19	19	17	17	17
Operational Hourlies	222	255	255	235	235	235
Baseline Total Positions	267	305	305	279	279	279

Staff Summary



Subject MTA Bus 2015 Budget and 2015-2018 Financial Plan Adoption
Department Finance
Department Head Name Craig Cipriano
Department Head Signature
Project Manager Name William E. Cronin

Date December 4, 2014
Vendor Name NA
Contract Number NA
Contract Manager Name NA
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Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/15/14	X		
2	Finance Committee	12/15/14	X		
3	MTA Board	12/17/14	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP, Business Strategies & Operations Support		12/5/14
2	President		12/5/14

Purpose

To secure MTA Board adoption of MTA Bus Company's 2014 November Forecast, 2015 Final Proposed Budget, and the Four-Year Financial Plan for 2015-2018.

Discussion

The 2015 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. To meet this goal, MTA Bus Company has proposed a significant number of new initiatives to assess and improve the safety and reliability of bus operations. These initiatives, some of which are described below, were driven by recommendations from recently completed reviews by the MTA Blue Ribbon Panel on safety and on-going reviews by MTA Bus Company management. The cost of these proposed safety investments are excluded from MTA Bus Company's November 2015-2018 Financial Plan; however, they have been incorporated as part of the MTA consolidated Financial Plan presentation. The baseline projections that follow for MTA Bus Company include the impact of budget reduction initiatives and recoveries of expenses related to Super Storm Sandy; the baseline also excludes certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan: Fare/Toll increases, Unidentified MTA Efficiencies, MTA Re-estimates, and Policy Actions. The MTA is reimbursed from the City of New York for the operating deficits of MTA Bus.

The 2015 Final Proposed Budget includes funding for new and enhanced investments and initiatives in support of these goals as follows:

Proposed New Initiatives (included in the MTA Consolidated Financial Plan)

- **Primary Safety Initiatives** include: bus safety oversight and training; observation rides incorporating the Mayor's "Vision Zero" initiative; a pedestrian warning system pilot; additional staffing and/or training for safety and environmental management, System Safety and workforce development; and reduced bus operator maximum service hours.

Key Programmatic Initiatives (included in the MTA Bus baseline)

- **Bus Technology** – The budget includes the final four depots scheduled for the Intelligent Vehicle Network (IVN) Installation and ongoing support for the Bus Camera Security System (BCSS). IVN is a hardware/software system that collects data from vehicle control computers; the data is analyzed and used to increase bus reliability by alerting maintenance of problems before they result in road calls or failures. The BCSS support is for the technical and general support, camera/video maintenance and physical camera inspections to ensure that the bus cameras delivered on new buses remain operational and reliable. The goal of the BCSS is to improve security for our employees and customers, deter criminal/terrorist activity, and provide a video record for investigation/prosecution of criminal activities.
- **CMF Line Supervisors** - Over the years, the scope of the East New York & Eastchester operation has increased to become a full-fledged Central Maintenance Facility (CMF). By allocating the proposed number of maintenance supervisors by the specialties of each operation, workload distribution and by locations, the CMF operations will have the proper level of supervision to ensure adherence to all policies and procedures.
- **Platform Budget** –MTABC is refining the running times to more accurately reflect current traffic and operating conditions.
- **Shop Hybrid Repower Deferral** – Revised assumptions and resulting delays in the program shifts the hybrid conversion from 2015/2016 to 2016/2017.
- **Overtime Alignment/Supervisors** – Focuses on aligning both the maintenance budget and increasing supervisory oversight of operations with actual spending levels. The improvement in reliability, which is reflected in year-over-year gains in MDBF, is a function of greater reliance on predictive maintenance (move to preventative vs. fix as fail) and the resulting repairs that have been accelerated to minimize in-service failures. This request ensures consistency with MTA maintenance standards.

2014 November Forecast-Baseline

Total operating revenues are projected at \$222.9 million, including \$202.7 million of farebox revenues. Total non-reimbursable expenses before depreciation and GASB adjustments are projected to be \$600.9 million in 2014, consisting of labor costs of \$457.5 million and non-labor expenses of \$143.4 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses are projected at \$100.2 million. After including favorable cash adjustments of \$91.9 million, the projected net cash deficit is \$428.5 million. Projected reimbursable expenses of \$5.7 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 3,711, consisting of 3,673 non-reimbursable positions and 38 reimbursable positions.

2015 Final Proposed Budget-Baseline

Total operating revenues are budgeted at \$231.7 million, including farebox revenues of \$205 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$628.3 million in 2015, consisting of labor costs of \$464.9 million and non-labor expenses of \$163.4 million. Non-cash depreciation expense is projected at \$42.2 million and other post-employment benefit expenses are projected at \$100.2 million. After including favorable cash adjustments of \$154.0 million, the projected net cash deficit is \$385.0 million. Projected reimbursable expenses of \$5.7 million are fully offset by capital reimbursements.

Total 2015 end-of-year positions are projected at 3,744 consisting of 3,706 non-reimbursable positions and 38 reimbursable positions.

Budget Reduction Initiatives

The Plan includes annual savings of \$3.6 million (2014); \$13.8 million (2015), \$6.4 million (2016), \$2.0 million (2017) and \$1.6 million (2018).

- Shop Overhaul: Revised assumptions in overhauling the 2005 and 2006 MCI buses that are expected to be retired from service in 2017.
- OTPS Reductions: Streamline expenses in Maintenance & Other Operating Contracts, Professional Services, and Other Business Expenses.

Impact on Funding

The 2014 November Forecast, the 2015 Final Proposed Budget and the Four-Year Financial Plan for 2015-2018 revenues, expenses and positions, which are presented in the attached tables, are consistent with the proposed MTA financial plan.

