



# Transit & Bus Committee Meeting

## January 2015

---

### 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

# **New York City Transit and Bus Committee Meeting**

**347 Madison Ave. - 5th Floor Board Room**

**New York, NY 10017**

**Tuesday, 1/20/2015**

**10:30 AM - 12:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – DECEMBER 15, 2014**

*December Committee Meeting Minutes - Page 4*

## **3. APPROVAL OF COMMITTEE WORK PLAN**

*2015 Committee Work Plan - Page 9*

## **4. OPERATIONS PERFORMANCE SUMMARY**

### **a. November Operations Report**

*November Operations Report - Page 17*

## **5. FINANCIAL REPORTS**

### **a. November NYCT Financial & Ridership Report**

*NYCT Financial Report - Page 54*

### **b. November SIR Financial & Ridership Report**

*SIR Financial Report - Page 76*

### **c. November MTA Bus Financial & Ridership Report**

*MTA Bus Financial Report - Page 89*

### **d. Capital Program Status Report**

*Capital Program Status Report - Page 104*

## **6. PROCUREMENTS**

*NYC Transit January Procurement Staff Summary and Resolution - Page 113*

### **a. Non-Competitive (None)**

### **b. Competitive**

*NYCT and MTACC Competitive Actions - Page 117*

### **c. Ratifications**

*NYCT and MTACC Ratifications - Page 122*

**7. ACTION ITEMS**    **Approve**

**a. Amendment to NYCT's 2010-2014 Capital Program Adding 72 Standard Buses**

*Amendment to NYCT's 2010-2014 Capital Program Adding 72 Standard Buses - Page 128*

**8. SERVICE CHANGES**

**a. NYCT Bus Schedule Changes - Effective April 2015**

*NYCT Bus Schedule Changes - Effective April 2015 - Page 130*

**9. SPECIAL REPORTS & PRESENTATIONS**

*MetroCard Report - Page 136*

**10. MTACC REPORT**

*MTACC Report - Page 140*

**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**  
**December 15, 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. John J. Molloy  
Hon. Polly Trottenberg

The Following Members were Absent:

Hon. Charles G. Moerdler  
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  
Vincent Coogan, Assistant 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  
Craig Cipriano, Executive Vice President, MTA Bus  
Michael Horodniceanu, President, MTA Capital Construction

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

## **II. Public Speakers**

Murray Bodin presented President Bianco with a flowering cactus in recognition of his achievements in improving transportation in the metropolitan area and willingness to adopt innovative approaches.

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

Upon motion duly made and seconded, the Committee approved the Minutes of the November 17, 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 subject to the clarification that the elevator installation referenced in Section VII “Standard Follow Up Reports,” was planned for the 149<sup>th</sup> Street/Grand Concourse station in the Bronx. There were no changes to the Work Plan.

## **IV. Agenda Items**

### **A. Operations Report**

President Bianco advised the Committee of efforts undertaken to analyze and address the issue of subway delays by utilizing data made available by technological advances.

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

SVP Leader also reported on the results of the delay analysis, noting that the recent increase in reported delays was primarily attributable to more work being done on the right-of-way, as well as to inspections necessary to enhance the safety of the system and changes in flagging rules to protect employees working on the right-of-way under subway traffic. He also noted that the I-TRAC electronic train tracking system improved the accuracy of delay reporting, resulting in an increase in the number of reported delays by about 5,000 per month. SVP Leader stressed the fact that the increase in the number of delays was the result of more accurate reporting, and was not a reflection of worsening service. He also informed the Committee of measures being taken to address the issue of system delays, including improvements in the planning of right-of-way work and continued monitoring and adjustment of running times. He added that new real-time monitoring tools are now being used in the Rail Control Center to allow dispatchers to better manage the spacing of trains and the regularity of service.

EVP Cipriano reported to the Committee on bus operating performance for both NYCT and MTA Bus.

In response to a question from Member Albert regarding adjustments to B Division running times, Mr. Cafiero stated that such adjustments would likely not have an impact on the overall length of most typical schedules since the focus is on interim running times.

VP Kennedy presented the Safety Report.

Assistant Chief Coogan presented the NYPD Transit Bureau statistics.

President Bianco thanked the NYPD Transit Bureau for its efforts, and congratulated Assistant Chief Coogan on his recent promotion.

In response to a question from Member Ferrer, Assistant Chief Coogan informed the Committee that the issue of littering has been made a priority, and agreed to provide Members with statistics regarding enforcement efforts.

## **B. Financial Reports**

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

In response to a question from Member Albert, EVP Bergen indicated that the four cent reduction in the average fare was likely due to an increase in the number of discounted 7-day MetroCard purchases during the past year.

EVP Cipriano reported to the Committee on MTA Bus' finances.

SVP Smith presented Members with the Capital Program Status report.

In response to a question from Member Albert regarding the status of work at the Arthur Kill Station in Staten Island, SVP Smith informed the Committee that it is progressing well.

In response to a question from Member Cappelli regarding the status of the Grand Central Terminal staircase, SVP Smith informed the Committee that the contractor will be mobilizing to perform the work after the holidays, and that the contract, which was awarded in October of 2014, is expected to have a 31 month duration, split into two phases.

In response to a question from Member Greenberg regarding the Hunts Point Station, President Bianco explained that system elevators must be glass enclosed for safety reasons and that the maintenance efforts required for their upkeep are given due consideration.

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 13 action items totaling \$304.3 million in expenditures.

VP Plochochi highlighted for the Committee three items involving a multi-agency effort to modify three contracts awarded to Trillium USA LLC for the operation and maintenance of natural gas compression facilities in the total amount of \$9.2 million, as well as a modification to extend the existing contract for Pharmacy Benefits Management Services with Optum Rx for 12 months through December 31, 2015 in the estimated amount of \$240 million.

In response to a question from Member Albert regarding the Vapor Stone Rail Systems procurement, VP Plochochi explained that the sole source subway car parts being procured are present in over ninety percent of current subway equipment. VP Plochochi noted, however, that tamper proof relays, a significant component of Vapor Stone's sole source contract, are now being sought from a competitor and, if tested and approved, procurement of such parts will be subject to competition going forward.

In response to a question from Member Ballan, VP Plochochi further explained that since NYCT purchases its door systems from Vapor Stone, it also purchases the parts to repair such systems from the company, noting that most other vendors are reluctant to take the risk of providing parts for a system which is not their own.

Motions were duly made and seconded to approve the procurement action items.

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

MTA Capital Construction Company's competitive procurement requiring a majority vote (Schedule I in the Agenda) and its proposed ratification of a completed procurement action requiring a majority vote (Schedule K in the Agenda) were approved and forwarded to the full Board for consideration.

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

## **V. Action Item**

President Bianco requested the Committee's approval of the NYCT, SIR and MTA Bus 2015 Final Proposed Budgets and Four Year Financial Plans for 2015-2018, as well as the renewal of two retainer agreements with senior Transit Adjudication Bureau hearing officers and the execution of a retainer agreement with an additional senior hearing officer.

Member Albert expressed his thanks for the inclusion in the NYCT Budget of the extension of the  train to Broad Street on weekends.

Upon motion duly made and seconded, the action items were approved and forwarded to the full Board for consideration. Member Cappelli abstained from the vote.

## **VI. Special Reports and Presentations**

The MetroCard Report was presented to the Committee for its information. President Bianco noted that a presentation on the Eagle Team, originally planned for this meeting, would be deferred to a future date.

## **VII. 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 Albert regarding the 7 Extension project's early completion bonus, President Horodniceanu informed the Committee that it appears the February 24<sup>th</sup> trigger date will not be met.

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary



## 2015 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

#### 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

#### April 2015

Final Review of NYC Transit 2014 Operating Results	Management & Budget
Final Review of SIR 2014 Operating Results	Management & Budget
Final Review of MTA Bus 2014 Operating Results	Management & Budget

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

## Responsibility

### May 2015

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

Law  
Subways  
EEO & Human Resources

### June 2015

No Items

### July 2015

NYCT & MTA Bus EEO & Diversity Report

EEO & Human Resources

### August 2015

No Meetings Held

### September 2015

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

Management & Budget  
Operations Planning  
Subways  
Law

### October 2015

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

Management & Budget  
Management & Budget  
Management & Budget

### November 2015

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

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

### December 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019  
SIR 2016 Adopted Budget/Financial Plan 2016-2019  
MTA Bus 2016 Adopted Budget/Financial Plan 2016-2019

Management & Budget  
Management & Budget  
Management & Budget



## 2015 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

### JANUARY 2015

#### Approval of Committee Work Plan

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

### FEBRUARY 2015

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

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

#### Preliminary Review of SIR 2014 Operating Results

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

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

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

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

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

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

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

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

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

#### Service Quality Indicators / PES Report

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

#### 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.

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

#### Elevator & Escalator Service Report

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

#### Transit Adjudication Bureau Report

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

### **MARCH 2015**

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

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

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

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

### **APRIL 2015**

#### Final Review of NYC Transit 2014 Operating Results

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

#### Final Review of SIR 2014 Operating Results

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

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

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

#### Transit Adjudication Bureau Report

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

#### Elevator & Escalator Service Report

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

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

### MAY 2015

#### EEO & Diversity Report

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

### JUNE 2015

No Agenda Items

### JULY 2015

#### EEO & Diversity Report

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

### AUGUST 2015

No Meetings Held

### SEPTEMBER 2015

#### 2015 NYC Transit Mid-Year Forecast Monthly Allocation

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

#### 2015 SIR Mid-Year Forecast Monthly Allocation

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

#### 2015 MTA Bus Mid-Year Forecast Monthly Allocation

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

#### 2016 NYC Transit Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

#### 2016 SIR Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

#### 2016 MTA Bus Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

#### Service Quality Indicators/PES Report

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

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

### 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.

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

### DECEMBER 2015

#### NYCT 2016 Adopted Budget/Financial Plan 2016-2019

NYC Transit will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

#### SIR 2016 Adopted Budget/Financial Plan 2016-2019

NYC Transit will present SIR's revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

#### MTA 2016 Bus Adopted Budget/Financial Plan 2016-2019

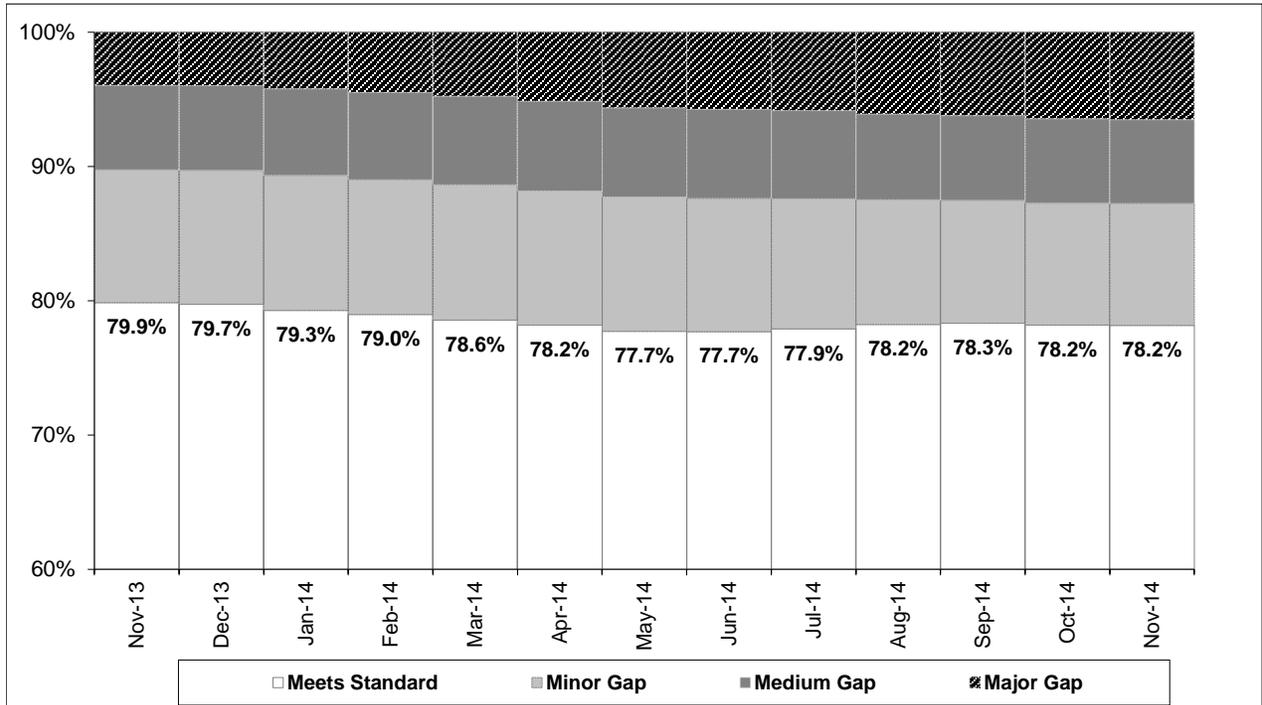
MTA Bus will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

# Monthly Operations Report

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

<b>Subway Monthly Operations Report Service Indicators</b>						
<b>Performance Indicator</b>	<b>Current Month: November 2014</b>			<b>12-Month Average</b>		
	<b>This Year</b>	<b>Last Year</b>	<b>% Diff</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Diff</b>
<b>System Weekday Wait Assessment (Charts 1-2)</b>				78.2%	79.9%	-1.7%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.1%	74.6%	-2.5%	72.9%	75.7%	-2.8%
A Division Weekday Wait Assessment - (All Lines)				73.3%	76.1%	-2.8%
B Division Weekday Wait Assessment	80.2%	80.0%	+0.2%	80.4%	81.6%	-1.2%
<b>System Weekend Wait Assessment (Charts 3)</b>				84.3%	84.6%	-0.3%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	80.1%	85.5%	-5.4%	83.9%	84.2%	-0.3%
A Division Weekend Wait Assessment - (All Lines)				83.5%	84.0%	-0.5%
B Division Weekend Wait Assessment	87.9%	82.5%	+5.4%	84.7%	85.0%	-0.3%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	70.0%	78.9%	-8.9%	74.5%	81.1%	-6.6%
A Division Weekday Terminal On-Time Performance	66.6%	71.3%	-4.7%	69.2%	72.4%	-3.2%
B Division Weekday Terminal On-Time Performance	72.8%	84.9%	-12.1%	78.8%	87.0%	-8.2%
<b>System Number of Terminal Delays (Charts 6)</b>	44,356	33,423	+32.7%	42,458	28,703	+47.9%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	78.5%	86.1%	-7.6%	81.5%	85.8%	-4.3%
A Division Weekend Terminal On-Time Performance	75.5%	82.5%	-7.0%	79.2%	79.5%	-0.3%
B Division Weekend Terminal On-Time Performance	80.6%	88.6%	-8.0%	83.1%	89.5%	-6.4%
<b>System Number of Weekend Terminal Delays (Charts 9)</b>	12,784	7,552	+69.3%	9,373	6,814	+37.5%
<b>Mean Distance Between Failures (Charts 10-11)</b>	135,209	150,892	-10.4%	139,870	156,430	-10.6%
A Division Mean Distance Between Failures	105,990	159,034	-33.4%	125,128	147,484	-15.2%
B Division Mean Distance Between Failures	168,735	145,341	+16.1%	153,156	163,851	-6.5%
<b>System Weekday Service-KPI (Charts 12-13)</b>	76.3%	81.2%	-4.9%	77.7%	81.8%	-4.1%
A Division Weekday Service-KPI	72.7%	76.7%	-4.0%	72.3%	76.2%	-3.9%
B Division Weekday Service-KPI	79.3%	84.3%	-5.0%	81.1%	84.9%	-3.8%
<b>System Weekday PES-KPI (Charts 14-16)</b>				90.7%	91.9%	-1.2%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	80.1%	85.1%	-5.0%	92.0%	93.9%	-1.9%
AM Rush On-Time Performance	69.0%	78.6%	-9.6%	92.8%	96.8%	-4.0%
PM Rush On-Time Performance	82.9%	89.2%	-6.3%	95.0%	96.8%	-1.8%
Percentage of Completed Trips	99.8%	99.4%	+0.4%	99.7%	99.7%	0.0%
Mean Distance Between Failures	65,802	108,582	-39.4%	70,749	72,302	-2.1%
<b>Staten Island Railway PES-KPI (Charts 17)</b>				89.9%	93.4%	-3.5%

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



### Wait Assessment Definition

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

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

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

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

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

### Wait Assessment Results

	<b>Systemwide*</b>				<b>Annual Results (Meets Standard)</b>
	<b>12-Month Average</b>				
	<b><u>Meets Standard</u></b>	<b><u>GAP</u></b>			
		<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	
Dec '13 - Nov '14	78.2%	9.1%	6.3%	6.5%	2014 GOAL: 80.7%
Dec '12 - Nov '13	79.9%	9.9%	6.3%	3.9%	2013 ACTUAL: 80.3%

**Chart 1**

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

Line	<u>Dec '13 - Nov '14</u>				<u>Dec '12 - Nov '13</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>GAP</u>			<u>Meets Standard</u>	<u>Headways* GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	80.1%	8.4%	5.9%	5.6%	82.2%	8.3%	5.0%	4.4%	-2.1%
②	71.6%	10.1%	9.2%	9.1%	73.4%	10.5%	8.9%	7.2%	-1.8%
③	77.3%	9.8%	7.0%	5.9%	77.5%	10.1%	7.0%	5.3%	-0.2%
④	71.4%	9.6%	8.8%	10.1%	73.5%	9.9%	8.1%	8.5%	-2.1%
⑤	67.6%	10.0%	10.1%	12.4%	70.7%	10.2%	8.9%	10.1%	-3.1%
⑥	69.2%	8.6%	9.3%	12.9%	76.9%	8.2%	6.7%	8.2%	-7.7%
⑦	75.9%	9.9%	7.1%	7.2%	78.1%	10.4%	7.6%	3.9%	-2.2%
Ⓢ 42nd	91.4%	3.7%	1.9%	3.0%	N/A	N/A	N/A	N/A	N/A
<b>Subdivision A**</b>	<b>73.3%</b>	<b>9.5%</b>	<b>8.2%</b>	<b>9.0%</b>	<b>76.1%</b>	<b>9.7%</b>	<b>7.5%</b>	<b>6.8%</b>	<b>-2.8%</b>
Ⓐ	69.4%	10.5%	8.1%	12.0%	74.2%	10.8%	9.0%	6.0%	-4.8%
Ⓑ	79.8%	9.5%	5.6%	5.0%	79.0%	11.2%	7.0%	2.7%	+0.8%
Ⓒ	80.5%	9.5%	5.3%	4.7%	83.5%	10.5%	4.4%	1.6%	-3.0%
Ⓓ	82.2%	8.8%	5.1%	3.9%	79.5%	12.0%	6.5%	2.1%	+2.7%
Ⓔ	74.1%	9.4%	7.7%	8.7%	74.9%	11.8%	8.7%	4.6%	-0.8%
Ⓕ	70.8%	9.1%	8.0%	12.2%	75.9%	10.4%	8.6%	5.0%	-5.1%
Ⓢ Fkln	95.7%	2.0%	1.0%	1.4%	97.4%	2.0%	0.6%	0.0%	-1.7%
Ⓖ	80.4%	10.6%	5.3%	3.7%	83.3%	10.1%	5.1%	1.6%	-2.9%
Ⓢ Rock	89.4%	6.6%	1.7%	2.3%	96.2%	2.8%	0.6%	0.5%	-6.8%
Ⓙ	81.5%	9.5%	5.4%	3.6%	81.1%	11.1%	5.6%	2.2%	+0.4%
Ⓛ	81.5%	9.8%	4.5%	4.3%	82.4%	11.2%	4.7%	1.8%	-0.9%
Ⓜ	78.7%	10.4%	6.5%	4.3%	78.2%	12.5%	6.8%	2.4%	+0.5%
Ⓝ	81.1%	8.9%	5.2%	4.8%	79.8%	10.5%	6.4%	3.3%	+1.3%
Ⓞ	79.6%	9.8%	6.0%	4.7%	78.8%	12.0%	6.7%	2.5%	+0.8%
Ⓡ	81.5%	9.1%	5.1%	4.2%	80.2%	11.2%	5.8%	2.9%	+1.3%
<b>Subdivision B</b>	<b>80.4%</b>	<b>8.9%</b>	<b>5.4%</b>	<b>5.3%</b>	<b>81.6%</b>	<b>10.0%</b>	<b>5.8%</b>	<b>2.6%</b>	<b>-1.2%</b>
<b>Systemwide**</b>	<b>78.2%</b>	<b>9.1%</b>	<b>6.3%</b>	<b>6.5%</b>	<b>79.9%</b>	<b>9.9%</b>	<b>6.3%</b>	<b>3.9%</b>	<b>-1.7%</b>

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

**\* Headway Definitions**

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

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

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

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

**Chart 2**

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

Line	Dec '13 - Nov '14				Dec '12 - Nov '13				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	88.0%	6.4%	3.4%	2.2%	85.9%	7.4%	4.2%	2.4%	+2.1%
2	81.2%	9.9%	5.8%	3.1%	82.2%	10.0%	5.4%	2.5%	-1.0%
3	88.2%	6.9%	3.0%	2.0%	88.2%	7.3%	2.8%	1.7%	+0.0%
4	78.7%	9.7%	6.5%	5.1%	80.2%	9.6%	6.2%	4.1%	-1.5%
5	84.4%	7.7%	4.6%	3.4%	84.6%	7.4%	4.4%	3.6%	-0.2%
6	82.8%	8.1%	5.2%	3.9%	84.0%	8.3%	4.7%	3.0%	-1.2%
7	81.2%	9.8%	4.8%	4.2%	82.6%	10.8%	4.8%	1.8%	-1.4%
S 42nd	98.4%	0.8%	0.3%	0.5%	N/A	N/A	N/A	N/A	N/A
<b>Sub Division A**</b>	<b>83.5%</b>	<b>8.3%</b>	<b>4.8%</b>	<b>3.4%</b>	<b>84.0%</b>	<b>8.7%</b>	<b>4.6%</b>	<b>2.7%</b>	<b>-0.5%</b>
A	78.2%	10.0%	5.4%	6.5%	79.6%	11.0%	7.2%	2.2%	-1.4%
C	80.8%	9.4%	6.5%	3.3%	79.4%	8.8%	7.5%	4.3%	+1.4%
D	80.9%	8.9%	4.1%	6.0%	81.7%	11.1%	5.9%	1.3%	-0.8%
E	86.0%	8.2%	2.9%	2.9%	86.4%	9.1%	3.7%	0.7%	-0.4%
F	79.3%	8.7%	5.6%	6.4%	79.7%	11.6%	6.2%	2.4%	-0.4%
S Fkln	95.9%	3.0%	0.4%	0.7%	96.4%	3.4%	0.2%	0.0%	-0.5%
G	88.4%	7.6%	2.2%	1.7%	88.1%	6.7%	3.1%	2.1%	+0.3%
J Z	91.5%	5.8%	2.0%	0.6%	89.7%	7.4%	2.1%	0.9%	+1.8%
L	83.4%	7.8%	4.3%	4.4%	86.1%	8.6%	3.5%	1.8%	-2.7%
N	84.1%	7.9%	4.9%	3.0%	83.3%	10.1%	5.1%	1.6%	+0.8%
Q	86.9%	8.4%	4.0%	0.7%	85.7%	8.3%	4.3%	1.7%	+1.2%
R	81.0%	11.2%	3.8%	4.1%	83.6%	11.6%	3.7%	1.1%	-2.6%
<b>Sub Division B</b>	<b>84.7%</b>	<b>8.1%</b>	<b>3.9%</b>	<b>3.4%</b>	<b>85.0%</b>	<b>9.0%</b>	<b>4.4%</b>	<b>1.7%</b>	<b>-0.3%</b>
<b>Systemwide**</b>	<b>84.3%</b>	<b>8.2%</b>	<b>4.2%</b>	<b>3.4%</b>	<b>84.6%</b>	<b>8.9%</b>	<b>4.5%</b>	<b>2.1%</b>	<b>-0.3%</b>

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

\* **Headway Definitions**

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

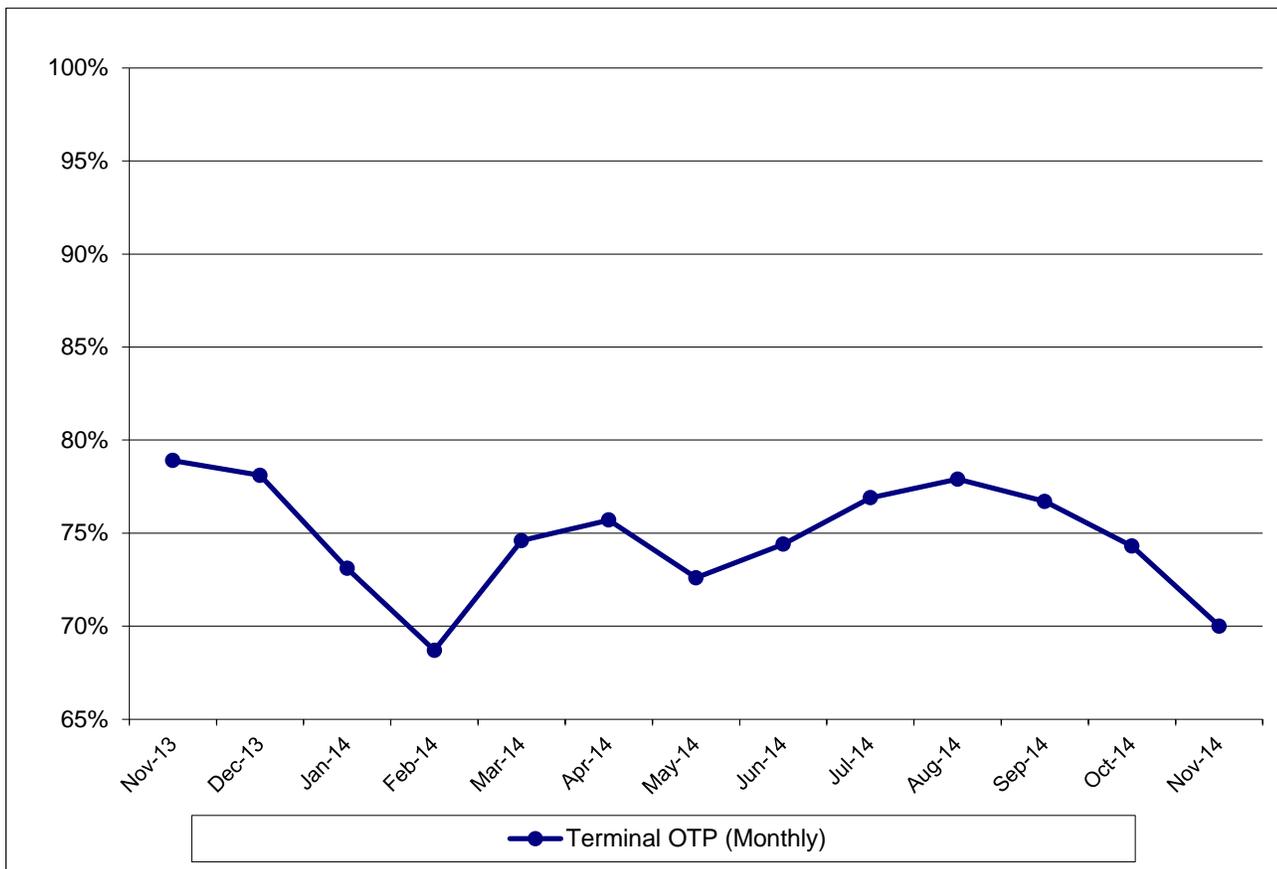
Medium Gap: from 50% to 100% over scheduled headway

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

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

**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

Nov 2014: 70.0%  
 Nov 2013: 78.9%  
 12-Mon Avg: 74.5%  
 (Dec '13-Nov '14)

#### Subdivision A

##### Monthly Results

Nov 2014: 66.6%  
 Nov 2013: 71.3%  
 12-Mon Avg: 69.2%  
 (Dec '13-Nov '14)

#### Subdivision B

##### Monthly Results

Nov 2014: 72.8%  
 Nov 2013: 84.9%  
 12-Mon Avg: 78.8%  
 (Dec '13-Nov '14)

### Discussion of Results

In November 2014, Over Crowding (13,342 delays), Right Of Way (8,927 delays), and Track Gangs (5,548 delays) were the highest categories of delays, representing 62.7% of the total 44,356 delays.

**Chart 4**

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

<u>Line</u>	<u>Dec '13 - Nov '14</u>	<u>Dec '12 - Nov '13</u>	<u>% Difference</u>
①	79.5%	84.6%	-5.1%
②	46.8%	56.5%	-9.7%
③	66.0%	71.6%	-5.6%
④	45.8%	55.4%	-9.6%
⑤	43.6%	57.2%	-13.6%
⑥	54.3%	73.9%	-19.6%
⑦	87.5%	89.1%	-1.6%
Ⓢ 42 St	97.7%	N/A*	
<b>Subdivision A</b>	69.2%	72.4%	-3.2%
Ⓐ	73.4%	83.7%	-10.3%
Ⓑ	75.0%	84.3%	-9.3%
Ⓒ	84.2%	91.9%	-7.7%
Ⓓ	75.6%	84.1%	-8.5%
Ⓔ	71.8%	82.3%	-10.5%
Ⓕ	54.4%	74.9%	-20.5%
Ⓢ Fkln	99.1%	99.3%	-0.2%
Ⓖ	79.5%	86.5%	-7.0%
Ⓢ Rock	95.3%	97.2%	-1.9%
Ⓙ	87.2%	94.7%	-7.5%
Ⓛ	93.5%	94.9%	-1.4%
Ⓜ	75.3%	86.1%	-10.8%
Ⓝ	72.8%	82.4%	-9.6%
Ⓞ	78.0%	86.5%	-8.5%
Ⓡ	84.7%	88.0%	-3.3%
<b>Subdivision B</b>	78.8%	87.0%	-8.2%
<b>Systemwide</b>	<b>74.5%</b>	<b>81.1%</b>	<b>-6.6%</b>

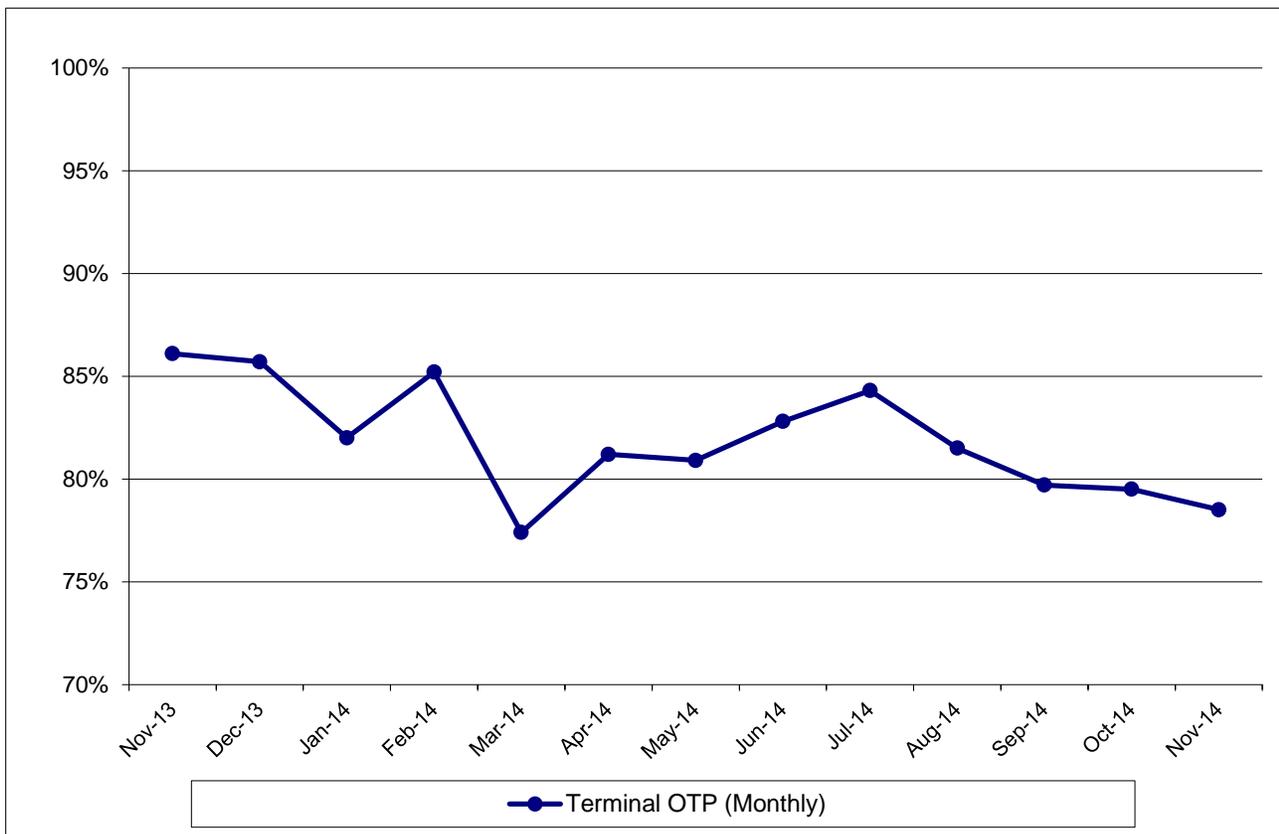
**Chart 5**

**November 2014 Weekday Terminal Delays  
Systemwide Summary**

<u>Categories</u>	<u>Delays</u>
Over Crowding	13,342
Row Delays	8,927
Track Gangs	5,548
Work Equipment/G. O.	3,261
Sick Customer	2,808
Car Equipment	2,239
Police	1,790
Unruly Customer	1,689
Operational Diversions	1,413
Inclement Weather	1,278
Employee	730
Infrastructure	560
Fire	542
External	228
Collision/Derailment	1
<b>Total Delays</b>	<b><u><u>44,356</u></u></b>

\* Total may differ slightly due to rounding.

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



### Weekend Terminal On-Time Performance Definition

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

### Weekend Terminal On-Time Performance Results

#### **Systemwide Monthly Results**

Nov 2014: 78.5%  
 Nov 2013: 86.1%  
 12-Mon Avg: 81.5%  
 (Dec '13-Nov '14)

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

Nov 2014: 75.5%  
 Nov 2013: 82.5%  
 12-Mon Avg: 79.2%  
 (Dec '13-Nov '14)

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

Nov 2014: 80.6%  
 Nov 2013: 88.6%  
 12-Mon Avg: 83.1%  
 (Dec '13-Nov '14)

### Discussion of Results

In November 2014, Over Crowding (3,140 delays), Track Gangs (2,604 delays), and Work Equipment G/O (2,137 delays) were the highest categories of delays, representing 61.6% of the total 12,784 delays.

**Chart 7**

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

<u>Line</u>	<u>Dec '13 - Nov '14</u>	<u>Dec '12 - Nov '13</u>	<u>% Difference</u>
①	86.5%	85.1%	+1.4%
②	45.7%	63.6%	-17.9%
③	77.2%	82.9%	-5.7%
④	63.4%	71.4%	-8.0%
⑤	74.0%	82.3%	-8.3%
⑥	71.9%	73.5%	-1.6%
⑦	93.7%	92.7%	+1.0%
Ⓢ 42 St	99.4%	N/A*	
<b>Subdivision A</b>	<b>79.2%</b>	<b>79.5%</b>	<b>-0.3%</b>
Ⓐ	75.8%	82.5%	-6.7%
Ⓒ	75.6%	80.1%	-4.5%
Ⓓ	81.7%	86.1%	-4.4%
Ⓔ	72.0%	88.9%	-16.9%
Ⓕ	56.3%	75.6%	-19.3%
Ⓢ Fkln	98.9%	99.7%	-0.8%
Ⓖ	89.9%	96.0%	-6.1%
Ⓢ Rock	97.3%	98.1%	-0.8%
Ⓙ	94.9%	97.0%	-2.1%
Ⓛ	95.8%	95.9%	-0.1%
Ⓜ	97.9%	97.9%	0.0
Ⓝ	76.8%	81.0%	-4.2%
Ⓞ	87.3%	91.6%	-4.3%
Ⓡ	72.7%	88.1%	-15.4%
<b>Subdivision B</b>	<b>83.1%</b>	<b>89.5%</b>	<b>-6.4%</b>
<b>Systemwide</b>	<b>81.5%</b>	<b>85.8%</b>	<b>-4.3%</b>

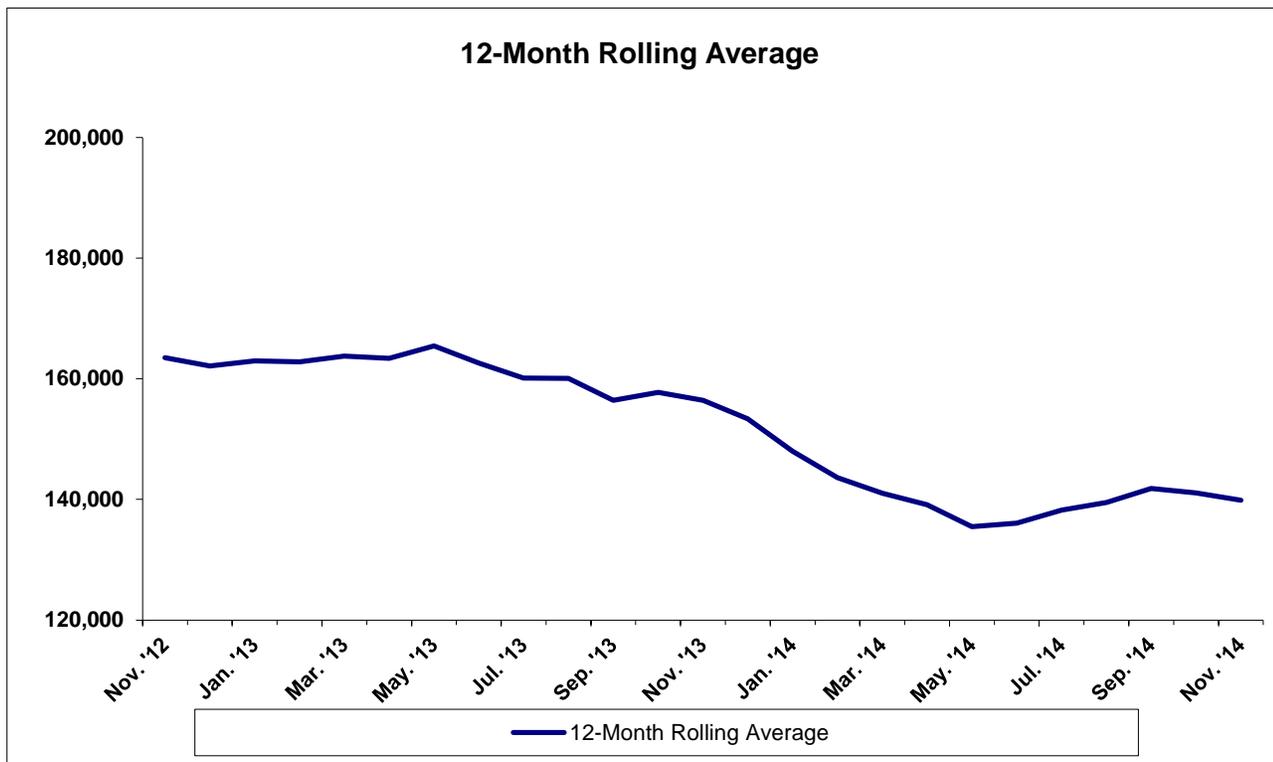
\* Performance data unavailable pending ATS system software upgrade.

**November 2014 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Over Crowding	3,140
Track Gangs	2,604
Work Equipment/G.O.	2,137
ROW Delays	1,427
Unruly Customer	897
Sick Customer	545
Operational Diversions	448
Police	388
Employee	307
Infrastructure	306
Car Equipment	294
Fire	117
External	96
Inclement Weather	77
<b>Total Delays</b>	<b>12,784</b>

\* Total may differ slightly due to rounding.

# Subway Mean Distance Between Failure



## Definition

Subway Mean Distance Between Failure (MDBF) is the measure of subway car fleet reliability and is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

### Monthly Results

Nov 2014: 135,209

Nov 2013: 150,892

### 12-Month Average

Dec 13 - Nov 14: 139,870

Dec 12 - Nov 13: 156,430

### Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

## Discussion of Results

MDBF in November 2014 decreased 10.4% from November 2013. Over the past year, the MDBF 12-month average decreased 10.6.%.

