



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', with a stylized flourish at the end.

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 |
|---|---------------------------|

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
Management & Budget
Management & Budget
Management & Budget
Management & Budget
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

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

SIR 2015 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 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

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

Preliminary Review of SIR 2014 Operating Results

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

Preliminary Review of MTA Bus 2014 Operating Results

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

Adopted Budget/Financial Plan 2015-2018

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

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

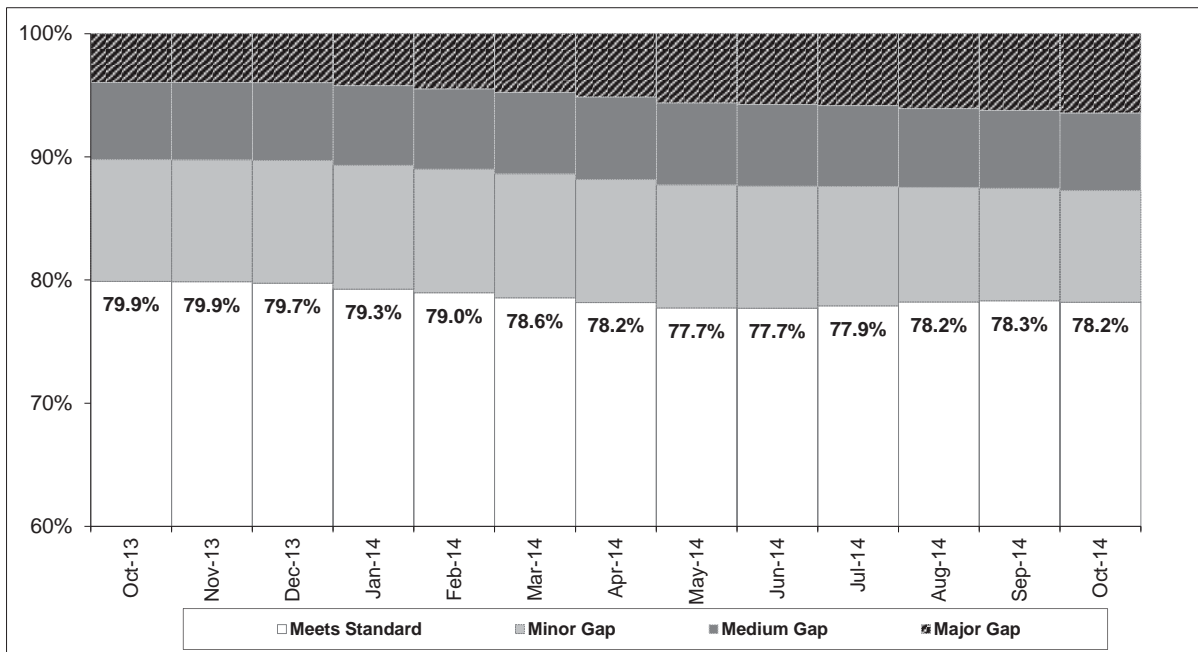
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

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* | | | | | Annual Results (Meets Standard) |
|-------------------|-------|--------|-------|------|------------------------------------|
| 12-Month Average | | | | | |
| Meets | GAP | | | | |
| Standard | Minor | Medium | Major | | |
| 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)

| Nov '13 - Oct '14 | | | | | Nov '12 - Oct '13 | | | | |
|-------------------|----------|-------|--------|-------|-------------------|-----------|-------|--------|---------------------|
| Line | Meets | GAP | | | Meets | Headways* | | | Standard Difference |
| | Standard | Minor | Medium | Major | | Standard | Minor | Medium | |
| 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 Fkln | 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% |

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

* Headway
Definitions

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

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

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

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

Chart 2

Subway Weekend Wait Assessment (6 am - midnight)

| | Nov '13 - Oct '14 | | | | Nov '12 - Oct '13 | | | | |
|------------------|-------------------|-----------|--------|-------|-------------------|-----------|--------|-------|------------|
| | | Headways* | | | | Headways* | | | |
| | Meets | GAP | | | Meets | GAP | | | Standard |
| Line | Standard | Minor | Medium | Major | Standard | Minor | Medium | Major | Difference |
| 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% |
| S 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% |
| A | 79.7% | 9.3% | 5.3% | 5.7% | 79.1% | 11.2% | 7.5% | 2.2% | +0.6% |
| C | 79.8% | 9.0% | 7.9% | 3.2% | 80.3% | 8.7% | 6.9% | 4.1% | -0.5% |
| D | 82.5% | 9.7% | 4.8% | 3.0% | 82.6% | 10.5% | 5.6% | 1.3% | -0.1% |
| E | 84.8% | 8.2% | 3.9% | 3.1% | 87.2% | 8.9% | 3.2% | 0.7% | -2.4% |
| F | 76.9% | 10.1% | 6.5% | 6.5% | 80.0% | 11.3% | 6.0% | 2.6% | -3.1% |
| S Fkln | 95.3% | 3.6% | 0.4% | 0.7% | 96.4% | 3.4% | 0.2% | 0.0% | -1.1% |
| G | 86.5% | 8.8% | 2.3% | 2.5% | 88.3% | 6.2% | 3.8% | 1.7% | -1.8% |
| J Z | 91.8% | 5.5% | 2.1% | 0.6% | 89.1% | 8.1% | 1.9% | 0.9% | +2.7% |
| L | 83.7% | 8.0% | 4.0% | 4.2% | 86.0% | 8.9% | 3.5% | 1.7% | -2.3% |
| N | 82.9% | 8.8% | 4.8% | 3.4% | 82.9% | 10.1% | 5.4% | 1.6% | +0.0% |
| Q | 86.9% | 8.2% | 4.2% | 0.8% | 85.7% | 8.3% | 4.3% | 1.7% | +1.2% |
| R | 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

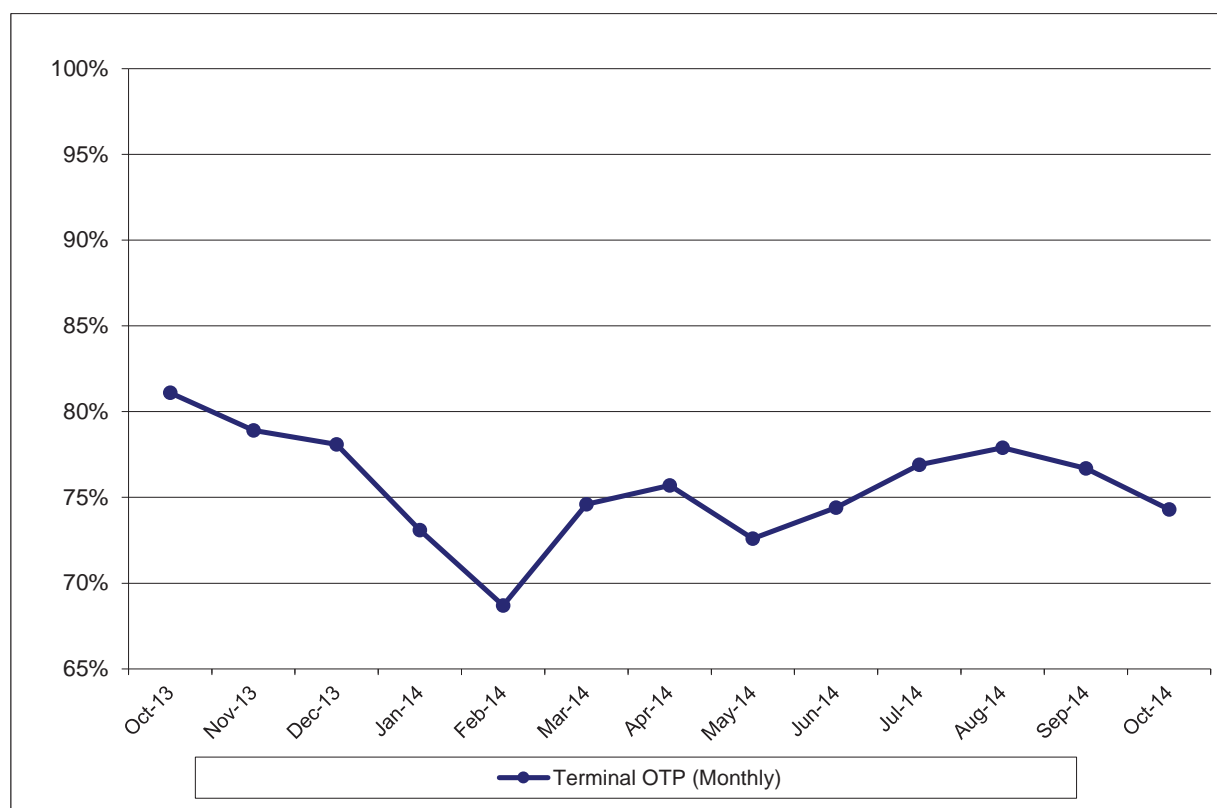
Medium Gap: from 50% to 100% over scheduled headway

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

** Subdivision A and Systemwide totals do not include the S 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% |
| S 42 St | 97.6% | N/A* | |
| Subdivision A | 69.6% | 73.1% | -3.5% |
| A | 74.4% | 83.7% | -9.3% |
| B | 75.1% | 85.7% | -10.6% |
| C | 84.9% | 91.4% | -6.5% |
| D | 76.1% | 84.3% | -8.2% |
| E | 72.5% | 82.6% | -10.1% |
| F | 55.3% | 76.0% | -20.7% |
| S Fkln | 99.1% | 99.3% | -0.2% |
| G | 80.3% | 86.0% | -5.7% |
| S Rock | 95.4% | 97.3% | -1.9% |
| J Z | 87.7% | 95.0% | -7.3% |
| L | 93.5% | 95.0% | -1.5% |
| M | 76.4% | 86.2% | -9.8% |
| N | 74.2% | 82.1% | -7.9% |
| Q | 80.7% | 86.0% | -5.3% |
| R | 86.7% | 87.6% | -0.9% |
| Subdivision B | 79.7% | 87.0% | -7.3% |
| Systemwide | 75.2% | 81.4% | -6.2% |

Chart 5

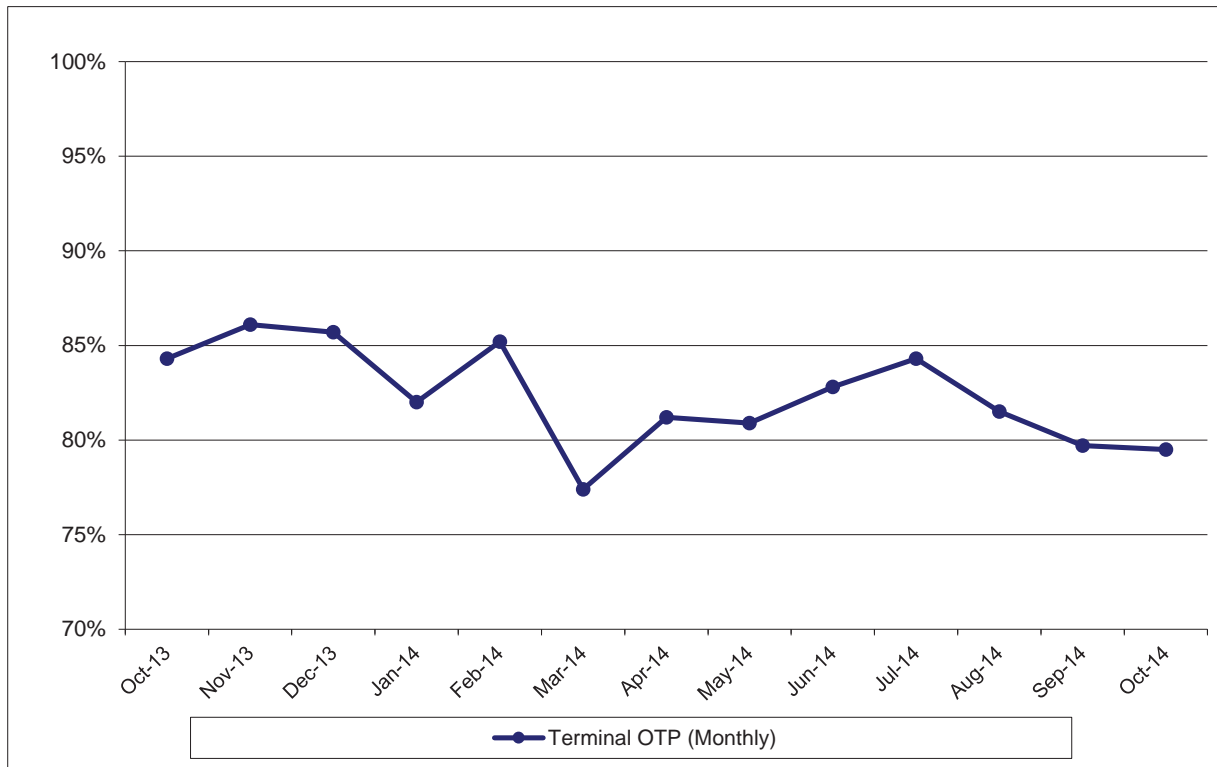
October 2014 Weekday Terminal Delays Systemwide Summary

| Categories | Delays |
|------------------------|---------------|
| 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>45,938</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% |
| S 42 St | 99.3% | N/A* | |
| Subdivision A | 79.8% | 79.7% | 0.1% |
| A | 77.1% | 82.6% | -5.5% |
| C | 75.8% | 81.1% | -5.3% |
| D | 84.1% | 86.0% | -1.9% |
| E | 72.2% | 89.6% | -17.4% |
| F | 54.9% | 78.0% | -23.1% |
| S Fkln | 98.9% | 99.7% | -0.8% |
| G | 90.5% | 95.4% | -4.9% |
| S Rock | 97.5% | 98.1% | -0.6% |
| J Z | 95.0% | 96.8% | -1.8% |
| L | 96.0% | 96.0% | 0.0% |
| M | 97.5% | 98.2% | -0.7% |
| N | 78.9% | 81.1% | -2.2% |
| Q | 89.6% | 91.7% | -2.1% |
| R | 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.

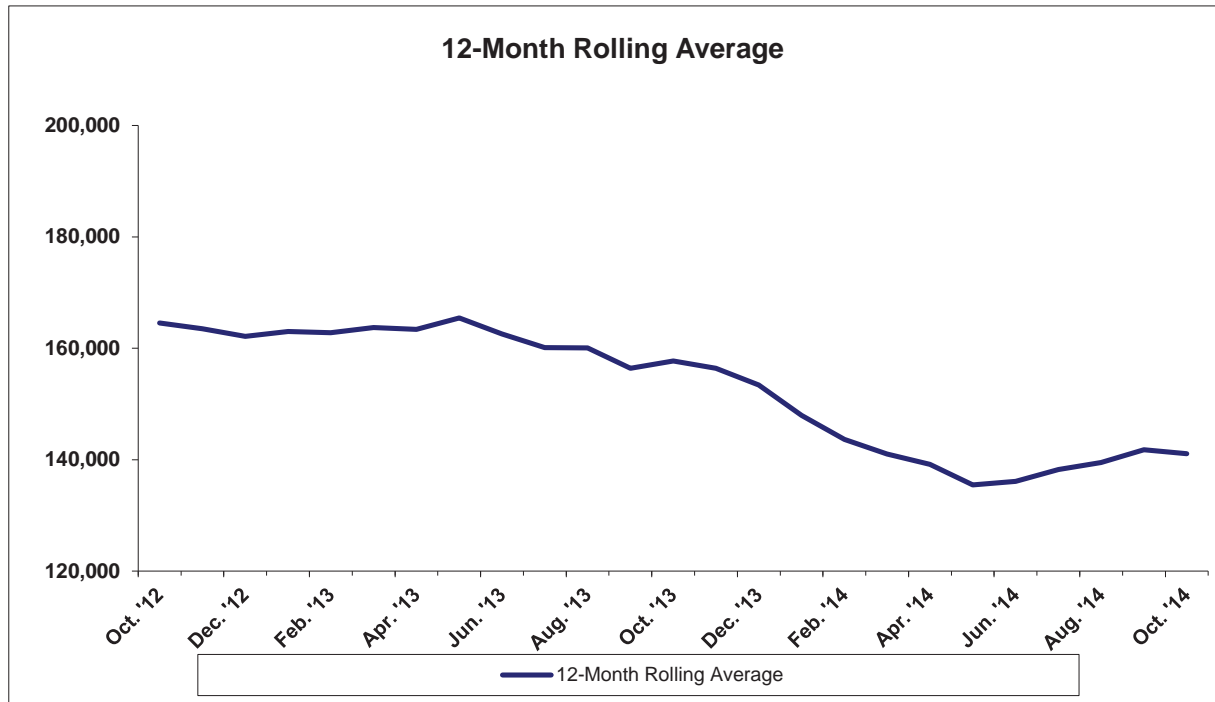
Chart 8

October 2014 Weekend Terminal Delays Systemwide Summary

| Categories | Delays |
|------------------------|---------------------|
| 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

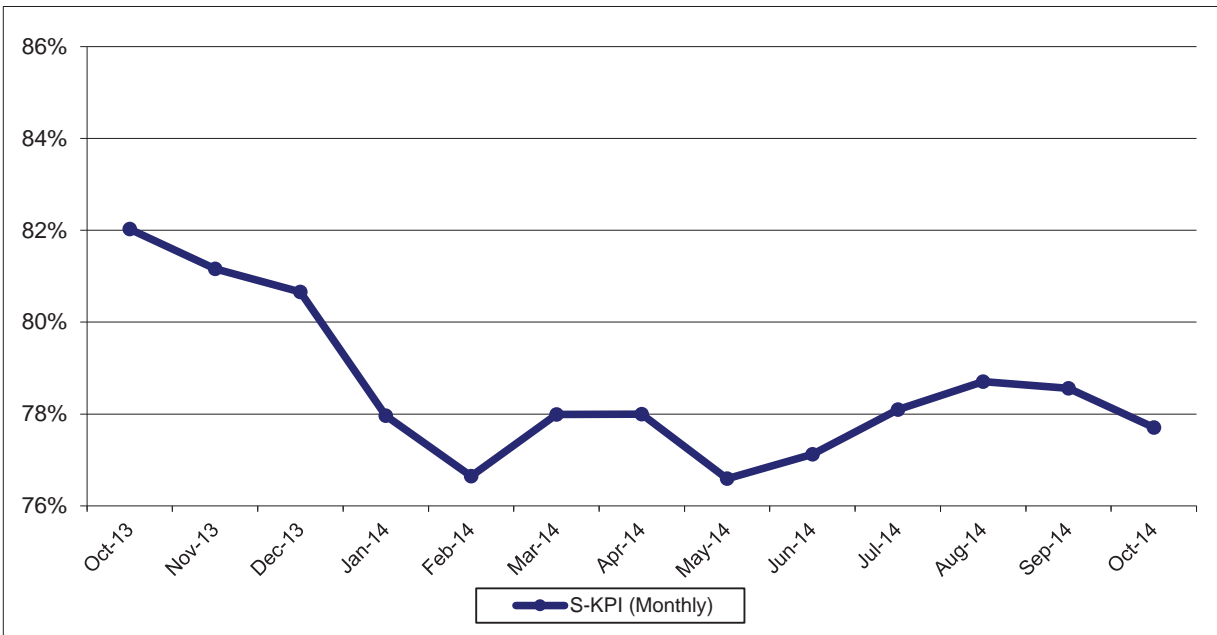
Mean Distance Between Failures (Miles)