Recommendation

It is recommended that the MTA Board adopt the 2014 November Forecast, the 2015 Final Proposed Budget and the Four-Year Financial Plan for 2015-2018 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Operating Revenue						
Farebox Revenue	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926
Other Operating Revenue	26.231	20.192	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$225.418	\$222.893	\$231.700	\$227.151	\$227.876	\$229.242
Operating Expenses						
Labor:						
Payroll	\$240.852	\$243.357	\$249.099	\$257.202	\$263.077	\$262.448
Overtime	49.106	53.491	48.523	49.954	50.857	51.456
Health and Welfare	43.429	50.205	53.806	58.838	63.843	69.653
OPEB Current Payment	18.539	18.505	20.905	22.499	24.514	26.807
Pensions	45.550	45.292	45.723	46.252	46.737	47.381
Other Fringe Benefits	45.923	46.661	46.869	49.703	49.503	52.368
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$443.399	\$457.511	\$464.925	\$484.448	\$498.531	\$510.113
Non-Labor:						
Electric Power	\$1.555	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	35.004	37.515	35.667	35.024	35.869	36.925
Insurance	2.562	5.648	6.057	6.653	7.572	8.028
Claims	19.108	22.256	28.000	29.000	29.447	29.977
Maintenance and Other Operating Contracts	19.595	18.463	28.709	34.869	64.608	21.874
Professional Service Contracts	16.907	20.626	23.060	20.880	21.385	21.580
Materials & Supplies	37.757	34.325	37.564	41.006	38.859	33.079
Other Business Expenses	4.698	2.656	2.501	2.655	4.779	4.848
Total Non-Labor Expenses	\$137.186	\$143.419	\$163.362	\$172.062	\$204.769	\$158.734
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$580.585	\$600.930	\$628.287	\$656.510	\$703.300	\$668.847
Depreciation	\$48.887	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	1.742	-	-	-	-	-
Total Expenses	\$731.364	\$743.315	\$770.673	\$798.896	\$846.337	\$812.655
Net Surplus/(Deficit)	(\$505.946)	(\$520.422)	(\$538.973)	(\$571.745)	(\$618.461)	(\$583.413)

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013 <u>Actual</u>	2014 November <u>Forecast</u>	2015 Final Proposed <u>Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Revenue						
Farebox Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	6.357	5.663	5.738	5.812	5.625	5.723
Total Revenue	\$6.357	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Expenses						
<u>Labor:</u>						
Payroll	\$3.304	\$2.684	\$2.714	\$2.743	\$2.530	\$2.576
Overtime	-	-	-	-	-	-
Health and Welfare	0.912	1.023	1.038	1.053	1.060	1.079
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.480	0.465	0.470	0.473	0.473	0.482
Other Fringe Benefits	0.668	0.456	0.462	0.469	0.472	0.481
Reimbursable Overhead	0.030	-	-	-	-	-
Total Labor Expenses	\$5.394	\$4.628	\$4.684	\$4.738	\$4.535	\$4.618
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.071	0.223	0.227	0.231	0.235	0.238
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	0.892	0.812	0.827	0.843	0.855	0.867
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.963	\$1.035	\$1.054	\$1.074	\$1.090	\$1.105
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$6.357	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Depreciation	-	-	-	-	-	-
Total Expenses	\$6.357	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926
Other Operating Revenue	26.231	20.192	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	6.357	5.663	5.738	5.812	5.625	5.723
Total Revenue	\$231.775	\$228.556	\$237.438	\$232.963	\$233.501	\$234.965
Expenses						
<u>Labor:</u>						
Payroll	\$244.156	\$246.041	\$251.813	\$259.945	\$265.607	\$265.024
Overtime	49.106	53.491	48.523	49.954	50.857	51.456
Health and Welfare	44.341	51.228	54.844	59.891	64.903	70.732
OPEB Current Payment	18.539	18.505	20.905	22.499	24.514	26.807
Pensions	46.030	45.757	46.193	46.725	47.210	47.863
Other Fringe Benefits	46.591	47.117	47.331	50.172	49.975	52.849
Reimbursable Overhead	0.030	-	-	-	-	-
Total Labor Expenses	\$448.793	\$462.139	\$469.609	\$489.186	\$503.066	\$514.731
<u>Non-Labor:</u>						
Electric Power	\$1.555	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	35.004	37.515	35.667	35.024	35.869	36.925
Insurance	2.562	5.648	6.057	6.653	7.572	8.028
Claims	19.108	22.256	28.000	29.000	29.447	29.977
Maintenance and Other Operating Contracts	19.666	18.686	28.936	35.100	64.843	22.112
Professional Service Contracts	16.907	20.626	23.060	20.880	21.385	21.580
Materials & Supplies	38.649	35.137	38.391	41.849	39.714	33.946
Other Business Expenses	4.698	2.656	2.501	2.655	4.779	4.848
Total Non-Labor Expenses	\$138.149	\$144.454	\$164.416	\$173.136	\$205.859	\$159.839
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$586.942	\$606.593	\$634.025	\$662.322	\$708.925	\$674.570
Depreciation	\$48.887	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	1.742	-	-	-	-	-
Total Expenses	\$737.721	\$748.978	\$776.411	\$804.708	\$851.962	\$818.378
Net Surplus/(Deficit)	(\$505.946)	(\$520.422)	(\$538.973)	(\$571.745)	(\$618.461)	(\$583.413)

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	<u>Actual</u>	<u>November</u>	<u>Final Proposed</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
			<u>Budget</u>			
Receipts						
Farebox Revenue	\$197.285	\$203.501	\$204.965	\$206.573	\$206.937	\$207.926
Other Operating Revenue	26.059	20.972	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	6.437	12.449	10.590	10.900	10.816	11.007
Total Receipts	\$229.781	\$236.922	\$242.290	\$238.051	\$238.692	\$240.249
Expenditures						
<u>Labor:</u>						
Payroll	\$224.801	\$280.617	\$249.802	\$257.918	\$263.565	\$262.945
Overtime	49.529	53.491	48.523	49.954	50.857	51.456
Health and Welfare	53.676	50.817	54.430	59.474	64.483	70.304
OPEB Current Payment	18.537	18.505	20.905	22.499	24.514	26.807
Pensions	49.718	45.584	46.020	46.553	47.040	47.689
Other Fringe Benefits	37.454	48.868	47.160	49.999	49.802	52.672
GASB Account	4.909	2.586	0.001	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$438.624	\$500.468	\$466.841	\$486.397	\$500.261	\$511.873
<u>Non-Labor:</u>						
Electric Power	\$2.480	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	34.550	39.275	35.667	35.024	35.869	36.925
Insurance	0.428	8.542	6.057	6.653	7.572	8.028
Claims	18.150	23.680	24.000	25.000	25.385	25.842
Maintenance and Other Operating Contracts	17.866	26.886	28.936	35.100	64.844	22.112
Professional Service Contracts	14.676	24.901	23.060	20.880	21.385	21.580
Materials & Supplies	40.352	35.137	38.391	41.849	39.714	33.946
Other Business Expenses	2.175	4.650	2.501	2.656	4.779	4.848
Total Non-Labor Expenditures	\$130.677	\$165.001	\$160.416	\$169.137	\$201.798	\$155.704
<u>Other Expenditure Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$569.301	\$665.469	\$627.257	\$655.534	\$702.059	\$667.577
Net Cash Surplus/(Deficit)	(\$339.520)	(\$428.547)	(\$384.967)	(\$417.483)	(\$463.367)	(\$427.328)