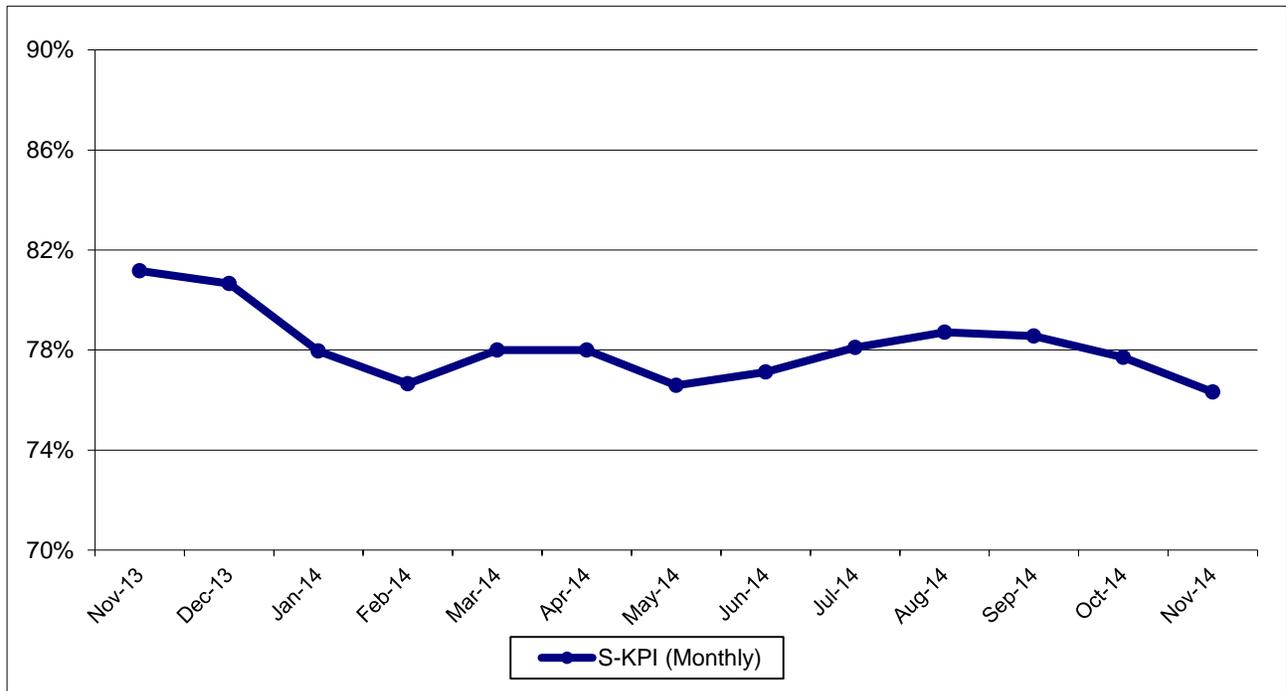
# Car Reliability

## Mean Distance Between Failures (Miles)

### 12-Month Average MDBF

<b>Car Class</b>	<b># of Cars</b>	<b>November '14</b>	<b>November '13</b>	<b>% Change</b>
R32	222	57,196	52,903	8.11%
R42	50	52,249	34,445	51.69%
R46	752	85,719	97,075	-11.70%
R62	315	207,087	210,374	-1.56%
R62A	824	122,243	164,142	-25.53%
R68	425	159,009	171,086	-7.06%
R68A	200	84,237	93,985	-10.37%
R142	1,030	138,518	152,846	-9.37%
R142A	465	85,607	110,091	-22.24%
R143	212	85,085	81,381	4.55%
R160	1,662	377,459	454,503	-16.95%
R188	209	282,320	NA	NA
FLEET	6,366	139,870	156,430	-10.59%

## 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

Nov. 2014: 76.3%  
 Nov. 2013: 81.2%  
 12 Mon Avg: 77.7%  
 (Dec '13 - Nov '14)

#### Subdivision A

##### Monthly Results

Nov. 2014: 72.7%  
 Nov. 2013: 76.7%  
 12 Mon Avg: 72.3%  
 (Dec '13 - Nov '14)

#### Subdivision B

##### Monthly Results

Nov. 2014: 79.3%  
 Nov. 2013: 84.3%  
 12 Mon Avg: 81.1%  
 (Dec '13 - Nov '14)

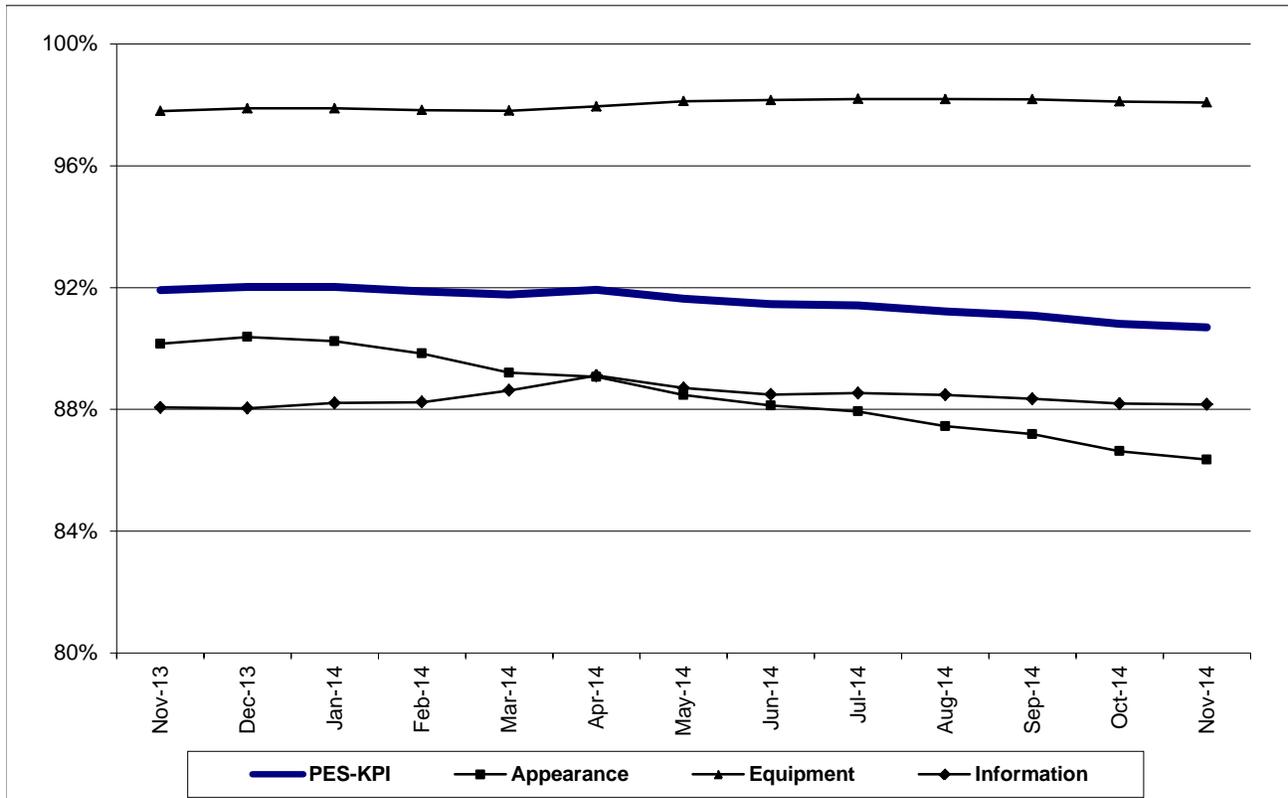
**Chart 12**

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

<u>Line</u>	<u>Dec '13 - Nov '14</u>	<u>Dec '12 - Nov '13</u>	<u>% Difference</u>
①	78.8%	82.5%	-3.7%
②	65.0%	68.8%	-3.8%
③	76.2%	78.0%	-1.8%
④	63.5%	68.8%	-5.3%
⑤	61.5%	69.6%	-8.1%
⑥	63.0%	75.1%	-12.1%
⑦	81.8%	83.6%	-1.8%
⑤ 42nd	85.6%	N/A	N/A
<b>SubDivision A</b>	<b>72.3%</b>	<b>76.2%</b>	<b>-3.9%</b>
①	68.9%	76.3%	-7.4%
②	76.2%	79.5%	-3.3%
③	77.5%	81.1%	-3.6%
④	82.0%	82.9%	-0.9%
⑤	76.0%	79.6%	-3.6%
⑥	68.8%	78.0%	-9.2%
⑤ Fkln	89.8%	92.8%	-3.0%
⑦	77.8%	80.5%	-2.7%
⑤ Rock	85.7%	94.9%	-9.2%
① ②	84.0%	86.0%	-2.0%
③	82.5%	82.9%	-0.4%
④	79.8%	82.8%	-3.0%
⑤	80.5%	82.6%	-2.1%
⑥	81.2%	83.2%	-2.0%
⑦	84.3%	81.2%	+3.1%
<b>SubDivision B</b>	<b>81.1%</b>	<b>84.9%</b>	<b>-3.8%</b>
<b>Systemwide</b>	<b>77.7%</b>	<b>81.8%</b>	<b>-4.1%</b>

**Chart 13**

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



### PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>November 2014:</b>	<b>90.7%</b>	86.4%	98.1%	88.2%
<b>November 2013:</b>	<b>91.9%</b>	90.2%	97.8%	88.1%
<b>% Difference:</b>	<b>-1.2%</b>	-3.8%	+0.3%	+0.1%

**Chart 14**

## PES-KPI - Subway Car

Line	November 2014				November 2013				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	92.8%	92.5%	93.5%	92.4%	94.9%	96.7%	96.9%	91.0%	-2.1%
②	95.3%	92.2%	96.9%	96.8%	95.7%	94.5%	96.2%	96.5%	-0.4%
③	94.8%	94.0%	98.4%	92.0%	95.6%	94.4%	98.0%	94.4%	-0.8%
④	95.6%	92.5%	97.7%	96.7%	96.2%	94.9%	96.9%	97.0%	-0.6%
⑤	94.9%	93.4%	97.2%	94.1%	97.5%	96.1%	98.1%	98.4%	-2.6%
⑥	94.8%	91.4%	97.2%	95.9%	96.2%	90.8%	98.7%	99.4%	-1.4%
⑦	95.6%	96.8%	98.0%	91.9%	94.4%	96.5%	92.6%	94.1%	+1.2%
④ S 42nd	95.5%	95.7%	98.8%	92.0%	96.4%	96.3%	97.1%	95.7%	-0.9%
SubDivision A	94.7%	93.1%	96.9%	94.1%	95.8%	94.9%	96.7%	95.6%	-1.1%
① A	95.5%	95.4%	96.8%	94.4%	94.6%	95.5%	95.9%	92.5%	+0.9%
① B	93.7%	93.7%	95.1%	92.2%	92.8%	90.4%	96.5%	91.6%	+0.9%
① C	94.8%	93.8%	99.1%	91.5%	94.9%	95.2%	96.3%	93.3%	-0.1%
① D	94.2%	94.0%	96.4%	92.1%	92.7%	89.8%	95.4%	93.1%	+1.5%
① E	96.1%	93.5%	99.3%	95.4%	98.2%	96.1%	99.2%	99.4%	-2.1%
① F	94.3%	91.2%	98.8%	92.8%	97.3%	95.6%	97.9%	98.4%	-3.0%
④ S Fkln	91.9%	93.8%	94.1%	87.8%	94.5%	94.9%	95.9%	92.6%	-2.6%
① G	94.7%	94.4%	95.6%	94.1%	95.6%	95.9%	98.5%	92.4%	-0.9%
① J/Z	94.8%	92.1%	95.3%	97.1%	96.8%	96.8%	95.4%	98.3%	-2.0%
① L	95.4%	90.5%	99.1%	96.7%	97.0%	94.8%	98.4%	98.0%	-1.6%
① M	95.3%	90.9%	99.1%	96.0%	96.6%	93.4%	97.4%	99.1%	-1.3%
① N	95.0%	88.8%	99.0%	97.4%	96.3%	91.1%	99.5%	98.5%	-1.3%
① Q	94.5%	89.4%	99.8%	94.4%	96.9%	92.9%	99.2%	98.7%	-2.4%
① R	95.3%	90.8%	98.4%	96.8%	94.8%	93.8%	97.4%	93.2%	+0.5%
SubDivision B	94.8%	92.0%	97.9%	94.6%	95.8%	94.0%	97.5%	95.9%	-1.0%
Systemwide	94.7%	92.5%	97.5%	94.4%	95.8%	94.3%	97.2%	95.8%	-1.1%

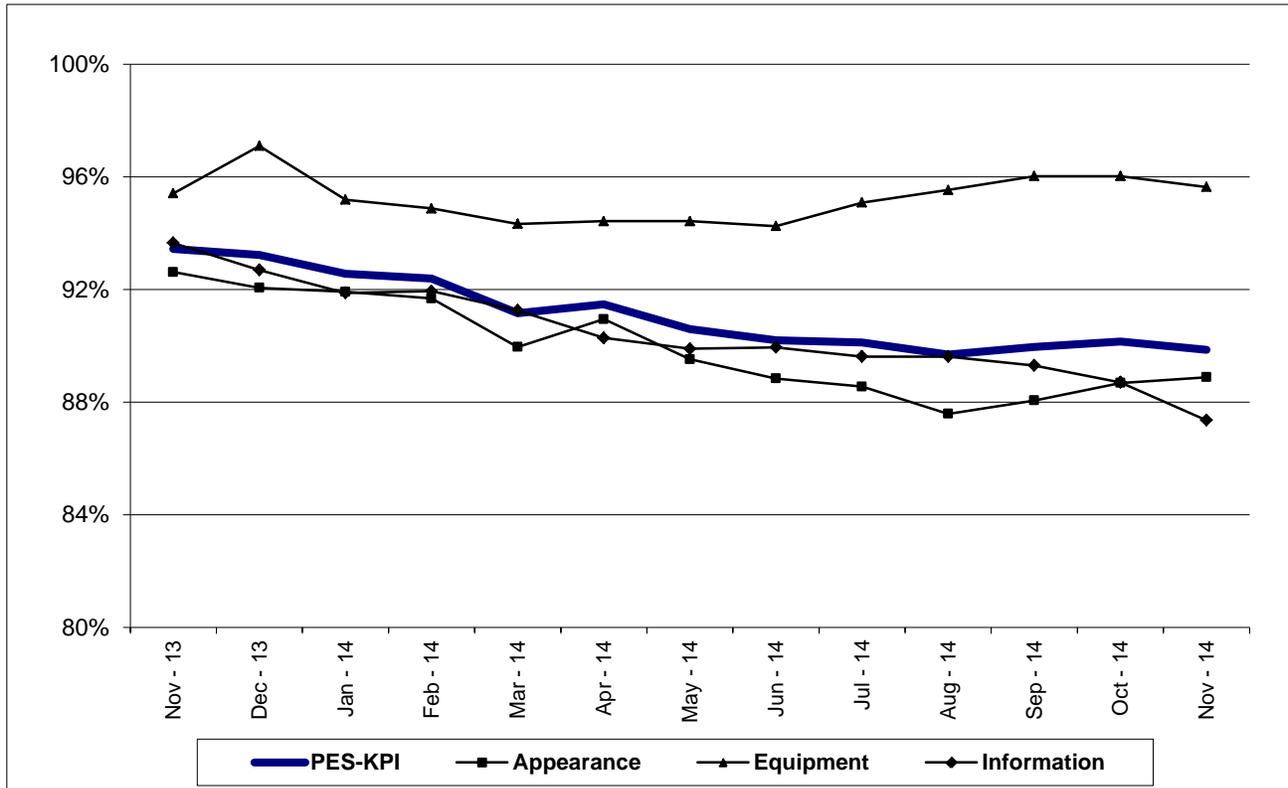
Chart 15

## PES-KPI - Station

<u>Borough</u>	<b>November 2014</b>				<b>November 2013</b>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	<b>86.3%</b>	81.0%	98.1%	81.0%	<b>86.0%</b>	82.5%	97.6%	78.7%	<b>+0.3%</b>
Manhattan	<b>86.0%</b>	78.3%	98.7%	82.6%	<b>88.0%</b>	84.3%	98.4%	82.3%	<b>-2.0%</b>
Brooklyn	<b>86.4%</b>	82.0%	98.6%	79.6%	<b>88.0%</b>	88.0%	98.7%	77.7%	<b>-1.6%</b>
Queens	<b>88.3%</b>	82.4%	99.0%	84.7%	<b>90.0%</b>	89.6%	98.6%	82.4%	<b>-1.7%</b>
<b>Systemwide</b>	<b>86.6%</b>	<b>80.7%</b>	<b>98.7%</b>	<b>81.8%</b>	<b>88.1%</b>	<b>86.3%</b>	<b>98.4%</b>	<b>80.1%</b>	<b>-1.5%</b>

**Chart 16**

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



### PES-KPI Definition

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

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

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

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

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

### SIR PES-KPI Results

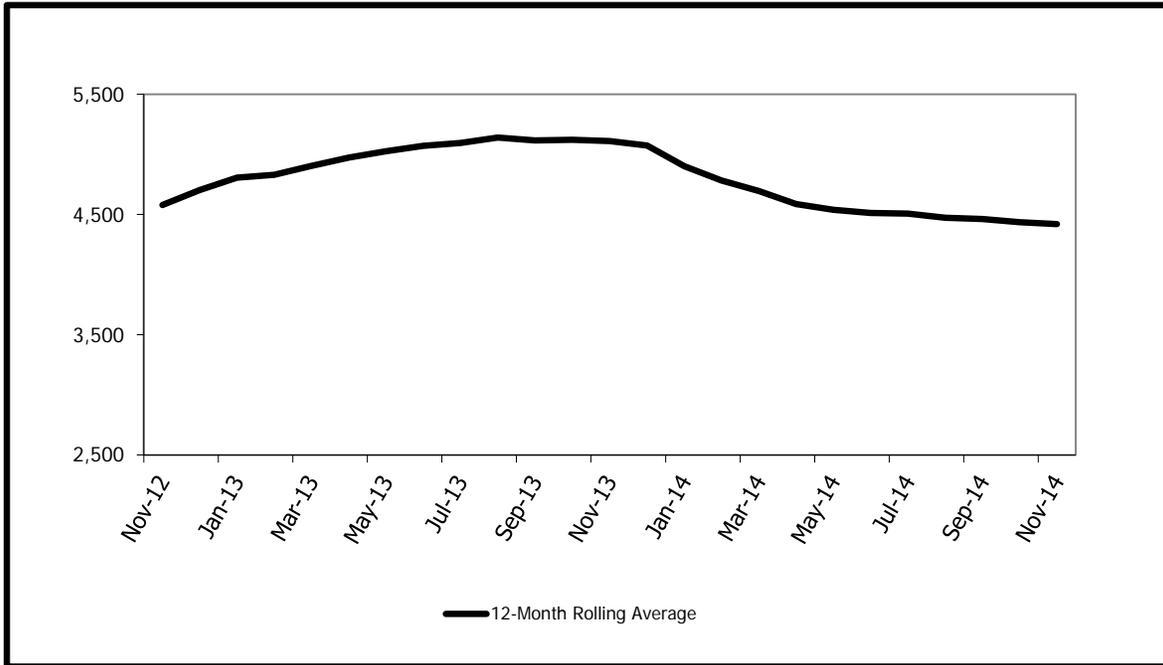
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>November 2014:</b>	<b>89.9%</b>	88.9%	95.6%	87.4%
<b>November 2013:</b>	<b>93.4%</b>	92.6%	95.4%	93.6%
<b>% Difference:</b>	<b>-3.5%</b>	-3.7%	+0.2%	-6.2%

# Monthly Operations Report

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

<b>MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators</b>						
<b>Performance Indicator</b>	<b>Current Month: November 2014</b>			<b>12-Month Average</b>		
	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>	<b>This Year</b>	<b>Last Year</b>	<b>% Change</b>
<b>System MDBF (chart 1)</b>	4,867	5,089	-4.4%	4,421	5,111	-13.5%
NYCT Bus	4,616	4,937	-6.5%	4,212	4,980	-15.4%
MTA Bus	5,924	5,653	+4.8%	5,253	5,584	-5.9%
<b>System MDBSI (chart 2)</b>	2,483	2,581	-3.8%	2,398	2,739	-12.5%
NYCT Bus	2,413	2,625	-8.1%	2,357	2,722	-13.4%
MTA Bus	2,748	2,446	+12.4%	2,539	2,799	-9.3%
<b>System Trips Completed (chart 3)</b>	99.06%	99.14%	-0.1%	98.87%	99.24%	-0.4%
NYCT Bus	99.11%	99.30%	-0.2%	99.04%	99.27%	-0.2%
MTA Bus	98.83%	98.48%	+0.3%	98.18%	99.12%	-0.9%
<b>System AM Pull Out (chart 4)</b>	99.56%	99.45%	+0.1%	99.29%	99.66%	-0.4%
NYCT Bus	99.60%	99.79%	-0.2%	99.50%	99.72%	-0.2%
MTA Bus	99.42%	98.28%	+1.1%	98.56%	99.44%	-0.9%
<b>System PM Pull Out (chart 5)</b>	99.65%	99.69%	-0.0%	99.54%	99.85%	-0.3%
NYCT Bus	99.78%	99.91%	-0.1%	99.79%	99.88%	-0.1%
MTA Bus	99.20%	98.87%	+0.3%	98.67%	99.77%	-1.1%
<b>System Buses &gt;= 12 years</b>	28%	25%				
NYCT Bus	32%	29%				
MTA Bus	12%	13%				
<b>System Fleet Age</b>	8.82	7.79				
NYCT Bus	8.99	7.94				
MTA Bus	8.23	7.25				
<b>Paratransit</b>						
<b>% of Trips Completed</b>	94.89%	94.15%	+0.7%	94.02%	94.08%	-0.1%
Trips Requested	626,297	648,526	-3.4%	648,842	661,433	-1.9%
Trips Scheduled	543,532	572,306	-5.0%	566,946	593,911	-4.5%
Trips Completed	515,778	538,838	-4.3%	533,046	558,756	-4.6%
Early Cancellations as a Percentage of Trips Requested	12.45%	10.98%	+1.5%	11.82%	9.44%	+2.4%
Late Cancellations as a Percentage of Trips Scheduled	2.67%	3.55%	-0.9%	3.78%	3.80%	-0.0%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.55%	1.60%	-0.1%	1.47%	1.66%	-0.2%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.88%	0.69%	+0.2%	0.74%	0.47%	+0.3%
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	0.76%	0.78%	-0.0%	0.81%	0.77%	+0.0%
New Applications Received	2,500	2,689	-7.0%	2,997	3,003	-0.2%

## Bus Mean Distance Between Failures - System\*



### Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

### Monthly Results

November 2014: 4,867  
November 2013: 5,089

### 12-Month Average

December 13 - November 14 4,421  
December 12 - November 13 5,111

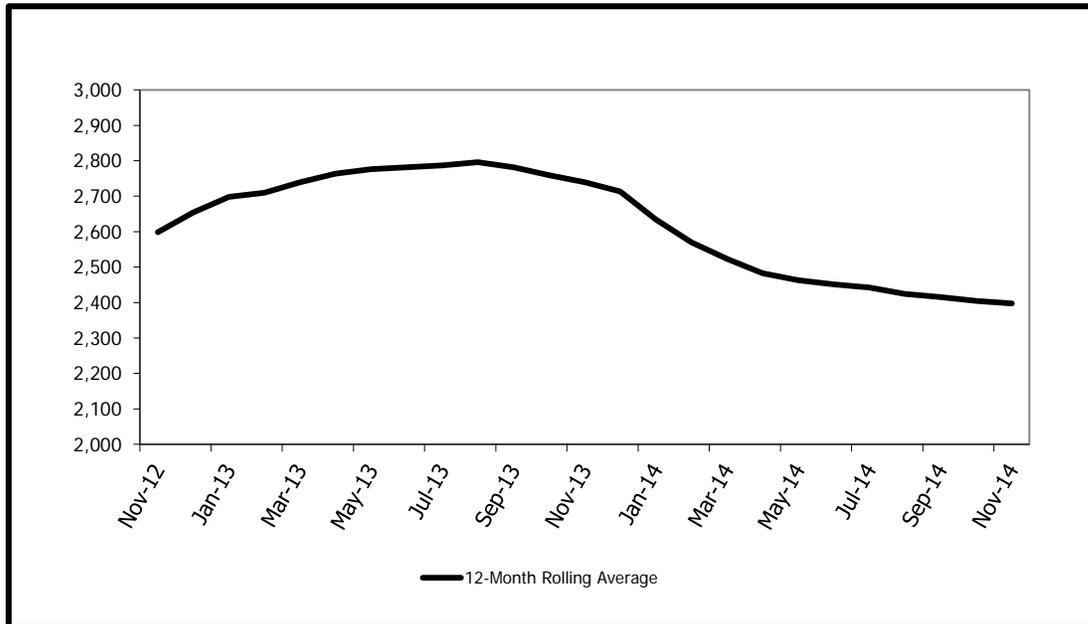
### Annual Results

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

November 2014: 2,483  
November 2013: 2,581

### 12-Month Average

December 13 - November 14 2,398  
December 12 - November 13 2,739

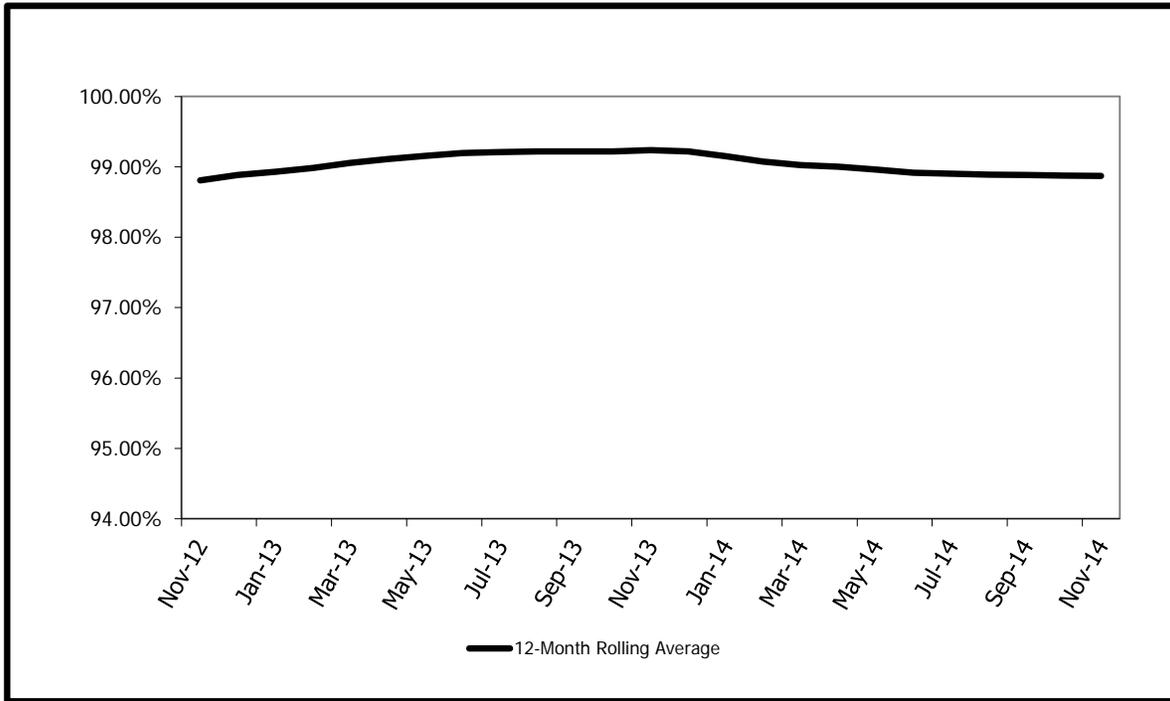
### Annual Results

2014 YTD: 2,375  
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**

November 2014: 99.06%  
 November 2013: 99.14%

**12-Month Average**

December 13 - November 14 98.87%  
 December 12 - November 13 99.24%

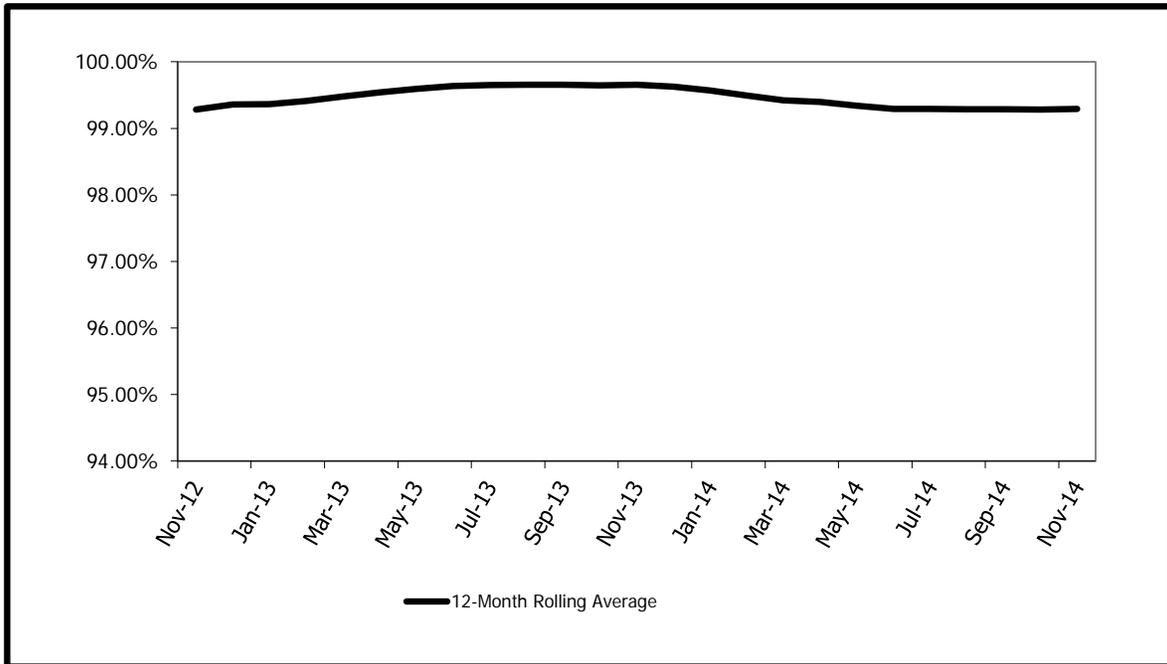
**Annual Results**

2014 YTD: 98.86%  
 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

November 2014: 99.56%

November 2013: 99.45%

### 12-Month Average

December 13 - November 14 99.29%

December 12 - November 13 99.66%

### Annual Results

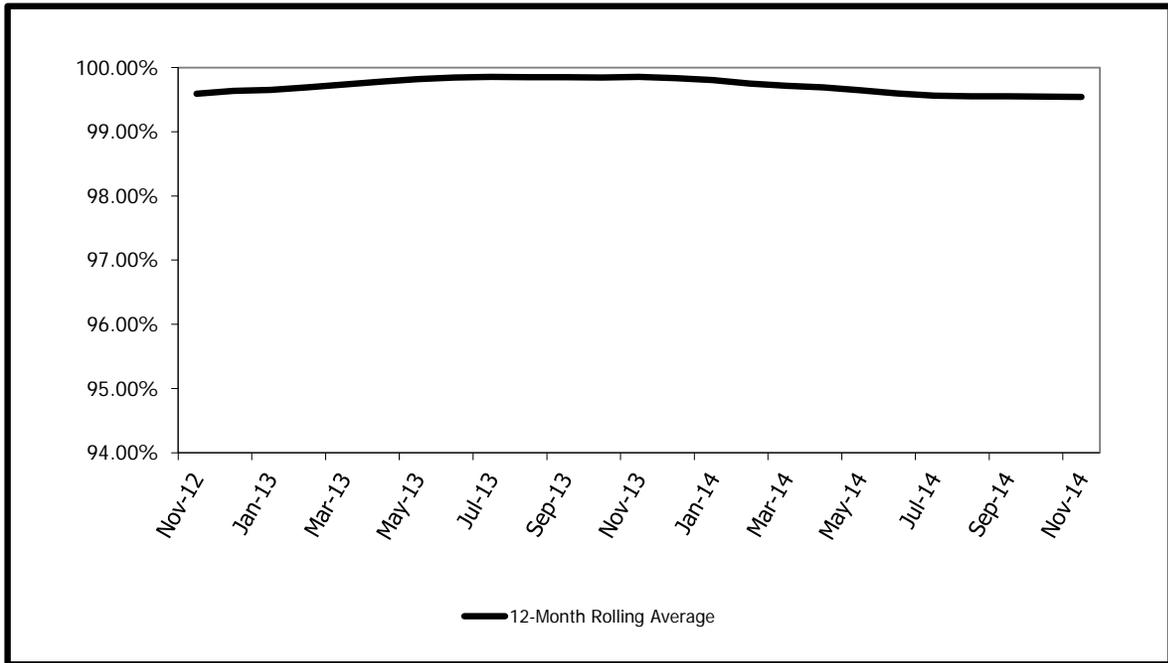
2014 YTD: 99.30%

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**

November 2014: 99.65%  
 November 2013: 99.69%

**12-Month Average**

December 13 - November 14: 99.54%  
 December 12 - November 13: 99.85%

**Annual Results**

2014 YTD: 99.55%  
 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 November 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: November 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1,5</sup> (chart 1)	2.33	2.06	+13.1%	2.62	2.48	+5.6%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	2.30	2.08	+10.9%	2.65	2.48	+6.9%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	2	1	+100.0%
Subway Fires <sup>2</sup> (charts 5-6)	80	82	-2.4%	976	881	+10.8%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	2.52	2.29	+10.1%	2.66	2.85	-6.7%

Bus Collisions Per Million Miles (chart 7)						
<b>Regional</b>	47.91	50.44	-5.0%	49.04	48.69	+0.7%
NYCT Bus	49.06	51.53	-4.8%	50.00	50.16	-0.3%
MTA Bus	44.13	46.88	-5.9%	45.98	43.98	+4.6%
Bus Collision Injuries per Million Miles (chart 8)						
<b>Regional</b>	6.38	7.00	-8.9%	6.25	6.81	-8.3%
NYCT Bus	7.15	7.26	-1.5%	6.56	7.34	-10.7%
MTA Bus	3.85	6.16	-37.5%	5.27	5.11	+3.1%
Bus Customer Accidents Per Million Customers (chart 9)						
<b>Regional</b>	0.95	1.12	-15.2%	1.07	1.05	+2.2%
NYCT Bus	0.94	1.25	-24.9%	1.11	1.07	+3.8%
MTA Bus	0.99	0.39	+151.4%	0.84	0.91	-7.9%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
<b>Regional</b>	0.98	1.21	-19.0%	1.13	1.12	+0.3%
NYCT Bus	0.98	1.36	-28.1%	1.17	1.14	+2.2%
MTA Bus	0.99	0.39	+151.4%	0.91	1.02	-10.9%
Bus Employee LT Accidents per 100 Employees (chart 11)						
NYCT Bus	5.08	4.95	+2.8%	5.77	5.28	+9.3%
MTA Bus	5.53	6.01	-8.1%	7.44	6.74	+10.4%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	3.10	2.99	+3.7%	3.40	3.35	+1.5%

Subways Crime Report						
Performance Indicator	Current Month: December 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	193	278	-30.6%	2,231	2,619	-14.8%
Robberies <sup>3,4</sup>	41	53	-22.6%	438	612	-28.4%

SIR Crime Report						
Performance Indicator	Current Month: December 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	1	2	-50.0%	24	25	-4.0%
Robberies <sup>3,4</sup>	1	1	0.0%	15	9	+66.7%

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

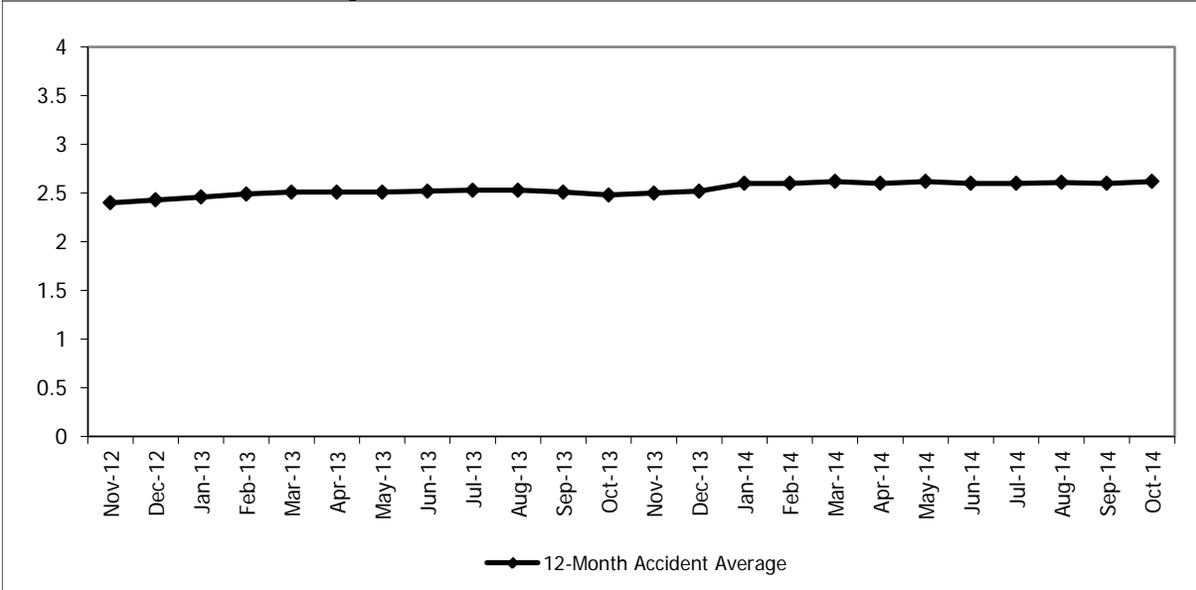
<sup>2</sup> 12-month figures shown are totals rather than averages.