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)

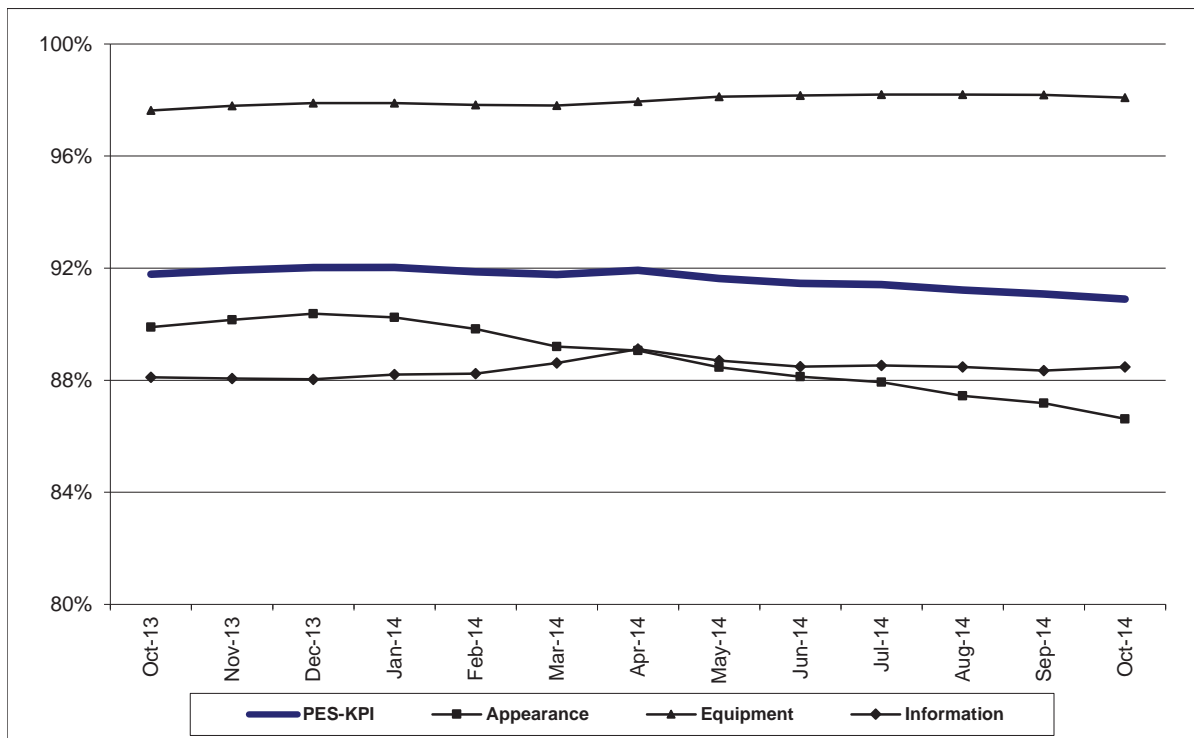
Chart 12

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

| <u>Line</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> |
| 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% |

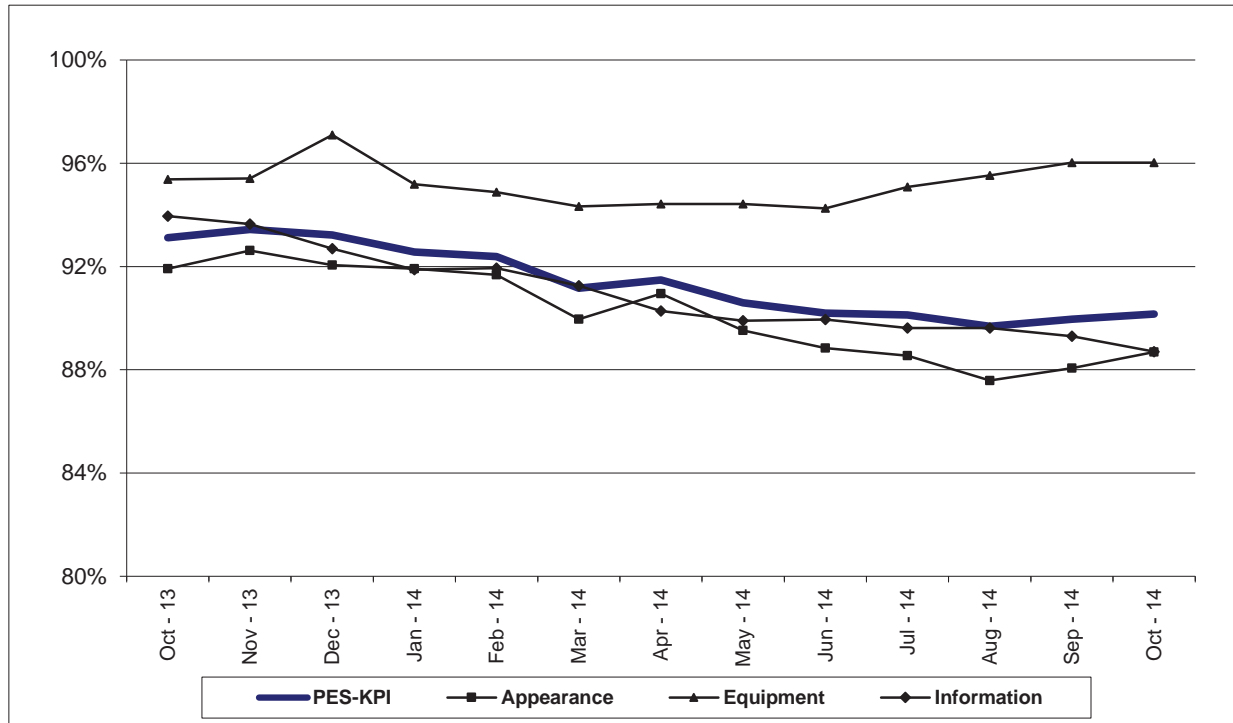
Chart 15

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% |

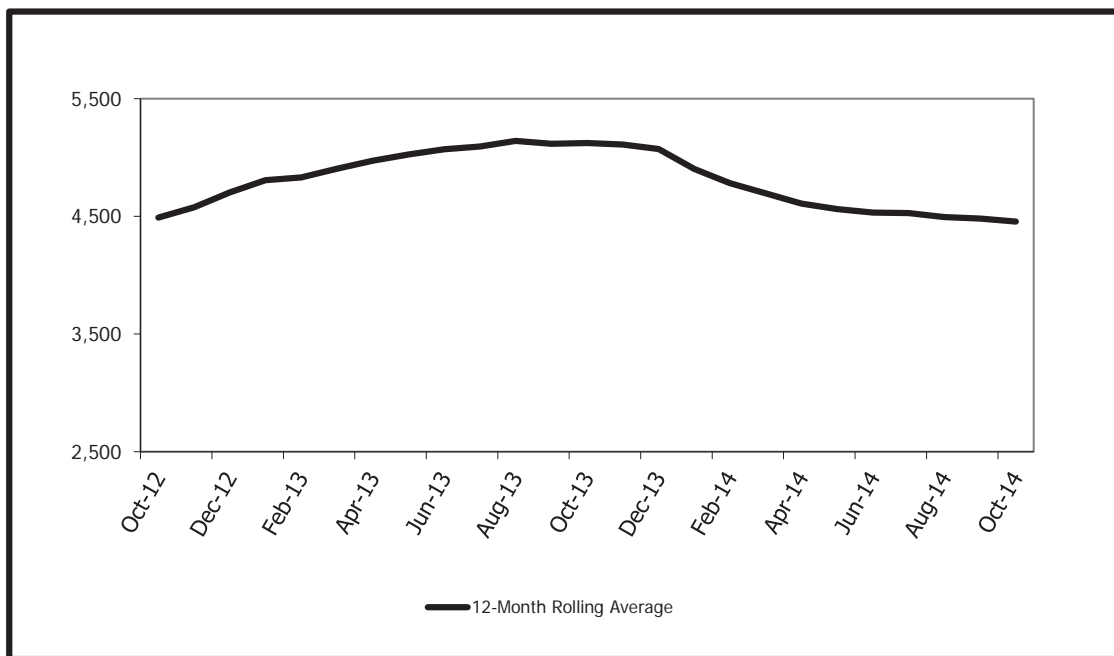
Chart 17

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

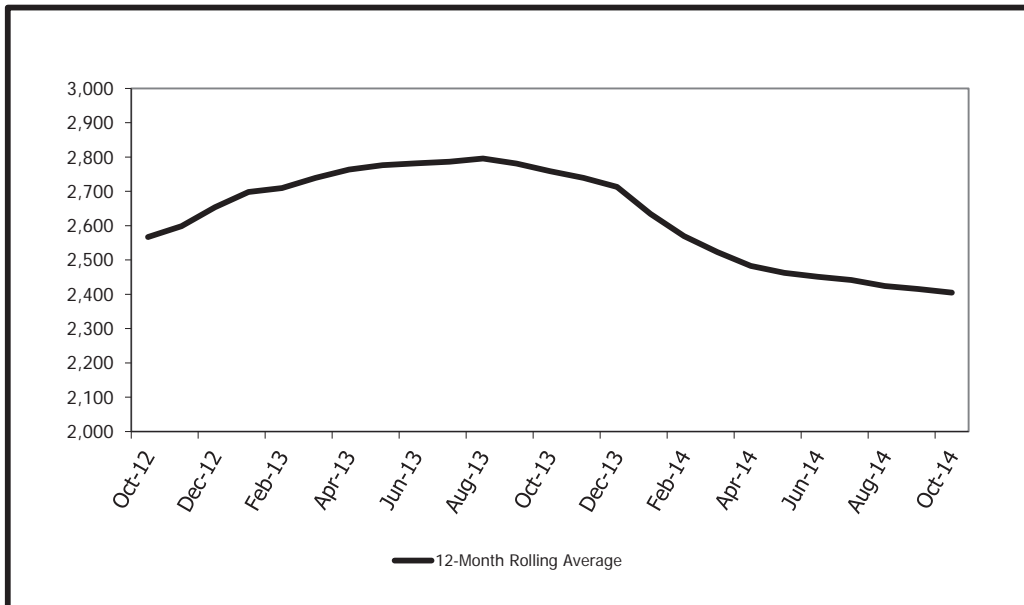
Annual Results

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

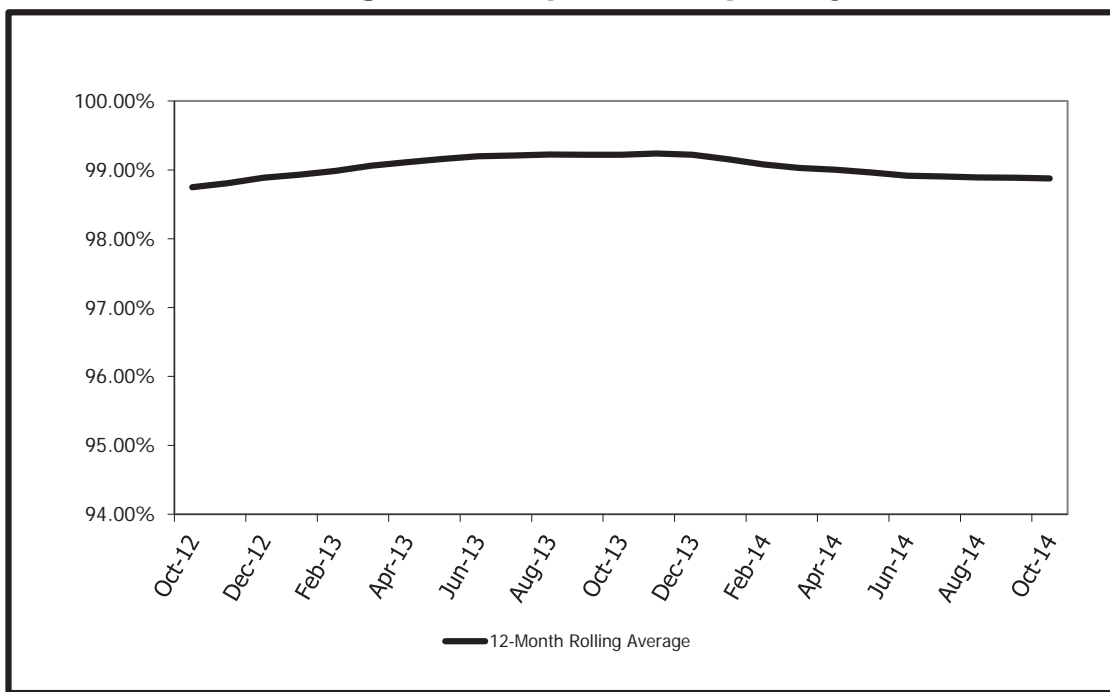
Annual Results

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%

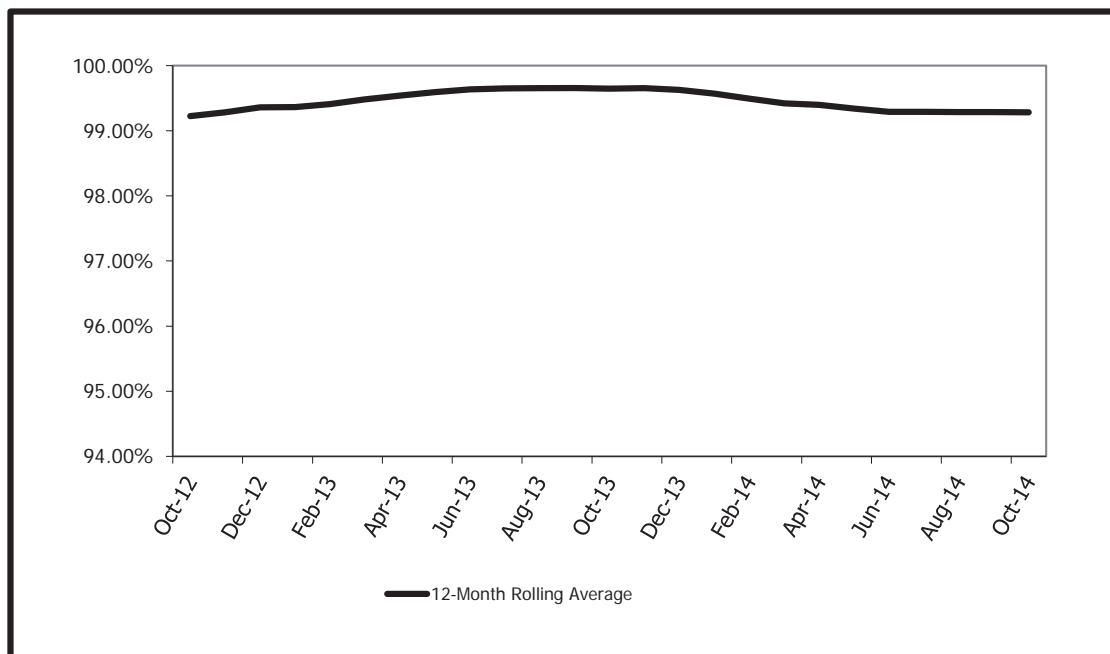
Annual Results

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%

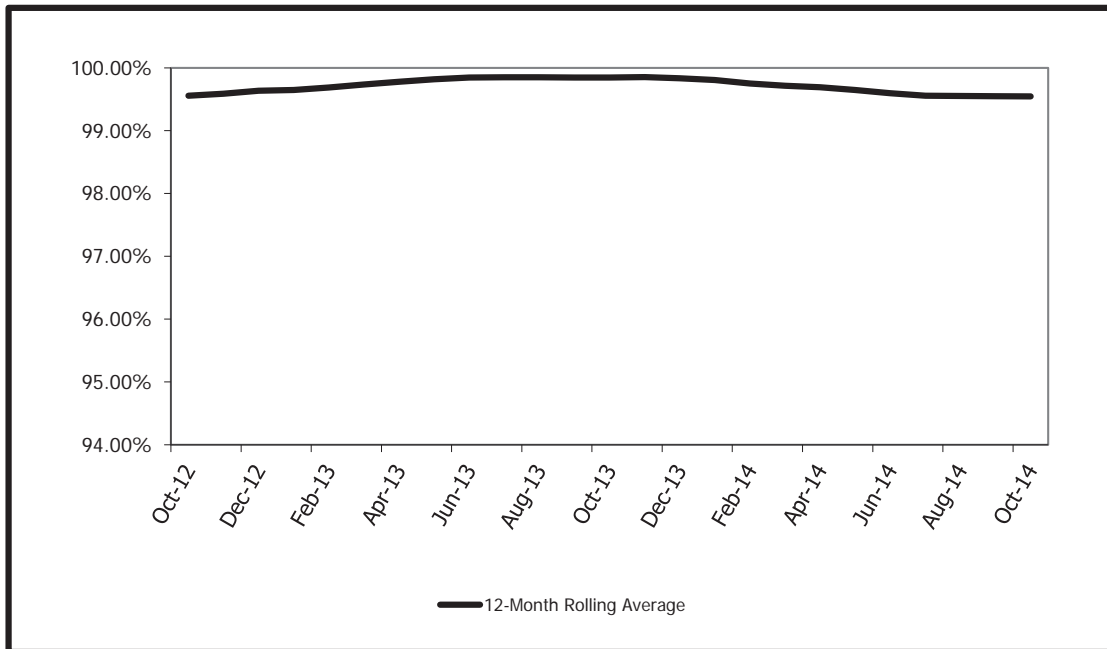
Annual Results

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.