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Receipts						
Farebox Revenue	(\$1.902)	\$0.800	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.172)	0.780	-	-	-	-
Capital and Other Reimbursements	0.080	6.786	4.852	5.088	5.191	5.284
Total Receipts	(\$1.994)	\$8.366	\$4.852	\$5.088	\$5.191	\$5.284
Expenditures						
Labor:						
Payroll	\$19.355	(\$34.576)	\$2.011	\$2.027	\$2.042	\$2.079
Overtime	(0.423)	-	-	-	-	-
Health and Welfare	(9.335)	0.411	0.414	0.417	0.420	0.428
OPEB Current Payment	0.002	-	-	-	-	-
Pensions	(3.688)	0.173	0.173	0.172	0.170	0.174
Other Fringe Benefits	9.137	(1.751)	0.171	0.173	0.173	0.177
GASB Account	(4.909)	(2.586)	(0.001)	-	-	-
Reimbursable Overhead	0.030	-	-	-	-	-
Total Labor Expenditures	\$10.169	(\$38.329)	\$2.768	\$2.789	\$2.805	\$2.858
Non-Labor:						
Electric Power	(\$0.925)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.454	(1.760)	-	-	-	-
Insurance	2.134	(2.894)	-	-	-	-
Claims	0.958	(1.424)	4.000	4.000	4.062	4.135
Maintenance and Other Operating Contracts	1.800	(8.200)	-	-	(0.001)	-
Professional Service Contracts	2.231	(4.275)	-	-	-	-
Materials & Supplies	(1.703)	-	-	-	-	-
Other Business Expenditures	2.523	(1.994)	-	(0.001)	-	-
Total Non-Labor Expenditures	\$7.472	(\$20.547)	\$4.000	\$3.999	\$4.061	\$4.135
Other Expenditures Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Actions:						
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$15.647	(\$50.510)	\$11.620	\$11.876	\$12.057	\$12.277
Depreciation Adjustment	\$48.887	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	1.742	-	-	-	-	-
Total Cash Conversion Adjustments	\$166.426	\$91.875	\$154.006	\$154.262	\$155.094	\$156.085

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Ridership/(Utilization)
(in millions)

	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
<u>RIDERSHIP</u>						
Fixed Route	124.951	125.025	126.917	127.826	128.022	128.583
Baseline Total Ridership	124.951	125.025	126.917	127.826	128.022	128.583
<u>FAREBOX REVENUE</u>						
Fixed Route	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926
Baseline Total Revenue	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926

MTA BUS COMPANY
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
SOPU (July Plan)	6	0.580	6	0.591	6	0.602	6	0.653	6	0.665
Shop Overhaul (July Plan)	-	0.000	57	10.159	29	5.087	5	0.985	2	0.603
Subtotal Maintenance	6	0.580	63	10.750	35	5.689	11	1.638	8	1.268
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
OTPS (November Plan)	-	3.000	-	3.000	-	0.700	-	0.350	-	0.350
Subtotal Other	-	3.000	-	3.000	-	0.700	-	0.350	-	0.350
Agency Submission	6	\$3.580	63	\$13.750	35	\$6.389	11	\$1.988	8	\$1.618

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Office of the EVP	2	3	3	3	3	3
Human Resources	9	6	6	6	6	6
Office of Management and Budget	12	14	16	16	16	16
Technology & Information Services	16	16	17	17	17	17
Materiel	14	19	19	19	19	19
Controller	19	15	15	15	15	15
Office of the President	5	6	6	6	6	6
System Safety Administration	1	5	5	5	5	5
Law	23	24	24	24	24	24
Corporate Communications	3	3	3	3	3	3
Strategic Office	11	12	13	17	17	16
Labor Relations	-	4	4	4	4	4
Non Departmental	-	11	16	8	12	4
Total Administration	115	138	147	143	147	138
Operations						
Buses	2,142	2,211	2,226	2,226	2,226	2,226
Office of the Executive Vice President, Regional	1	1	1	1	1	1
Safety & Training	46	28	28	28	28	28
Road Operations	112	119	119	117	117	117
Transportation Support	21	20	20	20	20	20
Operations Planning	28	32	31	31	31	31
Revenue Control	20	21	27	27	27	27
Total Operations	2,370	2,432	2,452	2,450	2,450	2,450
Maintenance						
Buses	738	764	683	703	748	750
Maintenance Support/CMF	173	157	242	261	223	181
Facilities	43	73	73	73	73	73
Supply Logistics	90	92	92	92	92	92
Total Maintenance	1,044	1,086	1,090	1,129	1,136	1,096
Engineering/Capital						
Capital Program Management	31	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	16	18	18	18	18	18
Total Positions	3,576	3,711	3,744	3,777	3,788	3,739
Non-Reimbursable	3,520	3,673	3,706	3,739	3,750	3,701
Reimbursable	56	38	38	38	38	38
Total Full-Time	3,559	3,696	3,729	3,762	3,773	3,724
Total Full-Time Equivalents	17	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013	2014	2015	2016	2017	2018
	Actual	November Forecast	Final Proposed Budget			
Administration						
Managers/Supervisors	42	57	59	59	59	57
Professional, Technical, Clerical	73	70	74	78	78	77
Operational Hourlies	-	11	14	6	10	4
Total Administration	115	138	147	143	147	138
Operations						
Managers/Supervisors	293	300	301	299	299	299
Professional, Technical, Clerical	54	52	50	50	50	50
Operational Hourlies	2,023	2,080	2,101	2,101	2,101	2,101
Total Operations	2,370	2,432	2,452	2,450	2,450	2,450
Maintenance						
Managers/Supervisors	196	207	212	210	210	210
Professional, Technical, Clerical	15	17	18	18	18	18
Operational Hourlies	833	862	860	901	908	868
Total Maintenance	1,044	1,086	1,090	1,129	1,136	1,096
Engineering/Capital						
Managers/Supervisors	16	21	21	21	21	21
Professional, Technical, Clerical	15	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	31	37	37	37	37	37
Public Safety						
Managers/Supervisors	10	14	14	14	14	14
Professional, Technical, Clerical	4	4	4	4	4	4
Operational Hourlies	2	-	-	-	-	-
Total Public Safety	16	18	18	18	18	18
Total Positions						
Managers/Supervisors	557	599	607	603	603	601
Professional, Technical, Clerical	161	159	162	166	166	165
Operational Hourlies	2,858	2,953	2,975	3,008	3,019	2,973
Total Baseline Positions	3,576	3,711	3,744	3,777	3,788	3,739