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

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

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

# Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

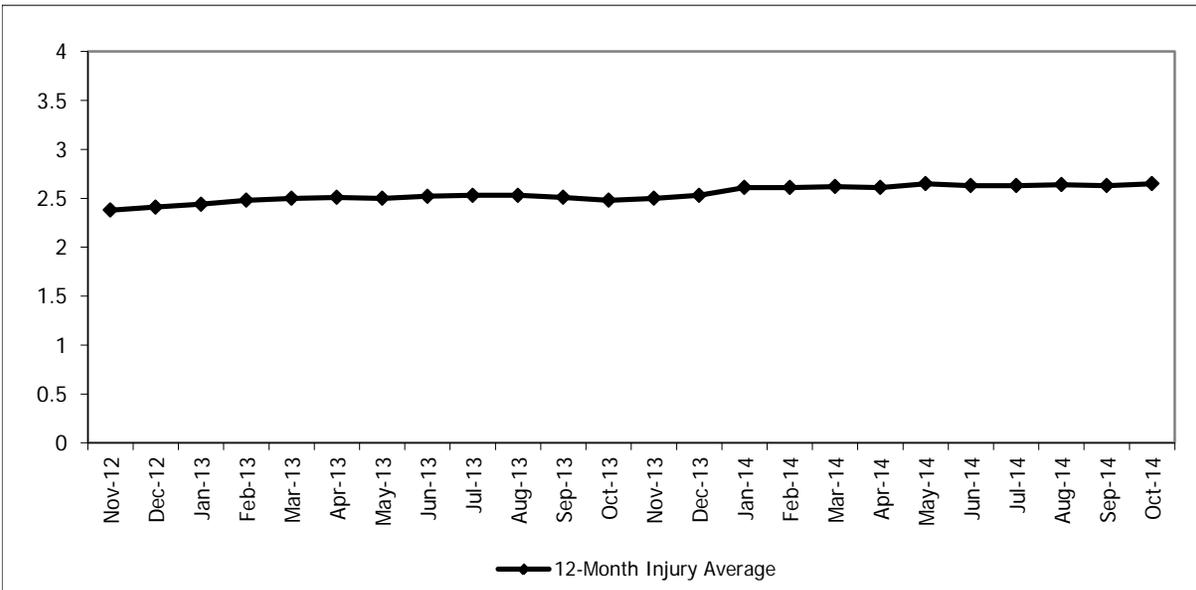
Oct 2014: 2.33  
Oct 2013: 2.06

### 12-Month Average

Nov 13 – Oct 14: 2.62  
Nov 12 – Oct 13: 2.48

### Annual Results

2014 YTD: 2.57  
2013 Actual: 2.52



### Monthly Results

Oct 2014: 2.30  
Oct 2013: 2.08

### 12-Month Average

Nov 13 – Oct 14: 2.65  
Nov 12 – Oct 13: 2.48

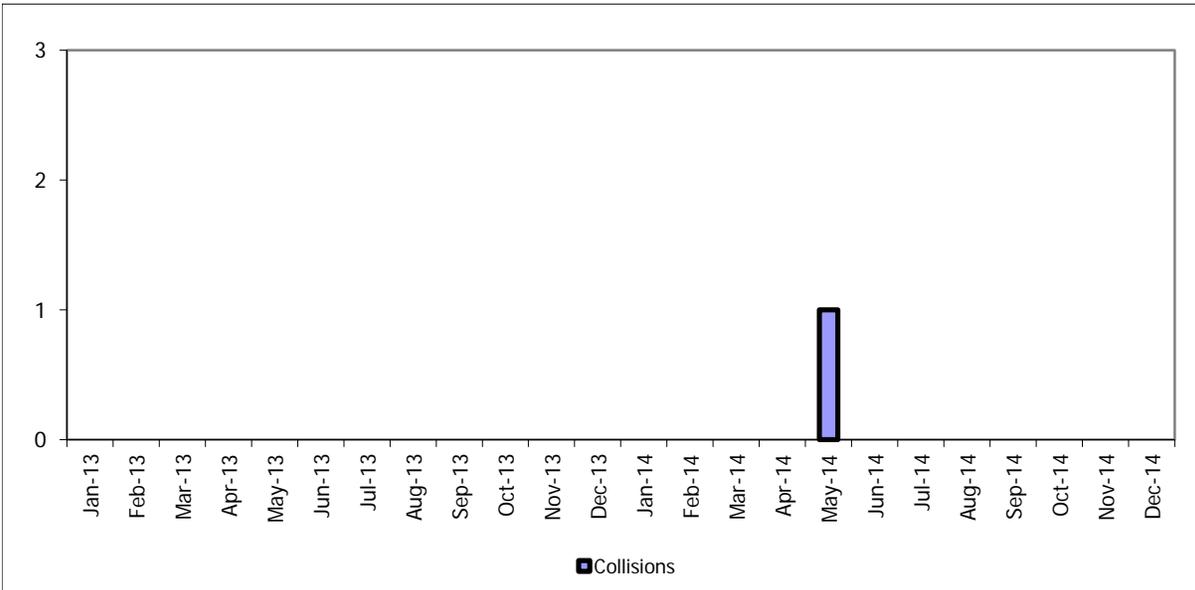
### Annual Results

2014 YTD: 2.60  
2013 Actual: 2.53

### Definitions

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

# Subway Collisions/Derailments



### Monthly Results

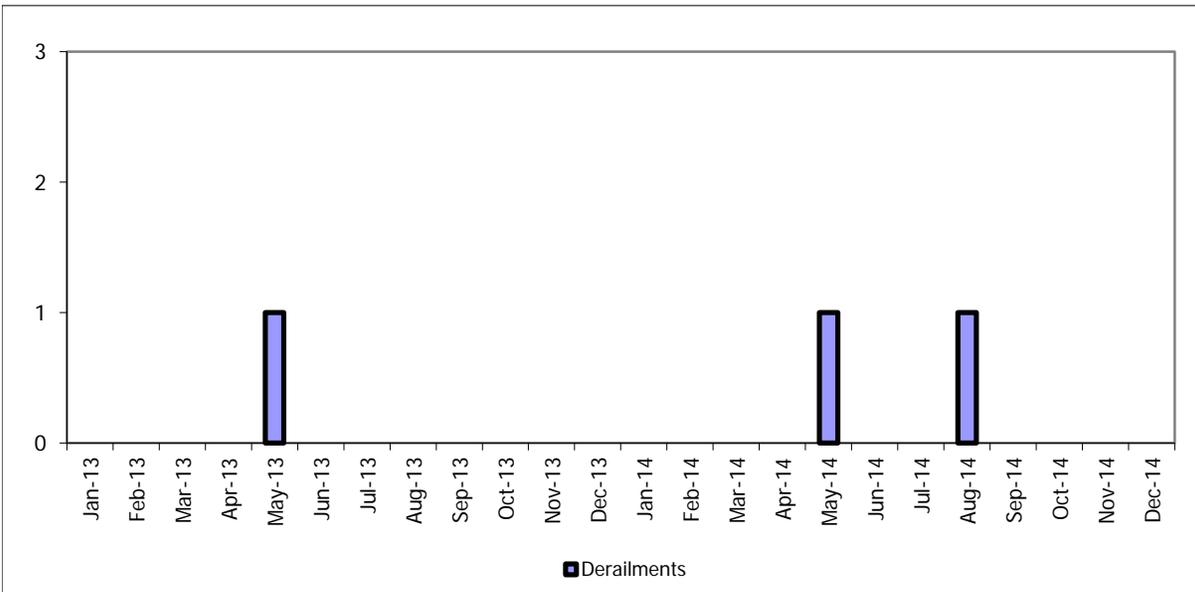
Dec 2014: 0  
Dec 2013: 0

### 12-Month Average

Jan 14 – Dec 14: 1  
Jan 13 – Dec 13: 0

### Annual Results

2014 YTD: 1  
2013 Actual: 0



### Monthly Results

Dec 2014: 0  
Dec 2013: 0

### 12-Month Average

Jan 14 – Dec 14: 2  
Jan 13 – Dec 13: 1

### Annual Results

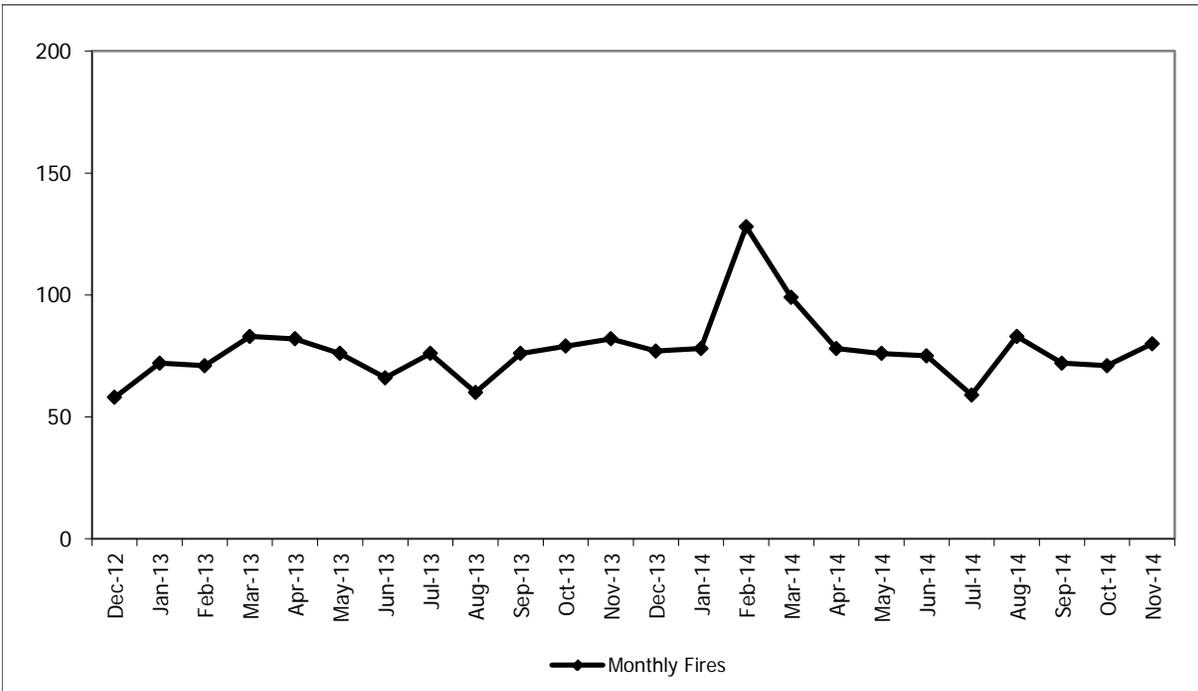
2014 YTD: 2  
2013 Actual: 1

### 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)

# Subway Fires



## Monthly Results

Nov 2014: 80  
 Nov 2013: 82

## 12-Month Average

Dec 13 – Nov 14: 976  
 Dec 12 – Nov 13: 881

## Annual Results

2014 YTD: 899  
 2013 Actual: 900

Chart 5

# Subway Fires

Fire severity is classified as follows:

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

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

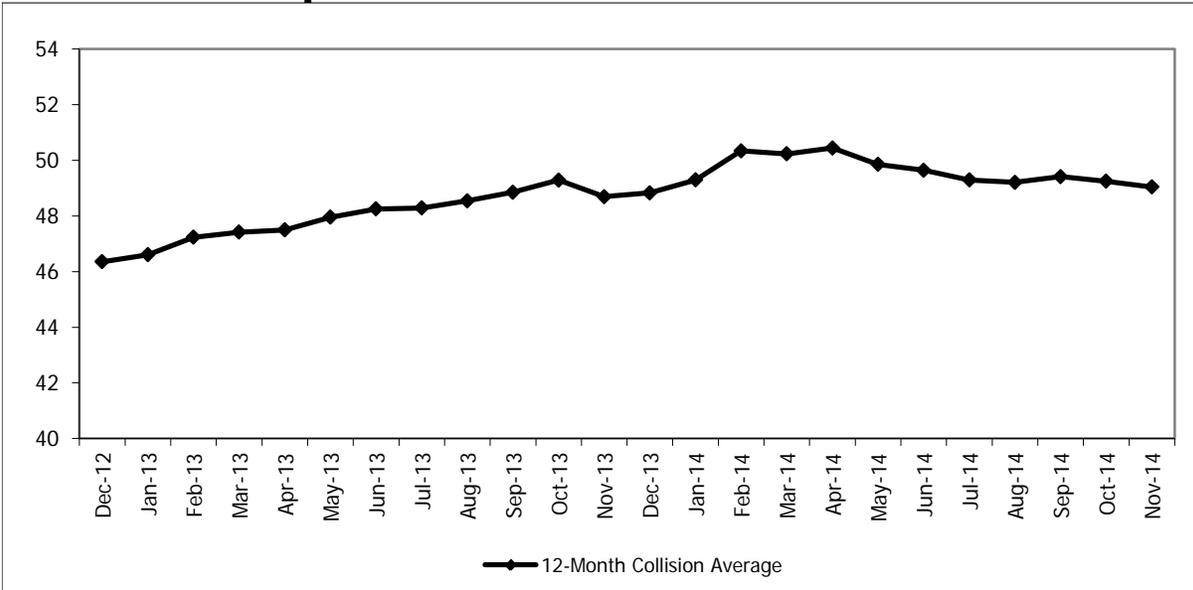
Low:	93.8%	Train:	20
Average:	5.0%	Right-of-way	47
Above Average:	1.3%	Station:	13
High:	0.0%	Other:	0
		Total:	80

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

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Brake Shoes:	5	Debris:	25	Debris:	7
Debris:	4	Tie:	4	Electrical:	2
Low Voltage Wiring:	3	Vegetation:	3	Air Conditioner:	1
Hot Wheels:	3	Cable:	3	Light Ballast:	1
High Voltage Wiring:	1	Undetermined:	2	Cable:	1

**Chart 6**

# Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

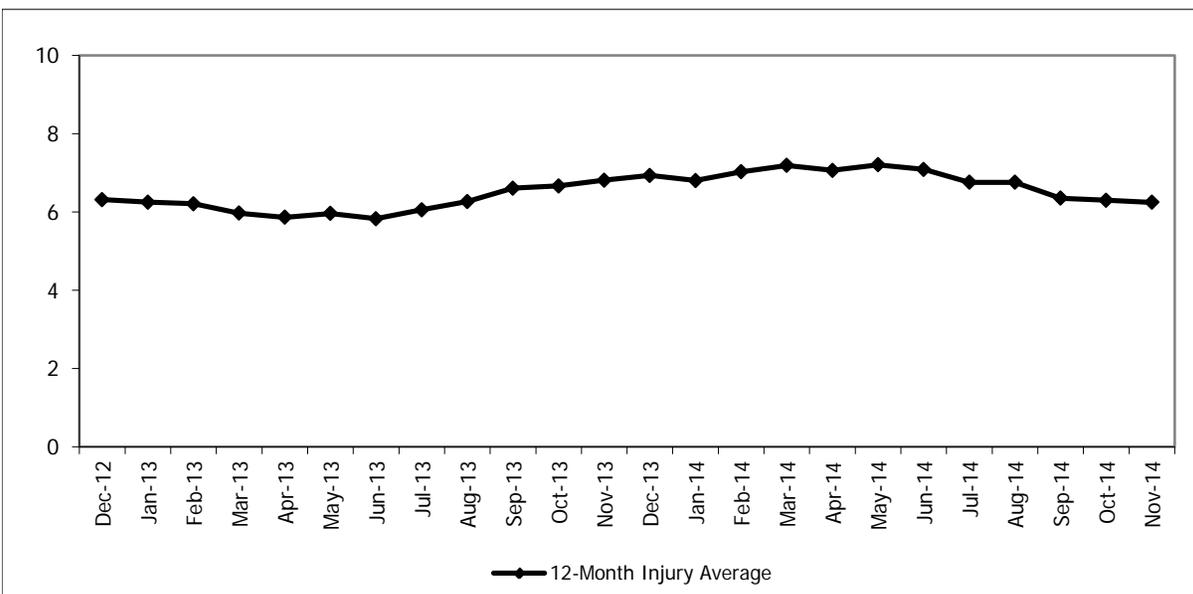
Nov 2014: 47.91  
Nov 2013: 50.44

### 12-Month Average

Dec 13 – Nov 14: 49.04  
Dec 12 – Nov 13: 48.69

### Annual Results

2014 YTD: 49.18  
2013 Actual: 48.83



### Monthly Results

Nov 2014: 6.38  
Nov 2013: 7.00

### 12-Month Average

Dec 13 – Nov 14: 6.25  
Dec 12 – Nov 13: 6.81

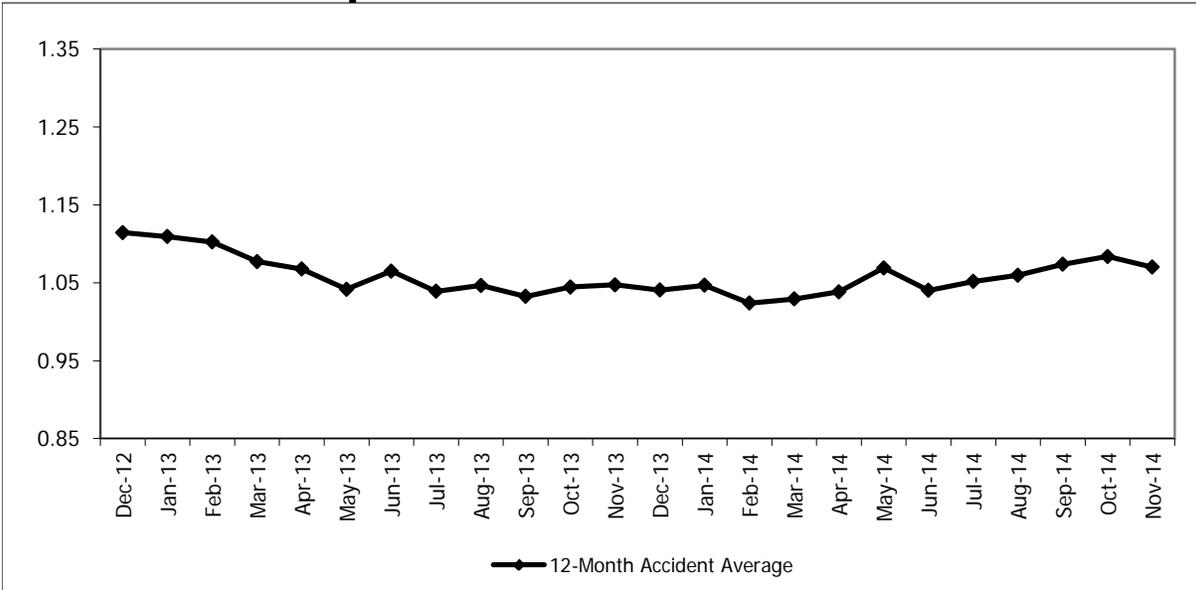
### Annual Results

2014 YTD: 6.19  
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

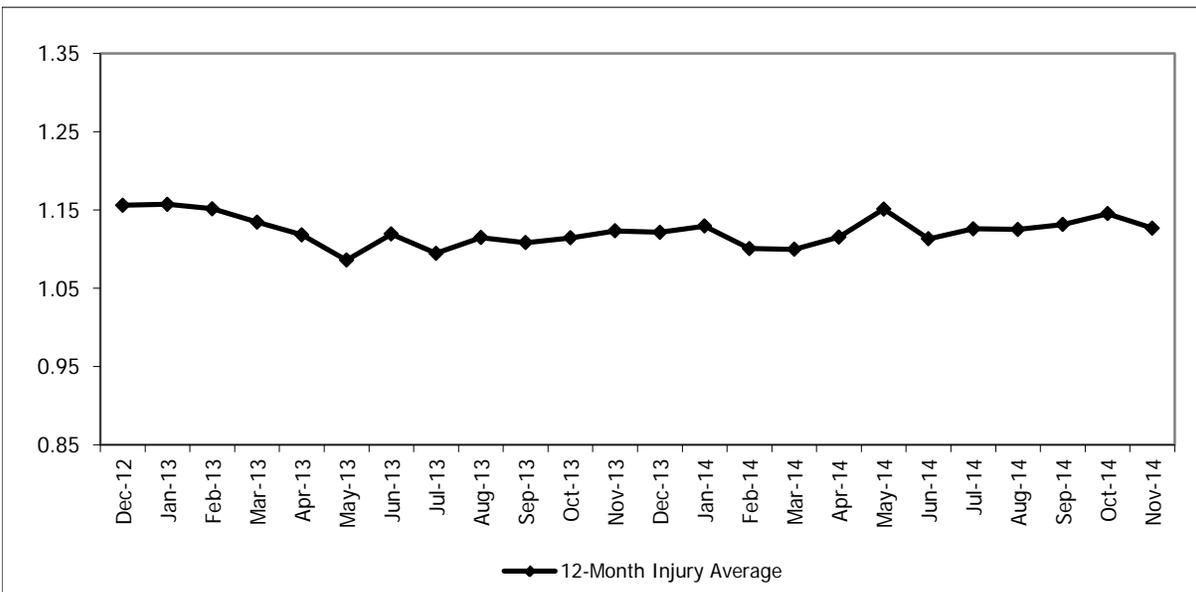
Nov 2014: 0.95  
Nov 2013: 1.12

### 12-Month Average

Dec 13 – Nov 14: 1.07  
Dec 12 – Nov 13: 1.05

### Annual Results

2014 YTD: 1.08  
2013 Actual: 1.04



### Monthly Results

Nov 2014: 0.98  
Nov 2013: 1.21

### 12-Month Average

Dec 13 – Nov 14: 1.13  
Dec 12 – Nov 13: 1.12

### Annual Results

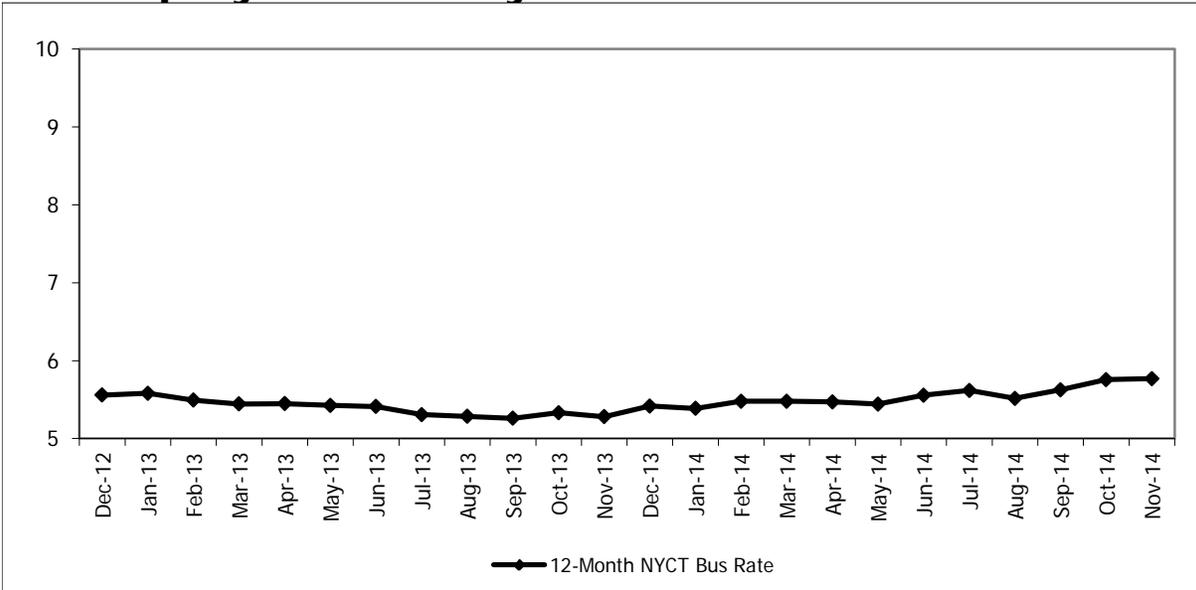
2014 YTD: 1.13  
2013 Actual: 1.12

### Definitions

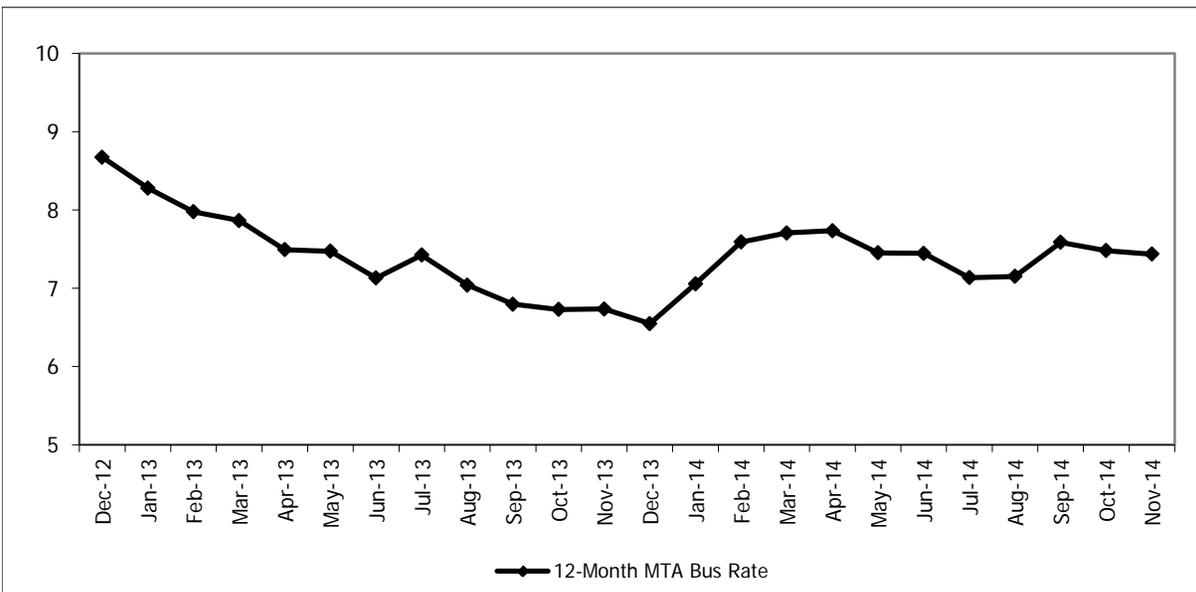
An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

# NYCT Bus & MTA Bus

## Employee On-Duty Lost-Time Accident Rate



<b>Monthly Results</b>	<b>12-Month Average</b>	<b>Annual Results</b>
Nov 2014: 5.08	Dec 13 – Nov 14: 5.77	2014 Goal: 5.06
Nov 2013: 4.95	Dec 12 – Nov 13: 5.28	2013 Actual: 5.42



<b>Monthly Results</b>	<b>12-Month Average</b>	<b>Annual Results</b>
Nov 2014: 5.53	Dec 13 – Nov 14: 7.44	2014 Goal: 6.22
Nov 2013: 6.01	Dec 12 – Nov 13: 6.74	2013 Actual: 6.55

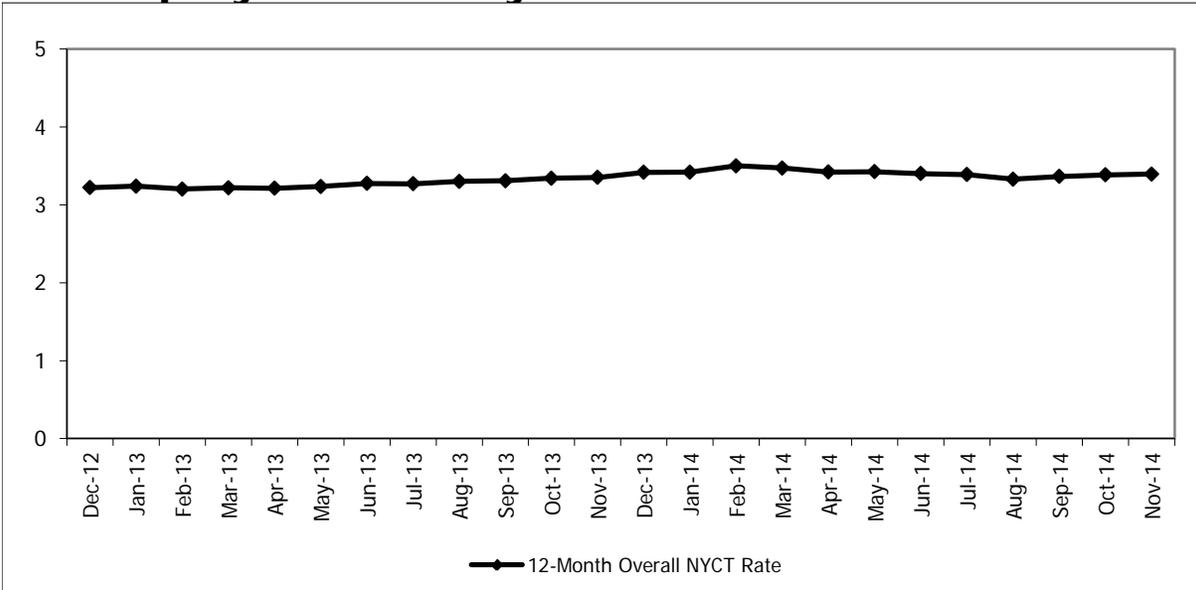
### Definitions

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

**Chart 11**

# NYCT Overall & Subways

## Employee On-Duty Lost-Time Accident Rate



### Monthly Results

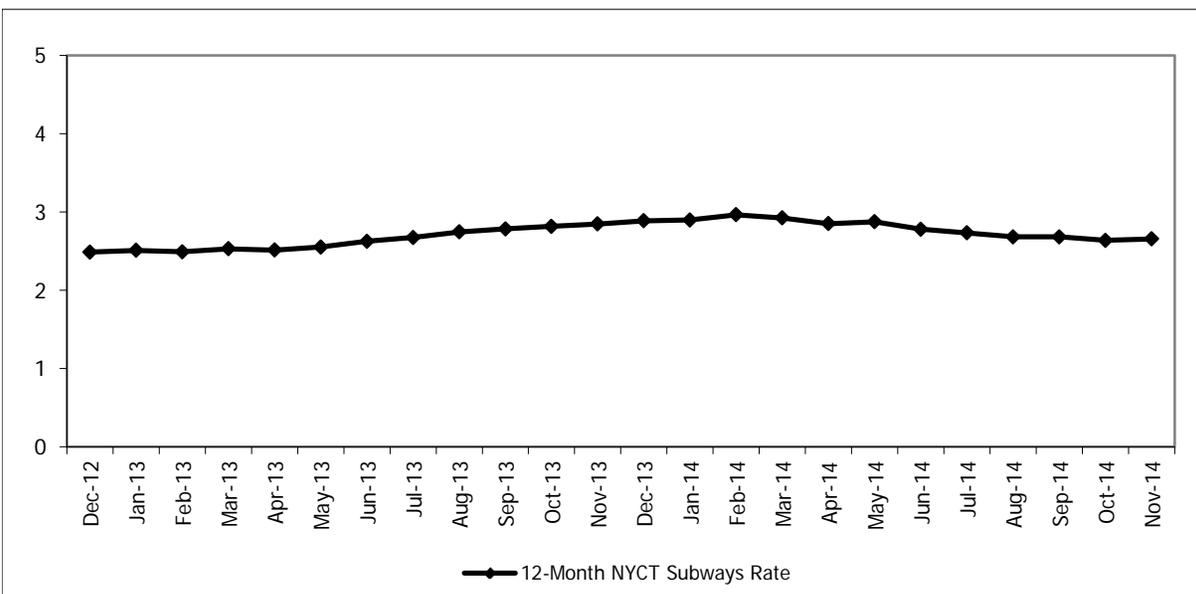
Nov 2014: 3.10  
 Nov 2013: 2.99

### 12-Month Average

Dec 13 – Nov 14: 3.40  
 Dec 12 – Nov 13: 3.35

### Annual Results

2014 Goal: 3.20  
 2013 Actual: 3.42



### Monthly Results

Nov 2014: 2.52  
 Nov 2013: 2.29

### 12-Month Average

Dec 13 – Nov 14: 2.66  
 Dec 12 – Nov 13: 2.85

### Annual Results

2014 Goal: 2.71  
 2013 Actual: 2.89

### Definitions

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

**Chart 12**



**CRIME STATISTICS DECEMBER**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	41	53	-12	-22.6%
FELASSAULT	27	18	9	50.0%
BURGLARY	1	0	1	***. *%
GRLARCENY	124	207	-83	-40.1%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>193</u></b>	<b><u>278</u></b>	<b><u>-85</u></b>	<b><u>-30.6%</u></b>

*During December the daily Robbery average decreased from 1.7 to 1.3*

*During December the daily Major Felony average decreased from 9 to 6.2*

**CRIME STATISTICS JANUARY THRU DECEMBER**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
MURDER	2	1	1	100.0%
RAPE	6	5	1	20.0%
ROBBERY	438	612	-174	-28.4%
FELASSAULT	224	198	26	13.1%
BURGLARY	19	32	-13	-40.6%
GRLARCENY	1542	1771	-229	-12.9%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>2231</u></b>	<b><u>2619</u></b>	<b><u>-388</u></b>	<b><u>-14.8%</u></b>

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

*Year to date, the daily Major Felony average decreased from 7.2 to 6.1*

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



Police Department  
City of New York

**REPORT**

**DECEMBER ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	2110	3390	-1280	-37.8%
TosArrest	1129	1839	-710	-38.6%
Summ	3543	6146	-2603	-42.4%

**JANUARY - DECEMBER ACTIVITY**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
TotalArrest	49798	51382	-1584	-3.1%
TosArrest	26075	28106	-2031	-7.2%
Summ	84685	86006	-1321	-1.5%

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



Police Department  
City of New York

# REPORT

	<i>JANUARY-DECEMBER</i>																	
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>
<i>Murder</i>	4	1	5	2	2	2	4	3	5	2	4	2	2	2	1	2	1	2
<i>Rape</i>	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10	5	6
<i>Robbery</i>	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	714	787	785	612	438
<i>Assault</i>	501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	205	198	224
<i>Burglary</i>	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27	32	19
<i>GL</i>	3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1281	1552	1703	1771	1542
<i>TOTAL MAJOR FELONIES</i>	<i>6218</i>	<i>4792</i>	<i>4519</i>	<i>4262</i>	<i>3756</i>	<i>3705</i>	<i>3218</i>	<i>3286</i>	<i>3100</i>	<i>2703</i>	<i>2355</i>	<i>2328</i>	<i>2049</i>	<i>2193</i>	<i>2556</i>	<i>2732</i>	<i>2619</i>	<i>2231</i>
<i>Major Fel Per Day</i>	<i>17.04</i>	<i>13.13</i>	<i>12.38</i>	<i>11.68</i>	<i>10.29</i>	<i>10.15</i>	<i>8.82</i>	<i>9.00</i>	<i>8.49</i>	<i>7.41</i>	<i>6.45</i>	<i>6.38</i>	<i>5.61</i>	<i>6.01</i>	<i>7.00</i>	<i>7.48</i>	<i>7.18</i>	<i>6.11</i>



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

**December 2014 vs. 2013**

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

**Year to Date 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>67%</b>
<b>Felony Assault</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>8</b>	<b>14</b>	<b>-6</b>	<b>-43%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>24</b>	<b>25</b>	<b>-1</b>	<b>-4%</b>

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

## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	November Results		November Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
<b>Total Farebox Revenue</b>	<b>1.6</b>	<b>0.5</b>	<b>3,807.6</b>	<b>3,843.6</b>	<b>35.9</b>	<b>0.9</b>
<b>Nonreimb. Exp. before Dep./OPEB</b>	<b>56.4</b>	<b>10.2</b>	<b>6,691.0</b>	<b>6,546.2</b>	<b>144.8</b>	<b>2.2</b>
<b>Net Cash Deficit*</b>	<b>10.8</b>	<b>5.0</b>	<b>(2,574.4)</b>	<b>(2,686.3)</b>	<b>(111.9)</b>	<b>(4.3)</b>

\*Excludes Subsidies and Debt Service

November 2014 **farebox revenue** was \$335.1 million, \$1.6 million (0.5 percent) above forecast. Subway revenue was \$2.5 million (1.0 percent) above forecast, bus revenue was \$0.7 million (0.9 percent) below forecast, and paratransit revenue was \$0.2 million (11.1 percent) below forecast. Accrued fare media liability was equal to the forecast. Year-to-date revenue was \$35.9 million (0.9 percent) above forecast, mostly due to subway revenue, which was \$36.5 million (1.3 percent) above forecast; bus revenue was \$2.9 million (0.3 percent) above forecast and paratransit revenue was \$0.8 million (5.3 percent) below forecast. Accrued fare media liability for the year-to-date was \$2.6 million (4.1 percent) below forecast. The November 2014 non-student **average fare** of \$1.79 decreased 0.6¢ from November 2013. The subway fare decreased 0.9¢, the local bus fare decreased 0.2¢, and the express bus fare increased 0.3¢.

Total **ridership** in November 2014 of 195.1 million was 0.3 million (0.1 percent) above forecast. Average weekday ridership in November 2014 was 7.9 million, an increase of 1.1 percent from November 2013. Average weekday ridership for the twelve months ending November 2014 was 7.7 million, an increase of 1.1 percent from the twelve months ending November 2013.

**Nonreimbursable expenses** before depreciation and OPEB in November were below forecast by \$56.4 million (10.2 percent). Labor expenses were less than forecast by \$34.4 million (8.5 percent), resulting from favorable results in several accounts including reimbursable overhead credits, payroll, health & welfare, other fringe benefits and overtime. Non-labor expenses underran forecast by \$22.0 million (15.1 percent), including mostly favorable expense results in professional service contracts, energy costs, materials & supplies, maintenance contracts and paratransit service contracts. Year-to-date, nonreimbursable expenses were less than forecast by \$144.8 million (2.2 percent). Labor expenses were under forecast by \$116.3 million (2.3 percent), due principally to a delay in a NYCERS pension expense actuarial update, and favorable results primarily in reimbursable overhead credits and payroll. Non-labor expenses were under forecast by \$28.4 million (1.8 percent), largely from favorable expense results in paratransit service contracts, electric power and professional service contracts.

The **net cash deficit** for November year-to-date was \$2,686.3 million, unfavorable to forecast by \$111.9 million (4.3 percent), due primarily to the unfavorable timing of capital reimbursements, higher payouts of public liability claims and additional maintenance material requirements.

## Farebox Revenue

November 2014 Farebox Revenue - (\$ in millions)

	November				November Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	250.8	253.3	2.5	1.0%	2,859.6	2,896.1	36.5	1.3%
NYCT Bus	75.1	74.4	(0.7)	(0.9%)	869.1	872.0	2.9	0.3%
Paratransit	1.5	1.3	(0.2)	(11.1%)	15.4	14.6	(0.8)	(5.3%)
Subtotal	327.4	329.0	1.6	0.5%	3,744.1	3,782.7	38.6	1.0%
Fare Media Liability	6.1	6.1	0.0	0.0%	63.5	60.9	(2.6)	(4.1%)
<b>Total - NYCT</b>	<b>333.5</b>	<b>335.1</b>	<b>1.6</b>	<b>0.5%</b>	<b>3,807.6</b>	<b>3,843.6</b>	<b>35.9</b>	<b>0.9%</b>
MTA Bus Company	15.8	16.0	0.2	1.1%	183.4	186.6	3.2	1.7%
<i>Total - Regional Bus</i>	<i>91.0</i>	<i>90.4</i>	<i>(0.5)</i>	<i>(0.6%)</i>	<i>1,052.5</i>	<i>1,058.6</i>	<i>6.1</i>	<i>0.6%</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

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.884	1.875	(0.009)	(0.5%)	1.512	1.511	(0.000)	(0.0%)
Local Bus	1.496	1.494	(0.002)	(0.1%)	1.512	1.511	(0.000)	(0.0%)
Subway & Local Bus	1.782	1.777	(0.005)	(0.3%)	1.512	1.511	(0.000)	(0.0%)
Express Bus	4.956	4.959	0.003	0.1%	4.945	4.945	0.000	0.0%
Total	1.797	1.792	(0.006)	(0.3%)	1.775	1.760	(0.015)	(0.8%)

- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the November average fare of \$1.16 was 22¢ lower than the average fare of \$1.38 in November 1996.

## Other Operating Revenue

In the month of November, other operating revenue exceeded forecast by \$1.5 million (4.5 percent), due mostly to higher paratransit Urban Tax and advertising revenues. Year-to-date, other operating revenue overran by \$11.0 million (2.9 percent), primarily from favorable results in paratransit Urban Tax and advertising revenues, and Transit Adjudication Bureau (TAB) fees, partly offset by lower NYC accrued reimbursement of paratransit expenses, resulting from higher paratransit expense savings.

## Nonreimbursable Expenses

In the month of November, nonreimbursable expenses before depreciation and OPEB were below forecast by \$56.4 million (10.2 percent). Year-to-date, expenses underran by \$144.8 million (2.2 percent). The major causes of these variances are reviewed below:

*Labor* expenses in the month of November were less than forecast by \$34.4 million (8.5 percent). Reimbursable overhead credits were favorable by \$12.3 million (87.6 percent), due mainly to a catch-up of reimbursable overtime work. Payroll expenses underran by \$9.8 million (3.8 percent), due to vacancies and the favorable timing of payments for hourly maintainer bonuses. Health & welfare/OPEB current expenses were under forecast by \$4.5 million (5.1 percent), largely due to the favorable timing of expenses and credits. Other fringe benefit expenses also benefitted by the reimbursable overtime increase, which resulted in a net expense reduction of \$3.3 million (13.2 percent), based on more favorable direct overhead credits. Overtime expenses were less by \$2.6 million (8.7 percent), also driven by a catch-up of reimbursable overtime work. Pension expenses were lower by \$1.9 million (9.7 percent), due to the favorable timing of expenses. Year-to-date, expenses were under forecast by \$116.3 million (2.3 percent), due mainly to a significant pension underrun of \$82.5 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. Reimbursable overhead credits were favorable by \$27.1 million (14.7 percent), resulting from higher reimbursable overtime costs. Payroll expenses were less by \$14.6 million (0.5 percent), due to vacancies and the favorable timing of payments for hourly maintainer bonuses, partly offset by higher employee earned separation payments and Workers' Compensation differential costs.