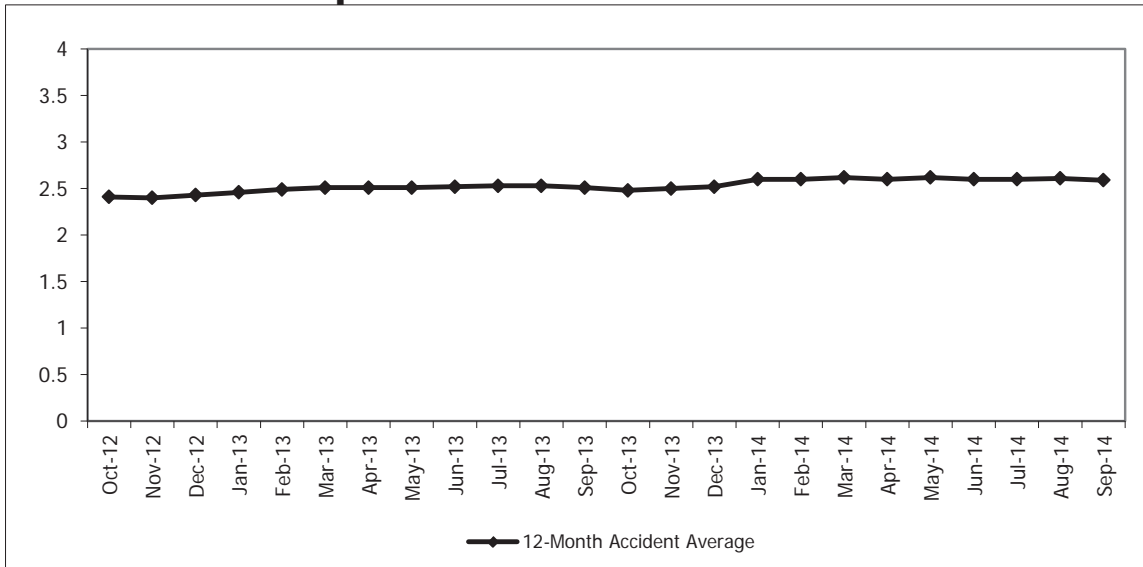
² 12-month figures shown are totals rather than averages.

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

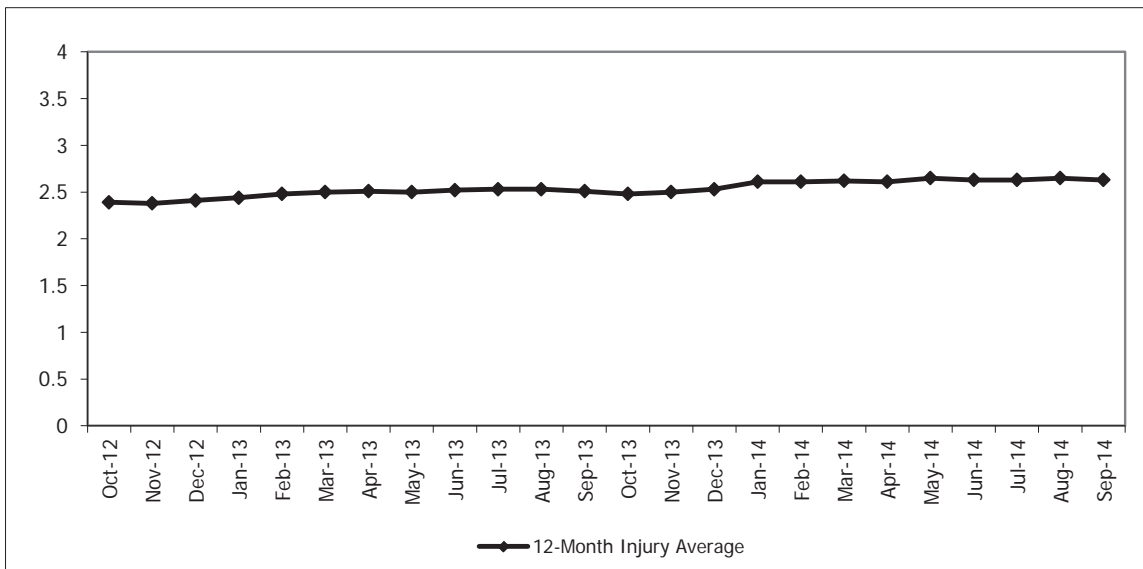
Sep 2014: 2.04
Sep 2013: 2.23

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

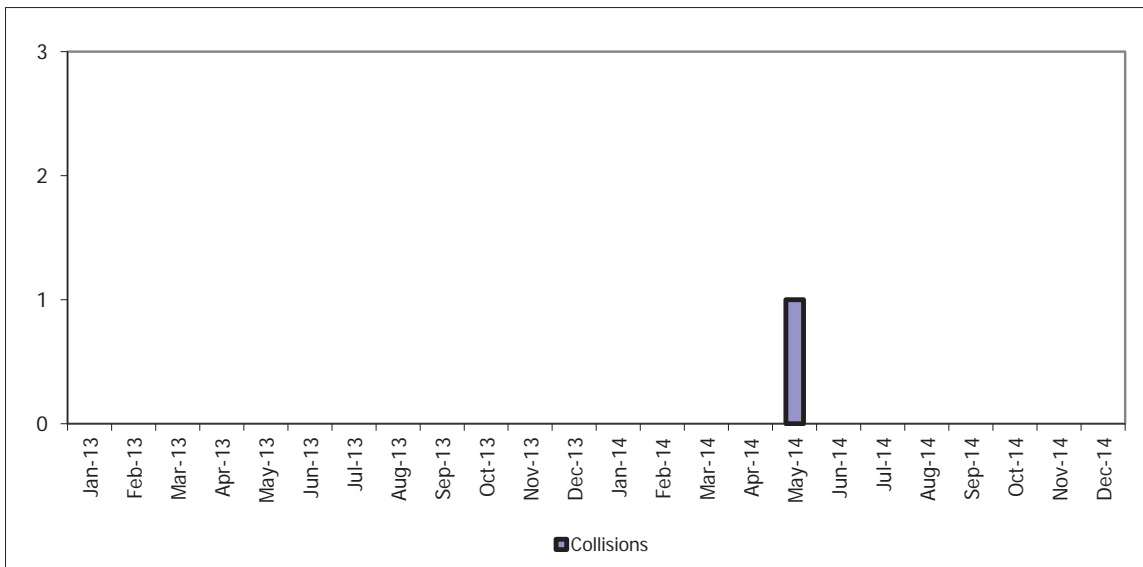
2014 YTD: 2.63
2013 Actual: 2.53

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

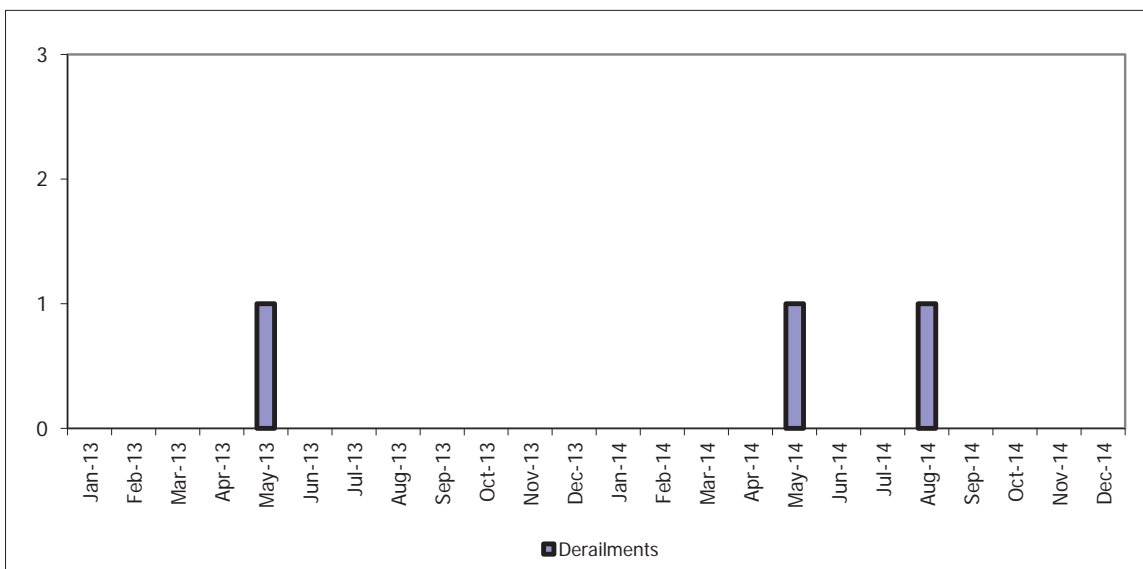
Nov 2014: 0
Nov 2013: 0

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

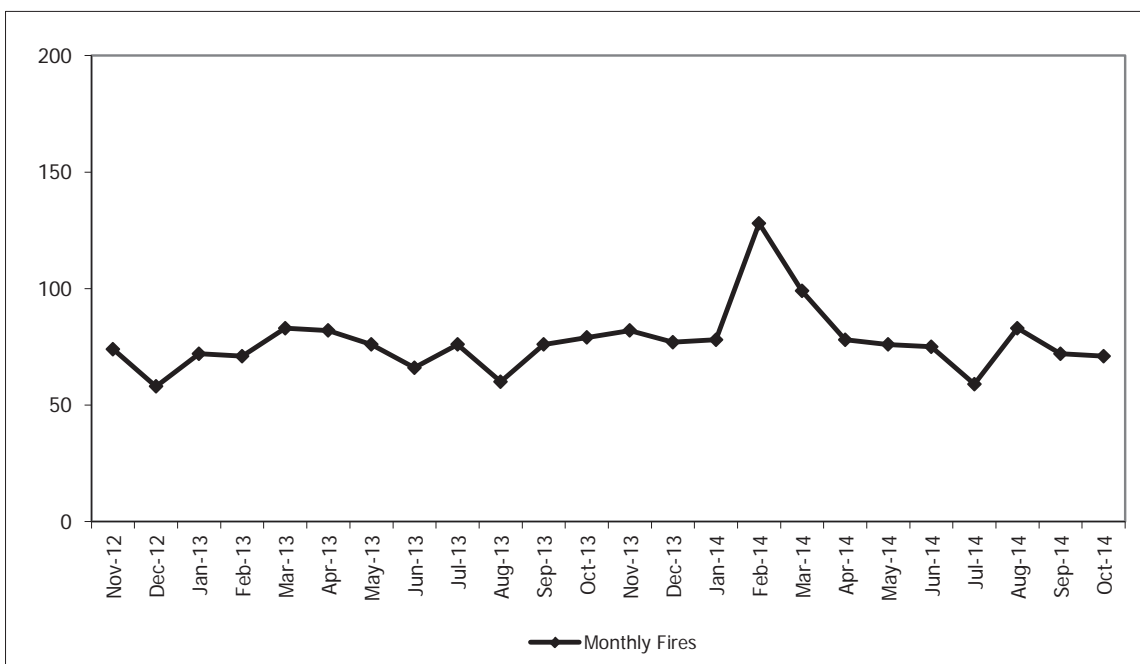
Definitions

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:

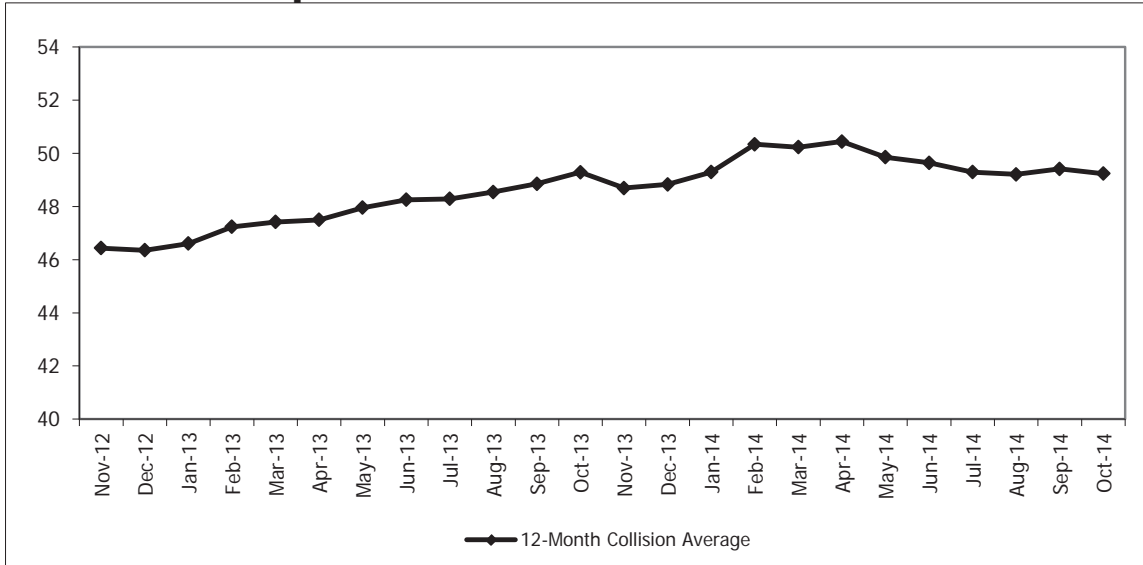
| | | | |
|----------------|-------|--------------|----|
| Low: | 94.4% | Train: | 10 |
| Average: | 4.2% | Right-of-way | 44 |
| Above Average: | 0.0% | Station: | 17 |
| High: | 1.4% | Other: | 0 |
| | | Total: | 71 |