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>October 2013</u>	<u>October 2014*</u>	<u>Difference</u>
Cash	2.8%	2.5%	(0.3%)
Single-Ride Ticket	0.8%	0.8%	(0.1%)
Bonus Pay-Per-Ride	42.7%	42.3%	(0.4%)
Non-Bonus Pay-Per-Ride	3.5%	3.3%	(0.1%)
7-Day Farecard	20.1%	21.4%	1.3%
30-Day Farecard	<u>30.1%</u>	<u>29.7%</u>	(0.4%)
Total	100.0%	100.0%	

* Preliminary

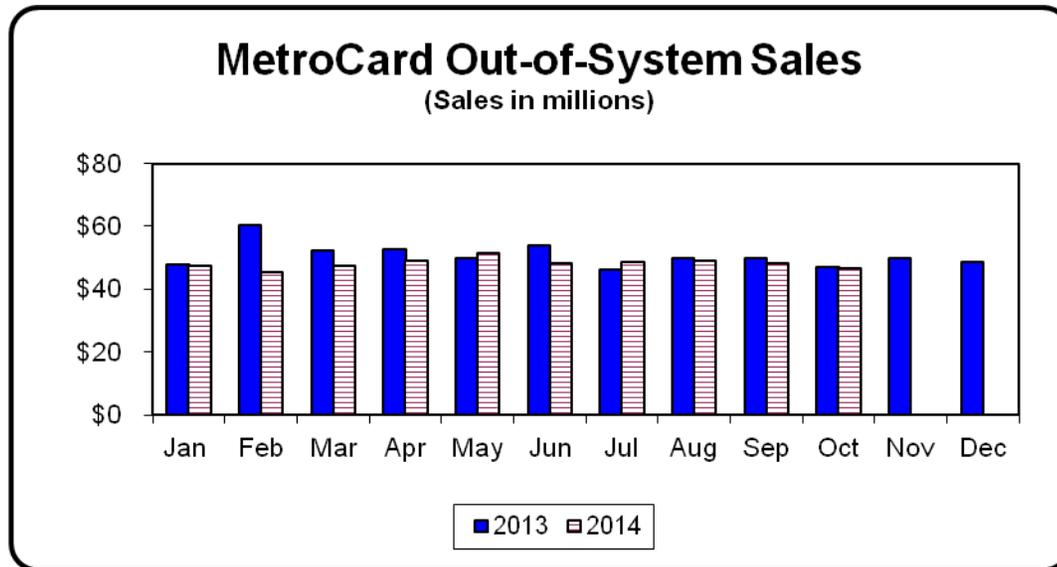
Note: Percentages may not add due to rounding.

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 October 2014 was 5,087, a 5.16 percent decrease from the same period last year. The average value of a credit issued was \$67.90.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$46.9 million in October 2014, a 0.2 percent increase compared to October of 2013. Year-to-date sales totaled \$483.0 million, a 5.2 percent decrease compared to the same period last year.



Retail Sales

There were 4,577 active out-of-system sales and distribution locations for MetroCards, generating \$26.5 million in sales revenue during October 2014.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 122,865 MetroCards valued at approximately \$10.1 million were made in October 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$82.08. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 78,081 for October 2014, generating an additional \$8.7 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$214.4 million, a 6.0 percent decrease when compared to last year.

Mobile Sales Program

In October 2014, the Mobile Sales unit completed 198 site visits, of which 140 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$113,000 in revenue was generated. In October 2014, the Mobile Sales unit assisted and enabled 2,057 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Family Resource & Transition Fair at the College of Staten Island (Staten Island).

Reduced-Fare Program

During October 2014 enrollment in the Reduced-Fare Program increased by 6,789 new customers, while 1,846 customers left the program. The total number of customers in the program is 926,354. Seniors account for 756,445 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 169,909 customers. Of those, a total of 36,783 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In October 2014, the EasyPay Reduced Fare program enrollment totaled 142,338 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In October 2014, the EasyPay Xpress PPR program enrollment totaled 71,480 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.5 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$64.

EasyPay Xpress Unlimited Program

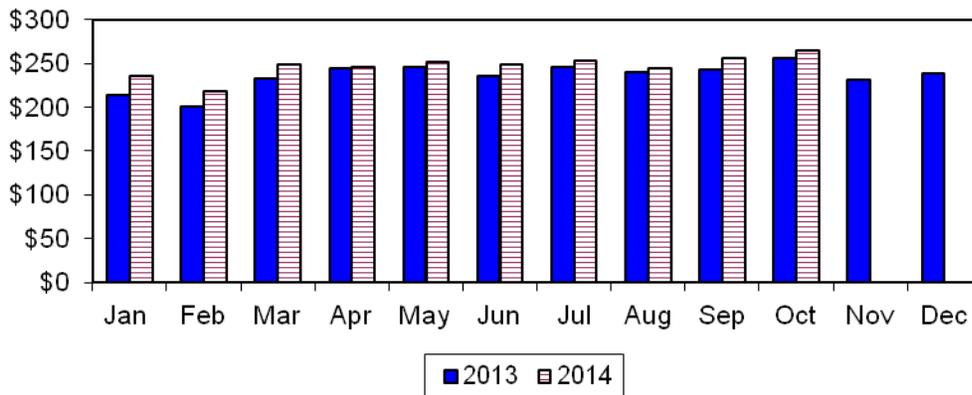
In October 2014, the EasyPay Xpress Unlimited program enrollment totaled 14,014 accounts. During this month, active Xpress Unlimited customers accounted for approximately 702,000 subway and local bus rides with \$1.3 million charged to their accounts. Each active account averaged 54 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during October 2014 totaled \$264.4 million, on a base of 16.0 million customer transactions. This represents a 4.6 percent increase in year-to-date vending machine sales compared to the same period last year. During October 2014, MEMs accounted for 2,149,514 transactions resulting in \$54,164,647 in sales. Debit/credit card purchases accounted for 75.3 percent of total vending machine revenue, while cash purchases accounted for 24.7 percent. Debit/credit card transactions account for 49.7 percent of total vending machine transactions, while cash transactions account for 50.3 percent. The average credit sale was \$28.44, more than three times the average cash sale of \$8.09. The average debit sale was \$20.32.