*Non-labor* expenses were less than forecast in November by \$22.0 million (15.1 percent). Professional service contract expenses were favorable by \$7.1 million (55.5 percent), primarily from the timing of office-related equipment and various professional service expenses, partly offset by higher Information Technology hardware costs. Materials and supplies expenses were lower by \$3.8 million (15.3 percent), caused mainly by the favorable timing of maintenance material requirements and inventory adjustments, and higher scrap/surplus sales. Maintenance contract expenses were less by \$3.4 million (22.0 percent), largely due to underruns in revenue vehicle maintenance & repair costs and painting expenses, partly offset by the unfavorable timing of auto purchases. Electric power expenses were under by \$2.7 million (10.0 percent), due largely to lower consumption and prices. Fuel expenses were below forecast by \$1.8 million (13.8 percent), primarily from lower prices. Paratransit service contract expenses were under forecast by \$1.8 million (5.3 percent), due mainly to lower completed trips. Year-to-date, non-labor expenses were favorable by \$28.4 million (1.8 percent), including the following:

- Paratransit service contract expenses were under forecast by \$12.8 million (3.7 percent), due mainly to lower completed trips.
- Electric power expenses were favorable by \$8.0 million (2.6 percent), due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses.

- Professional service contract expenses underran by \$7.2 million (6.1 percent), primarily resulting from the favorable timing of Workers' Compensation Board and bond services expenses, partly offset by higher Information Technology costs.
- Other business expenses were less than forecast by \$3.4 million (4.9 percent), largely from the timing of reimbursable job closing adjustments and stationery expense underruns.
- Claims expenses were under forecast by \$2.6 million (3.0 percent), due to timing.
- Maintenance contract expenses were below forecast by \$2.1 million (1.2 percent), largely from underruns in painting and building-related expenses, partly offset by the unfavorable timing of auto purchases and safety equipment expenses.
- Fuel expenses overran by \$6.6 million (4.3 percent), resulting from higher consumption and the unfavorable timing of expenses, partly offset by lower prices.
- Materials and supplies expenses exceeded forecast by \$1.1 million (0.4 percent), due mainly to the unfavorable timing of maintenance material requirements, mostly offset by favorable inventory adjustments and increased scrap/surplus sales.

Depreciation expenses were below forecast year-to-date by \$16.0 million (1.1 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 November year-to-date was \$2,686.3 million, unfavorable to forecast by \$111.9 million (4.3 percent), due primarily to the unfavorable timing of capital reimbursements, higher payouts of public liability claims and additional maintenance material requirements.

### **Incumbents**

There were 46,707 full-time paid incumbents at the end of November, a decrease of 24 from October and an increase of 843 from December 2013 (excluding 301 temporary December paid incumbents).

## RIDERSHIP RESULTS

**November 2014 Ridership vs. Forecast - (millions)**

	November				November Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	140.0	141.2	1.3	0.9%	1,587.4	1,601.1	13.7	0.9%
NYCT Bus	54.1	53.2	(0.9)	(1.7%)	613.8	612.6	(1.2)	(0.2%)
Subtotal	194.1	194.4	0.4	0.2%	2,201.2	2,213.7	12.5	0.6%
Paratransit	0.8	0.7	(0.1)	(11.0%)	8.5	8.1	(0.4)	(4.5%)
<b>Total - NYCT</b>	<b>194.9</b>	<b>195.1</b>	<b>0.3</b>	<b>0.1%</b>	<b>2,209.7</b>	<b>2,221.8</b>	<b>12.1</b>	<b>0.5%</b>
MTA Bus Company	10.0	10.2	0.3	2.6%	113.3	115.1	1.8	1.6%
<i>Total - Regional Bus</i>	<i>64.1</i>	<i>63.4</i>	<i>(0.6)</i>	<i>(1.0%)</i>	<i>727.1</i>	<i>727.7</i>	<i>0.6</i>	<i>0.1%</i>

Notes: Totals may not add due to rounding.

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

**November Average Weekday and Weekend Ridership vs. Prior Year**

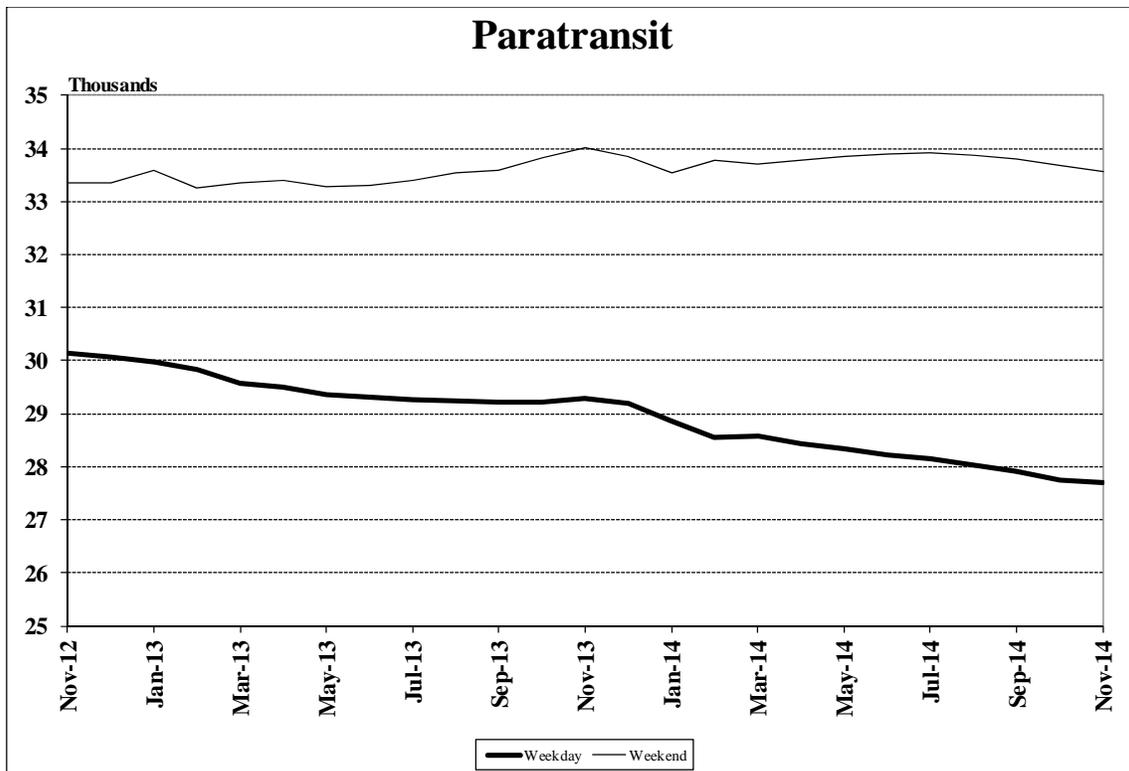
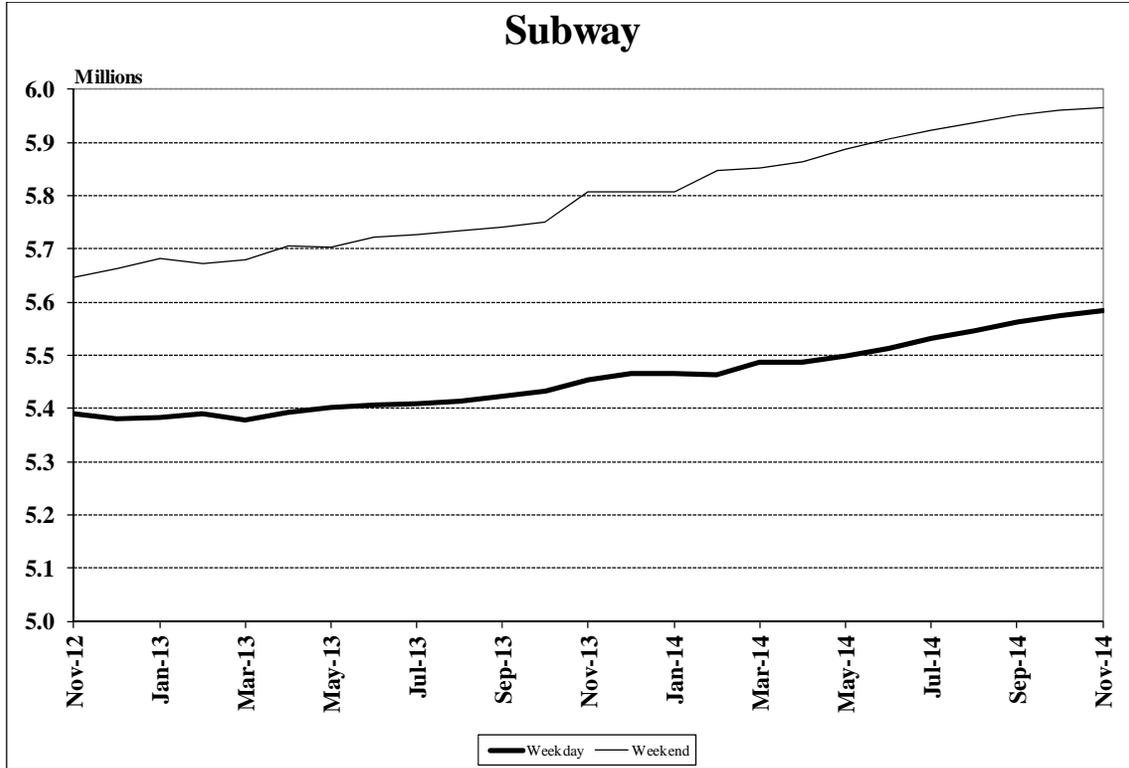
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary	Change		2013	Preliminary	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	5,609	5,732	+123	+2.2%	5,937	5,999	+62	+1.0%
NYCT Local Bus	2,151	2,115	-36	-1.7%	2,292	2,264	-28	-1.2%
NYCT Express Bus	42	42	-1	-2.0%	12	12	-0	-2.2%
Paratransit	29	28	-1	-2.3%	34	33	-1	-3.8%
<b>TOTAL - NYCT</b>	<b>7,831</b>	<b>7,916</b>	<b>+85</b>	<b>+1.1%</b>	<b>8,276</b>	<b>8,307</b>	<b>+32</b>	<b>+0.4%</b>
MTABC Local Bus	379	389	+10	+2.7%	384	382	-3	-0.7%
MTABC Express Bus	31	31	-0	-0.8%	12	12	+0	+0.0%
Total - MTA Bus	410	420	+10	+2.4%	397	394	-3	-0.6%
<i>Total - Regional Bus</i>	<i>2,604</i>	<i>2,577</i>	<i>-27</i>	<i>-1.0%</i>	<i>2,701</i>	<i>2,670</i>	<i>-31</i>	<i>-1.2%</i>
<b>12-Month Rolling Average</b>								
Subway	5,454	5,584	+130	+2.4%	5,807	5,965	+158	+2.7%
Local Bus	2,128	2,081	-47	-2.2%	2,317	2,312	-4	-0.2%
Express Bus	43	42	-0	-0.4%	12	12	+1	+4.4%
Paratransit	29	28	-2	-5.5%	34	34	-0	-1.3%
<b>TOTAL - NYCT</b>	<b>7,653</b>	<b>7,735</b>	<b>+81</b>	<b>+1.1%</b>	<b>8,170</b>	<b>8,324</b>	<b>+154</b>	<b>+1.9%</b>
MTABC Local Bus	375	375	-0	-0.1%	379	389	+10	+2.7%
MTABC Express Bus	33	32	-1	-3.4%	13	13	-0	-3.4%
Total - MTA Bus	408	406	-1	-0.4%	392	402	+10	+2.5%
<i>Total - Regional Bus</i>	<i>2,578</i>	<i>2,530</i>	<i>-49</i>	<i>-1.9%</i>	<i>2,721</i>	<i>2,727</i>	<i>6</i>	<i>+0.2%</i>

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

- November 2014 average weekday subway and total ridership were the highest of any November in over forty-five years.
- Six weekdays in November had over six million riders.
- November 2014 average weekend subway and total ridership were the highest of any November in over forty-five years.

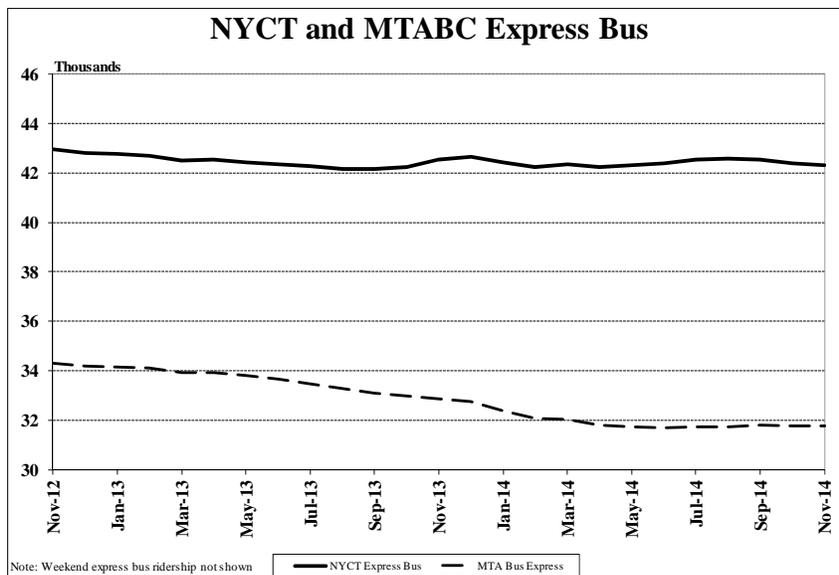
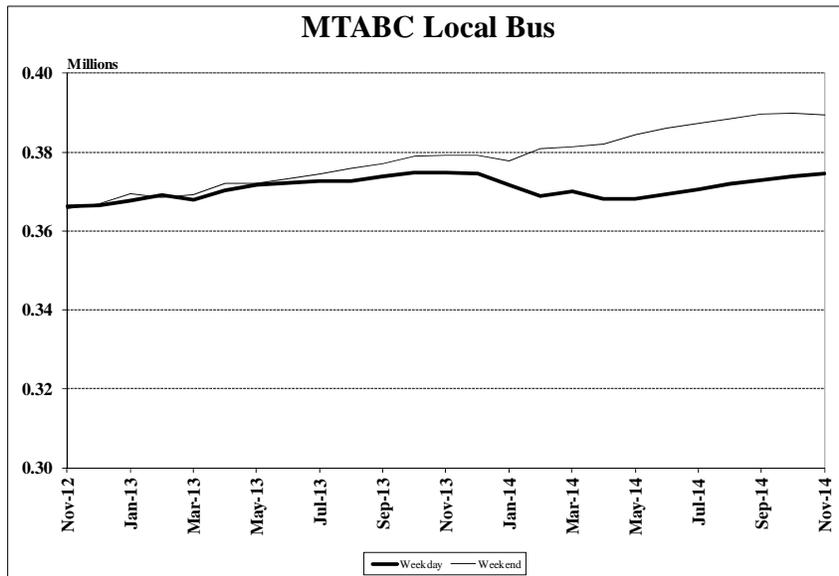
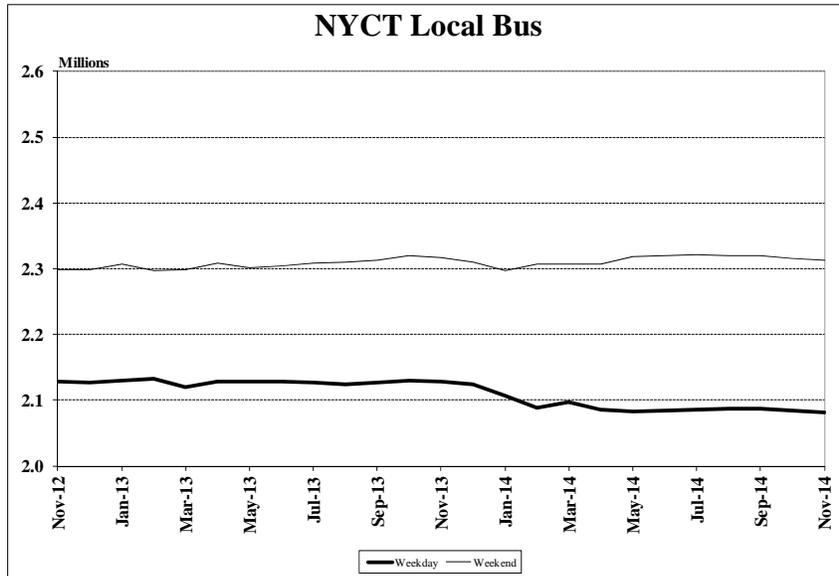
# Average Weekday and Weekend Ridership

## 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 2.3%). The largest increase was on the Staten Island Ferry (up 9.5 percent). The large weekend increase on the Staten Island Railway was due to a construction-related service suspension on one weekend in November 2013.

Bridges and Tunnels traffic increased on both weekdays and weekends.

<b>Ridership on Transit Services in the New York Area</b>				
<b>(thousands)</b>				
<b>Transit Service</b>	<b>Nov-13</b>	<b>Preliminary Nov-14</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
<b>NYCT Subway</b>	<b>5,609</b>	<b>5,732</b>	<b>+2.2%</b>	<b>+2.4%</b>
<b>NYCT Local Bus</b>	<b>2,151</b>	<b>2,115</b>	<b>-1.7%</b>	<b>-2.2%</b>
<b>NYCT Express Bus</b>	<b>42</b>	<b>42</b>	<b>-2.0%</b>	<b>-0.4%</b>
<b>NYCT Paratransit</b>	<b>29</b>	<b>28</b>	<b>-2.3%</b>	<b>-5.5%</b>
<b>Staten Island Railway</b>	<b>16</b>	<b>16</b>	<b>+1.8%</b>	<b>+2.7%</b>
<b>MTA Local Bus</b>	<b>379</b>	<b>389</b>	<b>+2.7%</b>	<b>-0.1%</b>
<b>MTA Express Bus</b>	<b>31</b>	<b>31</b>	<b>-0.8%</b>	<b>-3.4%</b>
Long Island Rail Road	305	319	+4.6%	+2.7%
Metro-North Railroad	285	293	+2.8%	+0.9%
Staten Island Ferry	57	63	+9.5%	+6.4%
PATH	252	253	+0.5%	+3.7%
<u>Average Weekend</u>				
<b>NYCT Subway</b>	<b>5,937</b>	<b>5,999</b>	<b>+1.0%</b>	<b>+2.7%</b>
<b>NYCT Local Bus</b>	<b>2,292</b>	<b>2,264</b>	<b>-1.2%</b>	<b>-0.2%</b>
<b>NYCT Express Bus</b>	<b>12</b>	<b>12</b>	<b>-2.2%</b>	<b>+4.4%</b>
<b>NYCT Paratransit</b>	<b>34</b>	<b>33</b>	<b>-3.8%</b>	<b>-1.3%</b>
<b>Staten Island Railway</b>	<b>6</b>	<b>8</b>	<b>+25.3%</b>	<b>+12.9%</b>
<b>MTA Local Bus</b>	<b>384</b>	<b>382</b>	<b>-0.7%</b>	<b>+2.7%</b>
<b>MTA Express Bus</b>	<b>12</b>	<b>12</b>	<b>+0.0%</b>	<b>-3.4%</b>
Long Island Rail Road	185	195	+5.5%	+4.8%
Metro-North Railroad	211	219	+3.6%	+1.4%
Staten Island Ferry	78	82	+4.7%	+7.6%
PATH	196	179	-8.6%	-1.5%

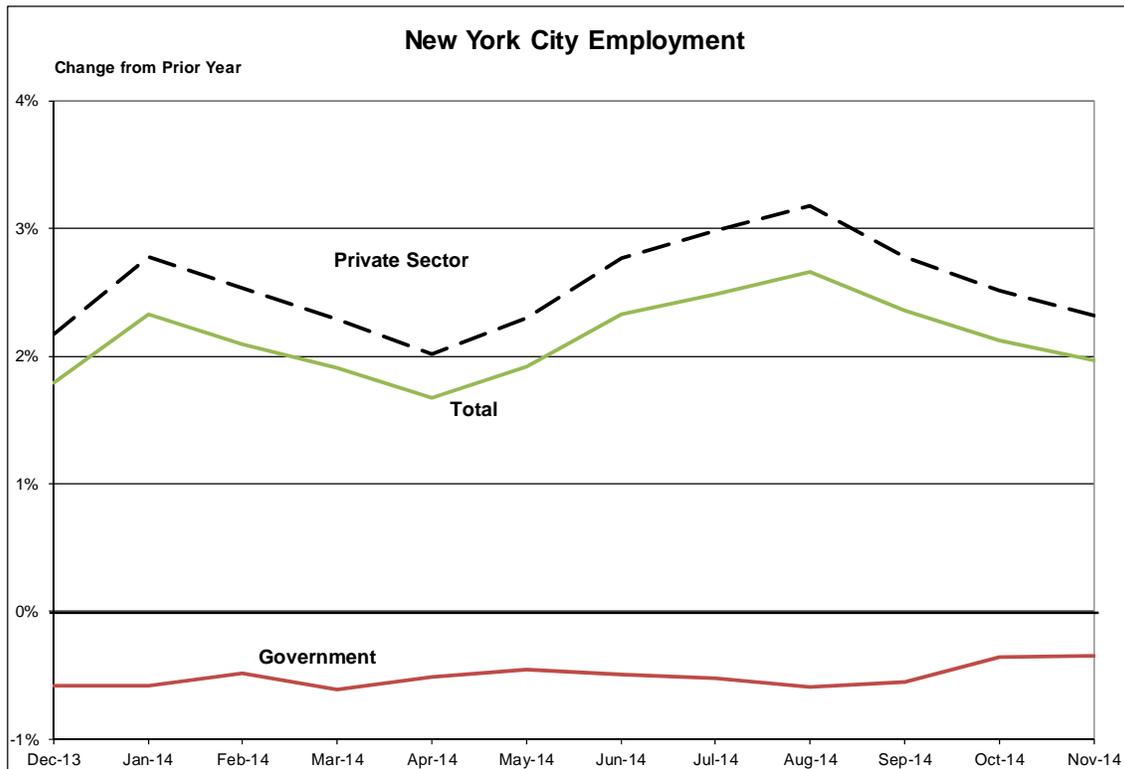
<b>MTA Bridges and Tunnels</b>				
<b>(thousands)</b>				
Average Weekday	798	806	+1.0%	-0.2%
Average Weekend	1,433	1,458	+1.7%	+1.0%

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

## Economy

From November 2013 to November 2014, New York City employment increased 2.0 percent (79,400 jobs). Private sector employment increased 2.3 percent (81,100 jobs) and government employment decreased 0.3 percent (1,700 jobs). Employment was higher than November 2013 in six of the nine private employment sub-sectors, but decreased in the information (down 1.3 percent), manufacturing (down 1.0 percent) and construction (down 0.2 percent) sub-sectors. The sub-sector with the largest absolute increase was educational and health services (up 26,500 jobs or 3.2 percent). The sub-sector with the largest percentage increase was leisure & hospitality (up 3.5 percent or 13,500 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 three months.



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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$250.830	\$253.318	\$2.488	1.0	\$0.000	\$0.000	\$0.000	-	\$250.830	\$253.318	\$2.488	1.0
Bus	75.125	74.433	(0.692)	(0.9)	0.000	0.000	0.000	-	75.125	74.433	(0.692)	(0.9)
Paratransit	1.462	1.300	(0.162)	(11.1)	0.000	0.000	0.000	-	1.462	1.300	(0.162)	(11.1)
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	333.469	335.103	1.634	0.5	0.000	0.000	0.000	-	333.469	335.103	1.634	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.767	7.344	(0.423)	(5.4)	0.000	0.000	0.000	-	7.767	7.344	(0.423)	(5.4)
Paratransit Reimbursement	14.324	15.677	1.353	9.4	0.000	0.000	0.000	-	14.324	15.677	1.353	9.4
Other	11.825	12.411	0.586	5.0	0.000	0.000	0.000	-	11.825	12.411	0.586	5.0
Total Other Operating Revenue	33.916	35.432	1.516	4.5	0.000	0.000	0.000	-	33.916	35.432	1.516	4.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	70.212	107.756	37.544	53.5	70.212	107.756	37.544	53.5
<b>Total Revenue</b>	<b>\$367.385</b>	<b>\$370.535</b>	<b>\$3.150</b>	<b>0.9</b>	<b>\$70.212</b>	<b>\$107.756</b>	<b>\$37.544</b>	<b>53.5</b>	<b>\$437.597</b>	<b>\$478.291</b>	<b>\$40.694</b>	<b>9.3</b>
<b>Expenses</b>												
Labor:												
Payroll	258.185	248.371	9.814	3.8	34.675	36.074	(1.399)	(4.0)	292.860	284.445	8.415	2.9
Overtime	29.965	27.358	2.607	8.7	0.460	15.587	(15.127)	-	30.425	42.945	(12.520)	(41.2)
Total Salaries & Wages	288.150	275.729	12.421	4.3	35.135	51.661	(16.526)	(47.0)	323.285	327.390	(4.105)	(1.3)
Health and Welfare	59.366	57.166	2.200	3.7	2.541	2.063	0.478	18.8	61.907	59.229	2.678	4.3
OPEB Current Payment	29.240	26.933	2.307	7.9	0.000	0.000	0.000	-	29.240	26.933	2.307	7.9
Pensions	19.677	17.760	1.917	9.7	0.370	0.353	0.017	4.6	20.047	18.113	1.934	9.6
Other Fringe Benefits	24.762	21.505	3.257	13.2	10.077	14.269	(4.192)	(41.6)	34.839	35.774	(0.935)	(2.7)
Total Fringe Benefits	133.045	123.364	9.681	7.3	12.988	16.685	(3.697)	(28.5)	146.033	140.049	5.984	4.1
Reimbursable Overhead	(14.055)	(26.364)	12.309	87.6	14.055	26.364	(12.309)	(87.6)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$407.140</b>	<b>\$372.729</b>	<b>\$34.411</b>	<b>8.5</b>	<b>\$62.178</b>	<b>\$94.710</b>	<b>(\$32.532)</b>	<b>(52.3)</b>	<b>\$469.318</b>	<b>\$467.439</b>	<b>\$1.879</b>	<b>0.4</b>
Non-Labor:												
Electric Power	26.793	24.109	2.684	10.0	0.014	0.028	(0.014)	(100.0)	26.807	24.137	2.670	10.0
Fuel	12.975	11.181	1.794	13.8	0.002	0.002	0.000	0.0	12.977	11.183	1.794	13.8
Insurance	5.676	5.680	(0.004)	(0.1)	0.000	0.000	0.000	-	5.676	5.680	(0.004)	(0.1)
Claims	8.068	7.640	0.428	5.3	0.000	0.000	0.000	-	8.068	7.640	0.428	5.3
Paratransit Service Contracts	33.177	31.409	1.768	5.3	0.000	0.000	0.000	-	33.177	31.409	1.768	5.3
Mtce. and Other Operating Contracts	15.263	11.907	3.356	22.0	2.015	7.894	(5.879)	(291.8)	17.278	19.801	(2.523)	(14.6)
Professional Service Contracts	12.779	5.681	7.098	55.5	0.747	0.561	0.186	24.9	13.526	6.242	7.284	53.9
Materials & Supplies	24.578	20.817	3.761	15.3	5.014	4.184	0.830	16.6	29.592	25.001	4.591	15.5
Other Business Expenses	6.957	5.821	1.136	16.3	0.242	0.377	(0.135)	(55.8)	7.199	6.198	1.001	13.9
<b>Total Non-Labor Expenses</b>	<b>\$146.266</b>	<b>\$124.245</b>	<b>\$22.021</b>	<b>15.1</b>	<b>\$8.034</b>	<b>\$13.046</b>	<b>(\$5.012)</b>	<b>(62.4)</b>	<b>\$154.300</b>	<b>\$137.291</b>	<b>\$17.009</b>	<b>11.0</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$553.406</b>	<b>\$496.974</b>	<b>\$56.432</b>	<b>10.2</b>	<b>\$70.212</b>	<b>\$107.756</b>	<b>(\$37.544)</b>	<b>(53.5)</b>	<b>\$623.618</b>	<b>\$604.730</b>	<b>\$18.888</b>	<b>3.0</b>
Depreciation	134.000	127.917	6.083	4.5	0.000	0.000	0.000	-	134.000	127.917	6.083	4.5
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$687.406</b>	<b>\$624.891</b>	<b>\$62.515</b>	<b>9.1</b>	<b>\$70.212</b>	<b>\$107.756</b>	<b>(\$37.544)</b>	<b>(53.5)</b>	<b>\$757.618</b>	<b>\$732.647</b>	<b>\$24.971</b>	<b>3.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$320.021)</b>	<b>(\$254.356)</b>	<b>\$65.665</b>	<b>20.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$320.021)</b>	<b>(\$254.356)</b>	<b>\$65.665</b>	<b>20.5</b>

NOTE: Totals may not add due to rounding.

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$2,859.625	\$2,896.096	\$36.471	1.3	\$0.000	\$0.000	\$0.000	-	\$2,859.625	\$2,896.096	\$36.471	1.3
Bus	869.065	871.972	2.907	0.3	0.000	0.000	0.000	-	869.065	871.972	2.907	0.3
Paratransit	15.439	14.626	(0.813)	(5.3)	0.000	0.000	0.000	-	15.439	14.626	(0.813)	(5.3)
Fare Media Liability	63.487	60.870	(2.617)	(4.1)	0.000	0.000	0.000	-	63.487	60.870	(2.617)	(4.1)
Total Farebox Revenue	3,807.616	3,843.564	35.948	0.9	0.000	0.000	0.000	-	3,807.616	3,843.564	35.948	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	75.686	76.439	0.753	1.0	0.000	0.000	0.000	-	75.686	76.439	0.753	1.0
Paratransit Reimbursement	162.452	165.235	2.783	1.7	0.000	0.000	0.000	-	162.452	165.235	2.783	1.7
Other	144.797	152.307	7.510	5.2	0.000	0.000	0.000	-	144.797	152.307	7.510	5.2
Total Other Operating Revenue	382.935	393.981	11.046	2.9	0.000	0.000	0.000	-	382.935	393.981	11.046	2.9
Capital and Other Reimbursements	0.000	0.000	0.000	-	878.202	986.839	108.637	12.4	878.202	986.839	108.637	12.4
<b>Total Revenue</b>	<b>\$4,190.551</b>	<b>\$4,237.545</b>	<b>\$46.994</b>	<b>1.1</b>	<b>\$878.202</b>	<b>\$986.839</b>	<b>\$108.637</b>	<b>12.4</b>	<b>\$5,068.753</b>	<b>\$5,224.384</b>	<b>\$155.631</b>	<b>3.1</b>
<b>Expenses</b>												
Labor:												
Payroll	2,766.061	2,751.490	14.571	0.5	348.839	341.709	7.130	2.0	3,114.900	3,093.199	21.701	0.7
Overtime	370.487	377.098	(6.611)	(1.8)	76.345	126.102	(49.757)	(65.2)	446.832	503.200	(56.368)	(12.6)
Total Salaries & Wages	3,136.548	3,128.588	7.960	0.3	425.184	467.811	(42.627)	(10.0)	3,561.732	3,596.399	(34.667)	(1.0)
Health and Welfare	614.264	605.242	9.022	1.5	24.315	21.385	2.930	12.1	638.579	626.627	11.952	1.9
OPEB Current Payment	314.919	327.236	(12.317)	(3.9)	0.000	0.000	0.000	-	314.919	327.236	(12.317)	(3.9)
Pensions	939.793	857.267	82.526	8.8	28.498	28.046	0.452	1.6	968.291	885.313	82.978	8.6
Other Fringe Benefits	278.329	276.253	2.076	0.7	120.740	130.298	(9.558)	(7.9)	399.069	406.551	(7.482)	(1.9)
Total Fringe Benefits	2,147.305	2,065.998	81.307	3.8	173.553	179.729	(6.176)	(3.6)	2,320.858	2,245.727	75.131	3.2
Reimbursable Overhead	(183.600)	(210.674)	27.074	14.7	183.600	210.674	(27.074)	(14.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$5,100.253</b>	<b>\$4,983.912</b>	<b>\$116.341</b>	<b>2.3</b>	<b>\$782.337</b>	<b>\$858.214</b>	<b>(\$75.877)</b>	<b>(9.7)</b>	<b>\$5,882.590</b>	<b>\$5,842.126</b>	<b>\$40.464</b>	<b>0.7</b>
Non-Labor:												
Electric Power	303.481	295.476	8.005	2.6	0.237	0.349	(0.112)	(47.3)	303.718	295.825	7.893	2.6
Fuel	153.463	160.086	(6.623)	(4.3)	0.019	0.018	0.001	5.3	153.482	160.104	(6.622)	(4.3)
Insurance	62.414	62.388	0.026	0.0	0.000	0.000	0.000	-	62.414	62.388	0.026	0.0
Claims	86.608	84.042	2.566	3.0	0.000	0.000	0.000	-	86.608	84.042	2.566	3.0
Paratransit Service Contracts	347.469	334.684	12.785	3.7	0.722	0.739	(0.017)	(2.4)	348.191	335.423	12.768	3.7
Mtce. and Other Operating Contracts	174.542	172.457	2.085	1.2	27.116	44.397	(17.281)	(63.7)	201.658	216.854	(15.196)	(7.5)
Professional Service Contracts	118.686	111.494	7.192	6.1	16.009	18.221	(2.212)	(13.8)	134.695	129.715	4.980	3.7
Materials & Supplies	273.243	274.298	(1.055)	(0.4)	52.762	64.756	(11.994)	(22.7)	326.005	339.054	(13.049)	(4.0)
Other Business Expenses	70.825	67.379	3.446	4.9	(1.000)	0.145	(1.145)	(114.5)	69.825	67.524	2.301	3.3
<b>Total Non-Labor Expenses</b>	<b>\$1,590.731</b>	<b>\$1,562.304</b>	<b>\$28.427</b>	<b>1.8</b>	<b>\$95.865</b>	<b>\$128.625</b>	<b>(\$32.760)</b>	<b>(34.2)</b>	<b>\$1,686.596</b>	<b>\$1,690.929</b>	<b>(\$4.333)</b>	<b>(0.3)</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>	<b>\$9,265.237</b>	<b>\$9,168.728</b>	<b>\$96.509</b>	<b>1.0</b>	<b>\$878.202</b>	<b>\$986.839</b>	<b>(\$108.637)</b>	<b>(12.4)</b>	<b>\$10,143.439</b>	<b>\$10,155.567</b>	<b>(\$12.128)</b>	<b>(0.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,074.686)</b>	<b>(\$4,931.183)</b>	<b>\$143.503</b>	<b>2.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$5,074.686)</b>	<b>(\$4,931.183)</b>	<b>\$143.503</b>	<b>2.8</b>

NOTE: Totals may not add due to rounding.