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

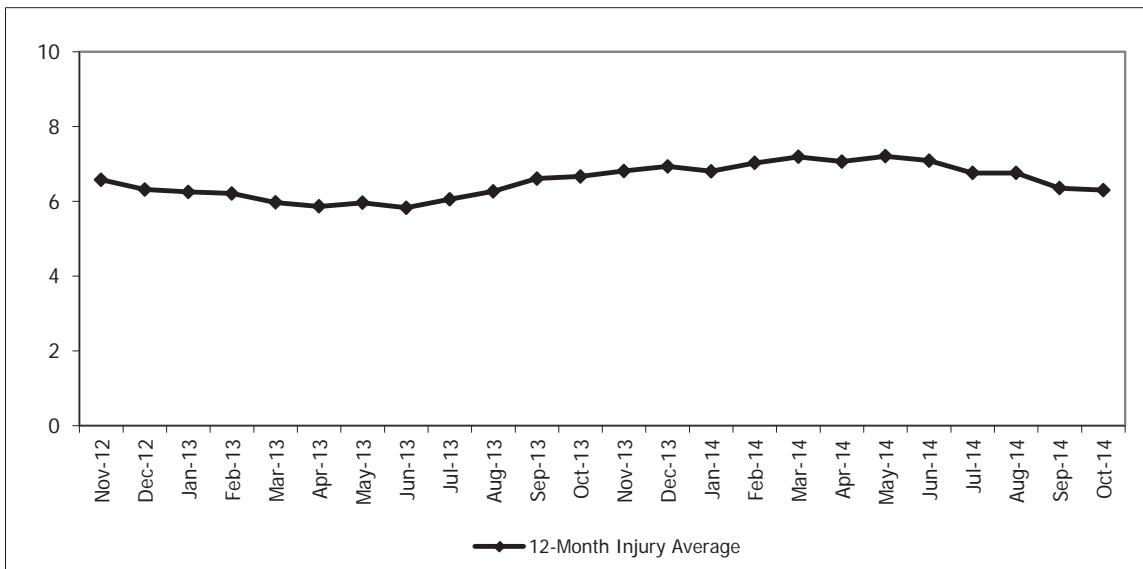
Oct 2014: 50.46
Oct 2013: 52.49

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

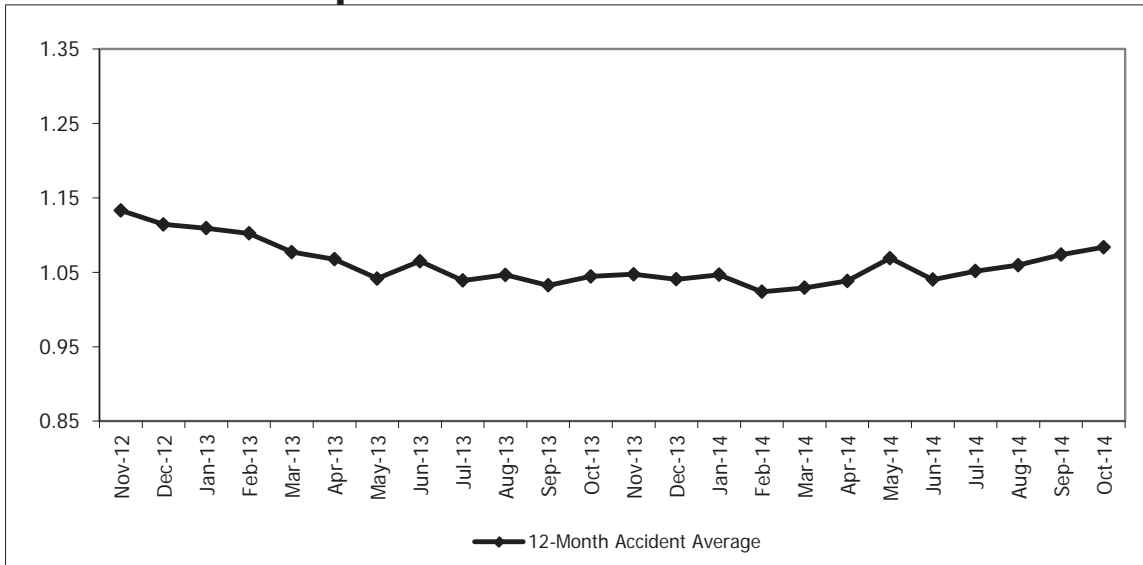
Annual Results

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

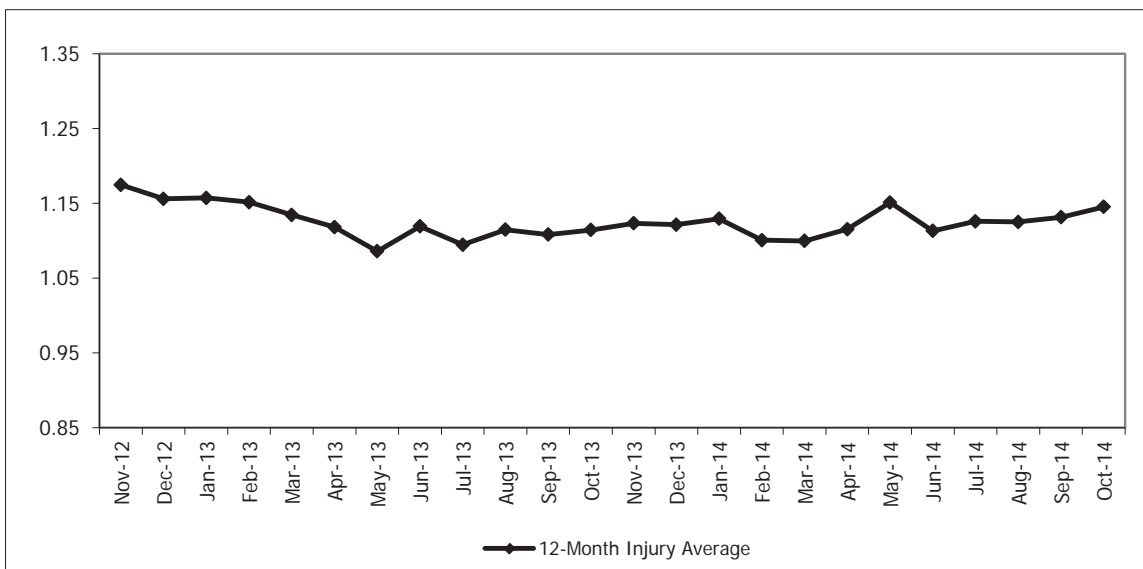
Oct 2014: 1.23
Oct 2013: 1.12

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

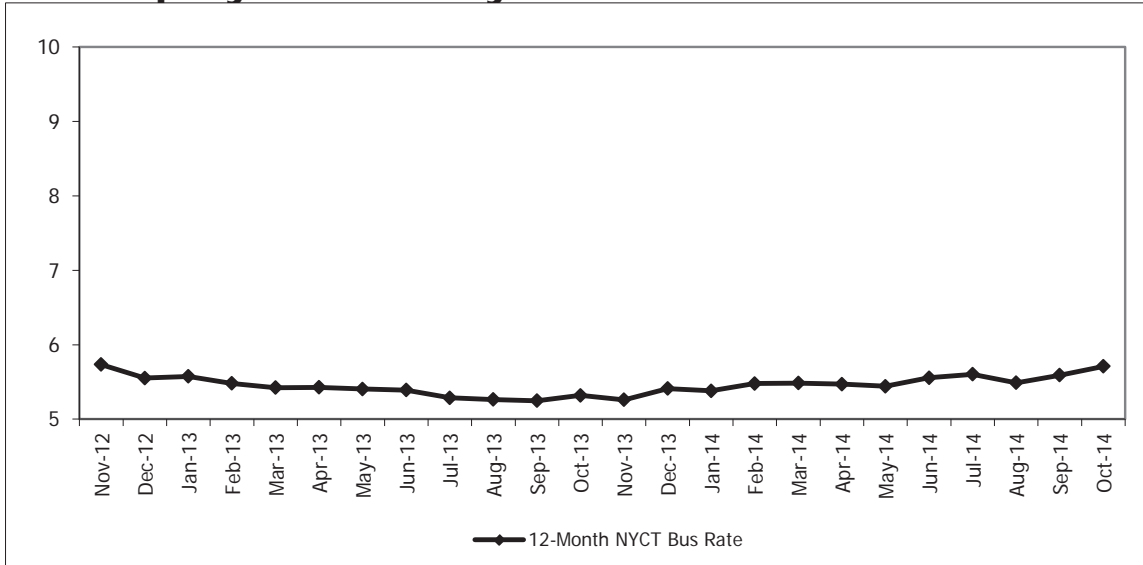
2014 YTD: 1.15
2013 Actual: 1.12

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.

Charts 9-10

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



Monthly Results

Oct 2014: 6.87

Oct 2013: 5.44

12-Month Average

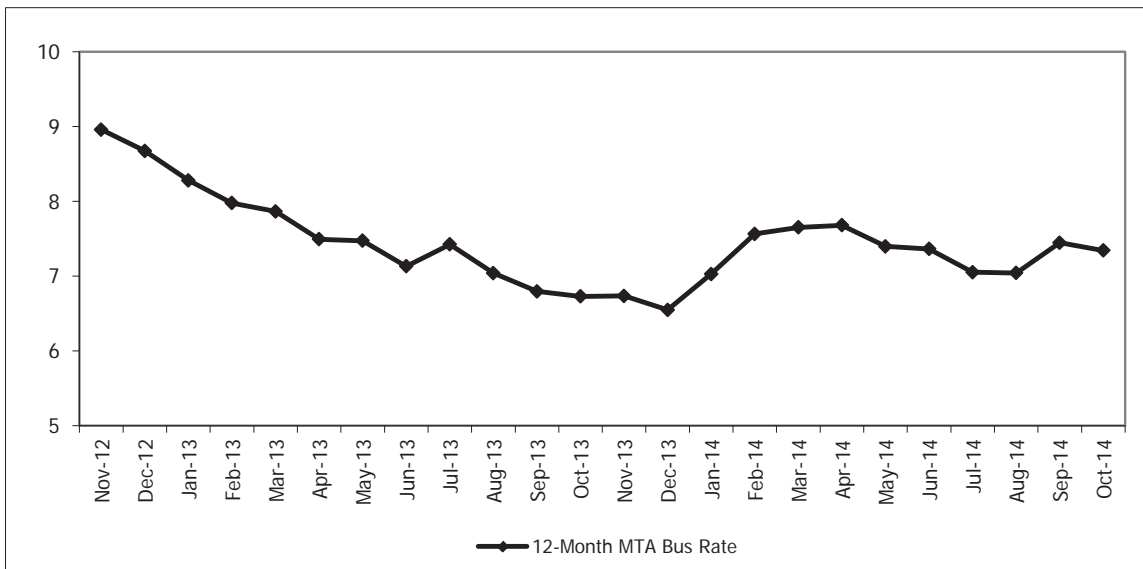
Nov 13 – Oct 14: 5.71

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

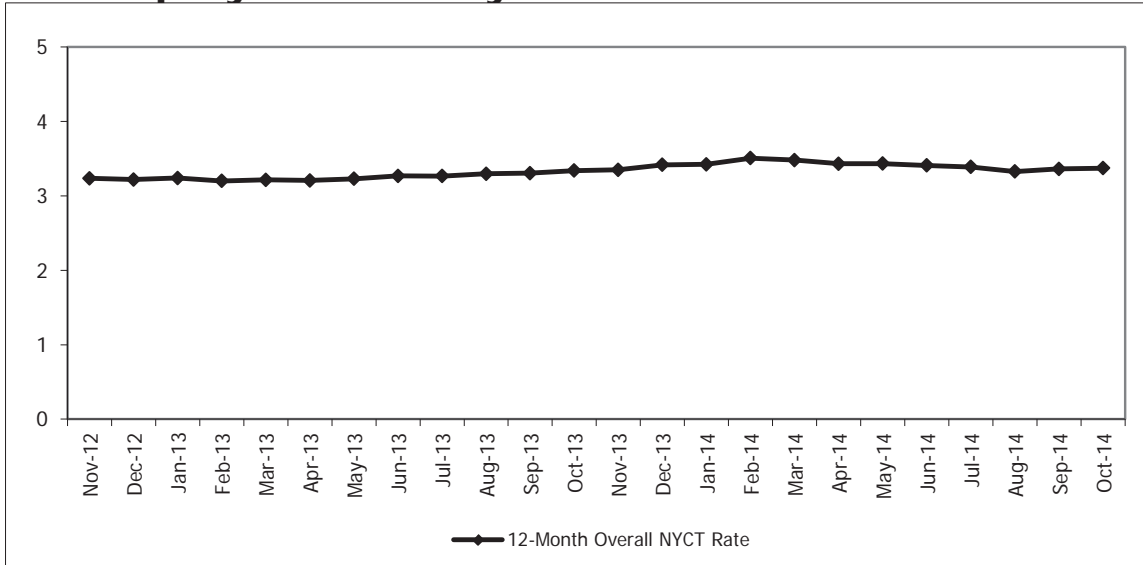
2013 Actual: 6.55

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

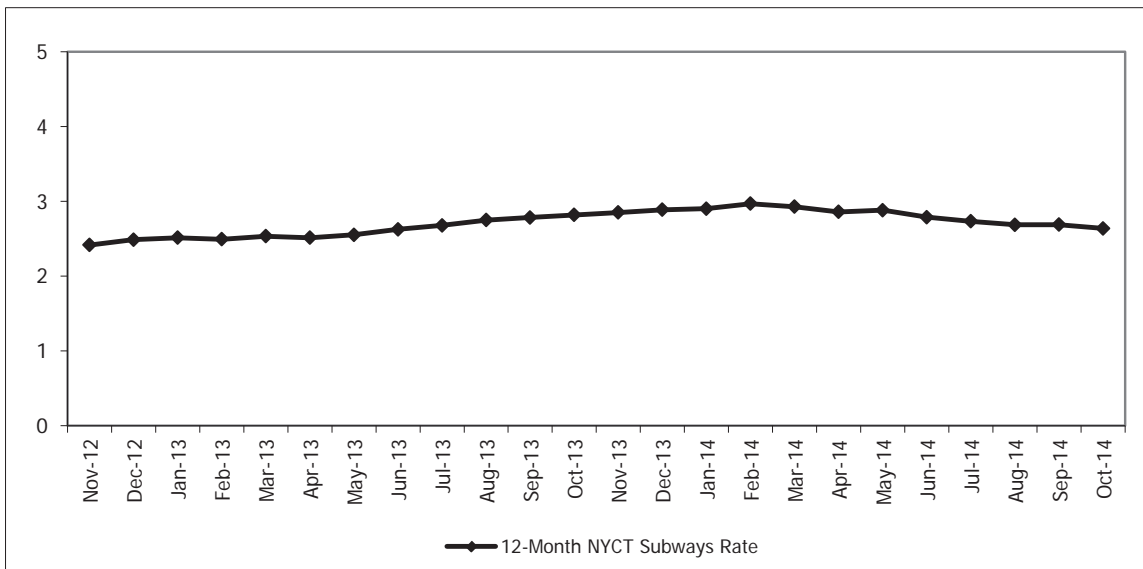
Oct 2014: 3.70
Oct 2013: 3.58

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 | 2013 | 2014 |
| 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 Actual | Favorable/(Unfavorable) | | Forecast | Preliminary Actual | Favorable/(Unfavorable) | |
| | | | Amount | Percent | | | 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%) | | | | |
| 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.

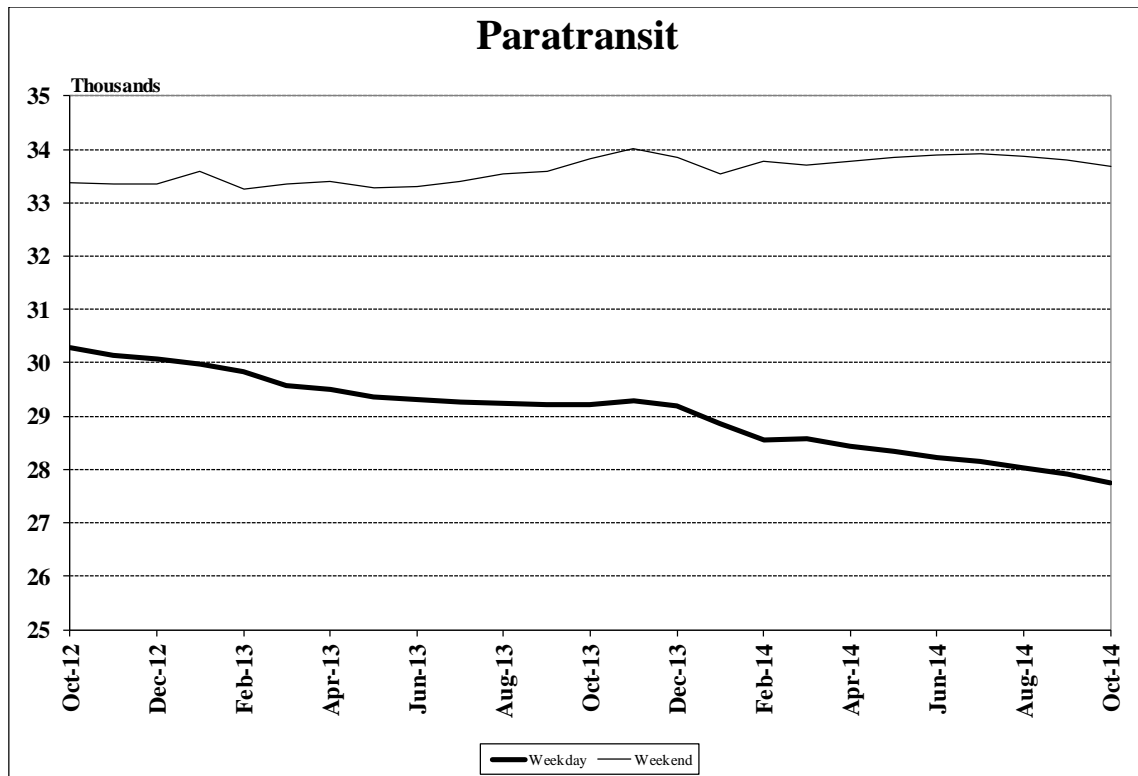
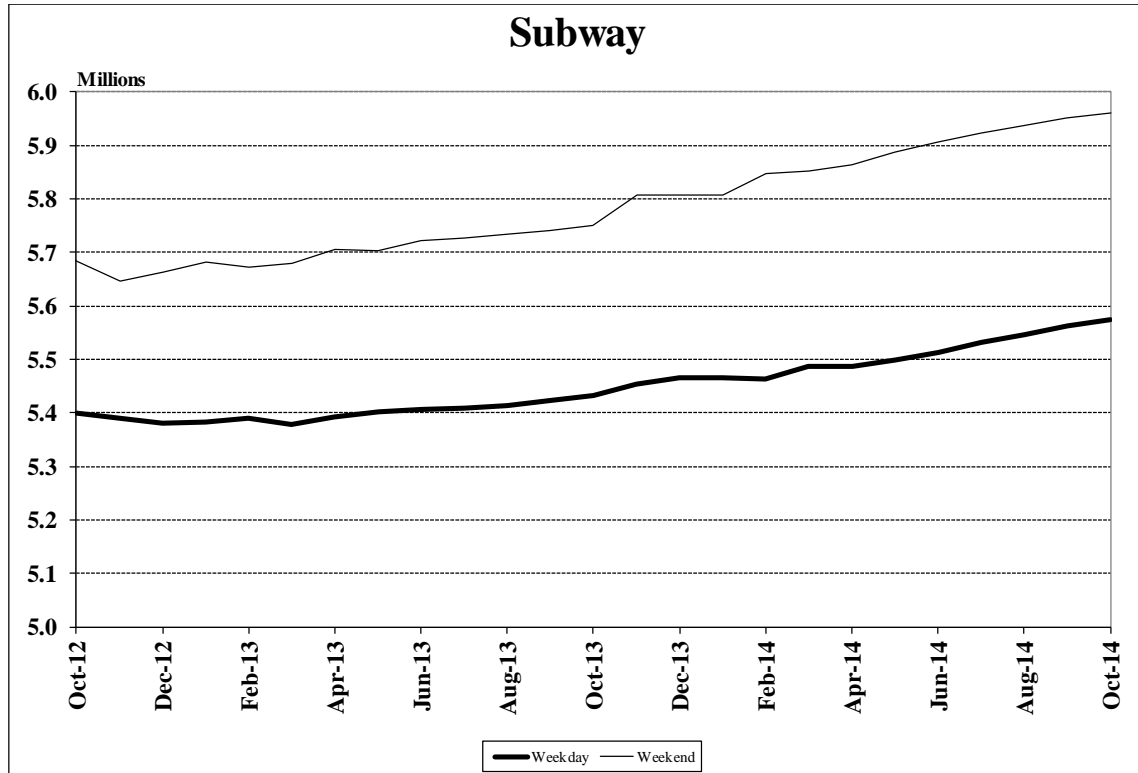
October Average Weekday and Weekend Ridership vs. Prior Year

| 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.

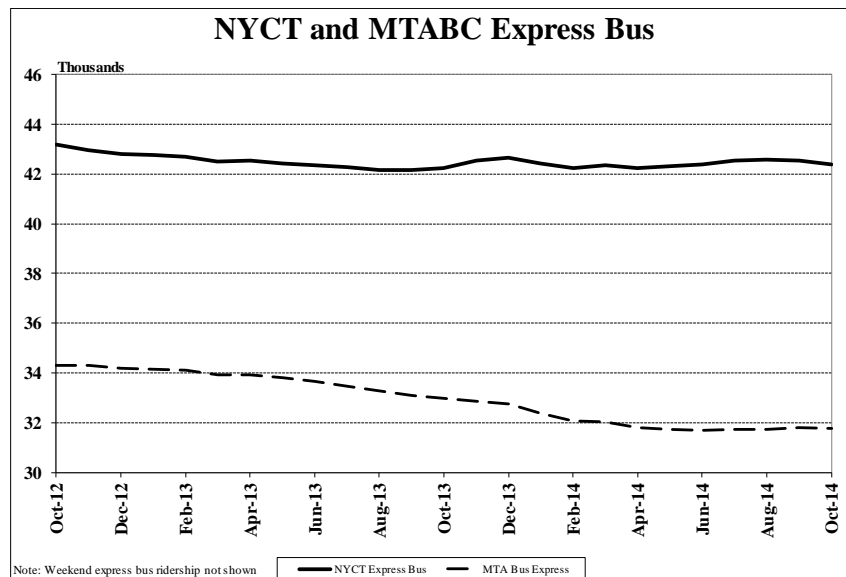
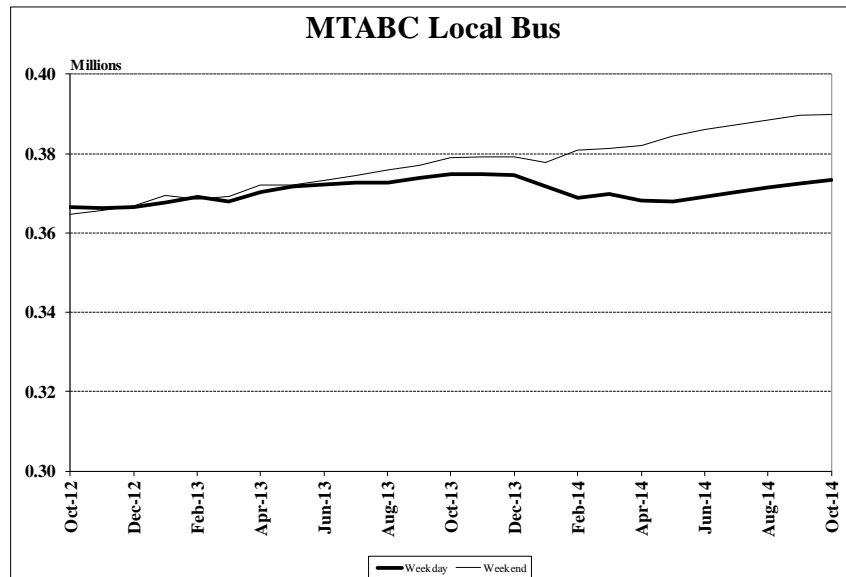
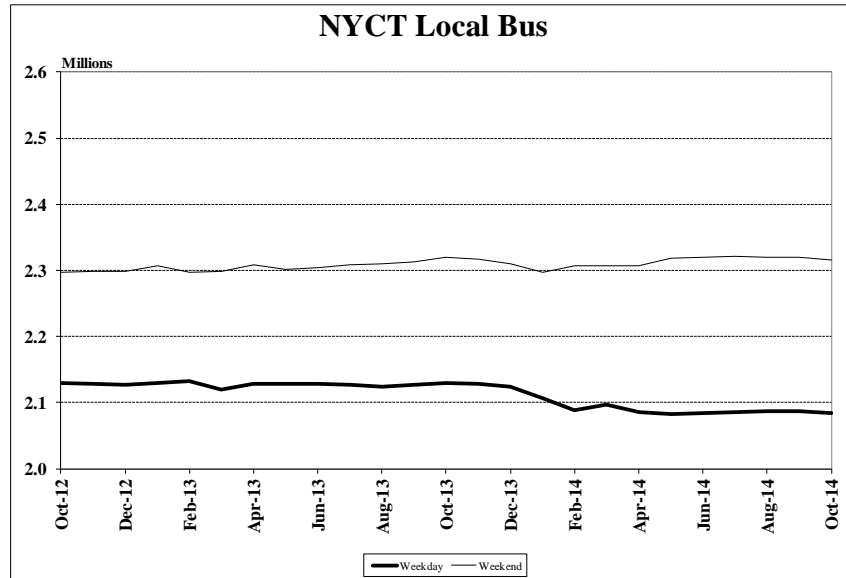
- October 2014 average weekday subway and total ridership were the highest of any month in over forty-five years.
- Thursday, October 30, 2014 had 6,159,099 riders, the highest one-day subway ridership since daily records began in 1985, and likely the highest since the late 1940s or early 1950s.
- Seven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