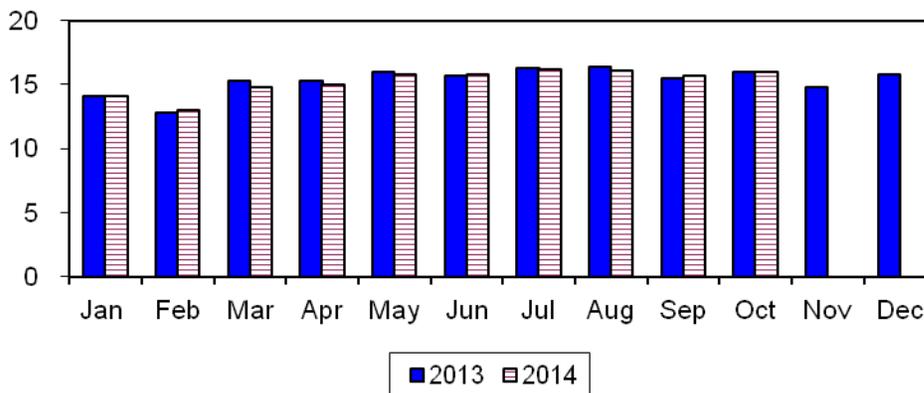
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - December 2014

data thru November 2014; \$s in million

	Budget	Expenditures
Construction	\$ 928.8	\$ 861.7
Design	106.1	104.3
Construction Management	144.1	114.1
Real Estate	220.9	206.7
Total	\$ 1,400.0	\$ 1,286.8

	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 <i>Plaza - Schiavone, JV</i>	\$212.8	\$207.0	\$5.8	\$193.6	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Jun-2015
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

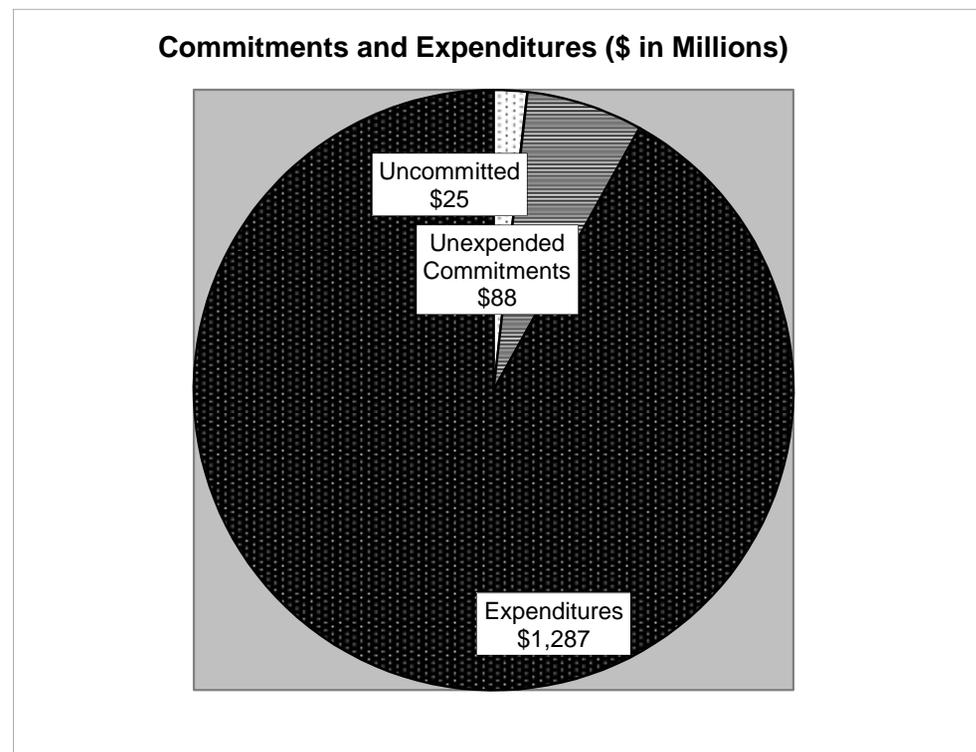
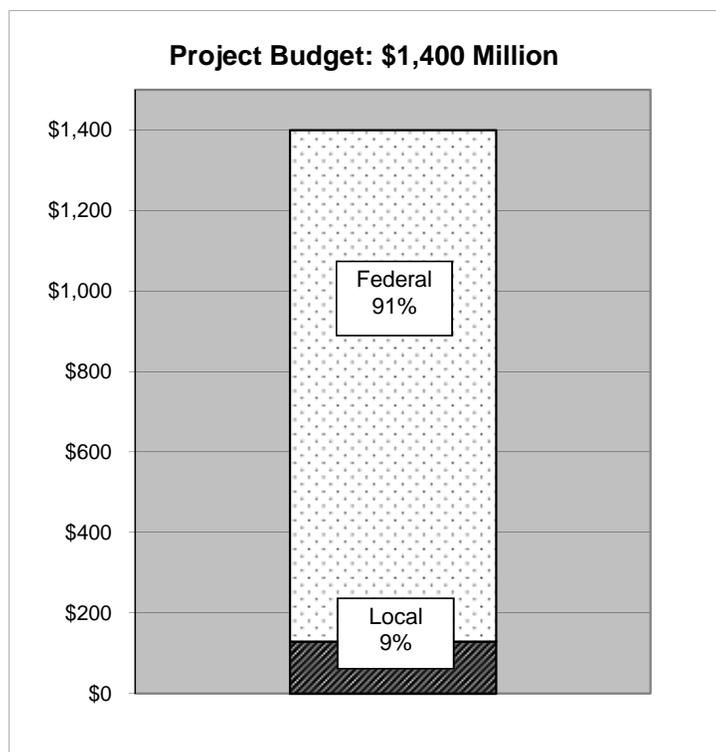
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Fulton Center Status