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

<b><u>Generic Revenue or Expense Category</u></b>	<b><u>Nonreimb or Reimb</u></b>	<b><u>MONTH</u></b>			<b><u>YEAR TO DATE</u></b>		
		<b><u>Favorable (Unfavorable) Variance</u></b>		<b><u>Reason for Variance</u></b>	<b><u>Favorable (Unfavorable) Variance</u></b>		<b><u>Reason for Variance</u></b>
		<b><u>\$</u></b>	<b><u>%</u></b>		<b><u>\$</u></b>	<b><u>%</u></b>	
Farebox Revenue	NR	1.6	0.5	Mainly due to higher subway ridership	35.9	0.9	Mainly due to increased subway ridership and higher average fares, resulting from lower trips per pass
Other Operating Revenue	NR	1.5	4.5	Mostly due to favorable results in paratransit Urban Tax and advertising revenues	11.0	2.9	Mostly due to favorable results in paratransit Urban Tax and advertising 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	9.8	3.8	Largely due to vacancies, the favorable timing of payments for hourly maintainer bonuses, and a catch-up of reimbursable work	14.6	0.5	Largely due to vacancies and the favorable timing of payments for hourly maintainer bonuses, partly offset by higher employee earned separation payments and Workers' Compensation differential costs
Overtime	NR	2.6	8.7	Largely due to a catch-up of reimbursable work	(6.6)	(1.8)	Mainly due to additional bus unscheduled service and fleet/facility maintenance requirements
Health & Welfare (including OPEB current payment)	NR	4.5	5.1	Primarily the favorable timing of expenses and credits	(3.3)	(0.4)	Primarily the unfavorable timing of expenses
Pension	NR	1.9	9.7	Due to the favorable timing of expenses	82.5	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	3.3	13.2	Due mostly to favorable direct overhead credits, resulting from higher reimbursable overtime costs	2.1	0.7	Due mostly to favorable direct overhead credits, resulting from higher reimbursable overtime costs, partly offset by increased Workers' Compensation expenses
Reimbursable Overhead	NR	12.3	87.6	Favorable overhead credits, mainly resulting from higher reimbursable overtime costs	27.1	14.7	Favorable overhead credits, mainly 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**  
**November 2014**  
**(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Electric Power	NR	2.7	10.0	Due largely to lower consumption and prices	8.0	2.6	Due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses
Fuel	NR	1.8	13.8	Primarily lower prices	(6.6)	(4.3)	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	2.6	3.0	The favorable timing of expenses
Paratransit Service Contracts	NR	1.8	5.3	Mostly due to lower completed trips	12.8	3.7	Mostly due to lower completed trips
Maintenance and Other Operating Contracts	NR	3.4	22.0	Largely due to underruns in revenue vehicle maintenance & repair costs and painting expenses, partly offset by the unfavorable timing of auto purchases	2.1	1.2	Largely underruns in painting and building-related expenses, partly offset by the unfavorable timing of auto purchases and safety equipment expenses
Professional Service Contracts	NR	7.1	55.5	Primarily the favorable timing of office-related equipment and various professional service expenses, partly offset by higher Information Technology hardware costs.	7.2	6.1	Primarily the favorable timing of Workers' Compensation Board and bond services expenses, partly offset by higher Information Technology costs
Materials and Supplies	NR	3.8	15.3	Due mainly to the favorable timing of maintenance material requirements and inventory adjustments, and higher scrap/surplus sales	(1.1)	(0.4)	Mainly the unfavorable timing of maintenance material requirements, mostly offset by favorable inventory adjustments and higher scrap/surplus sales
Other Business Expenses	NR	1.1	16.3	Mostly the favorable timing of reimbursable job closing adjustments and stationery expense underruns	3.4	4.9	Mostly the favorable timing of reimbursable job closing adjustments and stationery expense underruns
Depreciation	NR	6.1	4.5	The favorable timing of assets reaching beneficial use	16.0	1.1	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
Capital and Other Reimbursements	R	37.5	53.5	Reimbursement increase consistent with higher reimbursable expenses	108.6	12.4	Reimbursement increase consistent with higher reimbursable expenses

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

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Payroll	R				7.1	2.0	Mostly due to underruns of non-capital expenses
Overtime	R	(15.1)	over (100.0)	Largely due to a catch-up of reimbursable work, especially in the areas of track and service delivery	(49.8)	(65.2)	Mainly due to Subways Capital Track Program requirements, which are concentrated on weekends to take advantage of track availability
Health & Welfare	R	0.5	18.8	The favorable timing of expenses	2.9	12.1	The favorable timing of expenses
Other Fringe Benefits	R	(4.2)	(41.6)	Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses	(9.6)	(7.9)	Mostly higher direct overhead expenses, driven by increased reimbursable overtime expenses
Maintenance and Other Operating Contracts	R	(5.9)	over (100.0)	Largely additional construction services and revenue vehicle maintenance requirements	(17.3)	(63.7)	Largely additional building-related, construction services and revenue vehicle maintenance requirements
Professional Service Contracts	R	0.2	24.9	Mostly lower expenses in Data Center and various professional service accounts, partly offset by overruns in Information Technology software costs	(2.2)	(13.8)	Mainly overruns of Information Technology hardware and other EDP-related expenses, partly offset by Data Center underruns
Materials & Supplies	R	0.8	16.6	Mainly resulting from favorable prior period corrections, partly offset by additional non-vehicle maintenance requirements	(12.0)	(22.7)	Principally additional non-vehicle maintenance requirements
Other Business Expenses	R				(1.1)	over (100.0)	Mostly the unfavorable timing of reimbursable job closing adjustments

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$330.748	\$312.841	(\$17.907)	(5.4)	\$3,799.180	\$3,826.215	\$27.035	0.7
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	6.313	6.313	-	62.704	62.739	0.035	0.1
Paratransit Reimbursement	3.800	5.623	1.823	48.0	166.114	157.702	(8.412)	(5.1)
Other	3.382	3.454	0.072	2.1	43.936	45.255	1.319	3.0
Total Other Operating Revenue	7.182	15.390	8.208	114.3	272.754	265.696	(7.058)	(2.6)
Capital and Other Reimbursements	95.212	75.910	(19.302)	(20.3)	957.200	861.180	(96.020)	(10.0)
<b>Total Receipts</b>	<b>\$433.142</b>	<b>\$404.141</b>	<b>(\$29.001)</b>	<b>(6.7)</b>	<b>\$5,029.134</b>	<b>\$4,953.091</b>	<b>(\$76.043)</b>	<b>(1.5)</b>
<b>Expenditures</b>								
Labor:								
Payroll	270.724	246.883	23.841	8.8	3,230.228	3,230.434	(0.206)	(0.0)
Overtime	28.088	59.955	(31.867)	(113.5)	465.337	502.108	(36.771)	(7.9)
Total Salaries & Wages	298.812	306.838	(8.026)	(2.7)	3,695.565	3,732.542	(36.977)	(1.0)
Health and Welfare	61.907	44.976	16.931	27.3	618.024	601.512	16.512	2.7
OPEB Current Payment	29.240	26.933	2.307	7.9	314.919	327.236	(12.317)	(3.9)
Pensions	84.455	75.034	9.421	11.2	896.395	841.245	55.150	6.2
Other Fringe Benefits	29.515	29.339	0.176	0.6	375.141	384.433	(9.292)	(2.5)
Total Fringe Benefits	205.117	176.282	28.835	14.1	2,204.479	2,154.426	50.053	2.3
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	-
<b>Total Labor Expenditures</b>	<b>\$503.929</b>	<b>\$483.120</b>	<b>\$20.809</b>	<b>4.1</b>	<b>\$5,934.091</b>	<b>\$5,922.754</b>	<b>\$11.337</b>	<b>0.2</b>
Non-Labor:								
Electric Power	26.033	23.061	2.972	11.4	304.492	297.005	7.487	2.5
Fuel	13.098	9.068	4.030	30.8	153.361	154.778	(1.417)	(0.9)
Insurance	5.299	0.000	5.299	75.2	61.200	67.278	(6.078)	(9.9)
Claims	7.051	4.351	2.700	8.2	79.097	99.029	(19.932)	(25.2)
Paratransit Service Contracts	32.897	28.636	4.261	22.7	346.467	333.094	13.373	3.9
Mtce. and Other Operating Contracts	18.764	23.550	(4.786)	(37.5)	201.659	219.043	(17.384)	(8.6)
Professional Service Contracts	12.776	6.296	6.480	27.3	134.728	128.310	6.418	4.8
Materials & Supplies	23.737	26.549	(2.812)	(11.8)	317.847	350.866	(33.019)	(10.4)
Other Business Expenditures	7.200	6.341	0.859	11.9	70.629	67.269	3.360	4.8
<b>Total Non-Labor Expenditures</b>	<b>\$146.855</b>	<b>\$127.852</b>	<b>\$19.003</b>	<b>12.9</b>	<b>\$1,669.480</b>	<b>\$1,716.672</b>	<b>(\$47.192)</b>	<b>(2.8)</b>
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$650.784</b>	<b>\$610.972</b>	<b>\$39.812</b>	<b>6.1</b>	<b>\$7,603.571</b>	<b>\$7,639.426</b>	<b>(\$35.855)</b>	<b>(0.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$217.642)</b>	<b>(\$206.831)</b>	<b>\$10.811</b>	<b>5.0</b>	<b>(\$2,574.437)</b>	<b>(\$2,686.335)</b>	<b>(\$111.898)</b>	<b>(4.3)</b>

NOTE: Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS**  
**November 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	(17.9)	(5.4)	Mostly the unfavorable timing of the counting and depositing of cash receipts	27.0	0.7	Mostly due to higher subway ridership
Other Operating Receipts	8.2	over 100.0	Due primarily to the favorable timing of student fare reimbursements and higher paratransit Urban Tax receipts	(7.1)	(2.6)	Due primarily to the unfavorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(19.3)	(20.3)	Largely due to the unfavorable timing of reimbursements	(96.0)	(10.0)	Largely due to the unfavorable timing of reimbursements
Salaries & Wages	(8.0)	(2.7)	Mainly reimbursable overtime requirements	(37.0)	(1.0)	Mainly reimbursable overtime requirements
Health & Welfare (including OPEB current payment)	19.2	21.1	Primarily the favorable timing of payments	4.2	0.5	Primarily the favorable timing of payments
Pensions	9.4	11.2	Mainly the favorable timing of payments	55.2	6.2	Mostly the favorable timing of a NYCERS actuarial update, based on a recent TWU labor agreement
Other Fringe Benefits				(9.3)	(2.5)	Largely higher Workers' Compensation payments
Electric Power	3.0	11.4	Due largely to lower consumption and prices	7.5	2.5	Due largely to lower consumption and prices, partly offset by the unfavorable timing of expenses and payments
Fuel	4.0	30.8	Mainly lower prices and the favorable timing of payments			
Insurance	5.3	75.2	The favorable timing of interagency payments	(6.1)	(9.9)	The unfavorable timing of interagency payments
Claims	2.7	8.2	The favorable timing of payments	(19.9)	(25.2)	Higher claims payouts than anticipated
Paratransit Service Contracts	4.3	22.7	Mostly due to lower completed trips	13.4	3.9	Mostly due to lower completed trips
Maintenance Contracts	(4.8)	(37.5)	Largely due to reimbursable project requirements and the unfavorable timing of payments	(17.4)	(8.6)	Largely additional reimbursable building-related, construction services and revenue vehicle maintenance requirements, and the unfavorable timing of payments
Professional Service Contracts	6.5	27.3	Primarily the favorable timing of office-related equipment and various professional service expenses, partly offset by higher Information Technology hardware costs and the unfavorable timing of payments	6.4	4.8	Primarily the favorable timing of Workers' Compensation Board and bond services expenses, partly offset by higher Information Technology costs and the unfavorable timing of payments
Materials & Supplies	(2.8)	(11.8)	Mostly the unfavorable timing of payments, partly offset by the favorable timing of maintenance material requirements and higher scrap/surplus sales	(33.0)	(10.4)	Principally the unfavorable timing of payments and maintenance material requirements

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$2.721)	(\$22.262)	(\$19.541)	(718.2)	(\$8.436)	(\$17.349)	(\$8.913)	(105.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(7.767)	(1.031)	6.736	86.7	(12.982)	(13.700)	(0.718)	(5.5)
Paratransit Reimbursement	(10.524)	(10.054)	0.470	4.5	3.662	(7.533)	(11.195)	(305.7)
Other	(8.443)	(8.957)	(0.514)	(6.1)	(100.861)	(107.052)	(6.191)	(6.1)
<b>Total Other Operating Revenue</b>	<b>(26.734)</b>	<b>(20.042)</b>	<b>6.692</b>	<b>25.0</b>	<b>(110.181)</b>	<b>(128.285)</b>	<b>(18.104)</b>	<b>(16.4)</b>
Capital and Other Reimbursements	25.000	(31.846)	(56.846)	(227.4)	78.998	(125.659)	(204.657)	(259.1)
<b>Total Receipts</b>	<b>(\$4.455)</b>	<b>(\$74.150)</b>	<b>(\$69.695)</b>	<b>-</b>	<b>(\$39.619)</b>	<b>(\$271.293)</b>	<b>(\$231.674)</b>	<b>(584.8)</b>
<b>Expenditures</b>								
Labor:								
Payroll	22.136	37.562	15.426	69.7	(115.328)	(137.235)	(21.907)	(19.0)
Overtime	2.337	(17.010)	(19.347)	(827.9)	(18.505)	1.092	19.597	105.9
Total Salaries & Wages	24.473	20.552	(3.921)	(16.0)	(133.833)	(136.143)	(2.310)	(1.7)
Health and Welfare	0.000	14.253	14.253	-	20.555	25.115	4.560	22.2
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(64.408)	(56.921)	7.487	11.6	71.896	44.068	(27.828)	(38.7)
Other Fringe Benefits	5.324	6.435	1.111	20.9	23.928	22.118	(1.810)	(7.6)
Total Fringe Benefits	(59.084)	(36.233)	22.851	38.7	116.379	91.301	(25.078)	(21.5)
GASB Account	0.000	0.000	0.000	-	(34.047)	(35.786)	(1.739)	(5.1)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$34.611)</b>	<b>(\$15.681)</b>	<b>\$18.930</b>	<b>54.7</b>	<b>(\$51.501)</b>	<b>(\$80.628)</b>	<b>(\$29.127)</b>	<b>(56.6)</b>
Non-Labor:								
Electric Power	0.774	1.076	0.302	39.0	(0.774)	(1.180)	(0.406)	(52.5)
Fuel	(0.121)	2.115	2.236	-	0.121	5.326	5.205	-
Insurance	0.377	5.680	5.303	-	1.214	(4.890)	(6.104)	(502.8)
Claims	1.017	3.289	2.272	223.4	7.511	(14.987)	(22.498)	(299.5)
Paratransit Service Contracts	0.280	2.773	2.493	890.4	1.724	2.329	0.605	35.1
Mtce. and Other Operating Contracts	(1.486)	(3.749)	(2.263)	(152.3)	(0.001)	(2.189)	(2.188)	-
Professional Service Contracts	0.750	(0.054)	(0.804)	(107.2)	(0.033)	1.405	1.438	-
Materials & Supplies	5.855	(1.548)	(7.403)	(126.4)	8.158	(11.812)	(19.970)	(244.8)
Other Business Expenses	(0.001)	(0.143)	(0.142)	-	(0.804)	0.255	1.059	131.7
<b>Total Non-Labor Expenditures</b>	<b>\$7.445</b>	<b>\$9.439</b>	<b>\$1.994</b>	<b>26.8</b>	<b>\$17.116</b>	<b>(\$25.743)</b>	<b>(\$42.859)</b>	<b>(250.4)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$27.166)</b>	<b>(\$6.242)</b>	<b>\$20.924</b>	<b>77.0</b>	<b>(\$34.385)</b>	<b>(\$106.371)</b>	<b>(\$71.986)</b>	<b>(209.4)</b>
Depreciation	134.000	127.917	(6.083)	(4.5)	1,409.462	1,393.455	(16.007)	(1.1)
OPEB Account	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	-
<b>Total Expenditures</b>	<b>\$106.834</b>	<b>\$121.675</b>	<b>\$14.841</b>	<b>13.9</b>	<b>\$2,539.868</b>	<b>\$2,516.141</b>	<b>(\$23.727)</b>	<b>(0.9)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$102.379</b>	<b>\$47.525</b>	<b>(\$54.854)</b>	<b>(53.6)</b>	<b>\$2,500.249</b>	<b>\$2,244.848</b>	<b>(\$255.401)</b>	<b>(10.2)</b>

NOTE: Totals may not add due to rounding.

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

	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b>Administration:</b>				
Office of the President	60	59	1	
Law	278	271	7	
Office of the EVP	42	42	0	
Human Resources	219	233	(14)	
Office of Management and Budget	40	37	3	
Capital Planning & Budget	33	29	4	
Corporate Communications	262	260	2	
Technology & Information Services	447	408	39	
Non-Departmental	(100)	-	(100)	Negative budget represents vacancy provision
Labor Relations	96	88	8	
Materiel	290	263	27	
Controller	137	133	4	
<b>Total Administration</b>	<b>1,804</b>	<b>1,823</b>	<b>(19)</b>	
<b>Operations</b>				
Subways Rapid Transit Operations	7,728	7,790	(62)	Mostly Train Operators
Subways Operations Support	369	362	7	
Subways Stations	2,612	2,624	(12)	
<b>Sub-total Subways</b>	<b>10,709</b>	<b>10,776</b>	<b>(67)</b>	
Buses	10,597	10,593	4	
Paratransit	214	205	9	
Operations Planning	404	385	19	
Revenue Control	444	402	42	
<b>Total Operations</b>	<b>22,368</b>	<b>22,361</b>	<b>7</b>	
<b>Maintenance</b>				
Subways Operations Support	202	205	(3)	
Subways Engineering	338	342	(4)	
Subways Car Equipment	4,309	4,290	19	
Subways Infrastructure	1,481	1,400	81	Mainly hourlies-Maintainers
Subways Elevators & Escalators	400	358	42	
Subways Stations	3,657	3,595	62	Largely hourlies-Maintainers
Subways Track	2,793	2,722	71	Mostly Track Workers
Subways Power	624	559	65	Mainly hourlies-Elect. Helpers & Maintainers
Subways Signals	1,479	1,381	98	Mainly hourlies-Signal Helpers
Subways Electronic Maintenance	1,505	1,432	73	Mostly hourlies-Maintainers
<b>Sub-total Subways</b>	<b>16,788</b>	<b>16,284</b>	<b>504</b>	
Buses	3,855	3,754	101	Mostly hourlies-Bus Maintainers/Cleaners
Revenue Control	137	137	0	
Supply Logistics	565	567	(2)	
System Safety	91	78	13	
<b>Total Maintenance</b>	<b>21,436</b>	<b>20,820</b>	<b>616</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,274	1,339	(65)	CPM Vacancy Provision
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,339</b>	<b>(65)</b>	
<b>Public Safety</b>				
Security	638	608	30	
<b>Total Public Safety</b>	<b>638</b>	<b>608</b>	<b>30</b>	
<b>Total Positions</b>	<b>47,520</b>	<b>46,951</b>	<b>569</b>	
Non-Reimbursable	42,760	41,417	1,343	
Reimbursable	4,760	5,534	(774)	
Total Full-Time	47,362	46,707	655	
Total Full-Time Equivalents	158	244	(86)	

**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**  
**November 2014**

FUNCTION/OCCUPATION	Forecast	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	578	565	13	
Professional, Technical, Clerical	1,175	1,233	(58)	
Operational Hourlies	51	25	26	
<b>Total Administration</b>	<b>1,804</b>	<b>1,823</b>	<b>(19)</b>	
<b>Operations</b>				
Managers/Supervisors	2,572	2,569	3	
Professional, Technical, Clerical	481	473	8	
Operational Hourlies	19,315	19,319	(4)	
<b>Total Operations</b>	<b>22,368</b>	<b>22,361</b>	<b>7</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,946	3,819	127	
Professional, Technical, Clerical	1,048	1,013	35	
Operational Hourlies	16,442	15,988	454	
<b>Total Maintenance</b>	<b>21,436</b>	<b>20,820</b>	<b>616</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	329	323	6	
Professional, Technical, Clerical	943	1,014	(71)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,274</b>	<b>1,339</b>	<b>(65)</b>	
<b>Public Safety</b>				
Managers/Supervisors	254	237	17	
Professional, Technical, Clerical	40	34	6	
Operational Hourlies	344	337	7	
<b>Total Public Safety</b>	<b>638</b>	<b>608</b>	<b>30</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,679	7,513	166	
Professional, Technical, Clerical	3,687	3,767	(80)	
Operational Hourlies	36,154	35,671	483	
<b>Total Positions</b>	<b>47,520</b>	<b>46,951</b>	<b>569</b>	

**MTA New York City Transit  
2014 July Financial Plan  
Non-Reimbursable/Reimbursable Overtime**

**The Overtime Decomposition report for November was unavailable due to the acceleration of this month's Board Cycle.**

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

	November 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast*	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	4,190.6	4,228.2	4,237.6	47.0	1.1	9.3	0.2
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,691.0	6,618.5	6,546.2	144.8	2.2	72.2	1.1
Depreciation	1,409.5	1,399.4	1,393.5	16.0	1.1	5.9	0.4
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	n/a
Total Expenses	9,265.3	9,246.7	9,168.8	96.5	1.0	77.9	0.8
Net Surplus/(Deficit)	(5,074.7)	(5,018.5)	(4,931.2)	143.5	2.8	87.3	1.7

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**  
**NOVEMBER 2014 YEAR-TO-DATE**  
(\$ in millions)

	November 2014 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	9.3	0.2	Increased other operating revenue of \$7.5M, mostly from higher advertising and paratransit Urban Tax revenues
Total Expenses (Nonreimbursable)	77.9	0.8	<p>Lower labor expenses of \$32.5M, mostly from favorable reimbursable overhead credits caused by higher reimbursable overtime expenses, and payroll underruns</p> <p>Non-labor expenses favorable by \$39.8M, resulting from several account underruns/timing</p> <p>Depreciation expenses favorable by \$5.9M</p> <p>OPEB LT Liability expenses were unfavorable by \$0.3M.</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

November 2014

(All data are preliminary and subject to audit)

In the month of November, **operating revenues** were \$0.7 million, less than \$0.1 million (1.2 percent) above forecast and, year-to-date, operating revenues were \$7.6 million, under forecast by less than \$0.1 million (0.6 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 November 2014 was 351,730 riders, 2.7 percent (9,914 riders) below forecast. Year-to-date, total ridership was 3,997,996 riders, 0.1 percent (3,926 riders) higher than forecast. November 2014 average weekday ridership was 16,295 riders, 1.8 percent (283 riders) higher than November 2013. Average weekday ridership for the twelve months ending November 2014 was 15,423 riders, 2.7 percent (401 riders) higher than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits of \$3.8 million were less than \$0.1 million (1.0 percent) higher than forecast in November. Labor expenses overran by \$0.5 million (19.0 percent), mainly resulting from unfavorable reimbursable overhead credits of \$0.2 million (85.7 percent), due largely to the timing of reimbursable work, the unfavorable timing of health & welfare/OPEB current expenses of \$0.1 million (18.3 percent) and higher other fringe benefit expenses of \$0.1 million (57.1 percent), mostly from higher Workers' Compensation requirements and interagency charges. Non-labor expenses were less than forecast by \$0.4 million (30.2 percent), due primarily to electric power underruns of \$0.2 million (32.3 percent) and lower maintenance contract expenses of \$0.3 million (75.7 percent), caused largely by timing and lower facility maintenance and repair costs. Year-to-date, expenses of \$42.2 million were below forecast by \$0.5 million (1.1 percent), consisting of labor overruns of \$2.5 million (8.3 percent) and favorable non-labor results of \$3.0 million (23.2 percent). These results were due essentially to the same factors that impacted the month.

Year-to-date, depreciation expenses were \$7.2 million, \$0.4 million (5.4 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 \$33.7 million, \$0.6 million (1.7 percent) unfavorable to forecast.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.463	0.456	(0.007)	(1.5)	-	-	-	-	0.463	0.456	0.007	(1.5)
Other Operating Revenue	0.200	0.215	0.015	7.5	-	-	-	-	0.200	0.215	0.015	7.5
Capital and Other Reimbursements	-	-	-	-	0.773	0.088	(0.685)	(88.6)	0.773	0.088	0.685)	(88.6)
<b>Total Revenue</b>	<b>\$ 0.663</b>	<b>\$ 0.671</b>	<b>\$ 0.008</b>	<b>1.2</b>	<b>\$ 0.773</b>	<b>\$ 0.088</b>	<b>\$ (0.685)</b>	<b>(88.6)</b>	<b>\$ 1.436</b>	<b>\$ 0.759</b>	<b>\$ (0.677)</b>	<b>(47.1)</b>
<b>Expenses</b>												
Labor:												
Payroll	1.352	1.383	(0.031)	(2.3)	0.314	0.032	0.282	89.8	1.666	1.415	0.251	15.1
Overtime	0.245	0.254	(0.009)	(3.7)	0.088	0.015	0.073	83.0	0.333	0.269	0.064	19.2
<b>Total Salaries &amp; Wages</b>	<b>\$ 1.597</b>	<b>\$ 1.637</b>	<b>\$ (0.040)</b>	<b>(2.5)</b>	<b>\$ 0.402</b>	<b>\$ 0.047</b>	<b>\$ 0.355</b>	<b>88.3</b>	<b>\$ 1.999</b>	<b>\$ 1.684</b>	<b>\$ 0.315</b>	<b>15.8</b>
Health and Welfare	0.400	0.429	(0.029)	(7.2)	0.074	\$ -	0.074	100.0	0.474	0.429	0.045	9.5
OPEB Current Portion	0.021	0.069	(0.048)	(228.6)	-	-	-	-	0.021	0.069	(0.048)	(228.6)
Pensions	0.482	0.489	(0.007)	(1.5)	0.013	\$ -	0.013	100.0	0.495	0.489	0.006	1.2
Other Fringe Benefits	0.170	0.267	(0.097)	(57.1)	0.011	\$ -	0.011	100.0	0.181	0.267	(0.086)	(47.5)
<b>Total Fringe Benefits</b>	<b>\$ 1.073</b>	<b>\$ 1.254</b>	<b>\$ (0.181)</b>	<b>(16.9)</b>	<b>\$ 0.098</b>	<b>\$ -</b>	<b>\$ 0.098</b>	<b>100.0</b>	<b>\$ 1.171</b>	<b>\$ 1.254</b>	<b>\$ (0.083)</b>	<b>(7.1)</b>
Reimbursable Overhead	(0.273)	(0.039)	(0.234)	(85.7)	0.273	0.039	0.234	85.7	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 2.397</b>	<b>\$ 2.852</b>	<b>\$ (0.455)</b>	<b>(19.0)</b>	<b>\$ 0.773</b>	<b>\$ 0.086</b>	<b>\$ 0.687</b>	<b>88.9</b>	<b>\$ 3.170</b>	<b>\$ 2.938</b>	<b>\$ 0.232</b>	<b>7.3</b>
Non-Labor:												
Electric Power	0.569	0.385	0.184	32.3	-	0.001	(0.001)	-	0.569	0.386	0.183	32.2
Fuel	0.012	0.016	(0.004)	(33.3)	-	-	-	-	0.012	0.016	(0.004)	(33.3)
Insurance	0.085	0.067	0.018	21.2	-	-	-	-	0.085	0.067	0.018	21.2
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	0.097	0.302	75.7	-	-	-	-	0.399	0.097	0.302	75.7
Professional Service Contracts	0.074	0.203	(0.129)	(174.3)	-	-	-	-	0.074	0.203	(0.129)	(174.3)
Materials & Supplies	0.238	0.183	0.055	23.1	-	0.001	(0.001)	-	0.238	0.184	0.054	22.7
Other Business Expenses	-	0.016	(0.016)	-	-	-	-	-	-	0.016	(0.016)	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.388</b>	<b>\$ 0.969</b>	<b>\$ 0.419</b>	<b>30.2</b>	<b>\$ -</b>	<b>\$ 0.002</b>	<b>\$ (0.002)</b>	<b>-</b>	<b>\$ 1.388</b>	<b>\$ 0.971</b>	<b>\$ 0.417</b>	<b>30.0</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 3.785</b>	<b>\$ 3.821</b>	<b>\$ (0.036)</b>	<b>(1.0)</b>	<b>\$ 0.773</b>	<b>\$ 0.088</b>	<b>\$ 0.685</b>	<b>88.6</b>	<b>\$ 4.558</b>	<b>\$ 3.909</b>	<b>\$ 0.649</b>	<b>14.2</b>
Depreciation	0.688	0.639	0.049	7.1	-	-	-	-	0.688	0.639	0.049	7.1
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 4.473</b>	<b>\$ 4.460</b>	<b>\$ 0.013</b>	<b>0.3</b>	<b>\$ 0.773</b>	<b>\$ 0.088</b>	<b>\$ 0.685</b>	<b>88.6</b>	<b>\$ 5.246</b>	<b>\$ 4.548</b>	<b>\$ 0.698</b>	<b>13.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (3.810)</b>	<b>\$ (3.789)</b>	<b>\$ 0.021</b>	<b>0.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (3.810)</b>	<b>\$ (3.789)</b>	<b>\$ 0.021</b>	<b>0.6</b>

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	5.346	5.415	0.069	1.3	-	-	-	-	5.346	5.415	0.069	1.3
Other Operating Revenue	2.296	2.180	(0.116)	(5.1)	-	-	-	-	2.296	2.180	0.116	(5.1)
Capital and Other Reimbursements	-	-	-	-	5.367	1.167	(4.200)	(78.3)	5.367	1.167	4.200	(78.3)
<b>Total Revenue</b>	<b>\$ 7.642</b>	<b>\$ 7.595</b>	<b>\$ (0.047)</b>	<b>(0.6)</b>	<b>\$ 5.367</b>	<b>\$ 1.167</b>	<b>\$ (4.200)</b>	<b>(78.3)</b>	<b>\$ 13.009</b>	<b>\$ 8.762</b>	<b>\$ (4.247)</b>	<b>(32.6)</b>
<b>Expenses</b>												
Labor:												
Payroll	17.053	17.002	0.051	0.3	2.134	0.418	1.716	80.4	19.187	17.420	1.767	9.2
Overtime	2.563	2.837	(0.274)	(10.7)	0.616	0.121	0.495	80.4	3.179	2.958	0.221	7.0
Total Salaries & Wages	<b>\$ 19.616</b>	<b>\$ 19.839</b>	<b>\$ (0.223)</b>	<b>(1.1)</b>	<b>\$ 2.750</b>	<b>\$ 0.539</b>	<b>\$ 2.211</b>	<b>80.4</b>	<b>\$ 22.366</b>	<b>\$ 20.378</b>	<b>\$ 1.988</b>	<b>8.9</b>
Health and Welfare	3.689	3.639	0.050	1.4	0.444	\$ -	0.444	100.0	4.133	3.639	0.494	12.0
OPEB Current Portion	0.853	0.939	(0.086)	(10.1)	0.005	0.013	(0.008)	(160.0)	0.858	0.952	(0.094)	(11.0)
Pensions	5.267	5.376	(0.109)	(2.1)	0.078	\$ -	0.078	100.0	5.345	5.376	(0.031)	(0.6)
Other Fringe Benefits	2.451	3.107	(0.656)	(26.8)	0.066	\$ -	0.066	100.0	2.517	3.107	(0.590)	(23.4)
Total Fringe Benefits	<b>\$ 12.260</b>	<b>\$ 13.061</b>	<b>\$ (0.801)</b>	<b>(6.5)</b>	<b>\$ 0.593</b>	<b>\$ 0.013</b>	<b>\$ 0.580</b>	<b>97.8</b>	<b>\$ 12.853</b>	<b>\$ 13.074</b>	<b>\$ (0.221)</b>	<b>(1.7)</b>
Reimbursable Overhead	(1.930)	(0.477)	(1.453)	(75.3)	1.930	0.477	1.453	75.3	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 29.946</b>	<b>\$ 32.423</b>	<b>\$ (2.477)</b>	<b>(8.3)</b>	<b>\$ 5.273</b>	<b>\$ 1.029</b>	<b>\$ 4.244</b>	<b>80.5</b>	<b>\$ 35.219</b>	<b>\$ 33.452</b>	<b>\$ 1.767</b>	<b>5.0</b>
Non-Labor:												
Electric Power	5.440	3.874	1.566	28.8	0.001	0.007	(0.006)	(600.0)	5.441	3.881	1.560	28.7
Fuel	0.348	0.365	(0.017)	(4.9)	-	-	-	-	0.348	0.365	(0.017)	(4.9)
Insurance	1.259	1.318	(0.059)	(4.7)	-	-	-	-	1.259	1.318	(0.059)	(4.7)
Claims	0.072	0.018	0.054	75.0	-	-	-	-	0.072	0.018	0.054	75.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	3.043	1.394	1.649	54.2	-	-	-	-	3.043	1.394	1.649	54.2
Professional Service Contracts	0.651	1.004	(0.353)	(54.2)	-	-	-	-	0.651	1.004	(0.353)	(54.2)
Materials & Supplies	1.797	1.640	0.157	8.7	0.093	0.131	(0.038)	(40.9)	1.890	1.771	0.119	6.3
Other Business Expenses	0.084	0.131	(0.047)	(56.0)	-	-	-	-	0.084	0.131	(0.047)	(56.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 12.694</b>	<b>\$ 9.744</b>	<b>\$ 2.950</b>	<b>23.2</b>	<b>\$ 0.094</b>	<b>\$ 0.138</b>	<b>\$ (0.044)</b>	<b>(46.8)</b>	<b>\$ 12.788</b>	<b>\$ 9.882</b>	<b>\$ 2.906</b>	<b>22.7</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 42.640</b>	<b>\$ 42.167</b>	<b>\$ 0.473</b>	<b>1.1</b>	<b>\$ 5.367</b>	<b>\$ 1.167</b>	<b>\$ 4.200</b>	<b>78.3</b>	<b>\$ 48.007</b>	<b>\$ 43.334</b>	<b>\$ 4.673</b>	<b>9.7</b>
Depreciation	7.608	7.196	0.412	5.4	-	-	-	-	7.608	7.196	0.412	5.4
Other Post Employment Benefits	1.722	1.865	(0.143)	(8.3)	-	-	-	-	1.722	1.865	(0.143)	(8.3)
<b>Total Expenses</b>	<b>\$ 51.970</b>	<b>\$ 51.228</b>	<b>\$ 0.742</b>	<b>1.4</b>	<b>\$ 5.367</b>	<b>\$ 1.167</b>	<b>\$ 4.200</b>	<b>78.3</b>	<b>\$ 57.337</b>	<b>\$ 52.395</b>	<b>\$ 4.942</b>	<b>8.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (44.328)</b>	<b>\$ (43.633)</b>	<b>\$ 0.695</b>	<b>1.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (44.328)</b>	<b>\$ (43.633)</b>	<b>\$ 0.695</b>	<b>1.6</b>

Table 3

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS**  
**November 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.				0.069	1.3	Higher ridership and pass average fares
Other Operating Revenue	Non Reimb.	0.015	7.5	The favorable timing of student fare reimbursements	(0.116)	(5.1)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.031)	(2.3)	The unfavorable timing of expenses			
Overtime	Non Reimb.				(0.274)	(10.7)	Mostly additional maintenance and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.077)	(18.3)	The unfavorable timing of expenses	(0.036)	(0.8)	The unfavorable timing of expenses
Pension	Non Reimb.				(0.109)	(2.1)	The unfavorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.097)	(57.1)	Mostly additional Workers' Compensation requirements and interagency charges	(0.656)	(26.8)	Mostly additional Workers' Compensation requirements and interagency charges
Reimbursable Overhead	Non Reimb.	(0.234)	(85.7)	Reduced overhead credits, due largely to the unfavorable timing of reimbursable work	(1.453)	(75.3)	Reduced overhead credits, due largely to the unfavorable timing of reimbursable work
Electric Power	Non Reimb.	0.184	32.3	Mostly a conservative Mid-Year Forecast adjusted in the November Forecast	1.566	28.8	Mostly a conservative Mid-Year Forecast adjusted in the November Forecast
Insurance	Non Reimb.				(0.059)	(4.7)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.302	75.7	Mostly the favorable timing of expenses and lower facility maintenance & repair costs	1.649	54.2	Mostly the favorable timing of expenses and lower facility maintenance & repair costs
Professional Service Contracts	Non Reimb.	(0.129)	over (100.0)	The unfavorable timing of various professional service contract costs	(0.353)	(54.2)	Largely higher engineering services and Information Technology hardware requirements
Materials and Supplies	Non Reimb.				0.157	8.7	Mostly favorable inventory adjustments
Capital and Other Reimbursements	Reimb.	(0.685)	(88.6)	Timing of Contractor requirements	(4.200)	(78.3)	Timing of Contractor requirements
Payroll	Reimb.	0.282	89.8	Timing of Contractor requirements	1.716	80.4	Timing of Contractor requirements
Overtime	Reimb.	0.073	83.0	Timing of Contractor requirements	0.495	80.4	Timing of Contractor requirements
Health and Welfare	Reimb.	0.074	100.0	Timing of Contractor requirements	0.444	100.0	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	0.432	0.547	0.115	26.6	4.883	5.406	0.523	10.7
Other Operating Revenue	0.345	0.050	(0.295)	(85.5)	3.724	1.714	(2.010)	(54.0)
Capital and Other Reimbursements	0.866	0.047	(0.819)	(94.6)	6.530	2.449	(4.081)	(62.5)
<b>Total Receipts</b>	<b>\$ 1.643</b>	<b>\$ 0.644</b>	<b>\$ (0.999)</b>	<b>(60.8)</b>	<b>\$ 15.137</b>	<b>\$ 9.569</b>	<b>\$ (5.568)</b>	<b>(36.8)</b>
<b>Expenditures</b>								
Labor:								
Payroll	1.813	1.573	0.240	13.2	17.119	16.910	0.209	1.2
Overtime	0.407	0.239	0.168	41.3	3.400	2.743	0.657	19.3
Health and Welfare	0.596	-	0.596	100.0	4.009	5.154	(1.145)	(28.6)
OPEB Current Portion	0.119	0.005	0.114	95.8	0.756	0.346	0.410	54.2
Pensions	0.726	0.500	0.226	31.1	6.856	5.000	1.856	27.1
Other Fringe Benefits	0.240	0.271	(0.031)	(12.9)	1.658	3.397	(1.739)	(104.9)
GASB Account	-	-	-	-	0.587	0.464	0.123	21.0
<b>Total Labor Expenditures</b>	<b>\$ 3.901</b>	<b>\$ 2.588</b>	<b>\$ 1.313</b>	<b>33.7</b>	<b>\$ 34.385</b>	<b>\$ 34.014</b>	<b>\$ 0.371</b>	<b>1.1</b>
Non-Labor:								
Electric Power	0.642	-	0.642	100.0	5.872	3.894	1.978	33.7
Fuel	0.035	-	0.035	100.0	0.324	0.117	0.207	63.9
Insurance	0.190	-	0.190	100.0	1.530	0.881	0.649	42.4
Claims	0.012	-	0.012	100.0	0.072	0.023	0.049	68.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.369	0.039	0.330	89.4	3.074	1.360	1.714	55.8
Professional Service Contracts	0.078	0.101	(0.023)	(29.5)	0.650	0.647	0.003	0.5
Materials & Supplies	0.317	0.061	0.256	80.8	2.417	2.291	0.126	5.2
Other Business Expenditures	-	0.008	(0.008)	-	0.007	0.089	(0.082)	(1,171.4)
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.643</b>	<b>\$ 0.209</b>	<b>\$ 1.434</b>	<b>87.3</b>	<b>\$ 13.946</b>	<b>\$ 9.302</b>	<b>\$ 4.644</b>	<b>33.3</b>
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 5.544</b>	<b>\$ 2.797</b>	<b>\$ 2.747</b>	<b>49.5</b>	<b>\$ 48.331</b>	<b>\$ 43.316</b>	<b>\$ 5.015</b>	<b>10.4</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.901)</b>	<b>\$ (2.153)</b>	<b>\$ 1.748</b>	<b>44.8</b>	<b>\$ (33.194)</b>	<b>\$ (33.747)</b>	<b>\$ (0.553)</b>	<b>(1.7)</b>

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	0.115	26.6%	The favorable timing of cash settlements with NYCT	0.523	10.7%	The favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.295)	(85.5%)	Mostly unfavorable timing of student fare reimbursements	(2.010)	(54.0%)	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.819)	(94.6%)	The unfavorable timing of reimbursable work requirements	(4.081)	(62.5%)	The unfavorable timing of reimbursable work requirements
Payroll	0.240	13.2%	The favorable timing of payments			
Overtime	0.168	41.3%	The favorable timing of payments	0.657	19.3%	The favorable timing of payments
Health and Welfare (including OPEB current payment)	0.710	99.0%	The favorable timing of payments	(0.735)	(15.4%)	Mostly catch-up of payments
Pensions	0.226	31.1%	Favorable timing of payments	1.856	27.1%	Favorable timing of payments
Other Fringe Benefits				(1.739)	over (100.0%)	Mainly additional Workers' Compensation payments
Electric Power	0.642	100.0%	Mostly favorable payment timing and a conservative Mid-Year Forecast adjusted in the November Forecast	1.978	33.7%	Mostly a conservative Mid-Year Forecast adjusted in the November Forecast and favorable payment timing
Maintenance Contracts	0.330	89.4%	Mostly the favorable timing of expenses and lower facility maintenance & repair costs	1.714	55.8%	Mostly the favorable timing of expenses and lower facility maintenance & repair costs
Materials and Supplies	0.256	80.8%	The favorable timing of payments			

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(0.031)	0.091	0.122	393.5	(0.463)	(0.009)	0.454	98.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.145	(0.165)	(0.310)	(213.8)	1.428	(0.466)	(1.894)	(132.6)
Capital and Other Reimbursements	0.093	(0.041)	(0.134)	(144.1)	1.163	1.282	0.119	10.2
<b>Total Receipts</b>	<b>\$0.207</b>	<b>(\$0.115)</b>	<b>(\$0.322)</b>	<b>(155.6)</b>	<b>\$2.128</b>	<b>\$0.807</b>	<b>(\$1.321)</b>	<b>(62.1)</b>
<b>Expenditures</b>								
Labor:								
Payroll	(0.147)	(0.158)	(0.011)	(7.5)	2.068	0.510	(1.558)	(75.3)
Overtime	(0.074)	0.030	0.104	140.5	(0.221)	0.215	0.436	197.3
Health and Welfare	(0.122)	0.429	0.551	451.6	0.124	(1.515)	(1.639)	(1,321.8)
OPEB Current Portion	(0.098)	0.064	0.162	165.3	0.102	0.606	0.504	494.1
Pensions	(0.231)	(0.011)	0.220	95.2	(1.511)	0.376	1.887	124.9
Other Fringe Benefits	(0.059)	(0.004)	0.055	93.2	0.859	(0.290)	(1.149)	(133.8)
GASB Account	0.000	0.000	0.000	-	(0.587)	(0.464)	0.123	21.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$0.731)</b>	<b>\$0.350</b>	<b>\$1.081</b>	<b>147.9</b>	<b>\$0.834</b>	<b>(\$0.562)</b>	<b>(\$1.396)</b>	<b>(167.4)</b>
Non-Labor:								
Electric Power	(0.073)	0.386	0.459	628.8	(0.431)	(0.013)	0.418	97.0
Fuel	(0.023)	0.016	0.039	169.6	0.024	0.248	0.224	933.3
Insurance	(0.105)	0.067	0.172	163.8	(0.271)	0.437	0.708	261.3
Claims	(0.001)	0.002	0.003	300.0	0.000	(0.005)	(0.005)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.030	0.058	0.028	-	(0.031)	0.034	0.065	209.7
Professional Service Contracts	(0.004)	0.102	0.106	2,650.0	0.001	0.357	0.356	35,600.0
Materials & Supplies	(0.079)	0.123	0.202	255.7	(0.527)	(0.520)	0.007	1.3
Other Business Expenditures	0.000	0.008	0.008	-	0.077	0.042	(0.035)	-
<b>Total Non-Labor Expenditures</b>	<b>(\$0.255)</b>	<b>\$0.762</b>	<b>\$1.017</b>	<b>-</b>	<b>(\$1.158)</b>	<b>\$0.580</b>	<b>\$1.738</b>	<b>-</b>
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>(\$0.986)</b>	<b>\$1.112</b>	<b>\$2.098</b>	<b>212.8</b>	<b>(\$0.324)</b>	<b>\$0.018</b>	<b>\$0.342</b>	<b>105.6</b>
Depreciation Adjustment	0.688	0.639	(0.049)	(7.1)	7.608	7.196	(0.412)	(5.4)
Other Post Employment Benefits	0.000	0.000	0.000	-	1.722	1.865	0.143	8.3
<b>Total Expenditures</b>	<b>(\$0.298)</b>	<b>\$1.751</b>	<b>\$2.049</b>	<b>687.6</b>	<b>\$9.006</b>	<b>\$9.079</b>	<b>\$0.073</b>	<b>0.8</b>
<b>Total Cash Conversion Adjustments</b>	<b>(\$0.091)</b>	<b>\$1.636</b>	<b>\$1.727</b>	<b>1,897.8</b>	<b>\$11.134</b>	<b>\$9.886</b>	<b>(\$1.248)</b>	<b>(11.2)</b>

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	13	11	2
General Office	6	7	(1)
Purchasing/Stores	6	5	1
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>
<b>Operations</b>			
Transportation	95	88	7
<b>Total Operations</b>	<b>95</b>	<b>88</b>	<b>7</b>
<b>Maintenance</b>			
Mechanical	43	41	2
Electronics/Electrical	15	13	2
Power/Signals	26	24	2
Maintenance of Way	46	50	(4)
Infrastructure	25	27	(2)
<b>Total Maintenance</b>	<b>155</b>	<b>155</b>	<b>0</b>
<b>Engineering/Capital</b>			
Sandy Recovery	26	18	8
<b>Total Engineering Capital</b>	<b>26</b>	<b>18</b>	<b>8</b>
<b>Total Positions</b>	<b>301</b>	<b>284</b>	<b>17</b>
Non-Reimbursable	272	263	9
Reimbursable	29	21	8
Total Full-Time	301	284	17
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  
 November 2014

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>25</b>	<b>23</b>	<b>2</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	87	84	3	
<b>Total Operations</b>	<b>95</b>	<b>88</b>	<b>7</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	141	3	
<b>Total Maintenance</b>	<b>155</b>	<b>155</b>	<b>0</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	13	7	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>18</b>	<b>8</b>	
<b>Total Positions</b>				
Managers/Supervisors	31	33	(2)	
Professional, Technical, Clerical	19	13	6	
Operational Hourlies	251	238	13	
<b>Total Positions</b>	<b>301</b>	<b>284</b>	<b>17</b>	

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

<b>Month of November</b>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.362	0.352	(0.010)	(2.7%)	Bad weather
<b>Year to Date</b>				
3.994	3.998	0.004	0.1%	

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

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

	<b>Month of November</b>				<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.016	0.000	1.8%	Higher ridership growth trend
Average Weekend	0.006	0.008	0.002	25.3%	Shuttle buses replace trains between St. George and Old Town on one weekend in 2013
	<b>12-Month Rolling Average</b>				
Average Weekday	0.015	0.015	0.000	2.7%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	12.9%	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)**  
**NOVEMBER 2014 YEAR-TO-DATE**  
(\$ in millions)

	November 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast*	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	7.6	7.7	7.6	0.0	0.0	(0.1)	(1.3)
Total Expenses before Depreciation, OPEB and Environmental Remediation	42.6	42.5	42.1	0.5	1.2	0.4	0.9
Depreciation	7.6	7.5	7.2	0.4	5.3	0.3	4.0
OPEB Account	1.7	1.9	1.9	(0.2)	(11.8)	0.0	0.0
Total Expenses	51.9	51.9	51.2	0.7	1.3	0.7	1.3
Net Surplus/(Deficit)	(44.3)	(44.2)	(43.6)	0.7	1.6	0.6	1.4

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

	November 2014 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(0.1)	(1.3)	Primarily the unfavorable timing of student fare reimbursements
Total Expenses (Nonreimbursable)	0.7	1.3	Labor expenses were higher by \$0.8M, due mostly to unfavorable reimbursable overhead credits from the timing of reimbursable work  Non-labor expenses underran by \$1.1M, mostly in maintenance contracts, materials & supplies and energy costs  Depreciation expenses were lower by \$0.3M

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

**FINANCIAL AND RIDERSHIP REPORT****November 2014**

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$17.5 million in November, \$0.4 million (2.3 percent) above forecast. Farebox revenue of \$16.0 million was favorable by \$0.2 million (1.1 percent), due to higher ridership. Other operating revenue of \$1.5 million was \$0.2 million (15.8 percent) above forecast, due to higher accrued student fare reimbursements. Year-to-date, operating revenue was \$204.7 million, \$4.1 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 November 2014 was 10.2 million, 2.6 percent (0.3 million riders) above forecast. Year-to-Date, ridership was 115.1 million, 1.6 percent (1.8 million riders) above forecast. November 2014 average weekday ridership was 420,274, an increase of 2.4 percent (9,947 riders) from November 2013. Average weekday ridership for the twelve months ending November 2014 was 406,283, a decrease of 0.4 percent (1,462 riders).