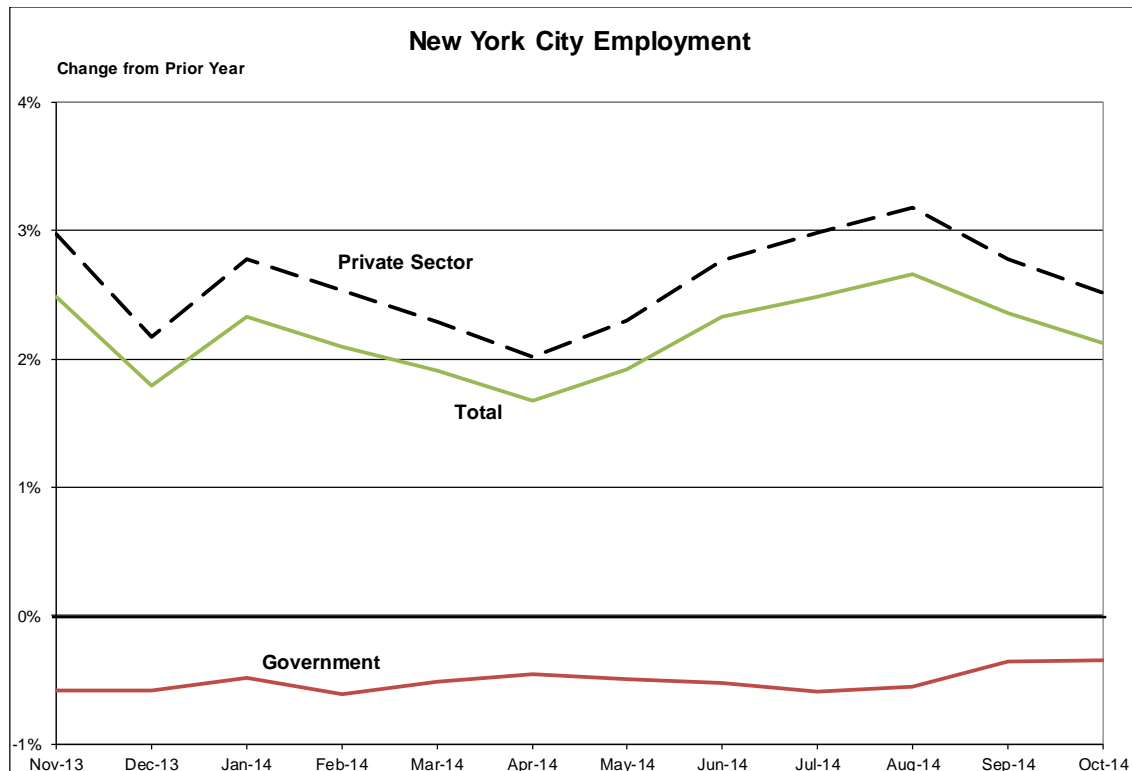
| MTA Bridges and Tunnels (thousands) | | | | |
|---|-------|-------|-------|-------|
| Average Weekday | 815 | 822 | +0.9% | +0.5% |
| Average Weekend | 1,571 | 1,568 | -0.2% | +1.8% |

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.

Table 2

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 | Primarily the favorable timing of non-vehicle maintenance requirements | (12.8) | (26.9) | Primarily 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 |

Table 4

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 |
| <u>Receipts</u> | | | | | | | | |
| Farebox Revenue | \$371.400 | \$386.211 | \$14.811 | 4.0 | \$3,468.432 | \$3,513.374 | \$44.942 | 1.3 |
| Vehicle Toll Revenue | | | | | | | | |
| <u>Other Operating Revenue:</u> | | | | | | | | |
| 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) |
| <u>Expenditures</u> | | | | | | | | |
| 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.

Table 5

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

| | <u>October 2014 Year-to-Date</u> | | | <u>Favorable/(Unfavorable) Variance</u> | | | |
|--|----------------------------------|---------------------------|-----------------------|---|----------|--------------------------|----------|
| | <u>Mid-Year Forecast</u> | <u>November Forecast*</u> | <u>Actual Results</u> | <u>Mid-Year Forecast</u> | | <u>November Forecast</u> | |
| | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| 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 | | |
|----------------------------------|--|-----|---|
| | Favorable (Unfavorable) Variance | | Reason for 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.

Table 1

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) | | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | 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 |

Table 2

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 |
| <u>Receipts</u> | | | | | | | | |
| 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) |
| <u>Expenditures</u> | | | | | | | | |
| 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 |

Table 6

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 | | | | Explanation |
|--------------------------|------------------|-------|----------|---------|--|
| | 2013 | 2014 | Variance | | |
| | | | Amount | Percent | |
| 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 | | | |
|--|----------------------------------|---------------------------|-----------------------|---|----------|--------------------------|----------|
| | <u>Mid-Year Forecast</u> | <u>November Forecast*</u> | <u>Actual Results</u> | <u>Mid-Year Forecast</u> | | <u>November Forecast</u> | |
| | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| 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 | | |
|----------------------------------|--|-----|---|
| | Favorable (Unfavorable) Variance | | Reason for 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) |

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 | | \$ | 0.172 | 21.0 | |
| Pension | R | \$ | (0.001) | (2.9) | Timing of charges. | \$ | 0.015 | 3.7 | Timing of charges. |
| Other Fringe Benefits | R | \$ | - | - | | \$ | 0.018 | 4.6 | |
| Maintenance and Other Operating Contracts | R | \$ | 0.032 | * | Timing of charges. | \$ | 0.160 | * | Timing of charges. |
| 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 | | | | |
|---|----------------------|--------------------|----------------------------|---------------|-----------|----------------------|---------------------|----------------------------|--------------|--|
| | | | Favorable (Unfavorable) | | | | | Favorable (Unfavorable) | | |
| | Mid Year Forecast | Actual | Variance | Percent | | Mid Year Forecast | Actual | Variance | Percent | |
| <u>Receipts</u> | | | | | | | | | | |
| 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) | |
| <u>Expenditures</u> | | | | | | | | | | |
| <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 | |
| <u>Other Expenditure Adjustments :</u> | | | | | | | | | | |
| 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)

| Operating Receipts or Disbursements | October 2014 | | | Year-To-Date | | | | |
|---|--|---------|---------------------|---|----|---------------------|--------|--|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance | | |
| | \$ | % | | \$ | % | | | |
| 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) Variance | Percent | Mid Year Forecast | Actual | Favorable (Unfavorable) 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 Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours. |
| <i>Unscheduled Maintenance</i> | Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage. |
| <i>Vacancy/Absentee Coverage</i> | Provides coverage for an absent employee or a vacant position. |
| <i>Weather Emergencies</i> | Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs. |
| <i>Safety/Security/Law Enforcement</i> | Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training. |
| <i>Other</i> | Includes overtime coverage for clerical, administrative positions that are eligible for overtime. |
| <i>Reimbursable Overtime</i> | Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources. |

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 | | | |
|---|-----------------------------|--------------------------|----------------|--|--------------|--------------------------|--------------|
| | <u>Mid-Year Forecast</u> | <u>November Forecast</u> | <u>Actual</u> | <u>Mid-Year Forecast</u> | | <u>November Forecast</u> | |
| | \$ | \$ | \$ | \$ | % | \$ | % |
| 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)

| | Favorable/(Unfavorable) | | Variance Explanation |
|----------------|--------------------------------|----------------|--|
| | <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 |

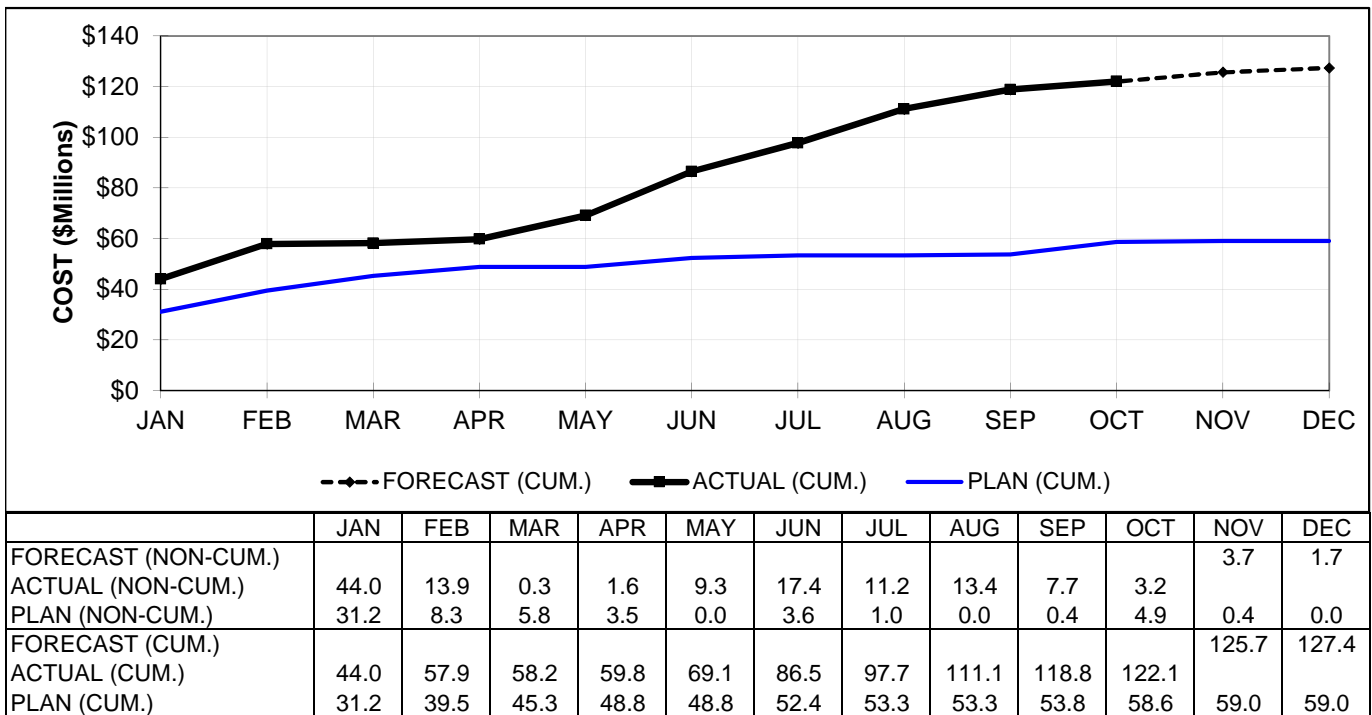
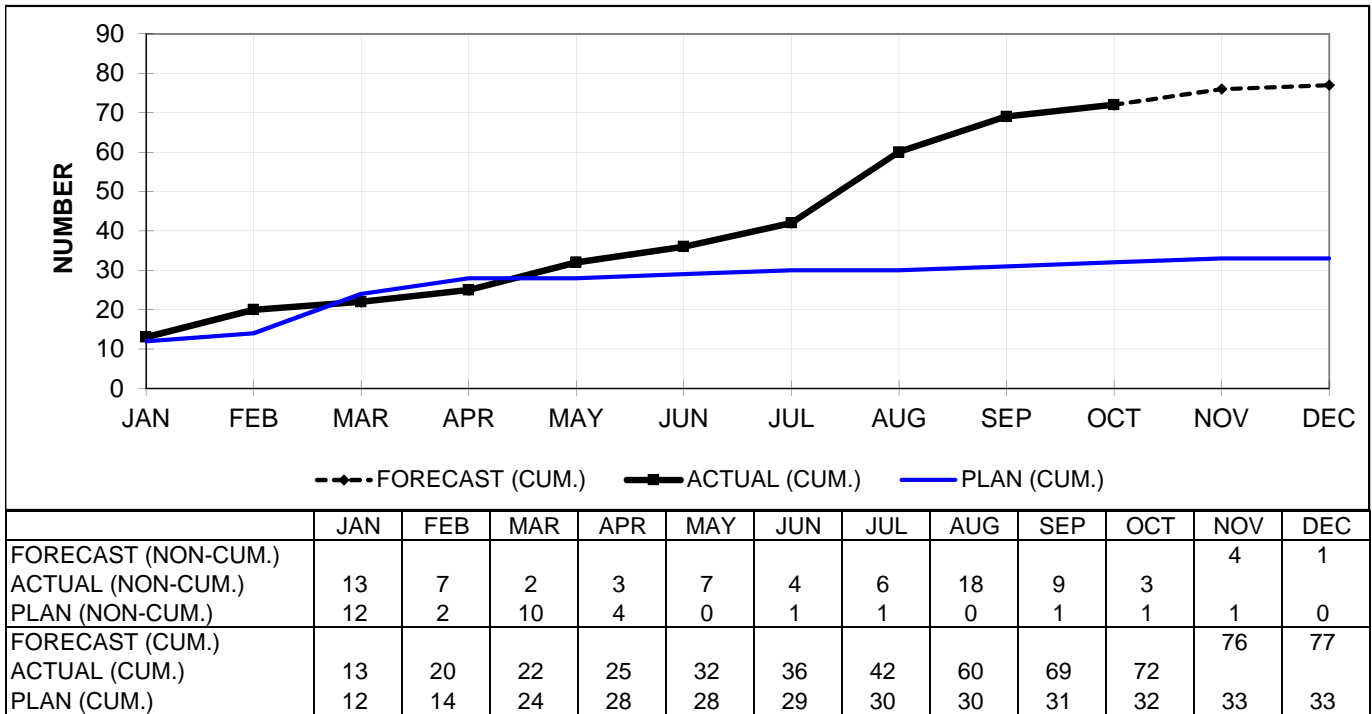
2014 Projected To-Year-End

| | 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.