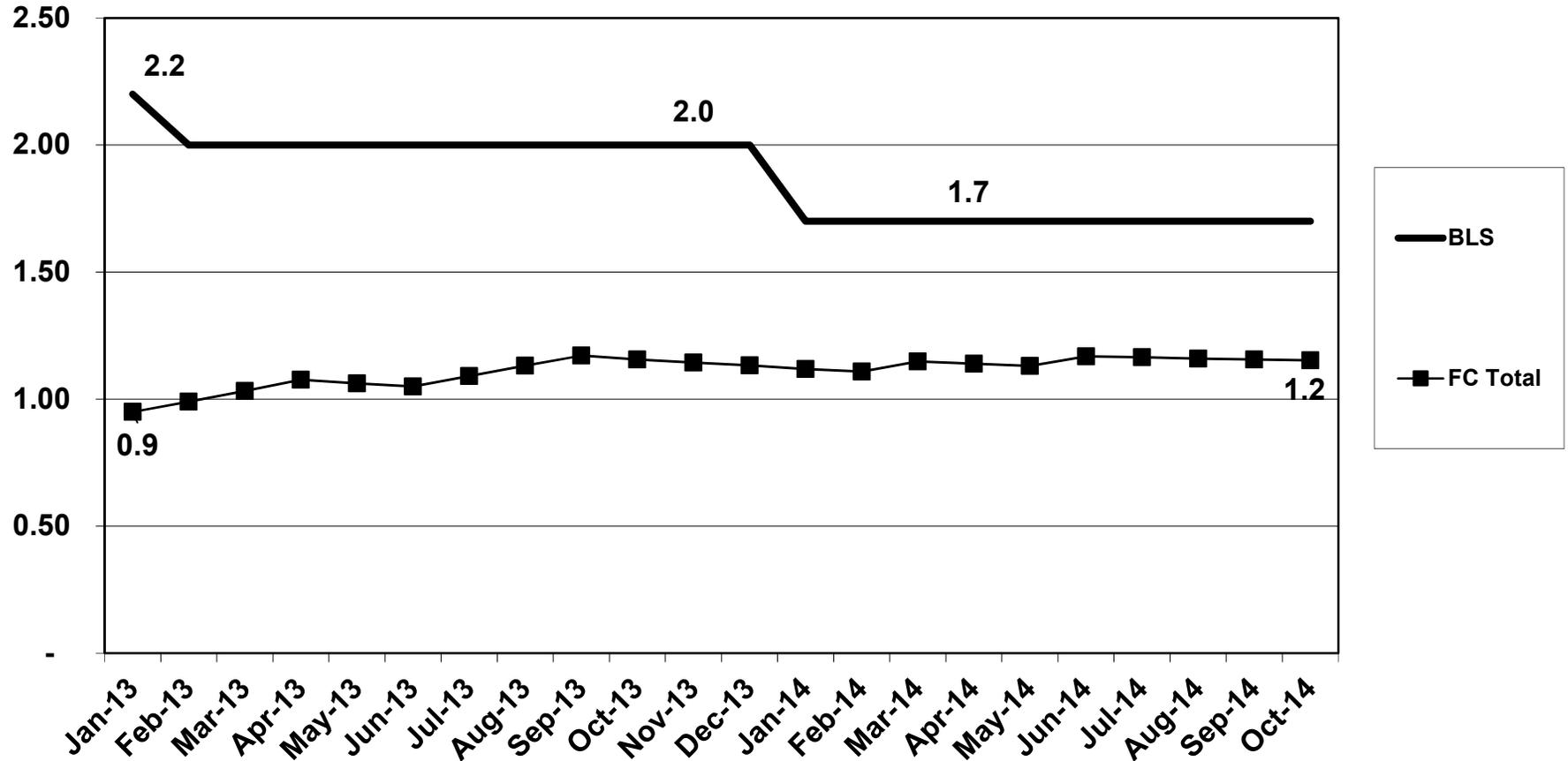
Report to the Transit Committee - December 2014

data thru November 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	\$ 863
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,375	\$ 25	\$ 1,287



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 - December 2014

data thru November 2014; \$s in million

	Budget	Expenditures
Final Design	\$ 118.0	115.2
Construction	1,905.1	1,786.8
Construction Management	44.4	36.7
Subway Project Reserve	33.4	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,938.7
HYDC-Funded Non-Subway Work [†]	266.0	231.3
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,170.0
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,223.0

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	Q1-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$555.8	\$537.7	\$18.2	\$501.6	Aug-2011	Jun-2014	Q1-2015
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	\$92.3	\$84.9	\$7.3	\$30.7	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.

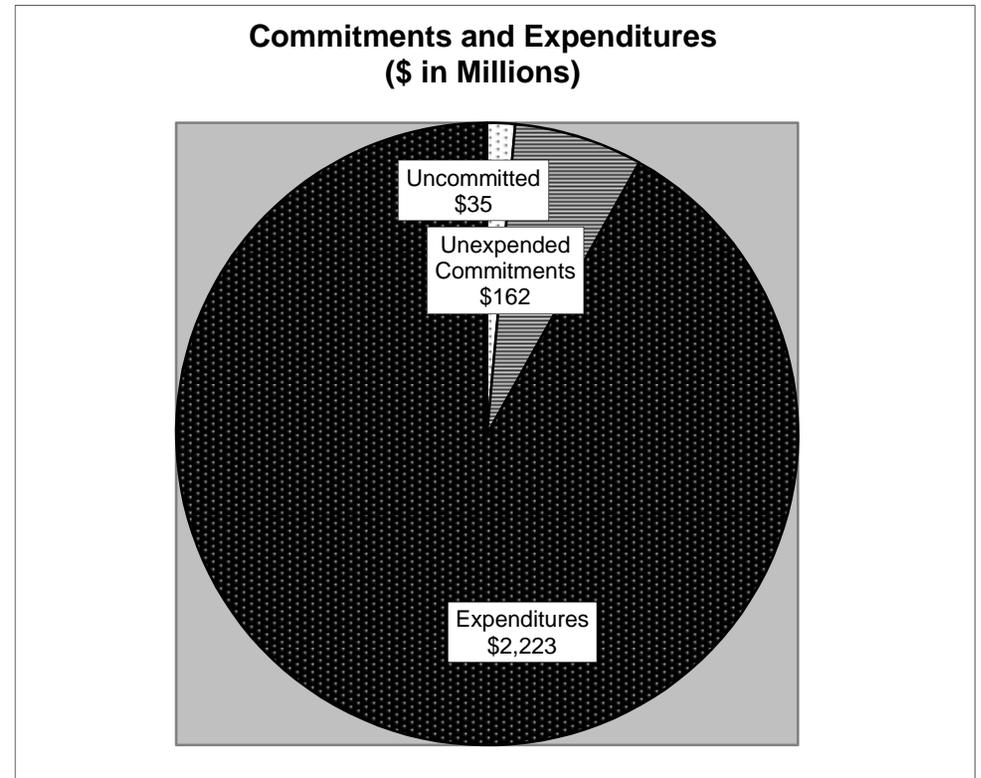
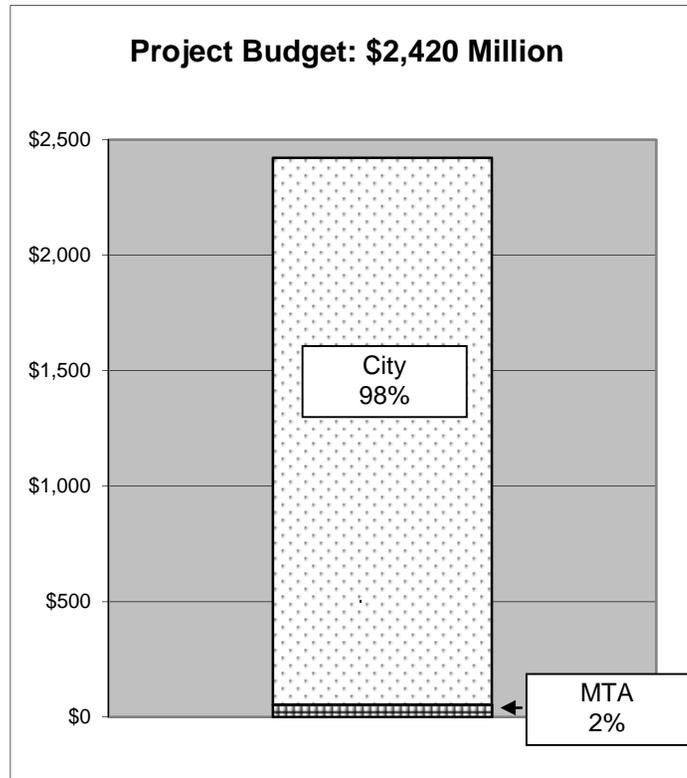
7 Line Extension Status