**Nonreimbursable expenses** before depreciation, Other Post-Employment Benefits and environmental remediation expenses, were \$50.3 million in November, \$2.9 million (6.1 percent) above forecast. Labor expenses exceeded forecast by \$3.6 million (9.9 percent), including: higher overtime expenses of \$1.5 million (41.4 percent), resulting from vacancy/absentee coverage, increased running time and aging fleet maintenance requirements; increased payroll expenses of \$1.2 million (6.2 percent), mostly from an unforecasted demographic progression of rate changes affecting represented personnel; and the unfavorable timing of health & welfare/OPEB current expenses of \$0.7 million (13.3 percent). Non-labor expenses underran forecast by \$0.7 million (6.0 percent), due primarily to the favorable timing of claims expenses of \$0.6 million (29.8 percent) and lower fuel rates of \$0.6 million (22.2 percent), partly offset by \$0.8 million (33.9 percent) of prior period material expenses. Year-to-date, expenses of \$552.0 million were unfavorable by \$6.4 million (1.2 percent), comprised of labor overruns of \$7.6 million (1.8 percent) and non-labor net savings of \$1.2 million (0.9 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 \$5.0 million (12.9 percent) above forecast.

GASB #45 Other Post-Employment Benefits accrued expenses year-to-date were \$2.6 million (2.9 percent) above forecast, based on current actuarial information.

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

The **operating cash deficit** (excluding subsidies) was \$376.1 million for November year-to-date, essentially on forecast.

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 15.833	\$ 16.014	\$ 0.181	1.1	\$ -	\$ -	\$ -	-	\$ 15.833	\$ 16.014	\$ 0.181	1.1
Other Operating Income	1.308	1.515	0.207	15.8	-	-	-	-	1.308	1.515	0.207	15.8
Capital and Other Reimbursements	-	-	-	-	0.433	0.295	(0.138)	(31.9)	0.433	0.295	(0.138)	(31.9)
<b>Total Revenue</b>	<b>\$ 17.141</b>	<b>\$ 17.529</b>	<b>\$ 0.388</b>	<b>2.3</b>	<b>\$ 0.433</b>	<b>\$ 0.295</b>	<b>\$ (0.138)</b>	<b>(31.9)</b>	<b>\$ 17.574</b>	<b>\$ 17.824</b>	<b>\$ 0.250</b>	<b>1.4</b>
<b>Labor:</b>												
Payroll	\$ 20.038	\$ 21.274	\$ (1.236)	(6.2)	\$ 0.185	\$ 0.123	\$ 0.062	33.5	\$ 20.223	\$ 21.397	\$ (1.174)	(5.8)
Overtime	3.612	5.106	(1.494)	(41.4)	-	-	-	-	3.612	5.106	(1.494)	(41.4)
Health and Welfare	3.973	4.575	(0.602)	(15.2)	0.094	0.033	0.061	64.9	4.067	4.608	(0.541)	(13.3)
OPEB Current Payment	1.387	1.500	(0.113)	(8.1)	-	-	-	-	1.387	1.500	(0.113)	(8.1)
Pensions	3.414	3.702	(0.288)	(8.4)	0.030	0.016	0.014	46.7	3.444	3.718	(0.274)	(8.0)
Other Fringe Benefits	3.657	3.502	0.155	4.2	0.030	0.016	0.014	46.7	3.687	3.518	0.169	4.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.001	(0.001)	-	-	0.001	(0.001)	-
<b>Total Labor Expenses</b>	<b>\$ 36.081</b>	<b>\$ 39.659</b>	<b>\$ (3.578)</b>	<b>(9.9)</b>	<b>\$ 0.339</b>	<b>\$ 0.189</b>	<b>\$ 0.150</b>	<b>44.2</b>	<b>\$ 36.420</b>	<b>\$ 39.848</b>	<b>\$ (3.428)</b>	<b>(9.4)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.154	\$ 0.016	\$ 0.138	89.6	\$ -	\$ -	\$ -	-	\$ 0.154	\$ 0.016	\$ 0.138	89.6
Fuel	2.884	2.243	0.641	22.2	-	-	-	-	2.884	2.243	0.641	22.2
Insurance	0.263	0.280	(0.017)	(6.5)	-	-	-	-	0.263	0.280	(0.017)	(6.5)
Claims	1.994	1.400	0.594	29.8	-	-	-	-	1.994	1.400	0.594	29.8
Maintenance and Other Operating Contracts	1.790	1.750	0.040	2.2	0.032	-	0.032	100.0	1.822	1.750	0.072	4.0
Professional Service Contracts	1.640	1.334	0.306	18.7	-	-	-	-	1.640	1.334	0.306	18.7
Materials & Supplies	2.366	3.169	(0.803)	(33.9)	0.062	0.106	(0.044)	(71.0)	2.428	3.275	(0.847)	(34.9)
Other Business Expense	0.179	0.402	(0.223)	*	-	-	-	-	0.179	0.402	(0.223)	*
<b>Total Non-Labor Expenses</b>	<b>\$ 11.270</b>	<b>\$ 10.594</b>	<b>\$ 0.676</b>	<b>6.0</b>	<b>\$ 0.094</b>	<b>\$ 0.106</b>	<b>\$ (0.012)</b>	<b>(12.8)</b>	<b>\$ 11.364</b>	<b>\$ 10.700</b>	<b>\$ 0.664</b>	<b>5.8</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 47.351</b>	<b>\$ 50.253</b>	<b>\$ (2.902)</b>	<b>(6.1)</b>	<b>\$ 0.433</b>	<b>\$ 0.295</b>	<b>\$ 0.138</b>	<b>31.9</b>	<b>\$ 47.784</b>	<b>\$ 50.548</b>	<b>\$ (2.764)</b>	<b>(5.8)</b>
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	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 61.527</b>	<b>\$ 62.588</b>	<b>\$ (1.061)</b>	<b>(1.7)</b>	<b>\$ 0.433</b>	<b>\$ 0.295</b>	<b>\$ 0.138</b>	<b>31.9</b>	<b>\$ 61.960</b>	<b>\$ 62.883</b>	<b>\$ (0.923)</b>	<b>(1.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (44.386)</b>	<b>\$ (45.059)</b>	<b>\$ (0.673)</b>	<b>(1.5)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (44.386)</b>	<b>\$ (45.059)</b>	<b>\$ (0.673)</b>	<b>(1.5)</b>

NOTE: Totals may not add due to rounding

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

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 183.422	\$ 186.613	\$ 3.191	1.7	\$ -	\$ -	\$ -	-	\$ 183.422	\$ 186.613	\$ 3.191	1.7
Other Operating Income	17.196	18.103	0.907	5.3	-	-	-	-	17.196	18.103	0.907	5.3
Capital and Other Reimbursements	-	-	-	-	5.227	5.611	0.384	7.3	5.227	5.611	0.384	7.3
<b>Total Revenue</b>	<b>\$ 200.618</b>	<b>\$ 204.716</b>	<b>\$ 4.098</b>	<b>2.0</b>	<b>\$ 5.227</b>	<b>\$ 5.611</b>	<b>\$ 0.384</b>	<b>7.3</b>	<b>\$ 205.845</b>	<b>\$ 210.327</b>	<b>\$ 4.482</b>	<b>2.2</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 222.322	\$ 224.834	\$ (2.512)	(1.1)	2.471	2.551	\$ (0.080)	(3.2)	\$ 224.793	\$ 227.385	\$ (2.592)	(1.2)
Overtime	46.439	52.677	(6.238)	(13.4)	-	-	-	-	46.439	52.677	(6.238)	(13.4)
Health and Welfare	45.676	45.869	(0.193)	(0.4)	0.915	0.682	0.233	25.5	46.591	46.551	0.040	0.1
OPEB Current Payment	16.911	17.613	(0.702)	(4.2)	-	-	-	-	16.911	17.613	(0.702)	(4.2)
Pensions	40.887	40.905	(0.018)	(0.0)	0.431	0.402	0.029	6.7	41.318	41.307	0.011	0.0
Other Fringe Benefits	42.010	39.977	2.033	4.8	0.421	0.389	0.032	7.6	42.431	40.366	2.065	4.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.084	0.085	(0.001)	(1.2)	0.084	0.085	(0.001)	(1.2)
<b>Total Labor Expenses</b>	<b>\$ 414.245</b>	<b>\$ 421.875</b>	<b>\$ (7.630)</b>	<b>(1.8)</b>	<b>\$ 4.322</b>	<b>\$ 4.109</b>	<b>\$ 0.213</b>	<b>4.9</b>	<b>\$ 418.567</b>	<b>\$ 425.984</b>	<b>\$ (7.417)</b>	<b>(1.8)</b>
<i>Non-Labor:</i>												
Electric Power	\$ 1.772	\$ 1.458	\$ 0.314	17.7	\$ -	\$ -	\$ -	-	\$ 1.772	\$ 1.458	\$ 0.314	17.7
Fuel	34.246	32.715	1.531	4.5	-	-	-	-	34.246	32.715	1.531	4.5
Insurance	3.097	3.069	0.028	0.9	-	-	-	-	3.097	3.069	0.028	0.9
Claims	19.962	15.400	4.562	22.9	-	-	-	-	19.962	15.400	4.562	22.9
Maintenance and Other Operating Contracts	18.747	17.626	1.121	6.0	0.192	-	0.192	100.0	18.939	17.626	1.313	6.9
Professional Service Contracts	19.354	19.583	(0.229)	(1.2)	-	-	-	-	19.354	19.583	(0.229)	(1.2)
Materials & Supplies	31.449	36.809	(5.360)	(17.0)	0.713	1.502	(0.789)	*	32.162	38.311	(6.149)	(19.1)
Other Business Expense	2.673	3.424	(0.751)	(28.1)	-	-	-	-	2.673	3.424	(0.751)	(28.1)
<b>Total Non-Labor Expenses</b>	<b>\$ 131.300</b>	<b>\$ 130.084</b>	<b>\$ 1.216</b>	<b>0.9</b>	<b>\$ 0.905</b>	<b>\$ 1.502</b>	<b>\$ (0.597)</b>	<b>(66.0)</b>	<b>\$ 132.205</b>	<b>\$ 131.586</b>	<b>\$ 0.619</b>	<b>0.5</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 545.545</b>	<b>\$ 551.959</b>	<b>\$ (6.414)</b>	<b>(1.2)</b>	<b>\$ 5.227</b>	<b>\$ 5.611</b>	<b>\$ (0.384)</b>	<b>(7.3)</b>	<b>\$ 550.772</b>	<b>\$ 557.570</b>	<b>\$ (6.798)</b>	<b>(1.2)</b>
Depreciation	39.077	44.107	(5.030)	(12.9)	-	-	-	-	39.077	44.107	(5.030)	(12.9)
OPEB Obligation	89.126	91.750	(2.624)	(2.9)	-	-	-	-	89.126	91.750	(2.624)	(2.9)
Environmental Remediation	-	0.402	(0.402)	-	-	-	-	-	-	0.402	(0.402)	-
<b>Total Expenses</b>	<b>\$ 673.748</b>	<b>\$ 688.218</b>	<b>\$ (14.470)</b>	<b>(2.1)</b>	<b>\$ 5.227</b>	<b>\$ 5.611</b>	<b>\$ (0.384)</b>	<b>(7.3)</b>	<b>\$ 678.975</b>	<b>\$ 693.829</b>	<b>\$ (14.854)</b>	<b>(2.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (473.130)</b>	<b>\$ (483.502)</b>	<b>\$ (10.372)</b>	<b>(2.2)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (473.130)</b>	<b>\$ (483.502)</b>	<b>\$ (10.372)</b>	<b>(2.2)</b>

°

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	November 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.181	1.1	Higher ridership	\$ 3.191	1.7	Higher ridership and higher average fares due mainly to higher unlimited pass average fares (due to fewer trips per pass than expected).		
Other Operating Revenue	NR	\$ 0.207	15.8	Higher student fare accrual	\$ 0.907	5.3	Higher student fare accrual		
Capital and Other Reimbursements	R	\$ (0.138)	(31.9)	Timing of reimbursements	\$ 0.384	7.3	Prior period reimbursement		
<b>Total Revenue Variance</b>		<b>\$ 0.250</b>	<b>1.4</b>		<b>\$ 4.482</b>	<b>2.2</b>			
Payroll	NR	\$ (1.236)	(6.2)	Demographic progression rate changes in the representative groups not budgeted , partially offset by vacancies.	\$ (2.512)	(1.1)	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	\$ (1.494)	(41.4)	Mainly due to coverage for vacancies and absences, increased running time , the aging bus fleet's impact on bus maintenance.	\$ (6.238)	(13.4)	Mainly due to coverage for vacancies and absences, increased running time , the aging bus fleet's impact on bus maintenance.		
Health and Welfare (including OPEB)	NR	\$ (0.715)	(13.3)	Primarily due to unfavorable timing of expenses and credits	\$ (0.895)	(1.4)	Primarily due to unfavorable timing of expenses and credits		
Pension	NR	\$ (0.288)	(8.4)	Prior period charges	\$ (0.018)	(0.0)	(a)		
Other Fringe Benefits	NR	\$ 0.155	4.2	(a)	\$ 2.033	4.8	Timing of workers' compensation payments.		
Electric Power	NR	\$ 0.138	89.6	Timing of expenses	\$ 0.314	17.7	Timing of expenses		
Fuel	NR	\$ 0.641	22.2	Lower rates	\$ 1.531	4.5	Lower rates		
Insurance	NR	\$ (0.017)	(6.5)	(a)	\$ 0.028	0.9	(a)		
Claims	NR	\$ 0.594	29.8	Timing of settled claims	\$ 4.562	22.9	Timing of settled claims		
Maintenance and Other Operating Contracts	NR	\$ 0.040	2.2	(a)	\$ 1.121	6.0	Timing of expenses & misclassification of bus units budgeted in Maint & Operating contracts but charged to Material & Supplies		
Professional Service Contracts	NR	\$ 0.306	18.7	Timing of expenses	\$ (0.229)	(1.2)	Higher MOU expenses than plan and unbudgeted Workers board administration fees.		
Materials & Supplies	NR	\$ (0.803)	(33.9)	Prior period expenses	\$ (5.360)	(17.0)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts		
Other Business Expense	NR	\$ (0.223)	*	Higher AFC collection expenses	\$ (0.751)	(28.1)	Higher office supplies and AFC collection expenses		
Depreciation	NR	\$ (0.830)	(26.3)	Non cash expense	\$ (5.030)	(12.9)	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	\$ (2.624)	(2.9)	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	\$ 0.062	33.5	Timing of charges.	\$ (0.080)	(3.2)	(a)		
Health and Welfare	R	\$ 0.061	64.9	} Timing of charges.	\$ 0.233	25.5	} Timing of charges.		
Pension	R	\$ 0.014	46.7						
Other Fringe Benefits	R	\$ 0.014	46.7						
Maintenance and Other Operating Contracts	R	\$ 0.032	*		Timing of charges.	\$ 0.192		*	Timing of charges.
Materials & Supplies	R	\$ (0.044)	*	Prior period expenses	\$ (0.789)	*	Prior period expenses		
<b>Total Expense Variance</b>		<b>\$ (0.923)</b>	<b>(1.5)</b>		<b>\$ (14.854)</b>	<b>(2.2)</b>			
<b>Net Variance</b>		<b>\$ (0.673)</b>	<b>(1.5)</b>		<b>\$ (10.372)</b>	<b>(2.2)</b>			

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

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

(\$ in millions)

	November 2014				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 15.833	\$ 15.941	\$ 0.108	0.7	\$ 183.584	\$ 185.385	\$ 1.801	1.0
Other Operating Revenue	1.308	0.344	(0.964)	(73.7)	17.268	14.970	(2.298)	(13.3)
Capital and Other Reimbursements	1.210	0.392	(0.818)	(67.6)	11.238	6.828	(4.410)	(39.2)
<b>Total Receipts</b>	<b>\$ 18.351</b>	<b>\$ 16.677</b>	<b>\$ (1.674)</b>	<b>(9.1)</b>	<b>\$ 212.090</b>	<b>\$ 207.183</b>	<b>\$ (4.907)</b>	<b>(2.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 19.345	\$ 18.790	\$ 0.555	2.9	\$ 242.612	\$ 241.968	\$ 0.644	0.3
Overtime	3.612	5.105	(1.493)	(41.3)	46.441	52.676	(6.235)	(13.4)
Health and Welfare	3.397	4.885	(1.488)	(43.8)	47.376	56.188	(8.812)	(18.6)
OPEB Current Payment	1.387	1.500	(0.113)	(8.1)	16.878	15.566	1.312	7.8
Pensions	3.842	3.702	0.140	3.6	41.182	40.341	0.841	2.0
Other Fringe Benefits	4.330	3.420	0.910	21.0	44.050	39.681	4.369	9.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 35.913</b>	<b>\$ 37.402</b>	<b>\$ (1.489)</b>	<b>(4.1)</b>	<b>\$ 438.539</b>	<b>\$ 446.420</b>	<b>\$ (7.881)</b>	<b>(1.8)</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.258	\$ 1.555	\$ (1.297)	*	\$ 1.692	\$ 1.699	\$ (0.007)	(0.4)
Fuel	3.240	2.722	0.518	16.0	36.078	37.151	(1.073)	(3.0)
Insurance	0.541	-	0.541	100.0	5.754	2.889	2.865	49.8
Claims	2.731	2.148	0.583	21.3	20.949	23.999	(3.050)	(14.6)
Maintenance and Other Operating Contracts	2.864	3.821	(0.957)	(33.4)	26.366	19.363	7.003	26.6
Professional Service Contracts	2.824	2.093	0.731	25.9	22.157	12.673	9.484	42.8
Materials & Supplies	2.635	3.089	(0.454)	(17.2)	32.347	38.029	(5.682)	(17.6)
Other Business Expenses	0.610	0.236	0.374	61.3	4.264	1.050	3.214	75.4
<b>Total Non-Labor Expenditures</b>	<b>\$ 15.703</b>	<b>\$ 15.664</b>	<b>\$ 0.039</b>	<b>0.2</b>	<b>\$ 149.607</b>	<b>\$ 136.853</b>	<b>\$ 12.754</b>	<b>8.5</b>
<b>Other Expenditure Adjustments :</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 51.616</b>	<b>\$ 53.066</b>	<b>\$ (1.450)</b>	<b>(2.8)</b>	<b>\$ 588.146</b>	<b>\$ 583.273</b>	<b>\$ 4.873</b>	<b>0.8</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (33.265)</b>	<b>\$ (36.389)</b>	<b>\$ (3.124)</b>	<b>(9.4)</b>	<b>\$ (376.056)</b>	<b>\$ (376.090)</b>	<b>\$ (0.034)</b>	<b>(0.0)</b>

NOTE: Totals may not add due to rounding

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

	November 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Operating Receipts or Disbursements</b>						
Farebox Revenue	\$ 0.108	0.7	Higher ridership	\$ 1.801	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	(0.964)	(73.7)	Timing of student fare reimbursement	(2.298)	(13.3)	Timing of student fare reimbursement
Capital and Other Reimbursements	(0.818)	(67.6)	Reimbursement receipts which will not be realized	(4.410)	(39.2)	Reimbursement receipts which will not be realized
<b>Total Receipts</b>	<b>\$ (1.674)</b>	<b>(9.1)</b>		<b>\$ (4.907)</b>	<b>(2.3)</b>	
Payroll	\$ 0.555	2.9	Vacancies	\$ 0.644	0.3	Vacancies
Overtime	(1.493)	(41.3)	Mainly due to coverage for vacancies and absences, increased running time, the aging bus fleet's impact on bus maintenance.	(6.235)	(13.4)	Mainly due to coverage for vacancies and absences, increased running time, the aging bus fleet's impact on bus maintenance.
Health and Welfare (including OPEB)	(1.601)	(33.5)	Payment for prior period expenses	(7.500)	(11.7)	Payment for prior period expenses
Pension	0.140	3.6	Timing of payments	0.841	2.0	Timing of payments
Other Fringe Benefits GASB	0.910	21.0	Timing of worker's compensation payments	4.369	9.9	Timing of worker's compensation payments
Electric Power	(1.297)	*	Payment for prior period expenses	(0.007)	(0.4)	(a)
Fuel	0.518	16.0	Lower rates	(1.073)	(3.0)	Payment for prior period expenses
Insurance	0.541	100.0	Timing of payments/billings	2.865	49.8	Timing of payments/billings
Claims	0.583	21.3	Timing of case settlements.	(3.050)	(14.6)	\$12 million payout on a 2009 Bus accident case and case settlements of 2 claims from prior years
Maintenance and Other Operating Contracts	(0.957)	(33.4)	Timing of payments & misclassification of bus units budgeted in material & payments	7.003	26.6	Timing of payments & misclassification of bus units budgeted in material & payments
Professional Service Contracts	0.731	25.9	Timing of payments	9.484	42.8	Timing of payments
Materials & Supplies	(0.454)	(17.2)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts	(5.682)	(17.6)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts
Other Business Expenditure	0.374	61.3	Timing of payments	3.214	75.4	Timing of payments
<b>Total Expenditures</b>	<b>\$ (1.450)</b>	<b>(2.8)</b>		<b>\$ 4.873</b>	<b>0.8</b>	
<b>Net Cash Variance</b>	<b>\$ (3.124)</b>	<b>(9.4)</b>		<b>\$ (0.034)</b>	<b>(0.0)</b>	

(a) - Variance less than 5%

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

	November 2014				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<b>Receipts</b>									
Farebox Revenue	\$ -	\$ (0.073)	\$ (0.073)	-	\$ 0.162	\$ (1.228)	\$ (1.390)	*	
Other Operating Revenue	-	(1.171)	(1.171)	-	0.072	(3.133)	(3.205)	*	
Capital and Other Reimbursements	0.777	0.097	(0.680)	(87.5)	6.011	1.217	(4.794)	(79.8)	
<b>Total Receipts</b>	<b>\$ 0.777</b>	<b>\$ (1.147)</b>	<b>\$ (1.924)</b>	<b>*</b>	<b>\$ 6.245</b>	<b>\$ (3.144)</b>	<b>\$ (9.389)</b>	<b>*</b>	
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	\$ 0.878	\$ 2.607	\$ 1.729	*	\$ (17.819)	\$ (14.583)	\$ 3.236	18.2	
Overtime	-	0.001	0.001	-	(0.002)	0.001	0.003	*	
Health and Welfare	0.670	(0.277)	(0.947)	*	(0.785)	(9.637)	(8.852)	*	
OPEB Current Payment	-	-	-	-	0.033	2.047	2.014	*	
Pensions	(0.398)	0.016	0.414	*	0.136	0.966	0.830	*	
Other Fringe Benefits	(0.643)	0.098	0.741	*	(1.619)	0.685	2.304	*	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	0.001	0.001	-	0.084	0.085	0.001	1.2	
<b>Total Labor Expenditures</b>	<b>\$ 0.507</b>	<b>\$ 2.446</b>	<b>\$ 1.939</b>	<b>*</b>	<b>\$ (19.972)</b>	<b>\$ (20.436)</b>	<b>\$ (0.464)</b>	<b>(2.3)</b>	
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ (0.104)	\$ (1.539)	(1.435)	*	\$ 0.080	\$ (0.241)	(0.321)	*	
Fuel for Buses and Trains	(0.356)	(0.479)	(0.123)	(34.6)	(1.832)	(4.436)	(2.604)	*	
Insurance	(0.278)	0.280	0.558	*	(2.657)	0.180	2.837	*	
Claims	(0.737)	(0.748)	(0.011)	(1.5)	(0.987)	(8.599)	(7.612)	*	
Maintenance and Other Operating Contracts	(1.042)	(2.071)	(1.029)	(98.8)	(7.427)	(1.737)	5.690	76.6	
Professional Service Contracts	(1.184)	(0.759)	0.425	35.9	(2.803)	6.910	9.713	*	
Materials & Supplies	(0.207)	0.186	0.393	*	(0.185)	0.282	0.467	*	
Other Business Expenditures	(0.431)	0.166	0.597	*	(1.591)	2.374	3.965	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ (4.339)</b>	<b>\$ (4.964)</b>	<b>\$ (0.625)</b>	<b>(14.4)</b>	<b>\$ (17.402)</b>	<b>\$ (5.267)</b>	<b>\$ 12.135</b>	<b>69.7</b>	
<b>Other Expenditure Adjustments :</b>									
Other	-	-	-	-	-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures :</b>									
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ (3.832)</b>	<b>\$ (2.518)</b>	<b>\$ 1.314</b>	<b>34.3</b>	<b>\$ (37.374)</b>	<b>\$ (25.703)</b>	<b>\$ 11.671</b>	<b>31.2</b>	
Depreciation Adjustment	3.155	3.985	0.830	26.3	39.077	44.107	5.030	12.9	
Other Post Employment Benefits	11.021	8.350	(2.671)	(24.2)	89.126	91.750	2.624	2.9	
Environmental Remediation	-	-	-	-	-	0.402	0.402	-	
<b>Total Expenses/Expenditures</b>	<b>\$ 10.344</b>	<b>\$ 9.817</b>	<b>\$ (0.527)</b>	<b>(5.1)</b>	<b>\$ 90.829</b>	<b>\$ 110.556</b>	<b>\$ 19.727</b>	<b>21.7</b>	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 11.121</b>	<b>\$ 8.670</b>	<b>\$ (2.451)</b>	<b>(22.0)</b>	<b>\$ 97.074</b>	<b>\$ 107.412</b>	<b>\$ 10.338</b>	<b>10.7</b>	

NOTE: Totals may not add due to rounding

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

	<u>November 2014</u>			<u>Year-to-date as of November 2014</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 15.833	\$ 16.014	\$ 0.181	\$ 183.422	\$ 186.613	\$ 3.191
<b>Total Farebox Revenue</b>	<b>\$ 15.833</b>	<b>\$ 16.014</b>	<b>\$ 0.181</b>	<b>\$ 183.422</b>	<b>\$ 186.613</b>	<b>\$ 3.191</b>
Other Revenue	\$ 1.308	\$ 1.515	\$ 0.207	\$ 17.196	\$ 18.103	\$ 0.907
Capital & Other	0.433	0.295	(0.138)	5.227	5.611	0.384
<b>Total Revenue</b>	<b>\$ 17.574</b>	<b>\$ 17.824</b>	<b>\$ 0.250</b>	<b>\$ 205.845</b>	<b>\$ 210.327</b>	<b>\$ 4.482</b>
<b><u>Ridership</u></b>						
Fixed Route	9.960	10.221	0.261	113.333	115.092	1.759
<b>Total Ridership</b>	<b>9.960</b>	<b>10.221</b>	<b>0.261</b>	<b>113.333</b>	<b>115.092</b>	<b>1.759</b>

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

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	6	10	(4)	
Office of Management and Budget	14	11	3	
Technology & Information Services	16	14	2	
Material	19	16	3	
Controller	15	19	(4)	
Office of the President	6	7	(1)	
System Safety Administration	5	1	4	
Law	24	24	-	
Corporate Communications	3	3	-	
Labor Relations	4	3	1	
Strategic Office	12	14	(2)	
Non-Departmental	11	-	11	
<b>Total Administration</b>	<b>138</b>	<b>125</b>	<b>13</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,211	2,203	8	
Office of the Executive VP	1	3	(2)	
Safety & Training	31	46	(15)	Students in Training
Road Operations	117	120	(3)	
Transportation Support	20	22	(2)	
Operations Planning	32	30	2	
Revenue Control	21	22	(1)	
<b>Total Operations</b>	<b>2,433</b>	<b>2,446</b>	<b>(13)</b>	
<b>Maintenance</b>				
Buses	769	765	4	
Maintenance Support/CMF	158	169	(11)	
Facilities	73	43	30	Vacancies Replaced by MOU
Supply Logistics	92	91	1	
<b>Total Maintenance</b>	<b>1,092</b>	<b>1,068</b>	<b>24</b>	
Capital Program Management	37	32	5	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>32</b>	<b>5</b>	
Security	18	17	1	
<b>Total Public Safety</b>	<b>18</b>	<b>17</b>	<b>1</b>	
<b>Total Positions</b>	<b>3,718</b>	<b>3,688</b>	<b>30</b>	
Non-Reimbursable	3,680	3,647	33	
Reimbursable	38	41	(3)	
<b>Total Full-Time</b>	<b>3,703</b>	<b>3,673</b>	<b>30</b>	
Total Full-Time Equivalents	15	15	-	

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

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	57	51	6	
Professional, Technical, Clerical	70	74	(4)	
Operational Hourlies	11	-	11	
<b>Total Administration</b>	<b>138</b>	<b>125</b>	<b>13</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	301	298	3	
Professional, Technical, Clerical	52	56	(4)	
Operational Hourlies	2,080	2,092	(12)	
<b>Total Operations</b>	<b>2,433</b>	<b>2,446</b>	<b>(13)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	212	200	12	
Professional, Technical, Clerical	17	17	-	
Operational Hourlies	863	851	12	
<b>Total Maintenance</b>	<b>1,092</b>	<b>1,068</b>	<b>24</b>	Vacancies Replaced by MOU
<b>Engineering/Capital</b>				
Managers/Supervisors	21	17	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>32</b>	<b>5</b>	
<b>Public Safety</b>				
Managers/Supervisors	14	12	2	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>18</b>	<b>17</b>	<b>1</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	605	578	27	
Professional, Technical, Clerical	159	165	(6)	
Operational Hourlies	2,954	2,945	9	
<b>Total Baseline Positions</b>	<b>3,718</b>	<b>3,688</b>	<b>30</b>	

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

	November						November Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	48,389	\$2.0	46,791	\$2.6	1,597	(\$0.6)	542,022	\$23.0	544,659	\$24.6	(2,638)	(\$1.6)
					3.3%	-30.6%					-0.5%	-6.7%
<u>Unscheduled Service</u>	6,199	\$0.2	8,252	\$0.4	(2,053)	(0.1)	75,926	\$3.1	78,248	\$3.4	(2,321)	(0.2)
					-33.1%	-53.3%					-3.1%	-7.5%
<u>Programmatic/Routine Maintenance</u>	8,872	\$0.4	23,345	\$1.1	(14,473)	(0.8)	172,878	\$7.4	267,853	\$11.8	(94,975)	(4.4)
					-163.1%	-202.7%					-54.9%	-59.6%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	18,221	\$0.8	19,451	\$0.9	(1,230)	(0.0)	222,142	\$9.7	240,232	\$10.1	(18,090)	(0.4)
					-6.8%	-2.0%					-8.1%	-3.9%
<u>Weather Emergencies</u>	3,484	\$0.1	1,777	\$0.1	1,706	0.0	70,701	\$2.8	56,443	\$2.4	14,258	0.4
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	274	\$0.0	124	\$0.0	150	0.0	2,358	\$0.1	1,662	\$0.1	696	0.0
					54.7%	61.8%					29.5%	37.8%
<u>Other</u>	1	\$0.0	666	\$0.0	(665)	(0.0)	3,801	\$0.3	7,913	\$0.4	(4,112)	(0.1)
					*	*					*	*
Subtotal	85,439	\$3.6	100,406	\$5.1	(14,967)	(\$1.5)	1,089,828	\$46.4	1,197,010	\$52.7	(107,183)	(\$6.2)
					-17.5%	-41.4%					-9.8%	-13.4%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>85,439</b>	<b>\$3.6</b>	<b>100,406</b>	<b>\$5.1</b>	<b>(14,967)</b>	<b>(\$1.5)</b>	<b>1,089,828</b>	<b>\$46.4</b>	<b>1,197,010</b>	<b>\$52.7</b>	<b>(107,183)</b>	<b>(\$6.2)</b>
					-17.5%	-41.4%					-9.8%	-13.4%

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)

	November			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	1,597	(\$0.6)		(2,638)	(\$1.6)	
	3.3%	-30.6%	Increased "Running Time" offset by lower budgeted wage rates.	-0.5%	-6.7%	Increased "Running Time" offset by lower budgeted wage rates.
Unscheduled Service	(2,053)	(\$0.1)		(2,321)	(\$0.2)	
	-33.1%	-53.3%		-3.1%	-7.5%	
Programmatic/Routine Maintenance	(14,473)	(\$0.8)		(94,975)	(\$4.4)	Maintenance work for accelerated completion of defects found on schedule inspection and the impact of aging bus fleet.
	-163.1%	-202.7%	Aging bus fleet impact on bus maintenance.	-54.9%	-59.6%	
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(1,230)	(\$0.0)		(18,090)	(\$0.4)	Vacancy and Absentee Coverage.
	-6.8%	-2.0%		-8.1%	-3.9%	
Weather Emergencies	1,706	\$0.0		14,258	\$0.4	
	*	*		*	*	
Safety/Security/Law Enforcement	150	\$0.0		696	\$0.0	
	54.7%	61.8%		29.5%	37.8%	
Other	(665)	(\$0.0)		(4,112)	(\$0.1)	
	*	*		*	*	
<b>Subtotal</b>	<b>(14,967)</b>	<b>(\$1.5)</b>		<b>(107,183)</b>	<b>(\$6.2)</b>	
	-17.5%	-41.4%		-9.8%	-13.4%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(14,967)</b>	<b>(\$1.5)</b>		<b>(107,183)</b>	<b>(\$6.2)</b>	

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

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	200.6	204.3	204.7	4.1	2.0	0.4	0.2
Total Expenses before Non-Cash Liability Adjs	545.5	550.9	552.0	(6.5)	(1.2)	(1.1)	(0.2)
Depreciation	39.1	39.5	44.1	(5.0)	(12.8)	(4.6)	(11.6)
OPEB Obligation	89.1	91.9	91.7	(2.6)	(2.9)	0.1	0.2
Environmental Remediation			0.4	(0.4)	0.0	(0.4)	0.0
Total Expenses	673.7	682.2	688.2	(14.5)	(2.2)	(6.0)	(0.9)
<b>Net Surplus/(Deficit)</b>	<b>(473.1)</b>	<b>(478.0)</b>	<b>(483.5)</b>	<b>(10.4)</b>	<b>(2.2)</b>	<b>(5.5)</b>	<b>(1.2)</b>

Note: Totals may not add due to rounding

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

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.4	0.2	Higher ridership and higher average fares due mainly to higher unlimited pass average fares (due to fewer trips per pass than expected).
Total Expenses	(\$6.0)	(0.9)	RWA payment made but budgeted in December. Higher overtime expenses due to coverage for vacancies and absences, increased running time , the aging bus fleet's impact on bus maintenance and preparation for the Thanksgiving winter storm. 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 November 30, New York City Transit's performance against its 2014 Capital Project Milestones was:

(\$ Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$59.0	\$122.2	207
<b>Design Completions</b>	157.2	150.9	96
<b>Awards</b>	3,307.4	1,818.2	55
<b>Substantial Completions</b>	1,984.4	1,633.9	82
<b>Closeouts</b>	3,530.6	877.1	25

During November, NYCT awarded projects totaling \$329.0 million including:

- Sandy repair projects at the South Ferry Station Complex; and
- the installation of one new bus washer and the rehabilitation of two bus washers at the Michael J. Quill Bus Depot in Manhattan.

During the same period, NYCT substantially completed projects totaling \$136.7 million including:

- Sandy repair projects in the Greenpoint and Montague Tubes; and
- mainline track and switch replacement at various locations throughout the transit system.

Also during November, NYCT started one design project for \$0.1 million, completed two designs for \$4.7 million, and closed out 17 projects for \$155.6 million.

Capital Program Status  
January 2015  
(November 2014)

During November, NYCT awarded projects totaling \$329.0 million including several projects for \$313.0 million to repair damage from Superstorm Sandy at the South Ferry Station Complex in Manhattan. Superstorm Sandy caused an ocean surge that completely submerged the station platform and lower and upper mezzanine areas under water. Water entered the station from station entrances, ventilation gratings and other openings. As a result of this storm, ADA elevators, escalators, station facilities and crew quarters, RTO tower, station HVAC equipment, electrical distribution and electrical panel rooms, power and communication cables, track and signal system, automatic fare control equipment, pump rooms, a fan plant, circuit breaker houses, tunnel lighting, telecommunication system, data network, utilities, radio antennas, security equipment, art work, architectural finishes, lighting and associated equipment were damaged. These projects will restore the station back to service as well as provide new flood mitigation elements to protect the station against future flood events. In addition to those efforts, existing water infiltration issues will be addressed with leak mitigation treatments before re-installation of equipment and finishes in the station.

Also during November, NYCT awarded a project for \$4.6 million to install one new bus washer and upgrade the components of two existing bus washers at the Michael J. Quill Bus Depot in Manhattan. Maintaining a regular and consistent schedule of washing the bus fleet is an important part of bus maintenance and will prolong the life of NYCT's buses. Currently, the depot has two bus washers, which are not adequate to wash all of its buses on a timely schedule. In addition to installing a third bus washer, the project will replace components of the two existing bus washers that have reached the end of their useful life.