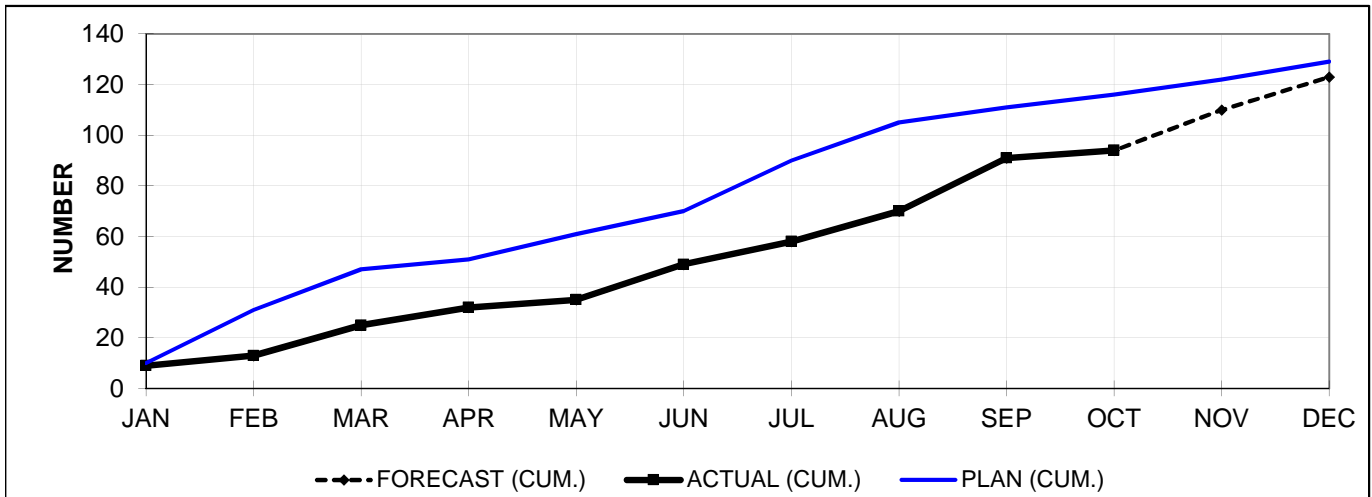
2014 Design Starts Charts

As of October 2014

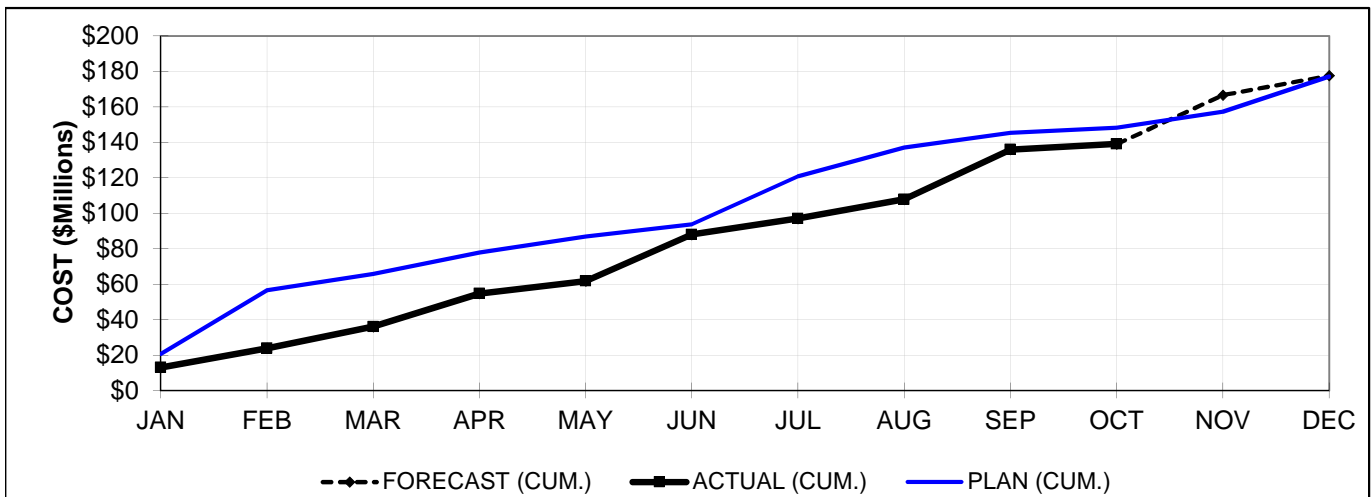


2014 Design Completions Charts

As of October 2014



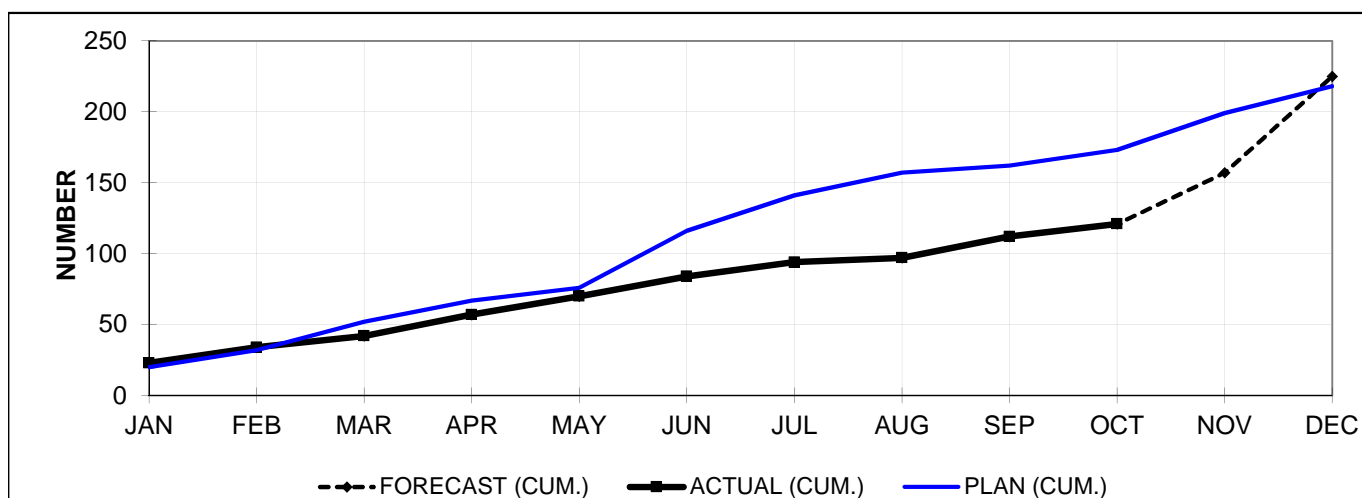
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | | 16 | 13 |
| ACTUAL (NON-CUM.) | 9 | 4 | 12 | 7 | 3 | 14 | 9 | 12 | 21 | 3 | 6 | 7 |
|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



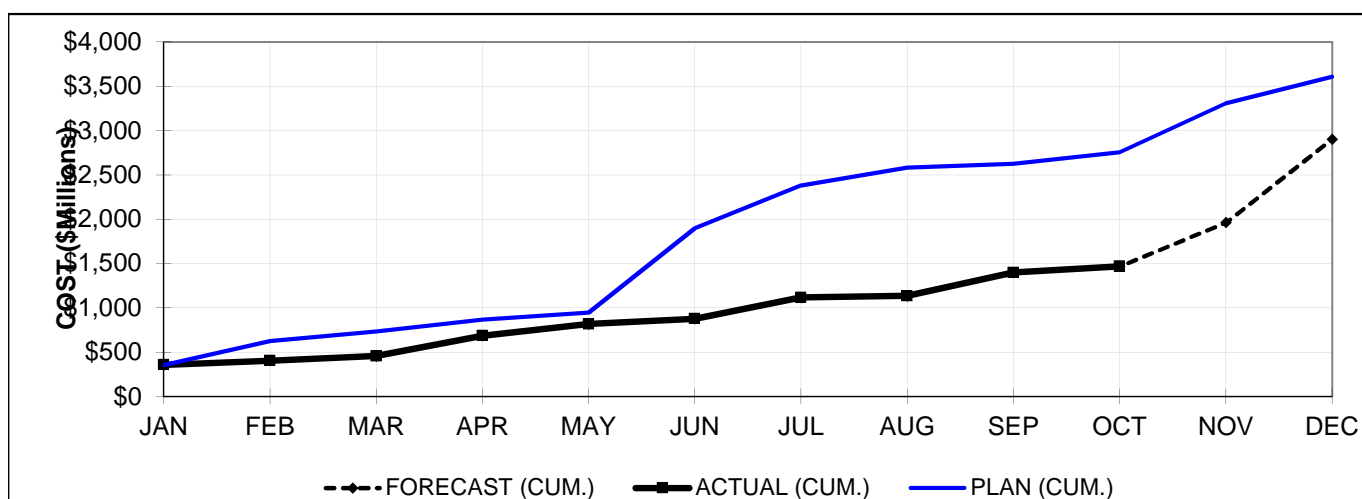
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) | | | | | | | | | | | 27.6 | 10.9 |
| ACTUAL (NON-CUM.) | 13.0 | 10.8 | 12.2 | 18.7 | 7.0 | 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.) | 13.0 | 23.9 | 36.0 | 54.7 | 61.8 | 88.0 | 97.1 | 107.9 | 135.9 | 139.1 | 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 | 166.7 | 177.6 |
| PLAN (CUM.) | 20.7 | 56.6 | 65.7 | 77.9 | 86.9 | 93.7 | 120.8 | 137.1 | 145.3 | 148.2 | 157.2 | 177.1 |

2014 Awards Charts

As of October 2014



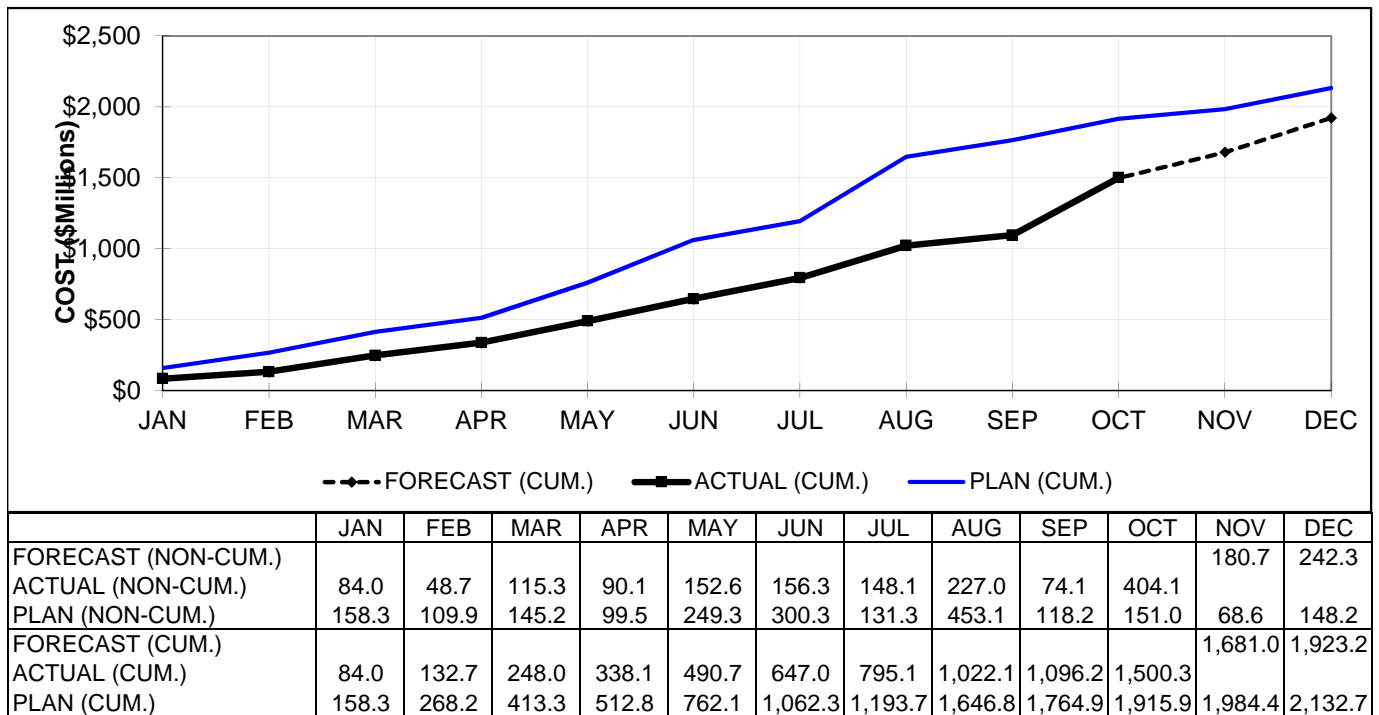
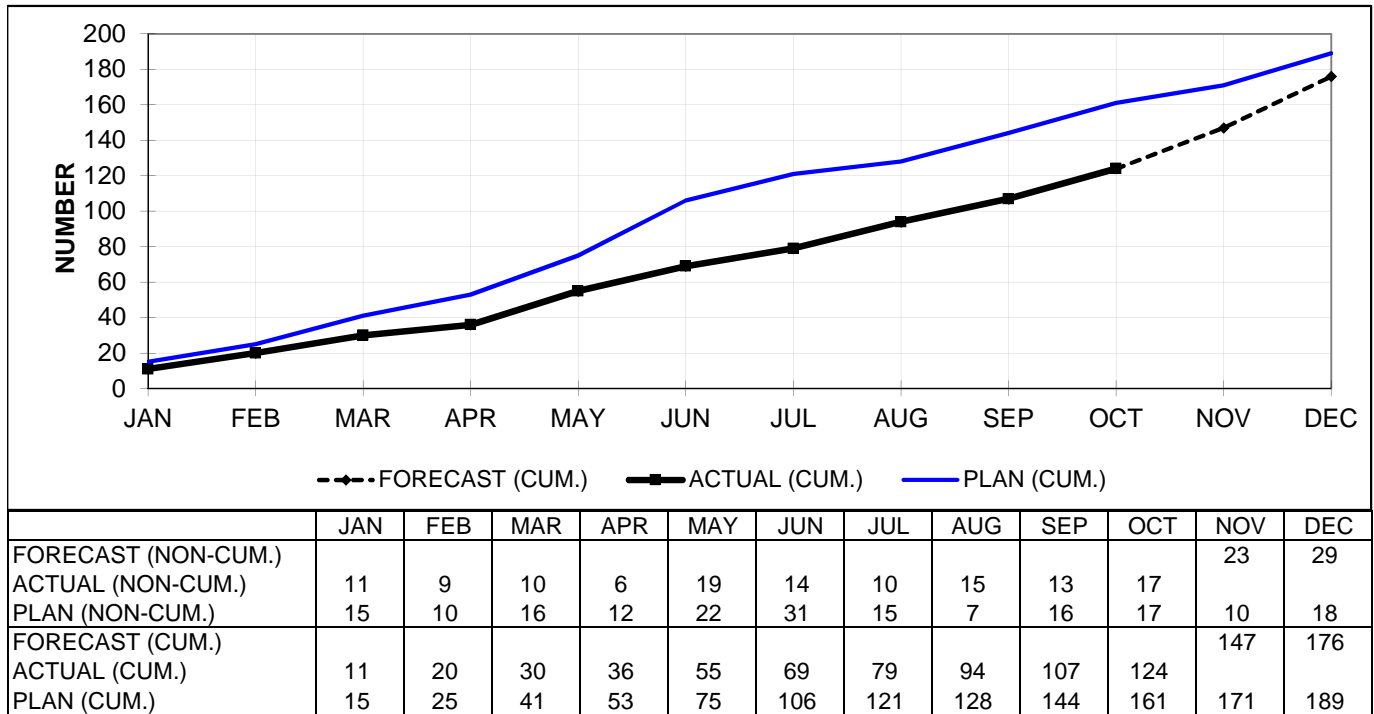
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | | 36 | 68 |
| ACTUAL (NON-CUM.) | 23 | 11 | 8 | 15 | 13 | 14 | 10 | 3 | 15 | 9 | 26 | 19 |
| 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 |

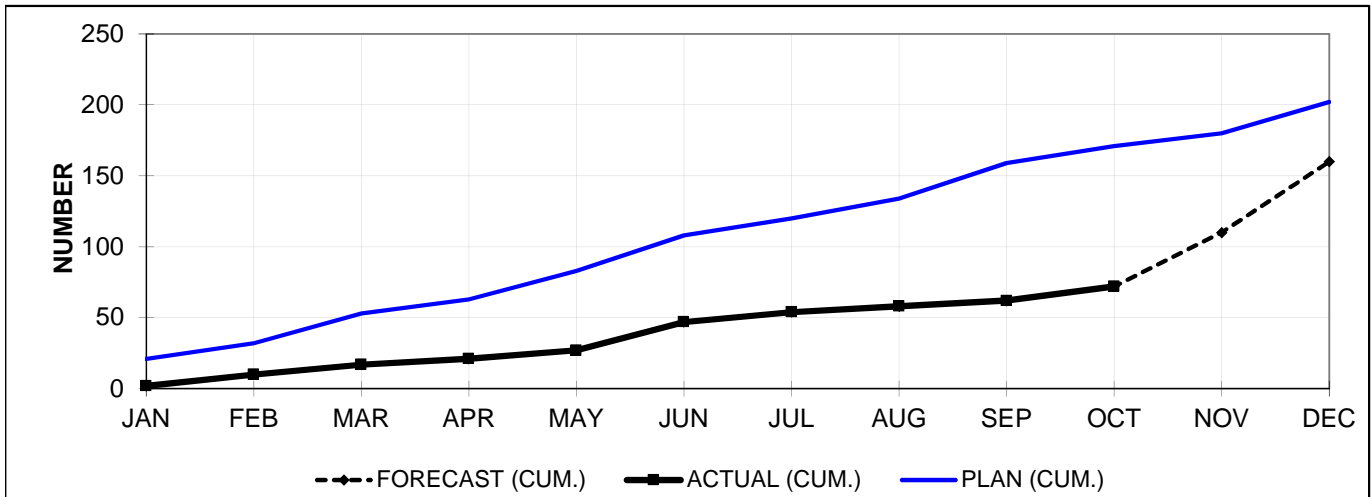
2014 Substantial Completions Charts

As of October 2014

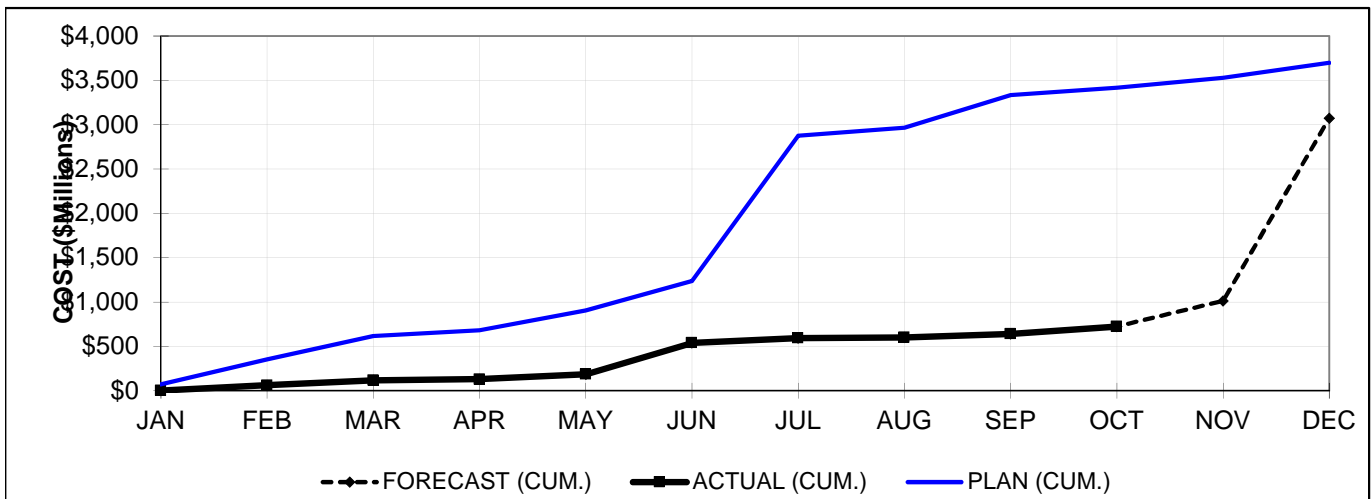


2014 Closeouts Charts

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 |

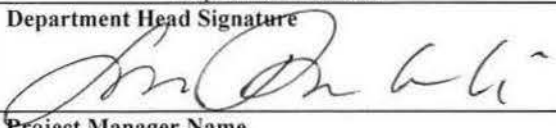
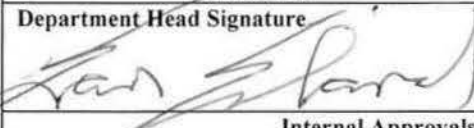

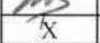


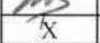


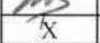



| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | | | 288.4 | 2061.0 |
| ACTUAL (NON-CUM.) | 2.7 | 57.9 | 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 <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <th colspan="6">Board Action</th></tr> <tr> <th>Order</th><th>To</th><th>Date</th><th>Approval</th><th>Info</th><th>Other</th></tr> <tr> <td>1</td><td>Committee</td><td>12/15/14</td><td></td><td></td><td></td></tr> <tr> <td>2</td><td>Board</td><td>12/17/14</td><td></td><td></td><td></td></tr> <tr> <td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr> <td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> | | | | | | Board Action | | | | | | Order | To | Date | Approval | Info | Other | 1 | Committee | 12/15/14 | | | | 2 | Board | 12/17/14 | | | | | | | | | | | | | | | | December 4, 2014 Department Law and Procurement – MTACC Department Head Name Eyan Eisland Department Head Signature  Internal Approvals <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <th> </th><th>Approval</th><th> </th><th>Approval</th></tr> <tr> <td></td><td>President NYCT</td><td></td><td>President MTACC</td></tr> <tr> <td></td><td>Executive VP</td><td></td><td>President MTA Bus</td></tr> <tr> <td>X</td><td>Capital Prog. Management</td><td>X</td><td>Subways</td></tr> <tr> <td> </td><td>Law</td><td>X</td><td>Diversity/Civil Rights</td></tr> </table> | | | | | | Approval | | Approval |  | President NYCT |  | President MTACC |  | Executive VP |  | President MTA Bus | X | Capital Prog. Management | X | Subways | | Law | X | Diversity/Civil Rights |
|--|--------------------------|---|------------------------|-------|----------|--------------|----------|-------|----------|--|--|-------|----|------|----------|------|-------|---|-----------|----------|--|--|--|---|-------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|--|----------|---|----------------|---|-----------------|---|--------------|---|-------------------|---|--------------------------|---|---------|--|-----|---|------------------------|
| Board Action | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Order | To | Date | Approval | Info | Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Committee | 12/15/14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Board | 12/17/14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 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 | Order | Approval | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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PURPOSE:

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

DISCUSSION:

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

| Procurements Requiring Two Thirds Vote: | # of Actions | \$ Amount |
|---|--------------|-----------|
| Schedule A: Non-Competitive Purchases and Public Work Contracts | 1 | \$ 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 A Division of Wabtec Corp. Sole Source - Three-year omnibus | \$25,000,000 (Est.) | <u>Staff Summary Attached</u> |
| 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



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 | <u>Staff Summary Attached</u> |
| 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.