Report to the Transit Committee - December 2014

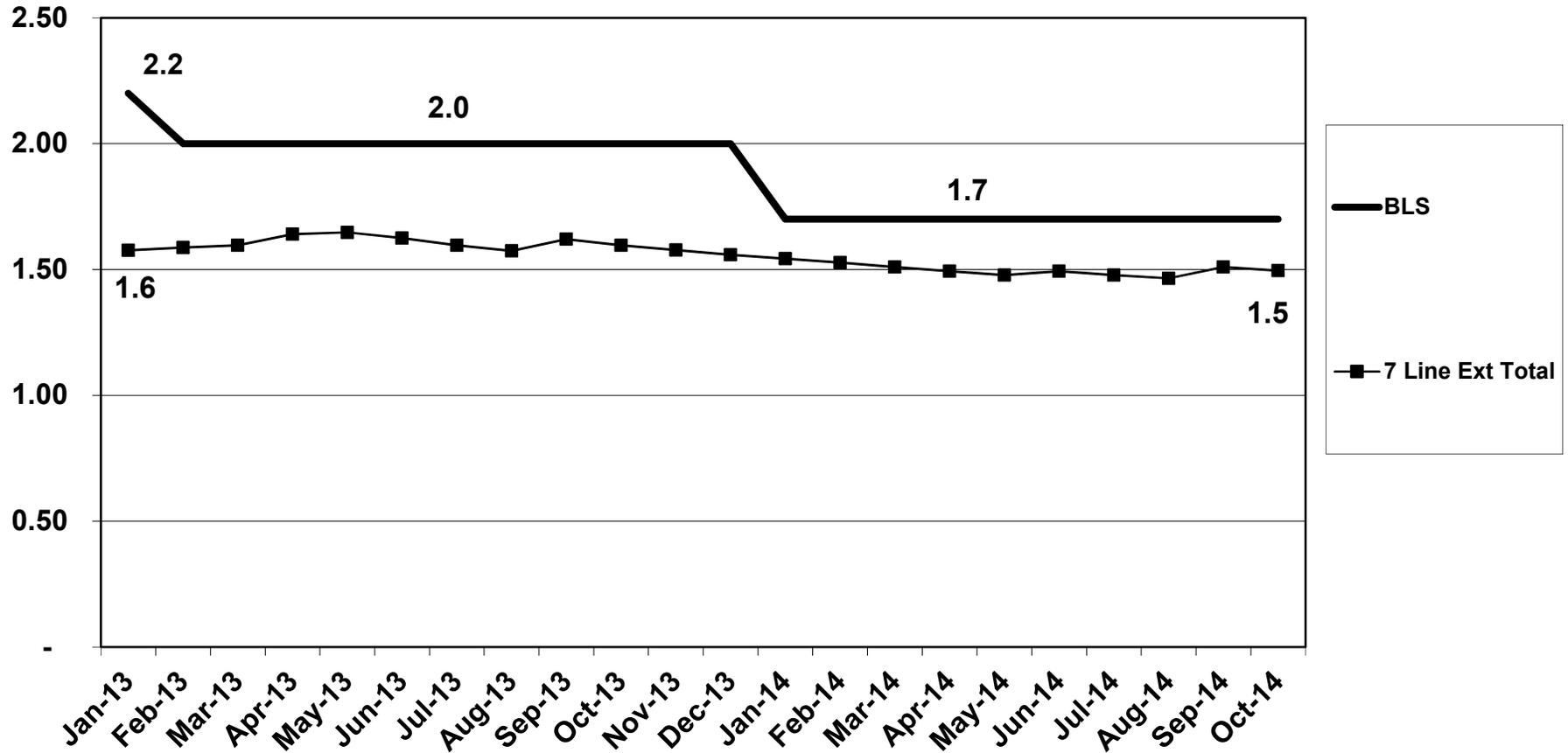
data thru November 2014

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	2,170
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,332	\$ 2,385	\$ 35	\$ 2,223

* 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 - December 2014

data thru November 2014; \$s in million

	Budget	Expenditures
Construction	\$ 3,440.1	\$ 2,267.1
Design	\$ 508.2	476.2
Construction Management	\$ 221.3	144.4
Real Estate	\$ 281.5	225.6
Total	\$ 4,451.0	\$ 3,113.3

	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	\$309.7	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 & Tully, JV</i>	\$347.3	\$338.8	\$8.5	\$162.1	Mar-2011	Jun-2012	Dec-2015	Oct-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$264.4	\$12.1	\$77.7	Nov-2012	Feb-2013	Nov-2015	Oct-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$208.6	\$14.4	\$33.7	Oct-2013	Jun-2013	May-2016	Jun-2016