During November, NYCT substantially completed projects totaling \$136.7 million including three projects for \$63.8 million for Sandy repair projects in the Greenpoint and Montague Tubes. In the Greenpoint Tube between Queens and Manhattan, the work consisted of the replacement of track components such as rails, plates and tie blocks as well as the cleaning of ducts and replacement of power & communication cables. In the Montague Tube between Brooklyn and Manhattan, the work consisted of the replacement of signals and signal equipment including LED type (automatic, approach, and home) signals, track switch operating layouts, electric train stop layouts, cases, racks, panels, signs, code system, miscellaneous equipment and tie-in work to interface with the existing interlocking and new signal work.

Additionally, NYCT substantially completed several mainline track and switch projects throughout the transit system for \$38.5 million. Track replacement was completed at the Concourse and Jerome Lines in the Bronx, the Broadway-7<sup>th</sup> Avenue and 8<sup>th</sup> Avenue Lines in Manhattan, the Lenox White Plains Road Line in the Bronx and Manhattan and switch replacement was completed on the Queens Boulevard Line in Queens. Work included the replacement of track and switch materials such as contact rail, running rails, ties, ballast, replacement of existing turnouts, track switches, switch valves, signal cable including positive and negative connections, and associated equipment that have reached the end of their useful life.

Also during November, NYCT started one design project for \$0.1 million, completed two designs for \$4.7 million, and closed out 17 projects for \$155.6 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 17 projects that NYCT closed out in November.

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

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Switches - 2012 at White Plains Road	\$9.3	\$10.1	12/2013	11
Mainline Track Replacement 2012 at White Plains Road	10.0	7.7	12/2013	11
Mainline Track Replacement 2013 at White Plains Road	7.3	7.3	01/2014	10
Mainline Track Switches 2013 at 8th Avenue	3.1	3.0	04/2014	7
Mainline Track Replacement 2013 At Crosstown	4.0	2.8	04/2014	7
Welded Rail: 2012: S/O 59 St Columbus Circle & N/O-S/E 7 Ave / 6 Ave	2.0	1.3	05/2014	6
Sandy Repairs: Signals on the Rockaway Line	14.1	22.4	05/2014	6
Communication Room HVAC: 5 Locations	8.1	7.9	06/2014	5
Mainline Track Replacement 2012 – Concourse Line	15.1	10.8	06/2014	5
Sandy Recovery Work: Rockaway Line	13.1	4.2	06/2014	5
Sandy Repairs: Rockaway Line (AWOs)	18.0	29.0	06/2014	5
Sandy Repairs: Track on the Rockaway Line	10.0	14.3	06/2014	5
Sandy Repairs: Power on the Rockaway Line	4.7	13.8	06/2014	5
Sandy Mitigation: Stair Covers Prototype (SBFP)	2.0	2.0	08/2014	3
Mainline Track Replacement 2012 at Myrtle Avenue	16.0	11.7	10/2014	1
Sandy Mitigation: South Ferry Near-term Flood Protection	5.8	6.2	10/2014	1
Sandy Mitigation: Vent Cover Prototype (SBFP)	1.2	1.2	10/2014	1

The closeouts of the Mainline Track Switches - 2012 at White Plains Road and Mainline Track Replacement - 2012 at White Plains Road projects were delayed by 11 months due to difficulties in obtaining track access, hence delaying completion of the work.

The closeout of the following three projects were delayed due to the need to complete punch list items: Mainline Track Replacement – 2013 at White Plains Road (10 month delay); Mainline Track Switches – 2013 at 8<sup>th</sup> Avenue (7 month delay); and Mainline Track Replacement – 2013 at Crosstown Line (7 month delay).

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

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

**November**

Design Starts	\$0.4	1	\$0.1	1	30.0	100.0
Design Completions	9.1	6	4.7	2	52.2	33.3
Construction Awards	552.4	26	329.0	17	59.6	65.4
Substantial Completions	68.6	10	136.7	19	199.5	190.0
Closeouts	112.8	9	155.6	17	138.0	188.9

**2014 Year-To-Date**

Design Starts	\$59.0	33	\$122.2	73	207.0	221.2
Design Completions	157.2	122	150.9	101	96.0	82.8
Construction Awards	3,307.4	199	1,818.2	142	55.0	71.4
Substantial Completions	1,984.4	171	1,633.9	143	82.3	83.6
Closeouts	3,530.6	180	877.1	89	24.8	49.4

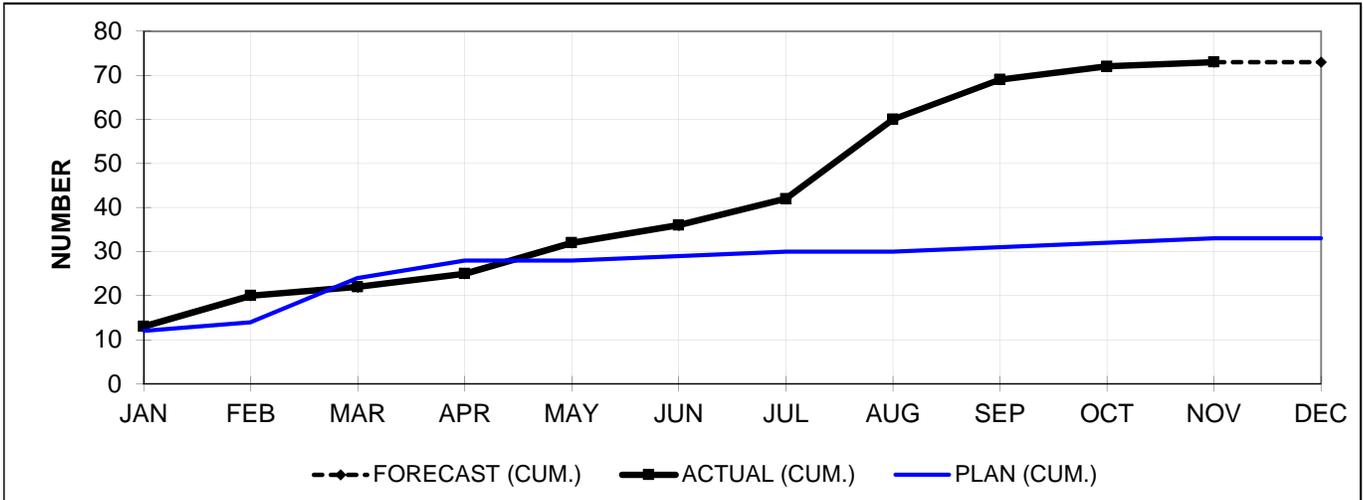
**2014 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$122.2	73	207.0	221.2
Design Completions	177.1	129	164.0	111	92.6	86.0
Construction Awards	3,606.9	218	2,520.9	194	69.9	89.0
Substantial Completions	2,132.7	189	1,896.4	167	88.9	88.4
Closeouts	3,697.3	202	2,884.1	133	78.0	65.8

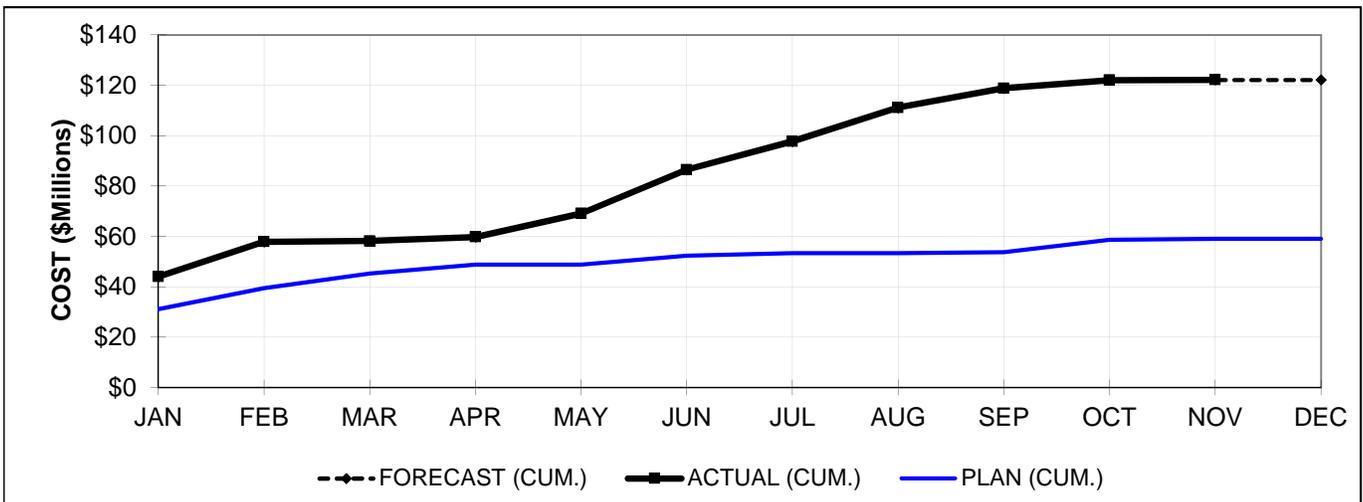
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

## 2014 Design Starts Charts

As of November 2014



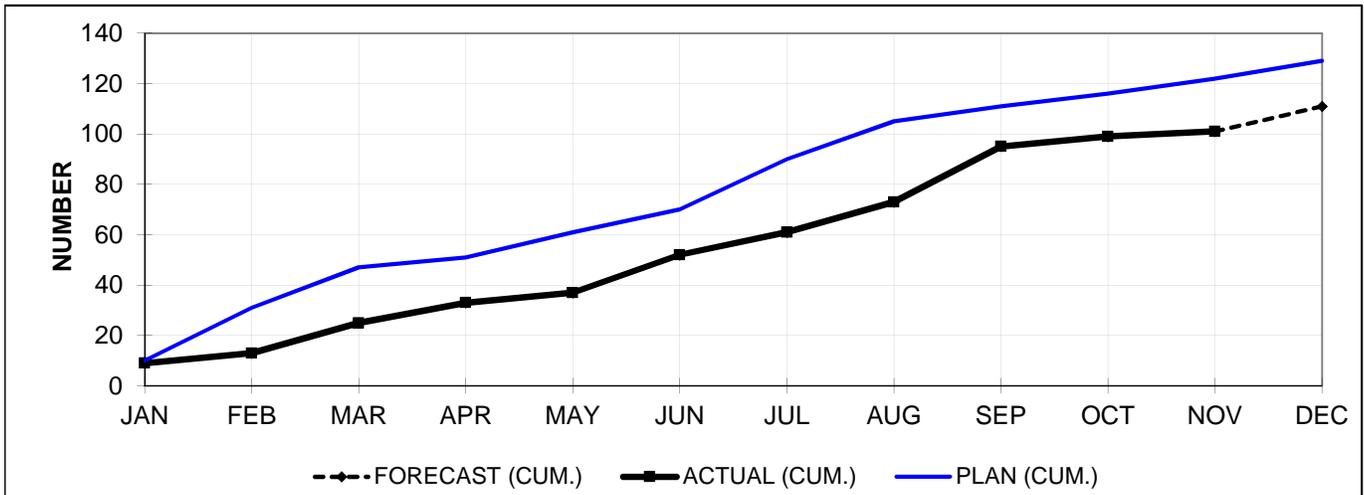
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												0
ACTUAL (NON-CUM.)	13	7	2	3	7	4	6	18	9	3	1	0
PLAN (NON-CUM.)	12	2	10	4	0	1	1	0	1	1	1	0
FORECAST (CUM.)												73
ACTUAL (CUM.)	13	20	22	25	32	36	42	60	69	72	73	73
PLAN (CUM.)	12	14	24	28	28	29	30	30	31	32	33	33



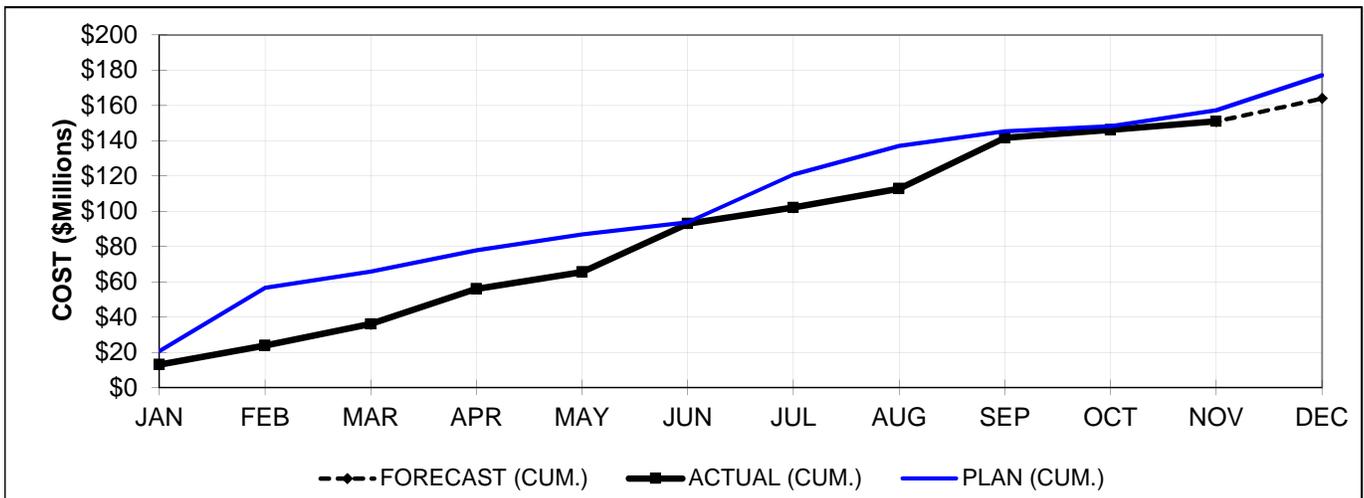
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												0.0
ACTUAL (NON-CUM.)	44.0	13.9	0.3	1.6	9.3	17.4	11.2	13.4	7.7	3.2	0.1	0.0
PLAN (NON-CUM.)	31.2	8.3	5.8	3.5	0.0	3.6	1.0	0.0	0.4	4.9	0.4	0.0
FORECAST (CUM.)												122.2
ACTUAL (CUM.)	44.0	57.9	58.2	59.8	69.1	86.5	97.7	111.1	118.8	122.1	122.2	122.2
PLAN (CUM.)	31.2	39.5	45.3	48.8	48.8	52.4	53.3	53.3	53.8	58.6	59.0	59.0

## 2014 Design Completions Charts

As of November 2014



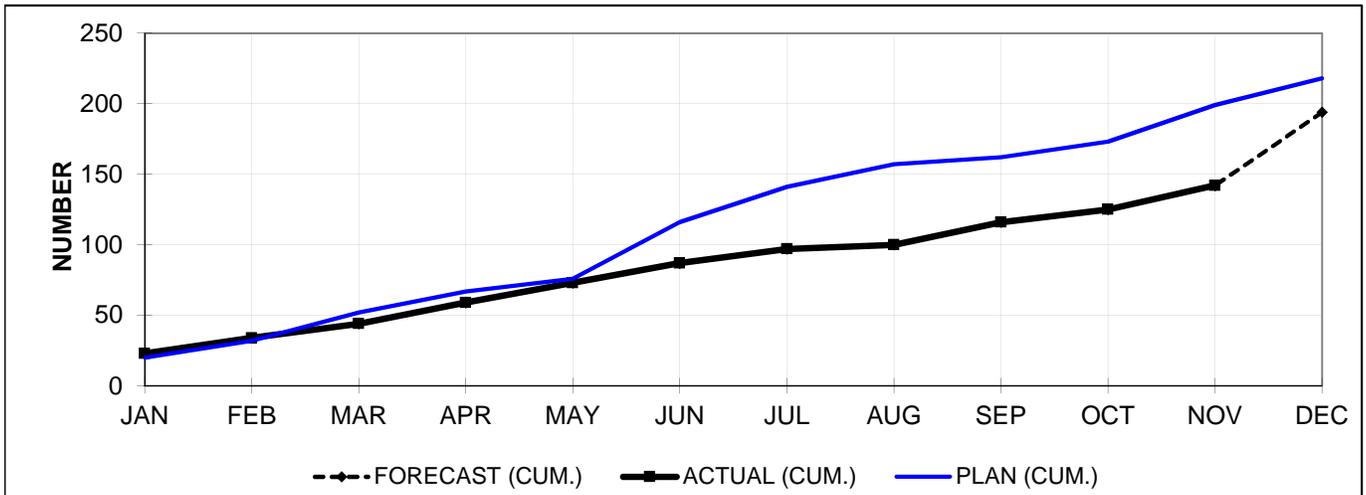
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												10
ACTUAL (NON-CUM.)	9	4	12	8	4	15	9	12	22	4	2	
PLAN (NON-CUM.)	10	21	16	4	10	9	20	15	6	5	6	7
FORECAST (CUM.)												111
ACTUAL (CUM.)	9	13	25	33	37	52	61	73	95	99	101	
PLAN (CUM.)	10	31	47	51	61	70	90	105	111	116	122	129



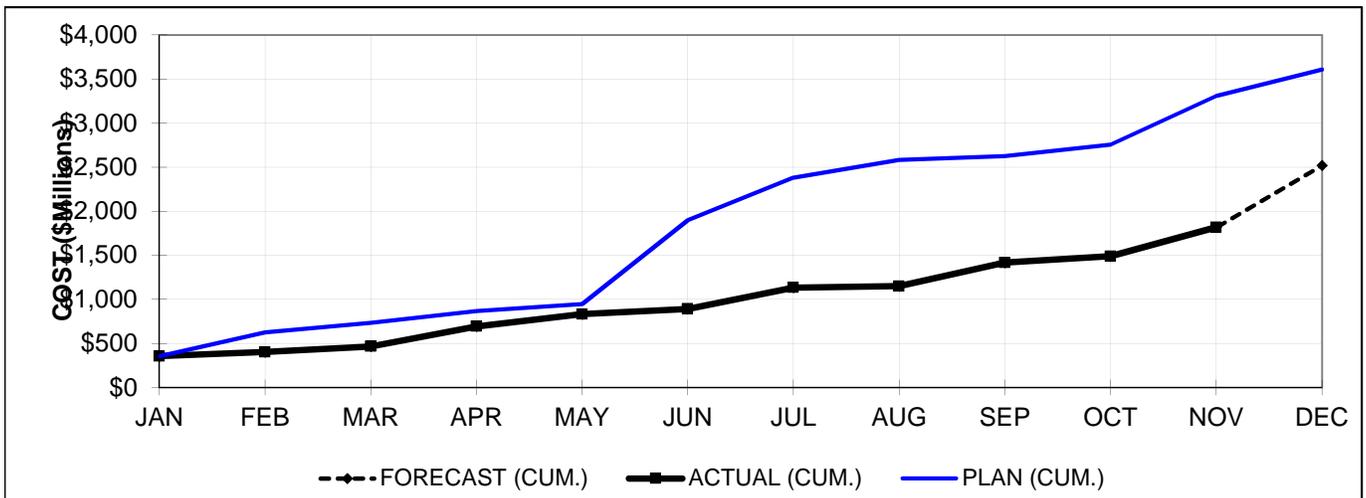
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												13.1
ACTUAL (NON-CUM.)	13.0	10.8	12.2	19.9	9.6	27.5	9.0	10.8	28.8	4.5	4.7	
PLAN (NON-CUM.)	20.7	35.9	9.1	12.2	8.9	6.8	27.1	16.3	8.2	2.8	9.1	19.9
FORECAST (CUM.)												164.0
ACTUAL (CUM.)	13.0	23.9	36.0	56.0	65.6	93.0	102.1	112.9	141.7	146.2	151.0	
PLAN (CUM.)	20.7	56.6	65.7	77.9	86.9	93.7	120.8	137.1	145.3	148.2	157.2	177.1

## 2014 Awards Charts

As of November 2014



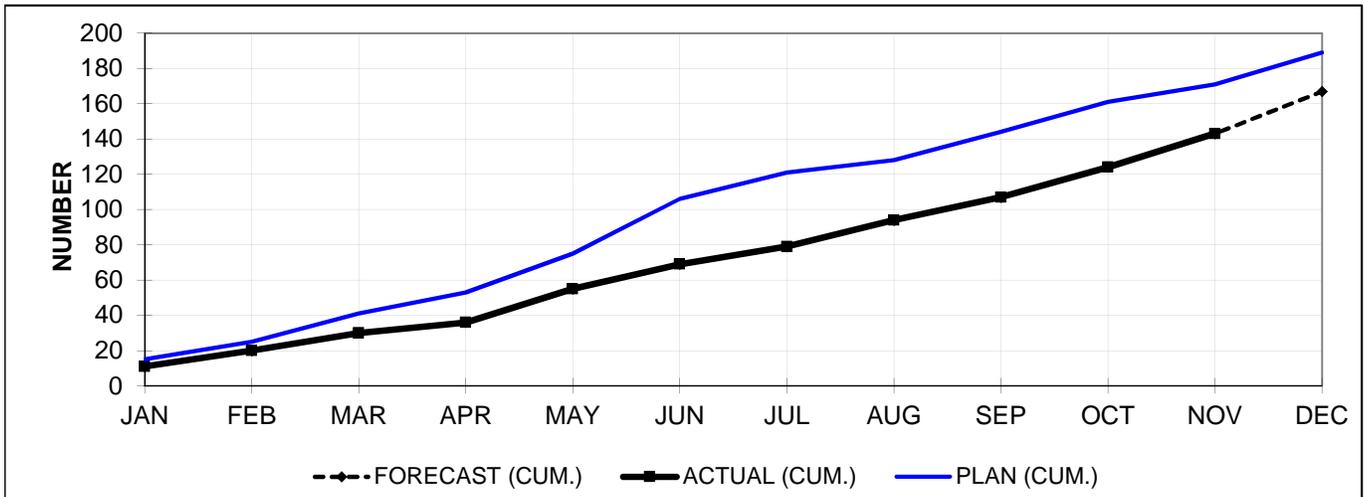
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												52
ACTUAL (NON-CUM.)	23	11	10	15	14	14	10	3	16	9	17	19
PLAN (NON-CUM.)	20	12	20	15	9	40	25	16	5	11	26	19
FORECAST (CUM.)												194
ACTUAL (CUM.)	23	34	44	59	73	87	97	100	116	125	142	194
PLAN (CUM.)	20	32	52	67	76	116	141	157	162	173	199	218



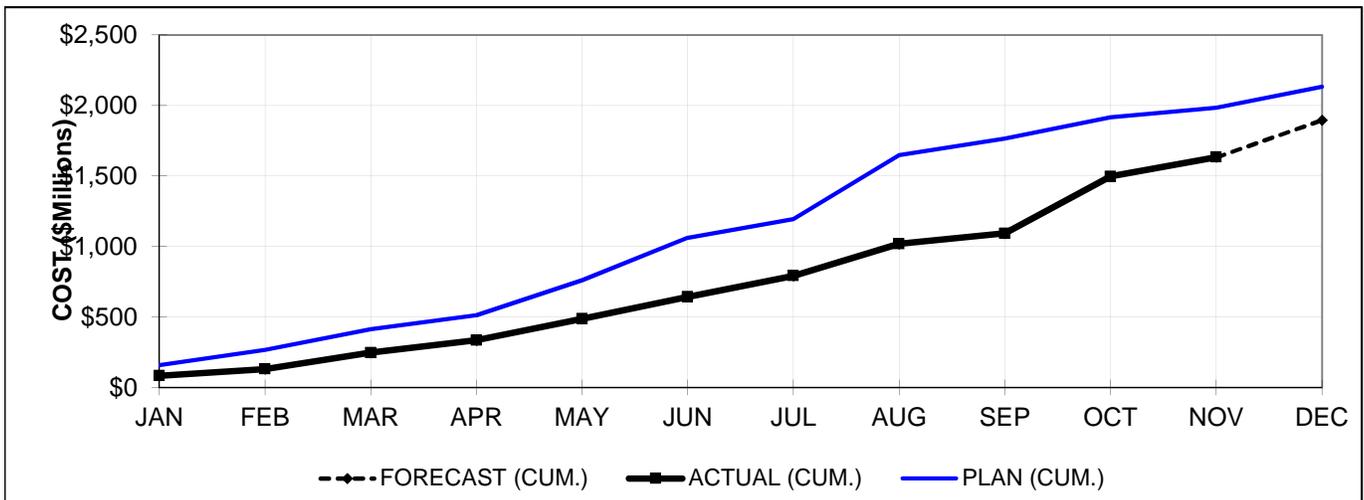
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												702.8
ACTUAL (NON-CUM.)	357.6	46.5	62.3	228.1	138.8	58.8	241.4	17.2	267.4	71.1	329.0	299.5
PLAN (NON-CUM.)	355.7	270.8	108.5	132.8	80.3	948.0	483.2	204.3	40.9	130.6	552.4	299.5
FORECAST (CUM.)												2,520.9
ACTUAL (CUM.)	357.6	404.1	466.4	694.4	833.2	892.0	1,133.4	1,150.6	1,418.0	1,489.1	1,818.2	2,520.9
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 November 2014



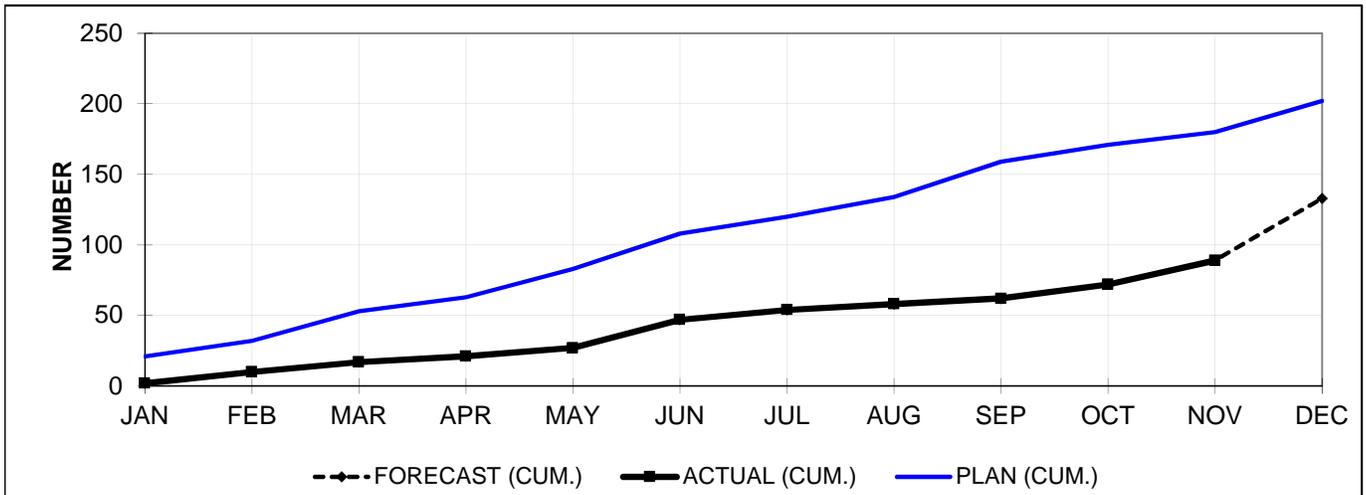
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												24
ACTUAL (NON-CUM.)	11	9	10	6	19	14	10	15	13	17	19	18
PLAN (NON-CUM.)	15	10	16	12	22	31	15	7	16	17	10	18
FORECAST (CUM.)												167
ACTUAL (CUM.)	11	20	30	36	55	69	79	94	107	124	143	167
PLAN (CUM.)	15	25	41	53	75	106	121	128	144	161	171	189



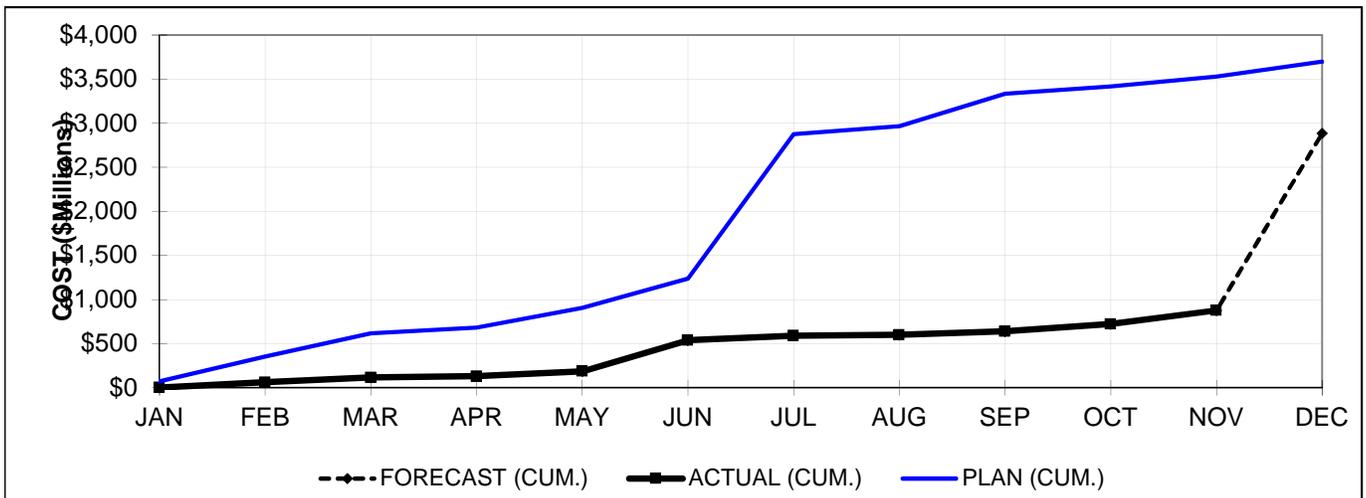
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												262.6
ACTUAL (NON-CUM.)	84.0	48.1	115.3	88.3	151.9	156.2	148.1	227.0	74.1	404.1	136.7	148.2
PLAN (NON-CUM.)	158.3	109.9	145.2	99.5	249.3	300.3	131.3	453.1	118.2	151.0	68.6	148.2
FORECAST (CUM.)												1,896.4
ACTUAL (CUM.)	84.0	132.1	247.4	335.7	487.6	643.8	791.9	1,018.9	1,093.1	1,497.1	1,633.9	1,896.4
PLAN (CUM.)	158.3	268.2	413.3	512.8	762.1	1,062.3	1,193.7	1,646.8	1,764.9	1,915.9	1,984.4	2,132.7

## 2014 Closeouts Charts

As of November 2014



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												44
ACTUAL (NON-CUM.)	2	8	7	4	6	20	7	4	4	10	17	
PLAN (NON-CUM.)	21	11	21	10	20	25	12	14	25	12	9	22
FORECAST (CUM.)												133
ACTUAL (CUM.)	2	10	17	21	27	47	54	58	62	72	89	
PLAN (CUM.)	21	32	53	63	83	108	120	134	159	171	180	202



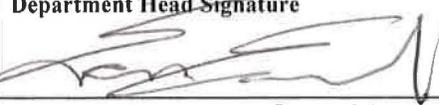
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												2007.0
ACTUAL (NON-CUM.)	2.7	57.8	55.0	13.1	56.0	352.3	53.2	7.4	40.0	83.9	155.6	
PLAN (NON-CUM.)	71.5	282.1	262.6	67.5	223.6	329.4	1637.8	90.7	370.6	82.1	112.8	166.6
FORECAST (CUM.)												2,884.1
ACTUAL (CUM.)	2.7	60.5	115.5	128.7	184.7	537.0	590.2	597.6	637.6	721.5	877.1	
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 8 actions for a proposed expenditure of \$133.3M.

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Materiel Division – NYCT					
<b>Department Head Name</b> Stephen M. Plochochi					
<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
Order	To	Date	Approval	Info	Other
1	Committee	1/20/15			
2	Board	1/22/15			

January 9, 2015			
<b>Department</b> Law and Procurement – MTACC			
<b>Department Head Name</b> Evan Eisland			
<b>Department Head Signature</b> 			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT		President MTACC
	Executive VP		President MTA Bus Subways
X	Capital Prog. Management	X	Diversity/Civil Rights
	Law	X	

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

**PURPOSE:**

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

**DISCUSSION:**

**NYC Transit proposes to award Non-Competitive procurements in the following categories: NONE**

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

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

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$ 3.5 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	3	\$ 109.8 M
SUBTOTAL	4	\$ 113.3 M

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

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

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

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

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

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	3	19.1 M
SUBTOTAL	3	\$ 19.1 M
TOTAL	8	\$ 133.3 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.

JANUARY 2015

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. | <b>Clean Venture, Inc.</b><br><b>Four Bids/Low Bidder – Five-year contract</b><br><b>RFQ# 64968</b>  | <b>\$3,504,005 (Est.)</b> | <u>Staff Summary Attached</u> |
|    | Removal, handling, transportation and disposal/recycling of various types of non-hazardous industrial waste for NYC Transit and MTA Bus Company. |                           |                               |

**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.)

- |    |  |                     |                               |
|----|--|---------------------|-------------------------------|
|    | <b>Columbus Transit, LLC</b><br><b>PTM Management Corp.</b>  |                     | <u>Staff Summary Attached</u> |
| 2. | <b>Contract# 07H9751M.8</b>  | <b>\$0</b>          | ↓                             |
| 3. | <b>Contract# 07H9751V.6</b>  | <b>\$95,337,802</b> | ↓                             |
|    | Modification to the contracts for Access-A-Ride Paratransit transportation services, in order to achieve savings and extend the existing contracts through November 2018 and March 2019, respectively. |                     |                               |
| 4. | <b>Parsons Brinckerhoff, Americas, Inc.</b><br><b>CMM-1570.2</b>   | <b>\$14,476,800</b> | <u>Staff Summary Attached</u> |
|    | Modification to the contract for worldwide technical inspections, in order to extend the contract term for eighteen months, with an option for up to an additional six months.                         |                     |                               |

**Schedule G: Miscellaneous Service Contracts**

**Item Number:** 1

<b>Vendor Name (&amp; Location)</b> Clean Venture, Inc. (Elizabeth, NJ)	<b>Contract Number</b> RFQ. 64968	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Multi-Agency Removal, Handling, Transportation, and Disposal/Recycling of Non-Hazardous Industrial Waste	<b>Total Amount:</b> NYC Transit: \$3,468,965                      \$3,504,005 (Est.) MTABC: \$35,040	
<b>Contract Term (including Options, if any)</b> Five Years	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Division of Materiel, Stephen M. Plochochi	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

**Discussion:**

This multi-agency contract is for the removal, handling, transportation, and disposal/recycling of various types of non-hazardous industrial waste by Clean Venture, Inc. (Clean Venture) for five years in the estimated amounts of \$3,468,965 for NYC Transit and \$35,040 for MTA Bus Company (MTABC) for a total estimated amount of \$3,504,005.

NYC Transit and MTABC require the services of a contractor to provide all labor, materials, and equipment necessary for removal, handling, transportation, and disposal/recycling of non-hazardous industrial waste as mandated by Federal, State, and local laws. The contract will be utilized on an as-needed basis without any obligation for either agency to commit to a minimum amount.

An Invitation for Bids (IFB) was advertised in September 2014. An extensive outreach to increase competition was performed prior to this solicitation by NYC Transit Procurement, resulting in the receipt of four bids, two more bids than were submitted on the last solicitation. Clean Venture’s bid of \$3,504,005 was 5% lower than the next lowest bid. When the unit prices of the proposed and previous contracts are evaluated at the proposed quantities, the overall price increased 3.9% per year. Based on adequate competition, Clean Venture’s pricing is considered to be fair and reasonable. When questioned about the price increase, Clean Venture stated that it had inadvertently underpriced the prior contract and, having honored the price for the prior contract for the five year term, it adjusted its bid for the current contract.

A bid protest was received from the second low bidder; a protest officer was assigned and the protest was found to have no merit.

After a careful review of the licenses and permits required by the states of New York and New Jersey for this work, MTA Department of Diversity and Civil Rights and the New York State Department of Economic Development approved an adjustment of the goals to comport with the lack of availability of certified MWBEs with the necessary licenses and permits to perform as transportation subcontractors. Goals, which were originally set at 10% MBE and 10% WBE, were adjusted to 4.28% MBE and 1.47% WBE.

Item Number: 2-3

<b>Vendor Name (&amp; Location)</b> Columbus Transit, LLC (Mount Vernon, NY) PTM Management Corp. (Queens, NY)
<b>Description:</b> Access-A-Ride Paratransit Transportation Services
<b>Contract Term (including Options, if any)</b> 07H9751M: November 17, 2008 – January 31, 2015 07H9751V: April 1, 2009 – January 31, 2015
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name</b> Department of Buses, Darryl C. Irick

<b>Contract Number:</b> 07H9751M 07H9751V	<b>AWO/Mod #</b> 8 6
<b>Original Amount:</b> 07H9751M: \$379,084,216 07H9751V: \$281,072,030	\$ 660,156,246
<b>Prior Modifications:</b> 07H9751M: \$(265,627,991) 07H9751V: \$(155,585,336)	\$ (421,213,327)
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b> 07H9751M: \$113,456,225 07H9751V: \$125,486,694	\$ 238,942,919
<b>This Request:</b> 07H9751M: \$0 07H9751V: \$95,337,802	\$ 95,337,802
<b>% of This Request to Current Amount:</b>	39.9%
<b>% of Modifications (including This Request) to Original Amount:</b>	(49.4)%

**Discussion:**

These modifications will each extend the term of Contract 07H9751M with Columbus Transit, LLC (Columbus), a NYS Certified MBE, through November 30, 2018 and Contract 07H9751V with PTM Management Corp. (PTM) through March 31, 2019 to continue providing Access-A-Ride Paratransit Transportation Services (AAR) for the Department of Buses, Division of Paratransit.

In 2008, Contract 07H9751 was competitively solicited, and awards were made to a series of contractors which included Columbus and PTM. Each contract was awarded for a 10-year base contract term with a unilateral option to extend for up to an additional 10 years. In March 2010, following an MTA-wide action to reduce operational costs known as the Rapid Procurement Initiative (RPI) led by an outside consultant, both Columbus and PTM reduced the term of their contracts to a 5-year base with a 5-year mutually agreeable option (PTM’s agreement also included a second option for 10 years, subsequent to the first option period). The RPI actions, memorialized through contract modifications, resulted in operational savings and contract term reductions for Columbus and PTM.

As the RPI-revised base contract expiration dates neared for each contract, Paratransit requested that service provided by Columbus and PTM continue as service forecasts, both near and long term, require sufficient capacity for AAR Paratransit service. In lieu of a market survey to determine the reasonableness of the contractor’s pricing, NYC Transit requested that MTA Audit Services perform an audit on each contract to review and assess the costs incurred compared to the carrier’s total compensation for a given 12-month period. Although the options were available, NYC Transit negotiated new reduced pricing based on the audit results, for which substantial savings were realized. Thus, this action does not exercise contractual options but rather continues to extend the terms to the agreed upon expiration date of the options established in the RPI (November 30, 2018 for Columbus and March 31, 2019 for PTM).

Pricing for these contracts is based on a fully-loaded vehicle service hour (FLVSH) rate. The major component of the FLVSH is the vehicle service hour (VSH) rate, which is made up of driver salaries, profit, benefits, and other related costs (e.g., overtime, pre/post vehicle inspections) as well as non-vehicle and per-vehicle related fixed costs (e.g., facility overhead, management salaries, uniforms and driver training) and vehicle maintenance costs, all of which roll up into a FLVSH rate. The FLVSH varies from carrier to carrier, and therefore can be used to compare carrier pricing and determine a range of reasonableness for overall pricing. The FLVSH does not include pass-through costs such as tolls, collision insurance, vehicle registration, computer software, driver bonuses, and mobilization, if any.

It is anticipated that if the full compliment of vehicles are utilized (Columbus 100/PTM 151) approximately \$59.9M will be spent with Columbus and \$95.431M will be spent with PTM for the modification period. Additional funding for Columbus is not required as \$59.9M remains in the contract and \$95.3M is being requested for PTM as \$93.4K remains in its contract.

Procurement strategically targeted segments of the FLVSH for negotiations where cost reductions could be maximized. Columbus' FLVSH rate was reduced from \$49.58 to \$43.89 or 11.48% and PTM's FLVSH was reduced from \$52.18 to \$45.21 or 13.36% for respective savings of \$7,799,053 and \$14,916,361. This resulted in a total savings of \$22,715,414 for both carriers. These savings apply retroactively from April 1, 2014 through the respective expiration dates in 2018 and 2019.