Item Number: 1

| |
|---|
| Vendor Name (& Location) Asplundh Tree Expert Co. (Willow Grove, PA) |
| Description Tree removal and tree trimming services |
| Contract Term (including Options, if any) Three 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 82553 | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Total Amount: \$890,850 (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 miscellaneous services contract is for tree removal and tree trimming services for the Department of Subways (DOS) on an as-needed basis for a three year term.

The contract requires tree removal and tree trimming services primarily along the right-of-way and occasionally at other DOS properties, as well as providing such services for the Staten Island Rapid Transit Operating Authority.

Four bids were received for this contract. Asplundh's bid of \$890,850 was 7.9% less than the second low bidder and 5.2% less than the DOS' estimated price. A comparison of common line items between the previous contract and this contract accounts for 96% of Asplundh's overall bid price and is \$138,550 (13.9%) lower than the pricing for the same items in the previous contract.

Asplundh is the incumbent under the previous contract. DOS considers Asplundh technically qualified to perform the work based on satisfactory performance on the previous contract. Having evaluated all of the available facts, Procurement finds Asplundh's bid to be responsive and the bidder to be responsible. Based upon effective price competition Procurement has determined, and DOS has concurred, that Asplundh's bid price is fair and reasonable.

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 Option Amount: CC CNG 200501: \$3,170,731 | \$ 23,227,922 |
| 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 | AWO/Modification |
|---|-----------------------|
| 0819983 | 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: | \$ 1,044,720 |
| | Prior Modifications: | \$ 19,607,693 |
| | Prior Budgetary Increases: | \$ 1,432,000 |
| | Current Amount: | \$ 22,084,413 |
| | This Request: | \$ 2,662,053 |
| | % of This Request to Current Amount: | 12.1% |
| | % of Mods/Budget Adjustments (including This Request) to Original Amount: | 2268.7% |

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 (A d a d a p t i v e d e c i s i v e n g i n e f o r P a s s e n g e r T r a n s p o r t a t i o n), 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.

DECEMBER 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

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

Staff Summary Attached

1. Contract# C-26010.70 \$2,475,000

Modification to the contract for station finishes for the Second Avenue Subway, 96th Street Station,
in order to address amplified utility design changes.

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 |
| Mod. No. 17/20/21: | \$2,425,290 |
| Mod. No. 19: | \$10,670,864 |
| | \$ 16,000,154 |
| % 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 streamlive 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 streamlive 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 | AWO/Mod. |
|--|----------------|
| C-26010 | 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.

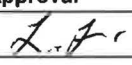
The contractor's proposal was \$2,816,607. MTACC's revised estimate is \$2,351,453. Negotiations resulted in a lump sum price of \$2,475,000, which was found to be fair and reasonable. Savings of \$341,607 were achieved.

| |
|--|
| 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 Actual * | 2014 November Forecast | 2015 Final Prop. Budget | 2016 | 2017 | 2018 |
| 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 | \$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 Actual * | 2014 November Forecast | 2015 Final Prop. Budget | 2016 | 2017 | 2018 |
| 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>Administration</u> | <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> |
| 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> |
| Subtotal Administration | 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> |
| Subtotal Customer Convenience/Amenities | 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> |
| Subtotal Maintenance | 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> |
| Subtotal Revenue Enhancement | 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> |
| Subtotal Safety | 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> |
| Subtotal Security | 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> |
| Subtotal Service | 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> |
| Subtotal Service Support | 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> |
| Subtotal Other | 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 |
| Materiel | 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 Proposed Budget | 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 | 2,595 |
| 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 | 3,740 |
| Professional, Technical, Clerical | | 973 | 1,045 | 1,019 | 967 | 950 |
| Operational Hourlies | | 15,931 | 16,314 | 16,280 | 16,130 | 16,010 |
| Total Maintenance | | 20,570 | 21,200 | 21,104 | 20,847 | 20,700 |
| 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 | 7,510 |
| 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)

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

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 |
| Table of Contents Ref # |

| 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 | | | | | | |
| <u>Labor:</u> | | | | | | |
| 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 |
| <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 | 19.595 | 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 |
| <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. | \$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 | 2014 | 2015 | | | |
| | Actual | November | Final Proposed | 2016 | 2017 | 2018 |
| | | Forecast | Budget | | | |
| 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 | | | |
| | Actual | November Forecast | Final Proposed Budget | 2016 | 2017 | 2018 |
| 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 Actual | 2014 November Forecast | 2015 Final Proposed Budget | 2016 | 2017 | 2018 |
| 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 | | | | | | |
| <u>Labor:</u> | | | | | | |
| 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 |
| <u>Non-Labor:</u> | | | | | | |
| 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 |
| <u>Other Expenditures Adjustments:</u> | | | | | | |
| Other | - | - | - | - | - | - |
| Total Other Expenditures Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Gap Closing Actions:</u> | | | | | | |
| 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 Actual | 2014 November Forecast | 2015 Final Proposed Budget | 2016 | 2017 | 2018 |
|---------------------------------|------------------------|---------------------------------------|---|------------------|------------------|------------------|
| <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 Actual | 2014 November Forecast | 2015 Final Proposed Budget | 2016 | 2017 | 2018 |
|------------------------------------|------------------------|---------------------------------------|---|--------------|--------------|--------------|
| 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

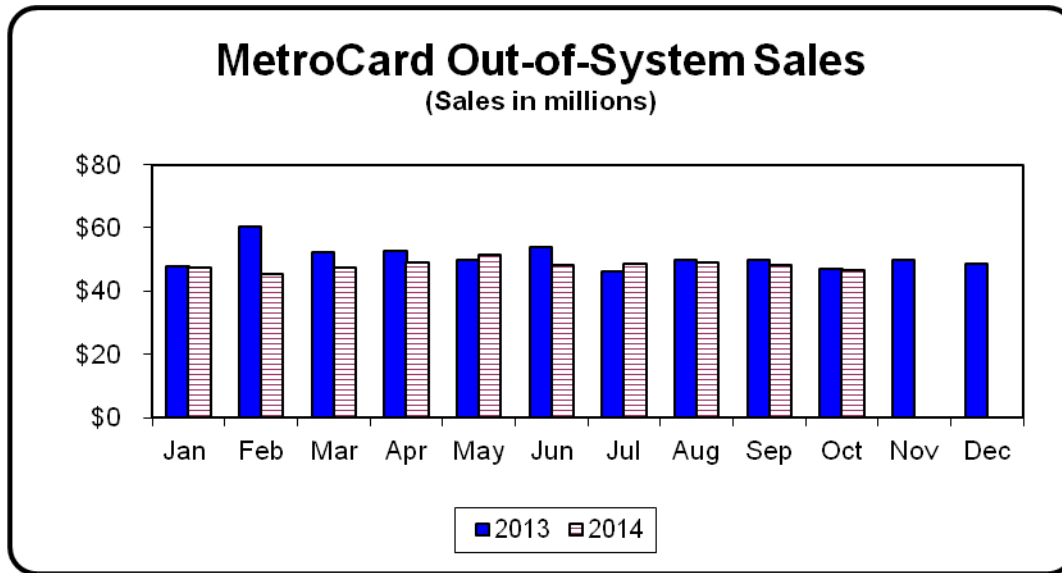
Note: Percentages may not add due to rounding.

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

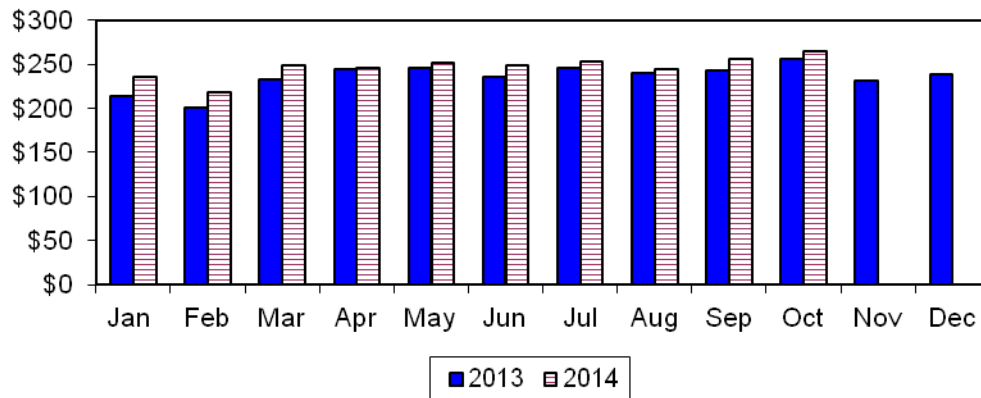
In October 2014, the EasyPay Xpress Unlimited program enrollment totaled 14,014 accounts. During this month, active Xpress Unlimited customers accounted for approximately 702,000 subway and local bus rides with \$1.3 million charged to their accounts. Each active account averaged 54 trips per month with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

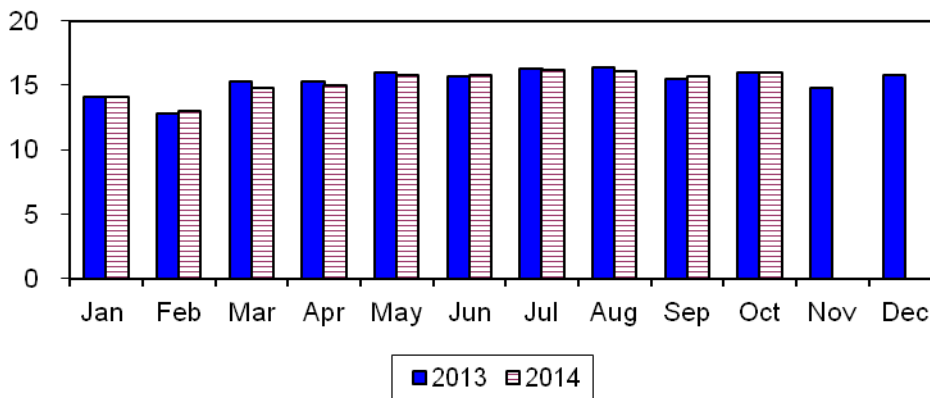
Vending Machine Sales

(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 |

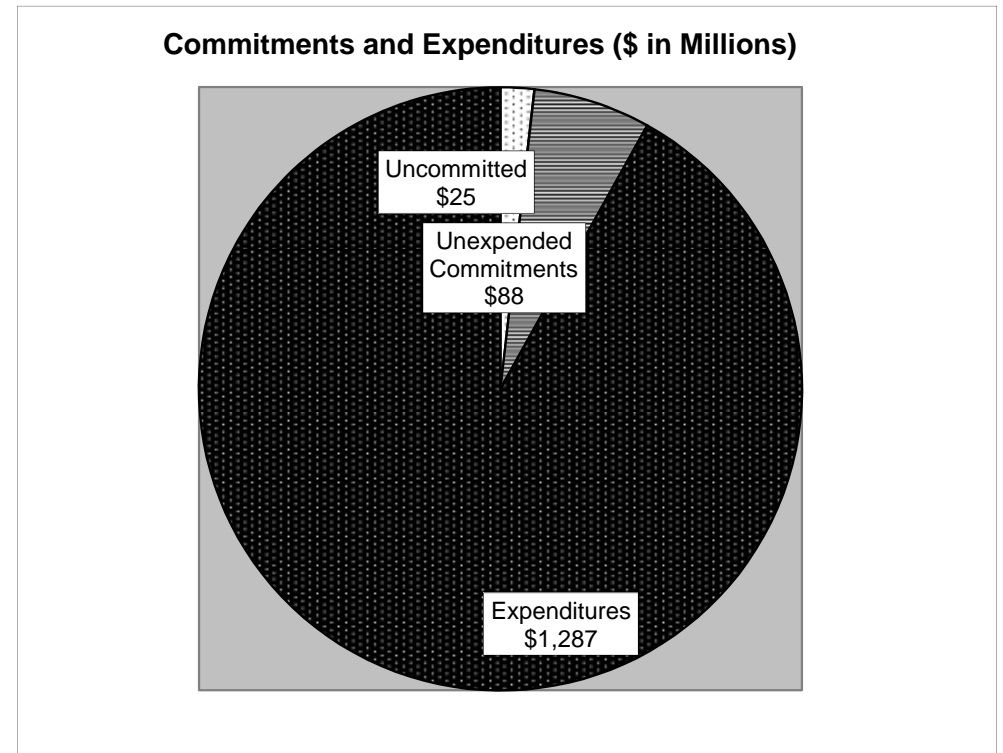
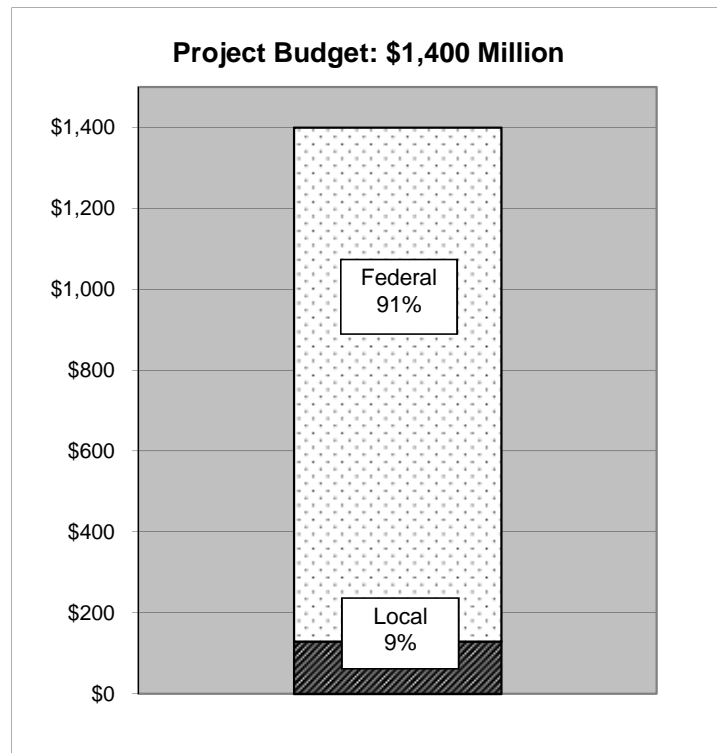
| Project Description | Budget (Bid + Contingency) | Current Contract (Bid + Approved AWOs)* | Remaining Contingency | Expenditures | Re-Baseline Award Date | Actual/ Forecast Award Date | Planned Completion at Award | Customer Benefit Milestone | Forecast Substantial Completion |
|--|--|---|--------------------------|--------------|---------------------------|-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

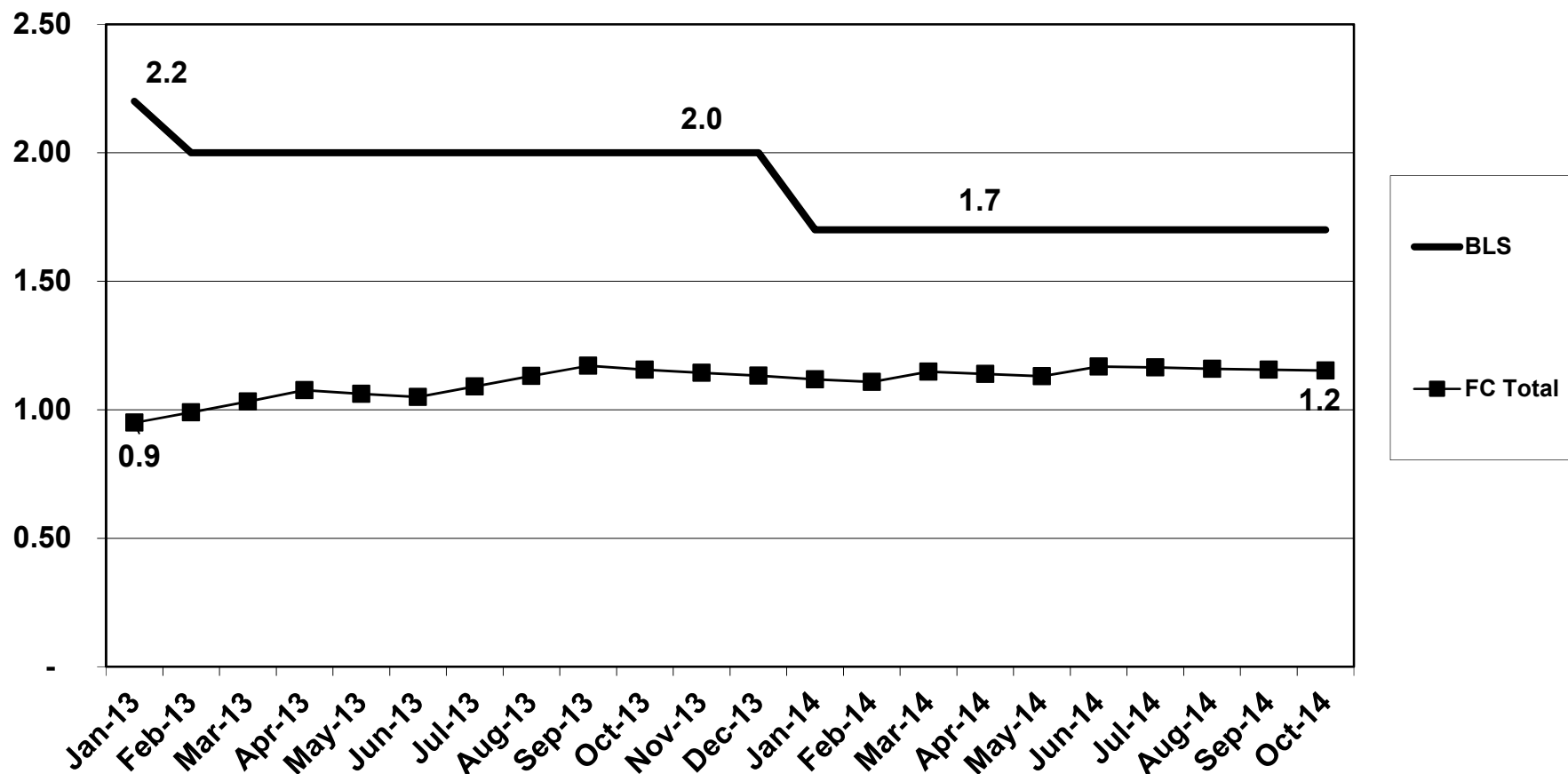
Fulton Center Status

Report to the Transit Committee - December 2014
data thru November 2014

| MTA Capital Program \$ in Millions | Budgeted | Funding Sources | | | Status of Commitments | | |
|---------------------------------------|-----------------|------------------|--------------------|---------------------|-----------------------|--------------|-----------------|
| | | 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