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

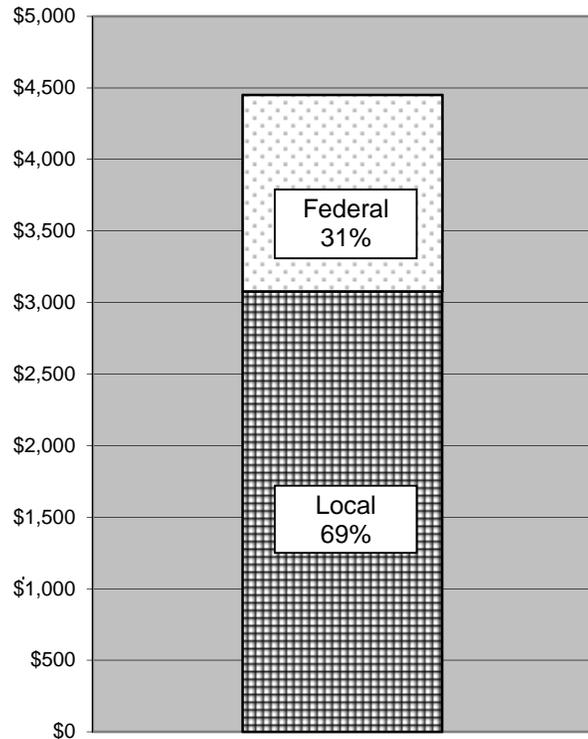
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - December 2014

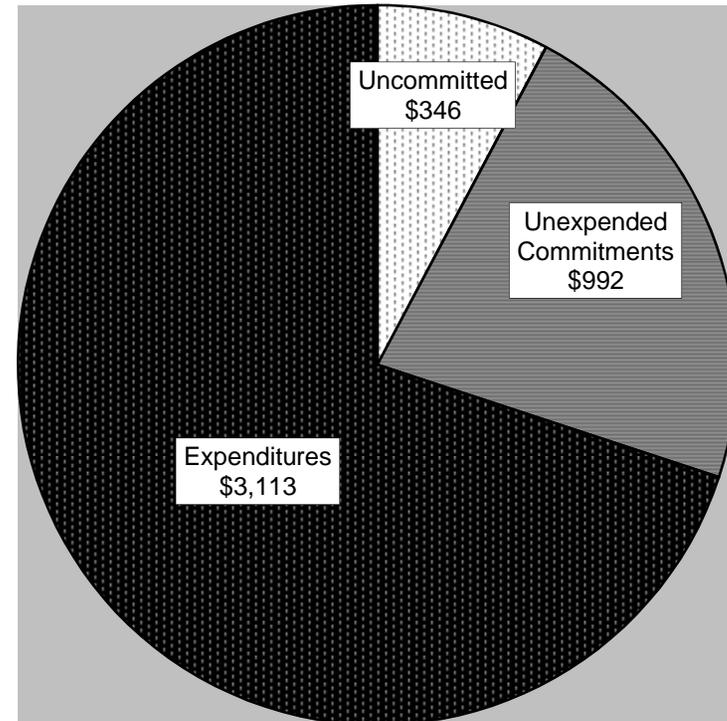
data thru November 2014

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,050	\$ 0	\$ 1,036
2005-2009	1,914	846	1,068	758	1,863	51	1,534
2010-2014	1,487	1,487	-	-	1,192	295	543
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,105	\$ 346	\$ 3,113

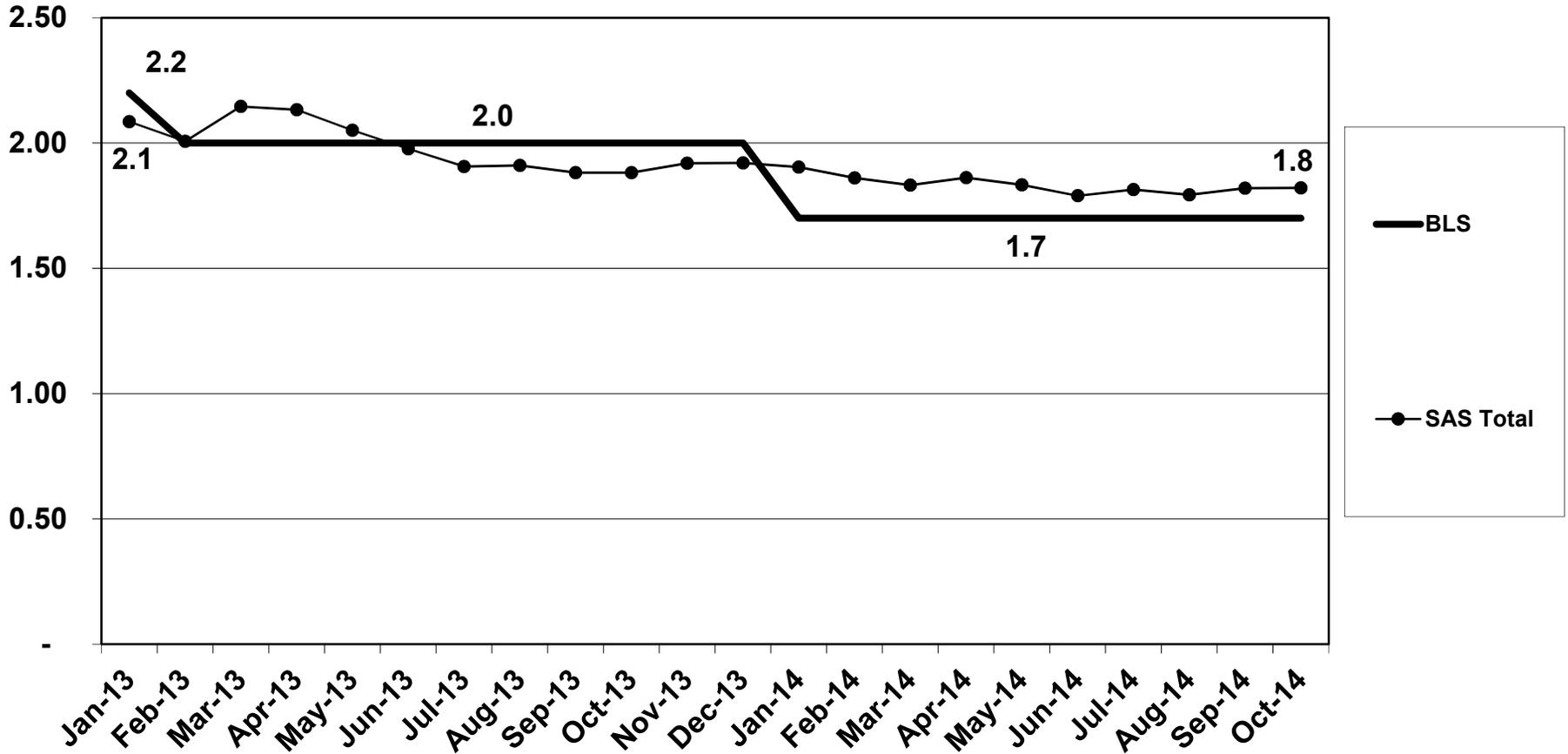
Project Budget: \$4,451 Million



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)