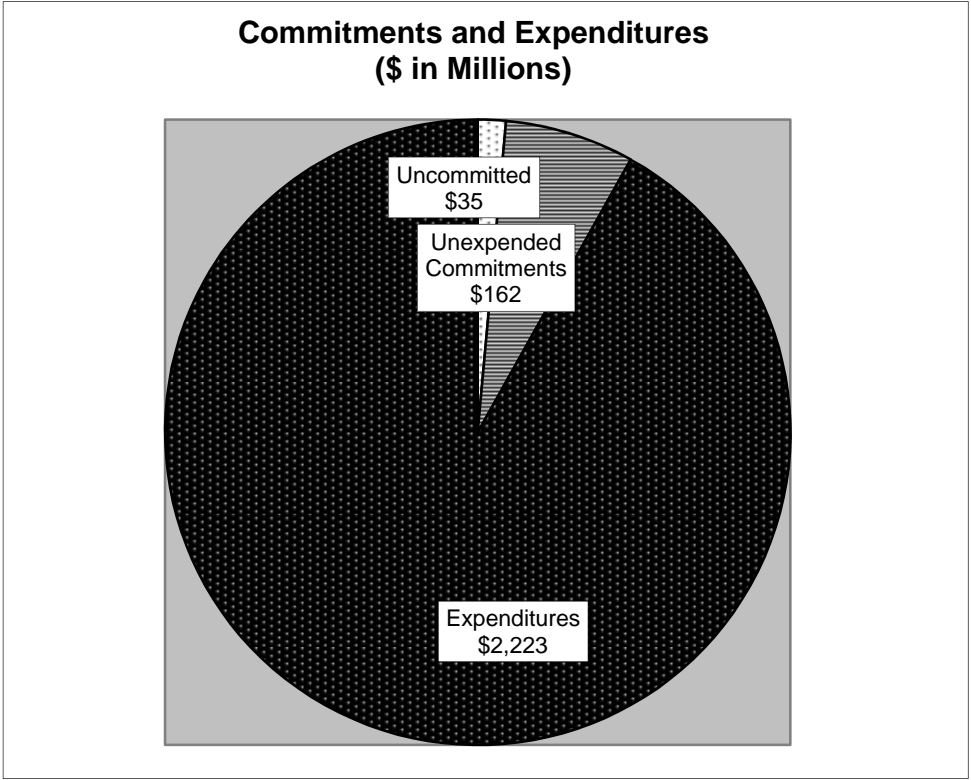
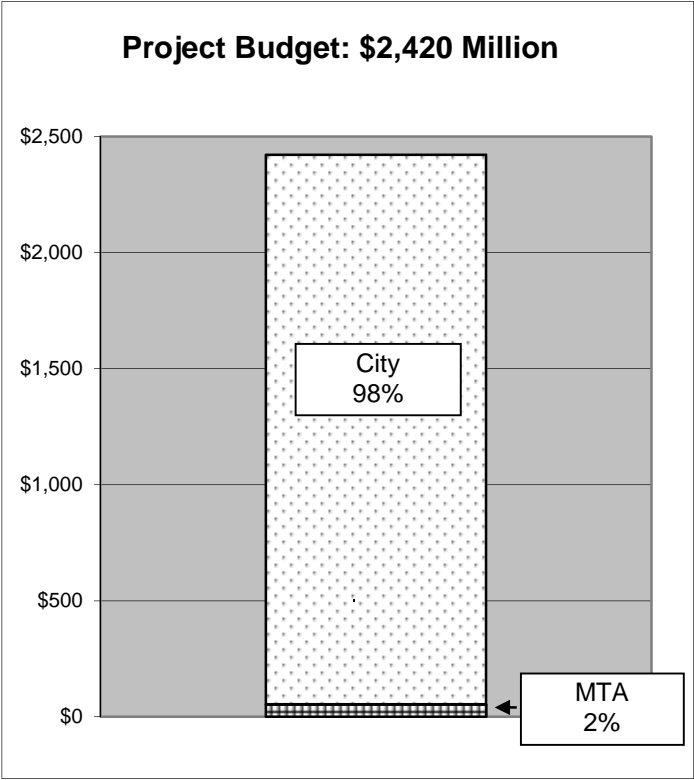
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

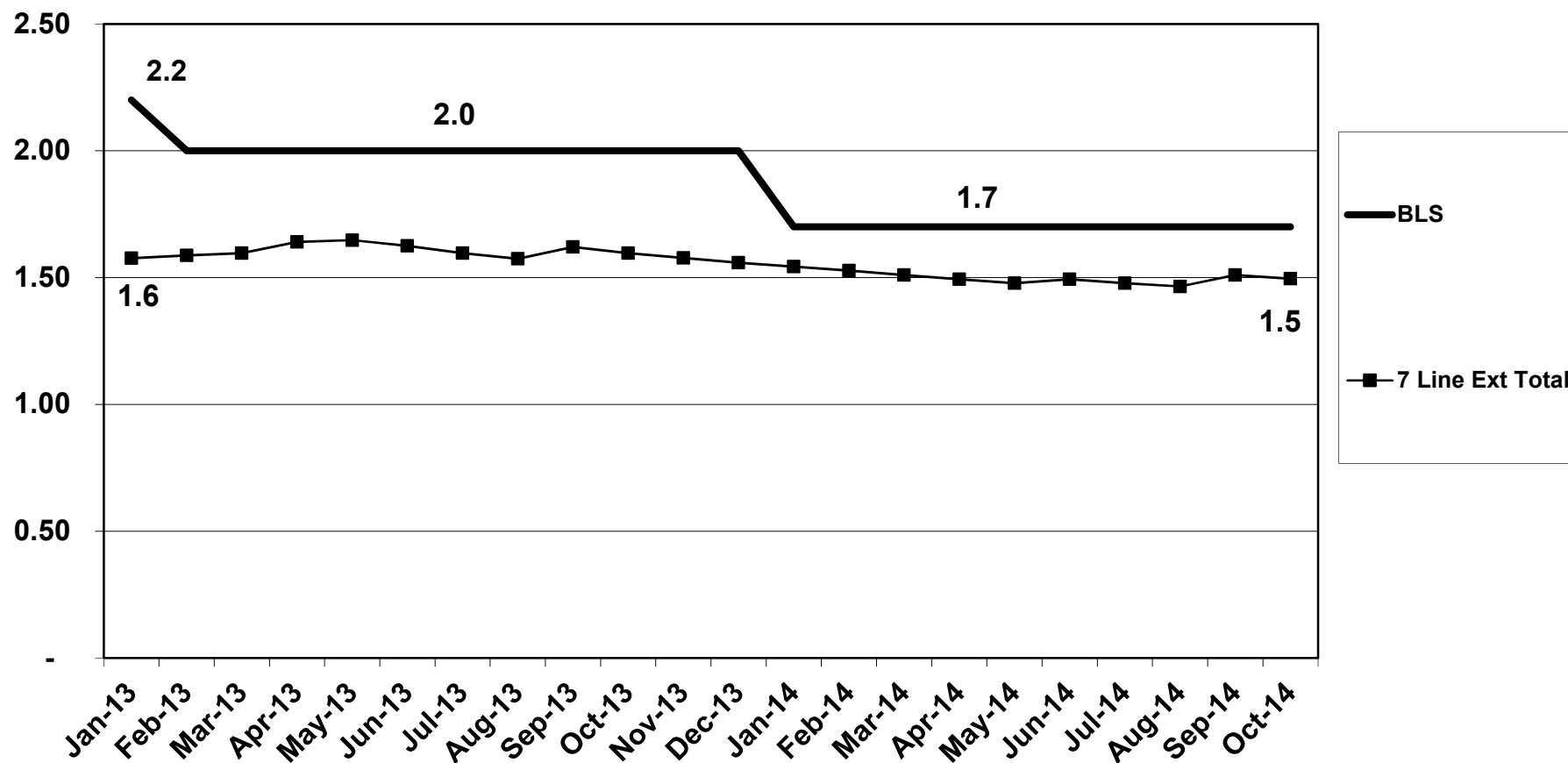
7 Line Extension Status
Report to the Transit Committee - December 2014
data thru November 2014

| MTA Capital Program \$ in Millions | Budgeted | Funding Sources | | | Status of Commitments | | |
|---------------------------------------|----------|-----------------|---------------|------------------------|-----------------------|-------------|----------|
| | | MTA Funds* | City Funds | City Funds Received | Committed | Uncommitted | Expended |
| 2000-2004 | \$ 53 | \$ 53 | \$ - | \$ - | \$ 53 | \$ 0 | \$ 53 |
| 2005-2009 | 2,367 | - | 2,367 | 2,332 | 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 |

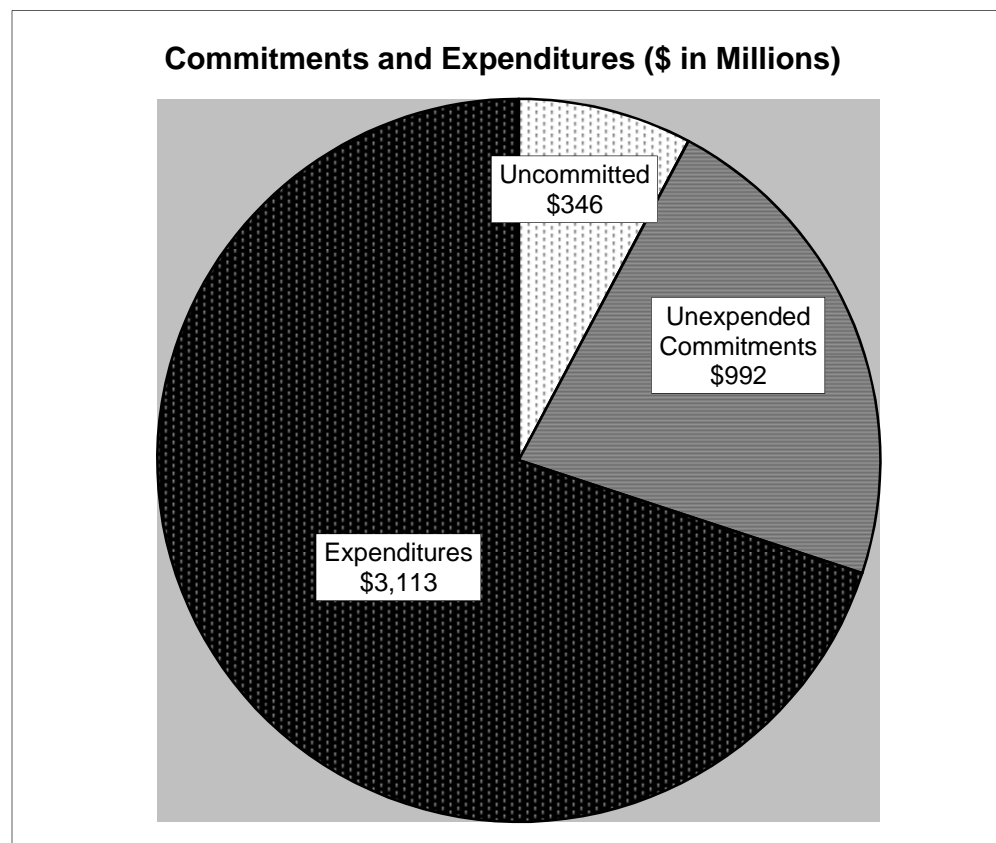
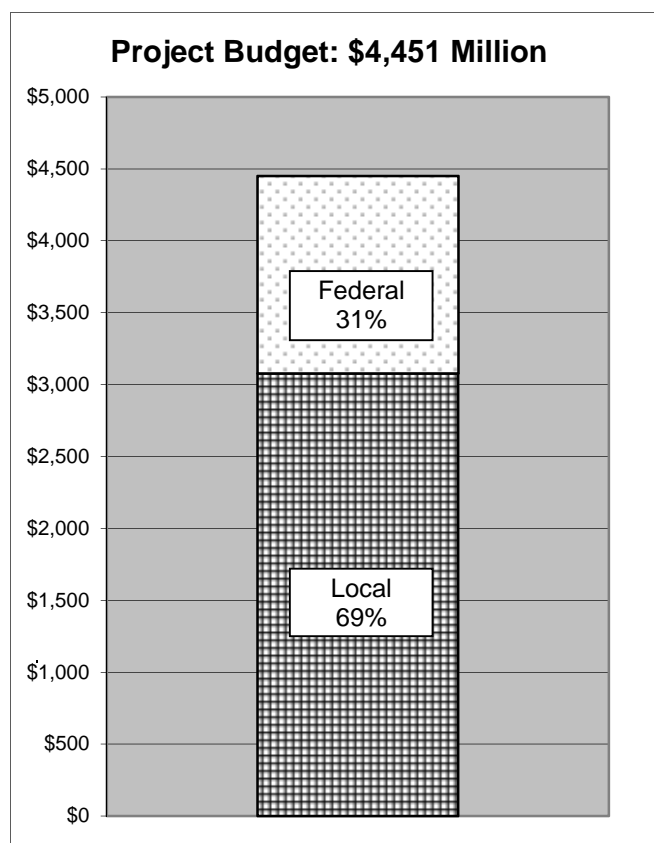
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

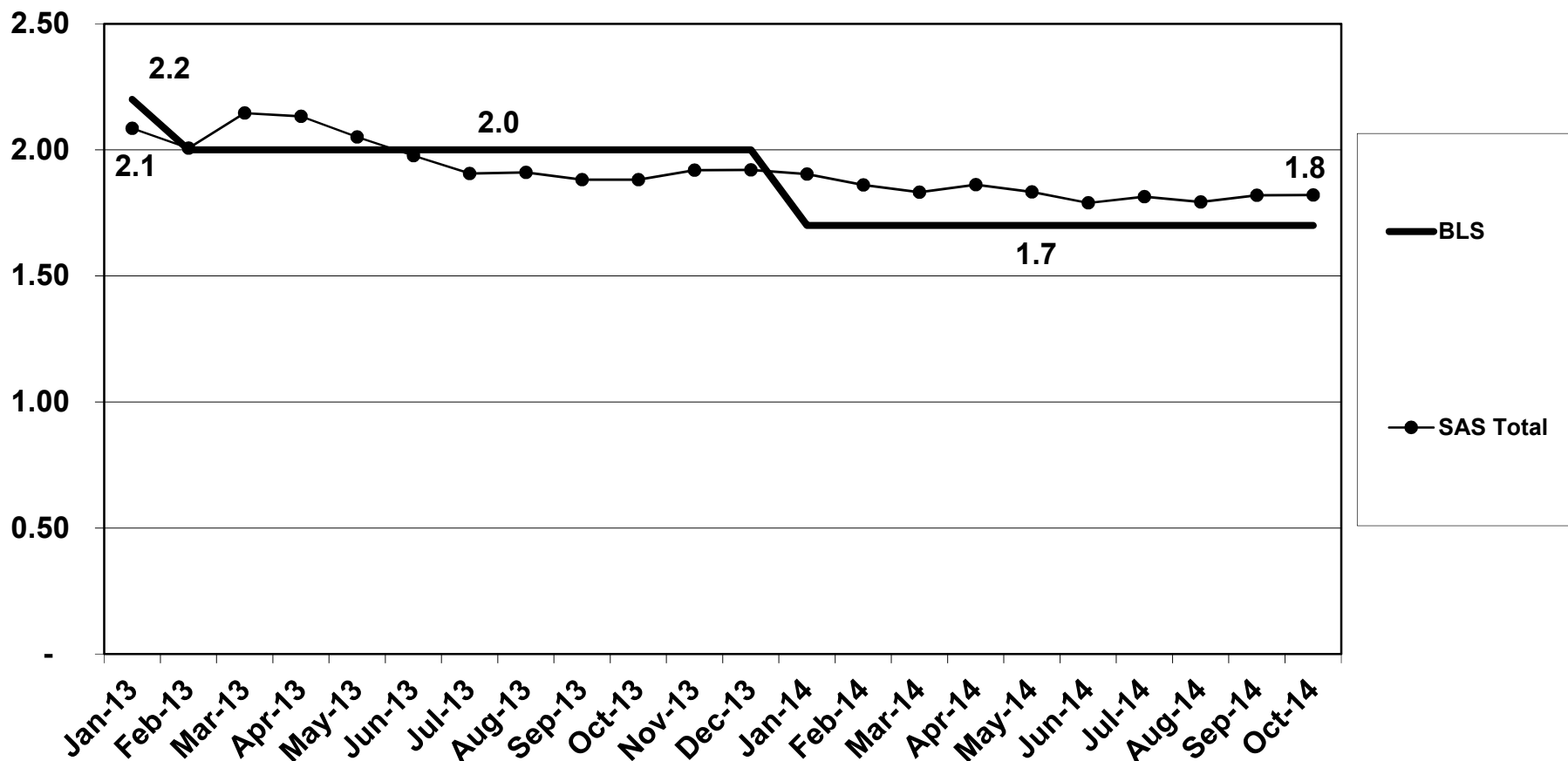
Report to the Transit Committee - December 2014

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 |



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)