Procurement has requested that MTA Audit Services perform an audit on the remaining 12 carriers to determine whether cost reductions can be obtained.

Item Number: 4

<b>Vendor Name (&amp; Location)</b> Parsons Brinckerhoff, Americas, Inc. (New York, NY)	
<b>Description</b> Consultant for Worldwide Technical Inspection Services	
<b>Contract Term (including Options, if any)</b> November 2, 2009 – January 31, 2015	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type:</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Mod	
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Division of Materiel, Stephen M. Plochochi	

<b>Contract Number</b> CMM-1570	<b>AWO/Mod. #</b> 2
<b>Original Amount:</b>	\$ 31,000,000
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 31,000,000
<b>This Request:</b>	\$ 14,476,800
<b>% of This Request to Current Amount:</b>	46.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	46.7%

**Discussion:**

This modification will extend the contract term for eighteen months, with an option for up to an additional six month extension. It is anticipated that \$10,857,600 will be expended during the eighteen month extension and that \$3,619,200 will be expended during the six month option. Approval is requested for both the extension and the option.

The consultant performs in-plant inspections of materials throughout the world before those materials are shipped. The consultant supplies inspectors with multi-disciplinary expertise that is not available in-house and who are required to travel throughout the United States and abroad. The inspections are required to ensure that materials and supplies purchased by NYC Transit, as well as those provided by contractors for capital projects, adhere to NYC Transit’s specifications. In addition to in-plant inspections, the contractor develops inspection protocols, which are detailed scripts for determining whether material complies with the specification requirements, performs quality audits of production processes, and prepares reports documenting and detailing compliance or non-compliance with material specifications. The types of material inspected under this contract include safety sensitive materials and equipment such as specially fabricated track work; steel, rail and related products; electrical, communications, and signal equipment; railroad ties; and other products.

The requested extension is necessary in order to continue preparations for a new RFP solicitation, negotiate and award a renewal contract, and to allow for a six month ramp-up period for the new consultant. Due to the complex nature of this contract, previous solicitations have elicited limited competition; therefore time was required to perform outreach and to allow potential proposers adequate time to prepare project teams.

The competitively negotiated base contract contained a provision to increase the rates by an average of 4.4% for the last two years of the contract. For this modification, the rates will increase by 1% for the first year and by an additional 1% for the following six months and the option period. This compares favorably with the most recent Producer Price Index which indicated an increase of 2.1% annually. The final price was found to be fair and reasonable.

**JANUARY 2015**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

(Staff Summaries required for items requiring Board approval.)

**1. Technico Construction Services, Inc.**

**Staff Summary Attached**

**Contract# C-44508/C-42001.11                      \$942,754**

Modification to the contract for repair of the tunnel, portals, abutment walls and elevated structure of the Broadway/7<sup>th</sup> Avenue IRT Line, in order to repair the bridge at 133<sup>rd</sup> Street and Broadway.

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



**Item Number: 1**

<b>Vendor Name (&amp; Location)</b> Technico Construction Services, Inc. (Long Island City, NY)	<b>Contract Number</b> C-44508/C-42001	<b>AWO/Mod.#</b> 11
<b>Description</b> Repair of the tunnel, portals, abutment walls and elevated structure along the Broadway/7 <sup>th</sup> Avenue IRT Line	<b>Original Amount:</b> \$ 13,899,000	
<b>Contract Term (including Options, if any)</b> March 4, 2013 – March 4, 2015	<b>Prior Modifications:</b> \$ 821,959	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b> \$ 0	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 14,720,959	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b> \$ 942,754	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 6.4%	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Capital Program Management, Frederick E. Smith	<b>% of Modifications (including This Request) to Original Amount:</b> 12.7%	

**Discussion:**

This retroactive modification is for repair of the bridge at 133<sup>rd</sup> Street and Broadway that was damaged by a vehicular accident.

The base contract is for repair of the tunnel, portals, abutment walls and elevated structure of the Broadway/7<sup>th</sup> Avenue IRT Line in Manhattan between 120<sup>th</sup> and 143<sup>rd</sup> Streets. The work includes steel structure and concrete roof repair of portals, one at 122<sup>nd</sup> Street and one at 135<sup>th</sup> Street; elevated steel structure repair; abutment wall repair in open cut areas; and replacement of deteriorated steel columns in tunnel vent areas.

On March 20, 2014, the Broadway/7<sup>th</sup> Avenue IRT Line bridge structure over 133<sup>rd</sup> Street was hit and damaged by a cement truck that was attempting to drive underneath it. NYC Transit Maintenance of Way (MOW) installed temporary supports to shore up the elevated railroad and performed other immediate emergency repairs, inspected the structure, and restored train service. The intersection of Broadway and 133<sup>rd</sup> Street has been closed to traffic since the date of the accident.

On April 28, 2014, CPM completed the design for repairs. It was determined that the repair work should be done as a modification to this contract, because the location of the damaged bridge is within the limits of the contract; the repair work is similar to the contractual work and can be performed during diversions of service scheduled for this contract; and having this contractor perform the work eliminates any impact on the contract work and avoids coordination issues that would arise by having two contractors work in the same location. The work to be performed under this modification will be performed mainly by the Minority Business Enterprise (MBE) structural steel subcontractor and includes repair of a through-span girder, replacement of an inverted knee brace, and repair and replacement of horizontal cross braces.

The contractor's initial proposal was \$1,098,130. NYC Transit's revised estimate was \$865,000. Negotiations resulted in a lump sum price of \$942,754 which was found to be fair and reasonable. Savings of \$155,376 were achieved.

On November 14, 2014, the SVP & Chief Engineer approved a retroactive waiver, and the contractor was directed to proceed in order to begin repairs during a diversion of service that month. Repairs will be completed during diversions of service scheduled for two occasions in January that are for contract work and two additional diversions scheduled for one each in March and April 2015. The contract is forecast to be substantially complete in May 2015 due to an extension of time being negotiated under a separate modification that does not require Board approval.

**JANUARY 2015**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

1. **E.E. Cruz/Tully Construction  
Company, JV, LLC**  
**Contract# C-26010.52**

*Staff Summary Attached*

**\$4,000,000**

Modification to the contract for station finishes for the Second Avenue Subway, 96<sup>th</sup> Street Station, in order to address Con Edison changes to facility power.

- Judlau Contracting, Inc.**

*Staff Summary Attached*

2. **Contract# C-26011.10**  
3. **Contract# C-26011.51**

**\$12,838,840**

**\$2,266,000**



Modifications to the contract for station finishes for the Second Avenue Subway, 72nd Street Station, in order to address changes to Entrance 1 associated with the installation of the lower escalator concrete lining and additional excavation associated with the reconfiguration of Entrance 1 to a sidewalk entrance.

Item Number: 1

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

<b>Contract Number</b> C-26010	<b>AWO/Mod.#</b> 52
<b>Original Amount:</b>	\$ 324,600,000
<b>Prior Modifications:</b>	\$ 13,774,479
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 338,374,479
<b>This Request:</b>	\$ 4,000,000
<b>% of This Request to Current Amount:</b>	1.2%
<b>% of Modifications (including This Request) to Original Amount:</b>	5.5%

**Discussion:**

This retroactive modification will address Con Edison changes to facility power. This contract is for 96<sup>th</sup> Street Station Finishes for the Second Avenue Subway Project, and requires rehabilitation and retrofit of the existing 99<sup>th</sup> – 105<sup>th</sup> Street Tunnel; construction of invert slab and benches in the newly constructed 87<sup>th</sup> – 92<sup>nd</sup> Street Tunnels and in the northern section of the 97<sup>th</sup> – 99<sup>th</sup> Street Tunnel; installation of mechanical systems including HVAC, electrical medium voltage and 120V systems; plumbing; supply and installation of elevators and escalators 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.

The contract requires Con Edison service for facility power at the 96<sup>th</sup> Street Station associated with two facility power substations that will provide power for lighting, tunnel ventilation fans, escalators, elevators, communication rooms, HVAC and plumbing systems. The contract includes a performance-based facility power design which is based on requirements from Con Edison’s specifications for providing High Tension Service. These specifications require multiple submissions (i.e. 30% & 60%) to Con Edison for review based on a collaborative effort that includes input from the installation contractor and the selected manufacturer of the switchgear and transformer equipment. Modification No. 20 was approved by the Board in February 2014 for \$1,855,875 and primarily addressed changes to the mimic panels in the north and south switchgear rooms so that the mimic panel in each room could remotely operate all of the functions in the other room. At that time, the Board was advised that further facility power changes would be forthcoming for this contract as well as the 72<sup>nd</sup> Street and 86<sup>th</sup> Street Stations.

In response to the latest submission (60%), Con Edison’s comments required additional changes to the high tension switchgear and transformer equipment, grounding, and the requirement for two new battery rooms in the North and South Ancillary spaces. This modification addresses revisions to the dimensions and configuration of the switchgear equipment and incoming feeders in the substations to achieve required separation clearances between switchgear lineups. This modification also includes additional protective relaying and grounding with related modifications to the mimic panels, as well as the construction and fit-out of two new battery rooms in the North and South Ancillary spaces. It appears that a design error/omission may have contributed to the need for these changes.

Due to the exposure to potential time impact associated with this additional work, and in order to mitigate delays, it was necessary to proceed with the work immediately. Approval was obtained retroactively from the MTACC President on August 8, 2014. The schedule impact of this modification will be reviewed in aggregate with other facility power delays and will be addressed in a subsequent modification.

The contractor’s proposal was \$6,115,653. MTACC’s revised estimate is \$3,908,124. Following review by MTA Audit, negotiations resulted in a lump sum price of \$4,000,000, which was found to be fair and reasonable. Savings of \$2,115,653 were achieved.

Item Number: 2-3

<b>Vendor Name (&amp; Location)</b> Judlau Contracting, Inc. (College Point, NY)	<b>Contract Number</b> C-26011	<b>AWO/Mod.#</b> 10 and 51
<b>Description</b> Second Avenue Subway – 72 <sup>nd</sup> Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances	<b>Original Amount:</b>	\$ 247,048,405
	<b>Option 1:</b>	\$ 3,934,595
	<b>Option 2:</b>	\$ 1,270,000
	<b>Option 3:</b>	\$ 6,100,000
	<b>Total Amount:</b>	\$ 258,353,000
<b>Contract Term (including Options, if any)</b> February 14, 2013 – November 13, 2015	<b>Prior Modifications:</b>	\$ 4,632,252
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 262,985,252
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	Mod.10: \$12,838,840	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu	Mod 51: \$2,266,000	\$ 15,104,840
	<b>% of This Request to Current Amount:</b>	5.7%
	<b>% of Modifications (including This Request) to Total Amount:</b>	7.6%

**Discussion:**

These retroactive modifications address changes to Entrance 1 of the 72<sup>nd</sup> Street Station of the Second Avenue Subway, and include installation of concrete lining in the lower escalator tunnel incline, and additional excavation for the reconfiguration of Entrance 1 to a sidewalk entrance.

The contract work includes the installation of mechanical systems including HVAC in the station and ancillary facilities; tunnel ventilation systems in the adjacent tunnels; electrical medium voltage and 120V systems; plumbing for track, sanitary, and storm drainage, hot and cold water supply, pump systems, and fire suppression; escalators and elevators in the station entrances; construction of the station platform and mezzanine levels, ancillary facilities, and entrances; construction of interior walls and rooms; architectural finishes including floors, ceilings, wall treatments, signage, stairs, handrails, guardrails, and station elements including the Station Service Center and Concession Booth; building exteriors including walls, roofing, glazed storefronts, and canopies at station entrances and ancillary facilities; and restoration of Second Avenue and adjacent streets impacted by construction.

**Modification 10**

This modification addresses the installation of waterproofing, reinforcing steel, and concrete lining for the Entrance 1 lower escalator inclined tunnel of the 72<sup>nd</sup> Street Station. This work was originally included in Contract C-26007 72<sup>nd</sup> Street Cavern Mining. However, denial of access by the building owners at the location of Entrance 1 prevented this work from being performed under Contract C-26007. MTACC determined that transferring this work to the 72<sup>nd</sup> Street Finish contract presented the best alternative in terms of overall project cost and schedule. This modification addresses the lower escalator concrete lining work and the cost differential for performing contract work previously designated for Trade Labor with Tunnel Workers (Sandhogs), including the installation of approximately 15,500 SF of waterproofing; 230,500 pounds of reinforcing steel; and 1,250 CY of concrete lining.

Due to potential time impact associated with this additional work, and in order to mitigate delays, it was necessary to proceed with the work immediately. Approval was obtained retroactively from the MTACC President on August 13, 2014. The schedule impact of this modification will be reviewed in aggregate with other Entrance 1 delays and addressed in a subsequent modification. Additionally, the VP Materiel has previously authorized partial payment to the contractor for work performed up to \$2.9 million.

The contractor's initial proposal was \$16,493,097. MTACC's revised estimate is \$12,325,394. Following review by MTA Audit, negotiations resulted in a lump sum price of \$12,838,840 which is considered fair and reasonable. Savings of \$3,654,257 were achieved.

**Modification 51**

This modification is associated with the reconfiguration of Entrance 1 to a sidewalk entrance, due to the inability to reach an agreement with the property owners at Entrance 1 for a building entrance. The construction of the Alternative Entrance 1 Design includes a street bump-out structure that requires additional excavation along Second Avenue, relocation of pedestrian traffic, installation of timber lagging for the support of excavation wall, and a credit for excavation work associated with the original Entrance 1 configuration within the building limits.

Due to potential time impact associated with this additional work, and in order to mitigate delays, it was necessary to proceed with the work immediately. Approval was obtained retroactively from the MTACC President on December 5, 2014. The schedule impact of this modification will be reviewed in aggregate with other Entrance 1 delays and addressed in a subsequent modification.

The contractor's initial proposal was \$3,343,763. The revised in-house estimate is \$2,161,094. Negotiations resulted in a lump sum price of \$2,266,000 which is considered fair and reasonable. Savings of \$1,077,763 were achieved.



# Staff Summary

<b>Subject</b> An Amendment to NYCT's 2010-2014 Capital Program, Adding 72 Standard buses and deferring 25 Articulated buses
<b>Department</b> Executive Vice President
<b>Department Head Name</b> Robert Bergen <i>MCHILL FOR R. BERGEN</i>
<b>Department Head Signature</b>
<b>Project Manager Name</b> David Henley

<b>Date</b> December 29, 2014
<b>Vendor Name</b> n/a
<b>Contract Number</b> B40656, B40660
<b>Contract Manager Name</b> John Higgins, CMO, Dept of Buses
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee	1/20	X		
2	Finance Committee	1/20	X		
3	MTA Board	1/21	X		

Internal Approvals			
Order	Approval	Order	Approval
6	President <i>[Signature]</i>		
5	Executive VP <i>MCHILL FOR RB 1/29/14</i>	3	SVP Subways <i>[Signature]</i>
	SVP Capital Prog. Managemt	4	SVP Buses <i>[Signature]</i>
	VP, Capital Planning & Budget		

Purpose:

To obtain MTA Board approval to reprioritize scheduled bus purchases between the funded 2010-2014 Capital Program and the unfunded 2015-2019 Capital Program proposal. This action, if approved, would:

- advance the purchase of 72 standard diesel buses from the 2015 plan year of the 2015-2019 Capital Program, and
- defer the purchase of 25 articulated buses, currently part of the 2010-2014 Capital Program, to be included in the 2015-2019 Capital Program.

There would be no net change in the total values of the funded 2010-2014 Capital Program or the proposed 2015-2019 Capital Program. The 2010-2014 Capital Program currently includes a project for the purchase of 256 articulated buses, with a budget of \$245 million. The scope of this project would be reduced to purchase 231 articulated buses, and the resulting savings of \$42 million would be reallocated to the purchase of 72 standard buses.

Discussion:

Contract B40656 was competitively procured and awarded to two vendors in December 2013/January 2014. The base contract (funded in existing capital programs) is for 690 standard diesel buses with an option (to be funded in the 2015-2019 Capital Program) for up to 700 additional buses. With the delivery of the base buses, 417 buses from model year 1999 will remain in the fleet – 72 Orion V buses and 345 Nova RTS buses. It was originally planned that these remaining 15 year old buses would be replaced by exercising the option for 700 additional buses in 2015. However, the Orion 1999 fleet, in particular, has proved to be expensive, unreliable, and susceptible to unreparable structural corrosion.

NYCT's Department of Buses has determined that there is an immediate operating need to replace the 72 Orion buses, which cannot wait for approval of the 2015-2019 Capital Program. Therefore, NYCT requests to fund 72 additional standard buses in the 2010-2014 Capital Program, advanced from the planned option of 700 buses in 2015 of the 2015-2019 Capital Program. These 72 additional standard buses would be awarded as a contract modification to the base contract B40656, at an estimated cost of \$42 million.

Funding for the advancement of 72 standard buses would be provided by reallocating a portion of the \$245 million of uncommitted bus purchase funds in the 2010-2014 Capital Program, which are currently budgeted for the purchase of 256 articulated buses. Articulated buses are planned to be purchased under contract B40660 (not yet awarded), with a base contract for 256 buses in the 2010-2014 Capital Program and an option for 275 buses in 2015-2019. With this action, twenty-five (25) articulated buses would be deferred from the base to the option, yielding savings of \$42 million, so the reformulated contract would be for 231 (base) plus 300 (option). Both option purchases (standards and articulated buses) are included in the 2015-2019 proposed Capital program.

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



# Staff Summary

Contract		Current			Proposed			Change		
		2005-2009	2010-2014	2015-2019	2005-2009	2010-2014	2015-2019	2005-2009	2010-2014	2015-2019
B40656	1,390 Standard Diesel Buses	90	600	700	90	672	628	-	+72	-72
B40660	531 Articulated Buses	-	256	275	-	231	300	-	-25	+25

The 25 articulated buses being deferred are normal replacement buses for the 2003 New Flyer articulated bus fleet. These buses are just reaching their planned replacement age of 12 years. NYCT's Department of Buses has decided that the continued operation of the articulated buses to age 13-14 involves much less operational and financial risk than the continued reliance on 1999 Orion standards into age 16-17.

Impact on Funding:

The proposed addition of 72 standard diesel buses to the New York City Transit 2010-2014 Capital Program is to be funded by compensating project deferral of 25 articulated buses. This deferral would yield a total project cost savings of \$42 million in the 2010-2014 Capital Program, equal to the current estimate to advance 72 standard buses. Therefore, the size of the overall NYCT capital program remains unchanged

Alternatives:

Proceed with the approved, funded project for the replacement of 256 articulated buses and wait for approval of 2015-2019 Capital Program to begin the process of procuring standard buses to replace expensive, unreliable, significantly over-age buses. This alternative is not recommended, for the reasons of operational and financial risks.

Recommendation:

That the MTA Board approve the reprioritization of scheduled bus purchases between the funded 2010-2014 Capital Program and the unfunded 2015-2019 Capital Program proposal; specifically:

- advance the purchase of 72 standard diesel buses from the 2015 plan year, and
- defer 25 articulated buses to be included in the 2015-2019 program.

APPROVED FOR SUBMISSION TO THE BOARD

Carmen Bianco  
President

1.8.15

Date

## **SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE APRIL 2015**

### **Service Issue**

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

### **Recommendation**

66 bus schedule changes (on 59 routes) are proposed for implementation in April 2015.

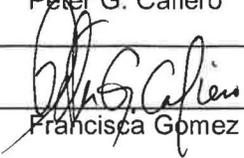
### **Budget Impact**

Implementation of the April 2015 schedule changes is estimated to cost \$1.4 million annually. This cost will be incorporated into the 2015 operating budget.

### **Proposed Implementation Date**

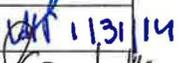
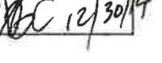
April 2015.

# Staff Summary

<b>Subject</b>	Bus Schedule Changes Effective April 2015
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Peter G. Cafiero
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Francisca Gomez

<b>Date</b>	January 2, 2015
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Board			X	

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

**Purpose**

To obtain Presidential approval, and to inform the NYC Transit Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times where applicable that more closely match operating conditions.

**Discussion**

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in April 2015 are a product of NYC Transit’s continuing effort to review and revise bus and subway schedules to ensure that they accurately meet customer demand and comply with MTA Board-adopted bus loading guidelines. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Upon review of the weekend trip frequencies on the M1, M2, M3, and M4 schedule adjustments have been made for the Spring 2015 pick. These four routes are currently scheduled independently of each other in order to meet the maximum load points of each route. As a result, along the 5th Avenue/Madison Avenue corridor in Manhattan where the routes overlap, at times buses are scheduled to arrive at the same time or within a few minutes of each other; at other times there can be long waits between buses. This contributes to uneven service.

In order to provide more even weekend service along the 5th Avenue/Madison Avenue corridor, the Saturday and Sunday schedules of the M1, M2, M3, and M4 will be adjusted for the Spring 2015 pick. When necessary service will be added in order to make the headways on 5<sup>th</sup> Ave/Madison Ave even, without compromising the service further north. As a result, customers along the 5th Avenue/Madison Avenue corridor should experience more even service and headways.

## **Recommendation**

66 bus schedule changes (on 59 routes) have been identified for implementation in April 2015 (see Attachment 1).

1. Forty-one of the 66 bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. The remaining 25 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.

## **Alternative to the Proposed Service Change**

*Do nothing.* NYCT would not make service level adjustments to better meet customer demand.

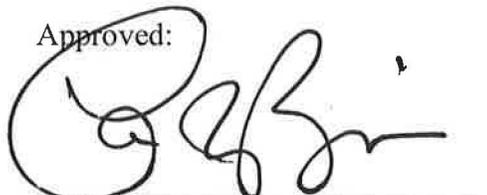
## **Budget Impact**

Implementation of the April 2015 schedule changes is estimated to cost \$1.4 million annually. This cost will be incorporated into the 2015 operating budget.

## **Proposed Implementation Date**

April 2015.

Approved:



Carmen Bianco  
President

**Attachment 1**  
**April 2015 - Page 1 of 3**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Change												
B1	2	2	92%	92%	6	6	90%	90%	3.5	3	100%	95%	5	5	82%	82%	+0.4%
B6	3	2.5	100%	91%	4	4.5	61%	69%	4	3.5	90%	85%	4.5	4	106%	89%	+1.7%
B7	10	10	67%	67%	20	20	68%	68%	15	12	117%	88%	30	20	125%	83%	+1.4%
B9	5	5	92%	92%	12	12	73%	73%	8	7	110%	94%	12	15	68%	86%	+0.9%
B12	4	4	84%	84%	6	7	80%	89%	6	5.5	104%	94%	8	9	60%	98%	-5.3%
B13	12	12	95%	95%	20	20	70%	70%	12	10	107%	82%	15	15	90%	90%	+1.5%
B15	4.5	4	101%	94%	8	7	120%	99%	8	8	93%	93%	8	8	93%	93%	+5.6%
B36	3.5	4	81%	92%	9	9	98%	98%	7	7	87%	87%	8	9	69%	81%	-3.8%
B45	9	10	61%	73%	12	15	61%	76%	9	10	70%	83%	15	15	68%	68%	-8.0%
B49	5	5	89%	89%	8	8	74%	74%	6	5.5	101%	88%	15	10	161%	92%	+0.6%
B54	7	7	91%	91%	10	12	77%	92%	8	8	100%	100%	12	15	53%	67%	-7.4%
B63	10	9	121%	100%	12	12	81%	81%	10	10	75%	75%	15	20	56%	74%	-1.7%
B65	10	10	94%	94%	15	20	45%	60%	12	12	78%	78%	20	20	95%	95%	-5.6%
Bx7	7	7	95%	95%	12	12	83%	83%	7	5	111%	83%	10	10	96%	96%	+1.2%
Bx10	5	5	89%	89%	10	10	76%	76%	10	8	126%	91%	10	10	71%	71%	+1.6%
Bx32	9	8	90%	79%	12	12	87%	87%	15	12	107%	80%	20	20	60%	60%	+4.0%
Bx34	15	10	147%	81%	12	15	53%	66%	15	15	93%	93%	20	20	63%	63%	-3.3%
Bx40/42	6	6	83%	83%	9	10	64%	74%	7	7	79%	79%	10	10	74%	74%	-0.7%
M8	10	10	85%	85%	15	20	36%	47%	15	15	55%	55%	20	20	27%	27%	-4.5%
M10	9	9	77%	77%	12	15	67%	83%	10	9	97%	80%	12	15	76%	94%	-4.0%
M15	8	9	49%	57%	9	10	61%	71%	8	8	57%	57%	10	10	58%	58%	-6.4%
M15 - SBS	3	3	84%	84%	7	8	79%	88%	5	5.5	78%	85%	8	9	73%	83%	-2.2%
M22	7	8	63%	71%	20	20	56%	56%	12	15	48%	69%	20	30	33%	49%	-4.5%
M31	5	5	86%	86%	12	10	108%	90%	9	7	123%	96%	10	9	87%	75%	+4.1%
M42	3	3.5	67%	79%	9	9	98%	98%	4.5	5.5	74%	87%	10	10	71%	71%	-6.7%
M72	9	9	79%	79%	10	12	68%	81%	9	8	89%	78%	12	15	59%	74%	-9.0%
M96	3	3	87%	87%	5.5	6	81%	94%	4	4	94%	94%	8	8	90%	90%	-1.5%
M98	9	9	82%	82%	-	-	-	-	15	12	104%	78%	20	20	80%	80%	+6.2%
M101	8	7	102%	89%	9	9	98%	98%	7	7	84%	84%	10	10	72%	72%	+0.9%
M102	10	10	60%	60%	20	15	114%	86%	10	9	108%	86%	15	12	108%	55%	+11.3%
M103	15	12	136%	70%	15	15	99%	99%	15	12	108%	76%	15	12	120%	62%	+8.5%
M106	12	12	76%	76%	30	30	42%	42%	15	12	90%	67%	30	30	31%	31%	+2.3%
Q15	7	6	103%	93%	20	20	68%	68%	8	8	86%	86%	12	12	84%	84%	+2.1%
Q27	3	2.5	100%	92%	5	5.5	88%	96%	3	3.5	73%	81%	3.5	4	78%	87%	-1.7%
Q30	3	3	99%	99%	8	7	101%	83%	7	5.5	115%	94%	15	12	119%	95%	+6.0%
Q48	15	12	95%	71%	20	20	52%	52%	15	15	72%	72%	30	20	106%	70%	+1.5%
Q54	6	7	83%	92%	15	15	81%	81%	9	8	101%	87%	15	12	122%	97%	+1.3%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

**Attachment 1**  
**April 2015 - Page 2 of 3**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Change												
S4090	7	6	102%	88%	20	15	109%	82%	9	8	88%	76%	20	20	98%	98%	+2.9%
S4696	5.5	6	77%	81%	12	15	58%	100%	8	6	100%	73%	15	15	38%	38%	-0.9%
X27	5	5.5	77%	84%	60	60	47%	47%	9	10	67%	78%	15	15	63%	63%	-7.2%
X28	6	7	86%	96%	60	60	37%	37%	9	10	78%	91%	20	20	62%	62%	-3.3%
X38	7	8	75%	84%	-	-	-	-	9	10	74%	87%	-	-	-	-	-3.6%
X63	12	12	91%	91%	-	-	-	-	15	12	105%	84%	-	-	-	-	+4.1%
X68	12	12	97%	97%	-	-	-	-	15	20	65%	87%	-	-	-	-	-4.4%

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Change												
B44	10	9	108%	93%	10	9	103%	89%	10	9	108%	92%	10	10	86%	86%	+4.9%
Bx13	20	15	122%	92%	10	9	112%	96%	8	8	90%	90%	8	8	98%	98%	+7.4%
Bx26	15	20	74%	98%	15	12	104%	83%	15	15	81%	81%	20	20	70%	70%	+1.6%
Bx30	20	20	95%	95%	15	15	72%	72%	15	15	88%	88%	15	20	63%	83%	-3.3%
M1	20	15	43%	32%	12	10	101%	84%	10	10	76%	76%	15	15	83%	83%	+18.3%
M2	12	12	46%	46%	15	12	94%	75%	12	12	81%	81%	15	15	77%	77%	+1.4%
M3	15	15	58%	58%	12	12	93%	93%	9	9	94%	94%	15	12	63%	50%	+0.5%
M4	15	15	77%	77%	12	12	84%	84%	12	10	116%	97%	15	15	41%	41%	+1.7%
M11	20	20	56%	56%	20	15	106%	79%	15	12	124%	99%	15	15	69%	69%	+3.0%
Q27	6	6.5	124%	96%	7	5.5	125%	95%	6	6	86%	86%	7	7	96%	96%	+8.8%
X1	15	12	106%	84%	15	15	85%	85%	15	12	106%	85%	15	15	70%	70%	+8.0%
*X17	30	20	143%	84%	30	20	104%	62%	30	20	115%	68%	30	20	101%	60%	+37.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

\*Note: These percentages represent changes to Saturday service only. The percentages for overall service changes will vary.

**Attachment 1  
April 2015 - Page 3 of 3**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Change												
B44	9	10	66%	76%	9	10	64%	74%	10	10	79%	79%	9	10	68%	80%	-5.7%
Bx30	30	20	103%	69%	30	20	115%	77%	20	20	93%	93%	15	20	49%	65%	+10.4%
Bx41	12	15	33%	64%	12	15	39%	75%	12	12	53%	53%	12	15	39%	76%	-9.7%
M1	20	20	31%	31%	15	15	69%	69%	15	12	124%	99%	20	20	23%	23%	+9.2%
M2	20	20	43%	43%	12	12	72%	72%	12	10	89%	74%	12	12	38%	38%	+13.2%
M3	15	15	34%	34%	12	12	72%	72%	12	10	109%	91%	15	15	36%	36%	+1.4%
M4	15	15	54%	54%	12	12	68%	68%	10	9	110%	93%	15	15	54%	54%	+2.4%
M96	20	20	85%	85%	9	8	104%	89%	10	9	106%	91%	15	15	90%	90%	+2.8%
Q27	8	6	123%	91%	8	8	82%	82%	8	8	88%	88%	8	8	91%	91%	+3.9%
Q46	15	10	129%	86%	10	9	99%	85%	10	9	102%	87%	12	10	103%	86%	+9.3%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.



**SPECIAL REPORTS AND PRESENTATIONS:  
MetroCard Report**

**MetroCard Market Share**

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

<u>Fare Media</u>	<u>November 2013</u>	<u>November 2014*</u>	<u>Difference</u>
Cash	2.7%	2.5%	(0.2%)
Single-Ride Ticket	1.0%	0.8%	(0.1%)
Bonus Pay-Per-Ride	43.0%	42.6%	(0.4%)
Non-Bonus Pay-Per-Ride	3.5%	3.3%	(0.2%)
7-Day Farecard	20.0%	21.3%	1.4%
30-Day Farecard	<u>29.8%</u>	<u>29.5%</u>	(0.4%)
Total	100.0%	100.0%	

\* Preliminary

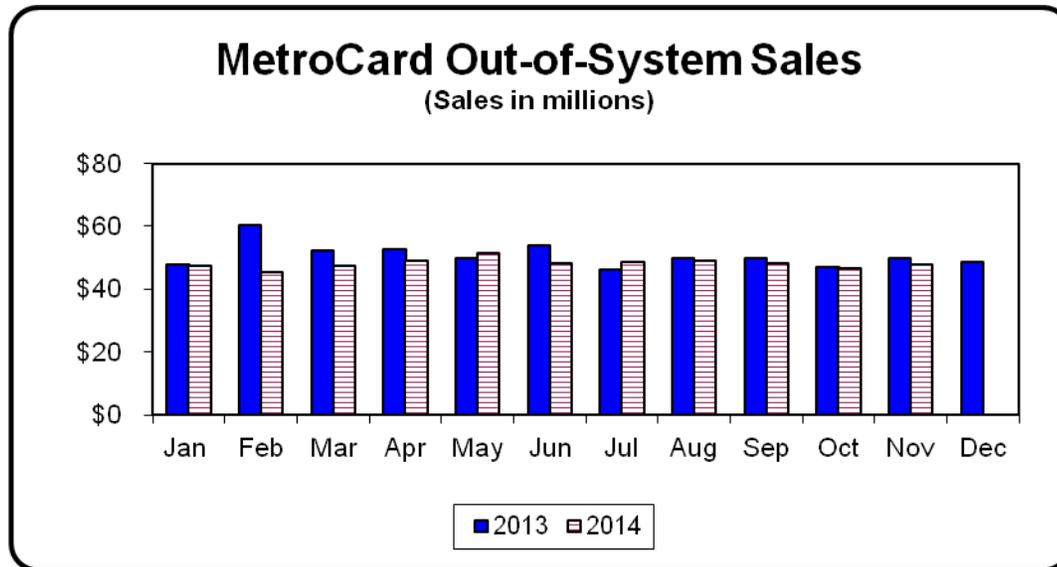
*Note: Percentages may not add due to rounding.*

**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 November 2014 was 4,202, a 5.25 percent decrease from the same period last year. The average value of a credit issued was \$67.51.

## MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.8 million in November 2014, a 4.0 percent decrease compared to November of 2013. Year-to-date sales totaled \$530.8 million, a 5.1 percent decrease compared to the same period last year.



### *Retail Sales*

There were 4,568 active out-of-system sales and distribution locations for MetroCards, generating \$21.9 million in sales revenue during November 2014.

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

Sales of 180,660 MetroCards valued at approximately \$15.3 million were made in November 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$84.71. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 80,258 for November 2014, generating an additional \$10.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$236.5 million, a 7.0 percent decrease when compared to last year.

## Mobile Sales Program

In November 2014, the Mobile Sales unit completed 183 site visits, of which 125 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$105,000 in revenue was generated. In November 2014, the Mobile Sales unit assisted and enabled 1,527 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Fulton Center Subway Hub (New York).

### **Reduced-Fare Program**

During November 2014 enrollment in the Reduced-Fare Program increased by 5,472 new customers, while 378 customers left the program. The total number of customers in the program is 931,448. Seniors account for 760,910 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 170,538 customers. Of those, a total of 36,922 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.1 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In November 2014, the EasyPay Reduced Fare program enrollment totaled 143,123 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$15.

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

In November 2014, the EasyPay Xpress PPR program enrollment totaled 72,076 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.2 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$56.

### **EasyPay Xpress Unlimited Program**

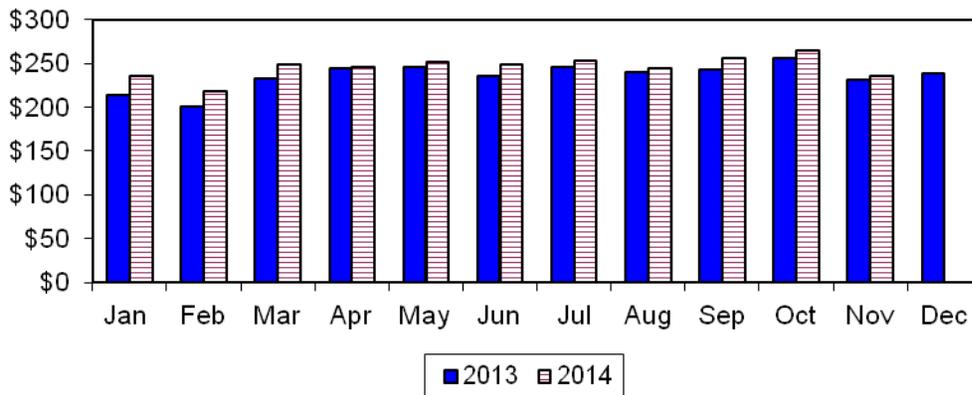
In November 2014, the EasyPay Xpress Unlimited program enrollment totaled 14,273 accounts. During this month, active Xpress Unlimited customers accounted for approximately 621,000 subway and local bus rides with \$1.3 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$112.

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

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during November 2014 totaled \$235.9 million, on a base of 14.4 million customer transactions. This represents a 4.3 percent increase in year-to-date vending machine sales compared to the same period last year. During November 2014, MEMs accounted for 1,958,331 transactions resulting in \$48,153,520 in sales. Debit/credit card purchases accounted for 75.5 percent of total vending machine revenue, while cash purchases accounted for 24.5 percent. Debit/credit card transactions account for 50.7 percent of total vending machine transactions, while cash transactions account for 49.3 percent. The average credit sale was \$27.65, more than three times the average cash sale of \$8.09. The average debit sale was \$19.77.

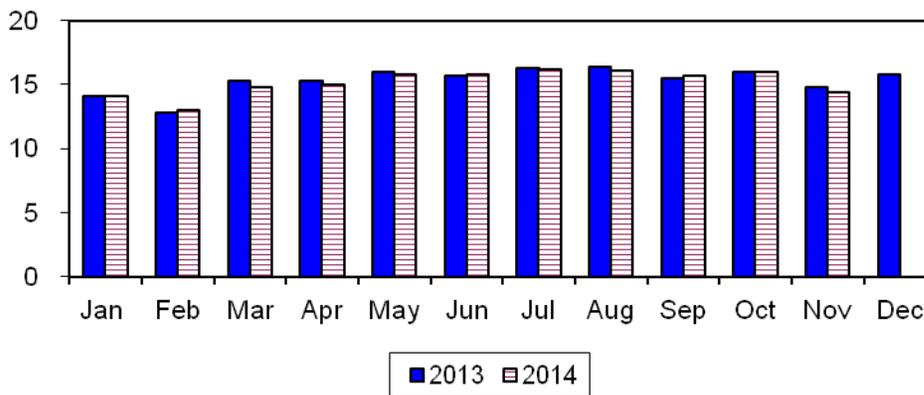
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



## **MTACC MONTHLY PROJECT STATUS REPORT:**

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

# Fulton Center Active and Future Construction Contracts

## Report to the Transit Committee - January 2015

data thru December 2014; \$s in million

	Budget	Expenditures
Construction	\$ 928.8	\$ 863.1
Design	106.1	104.3
Construction Management	144.1	115.3
Real Estate	220.9	207.1
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,289.9</b>

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

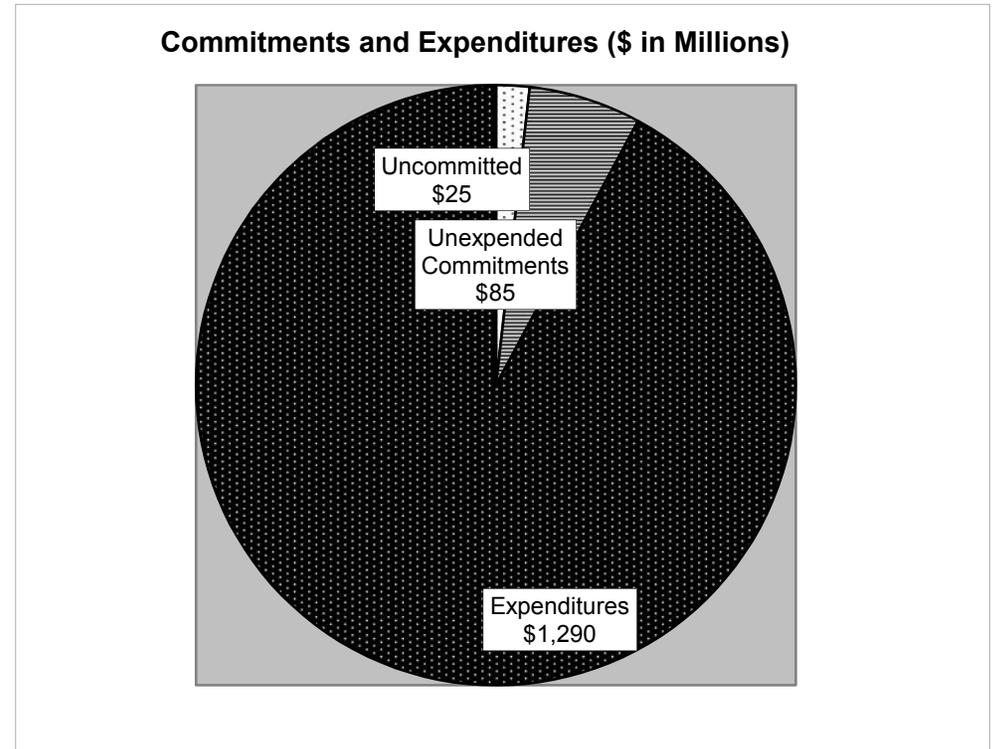
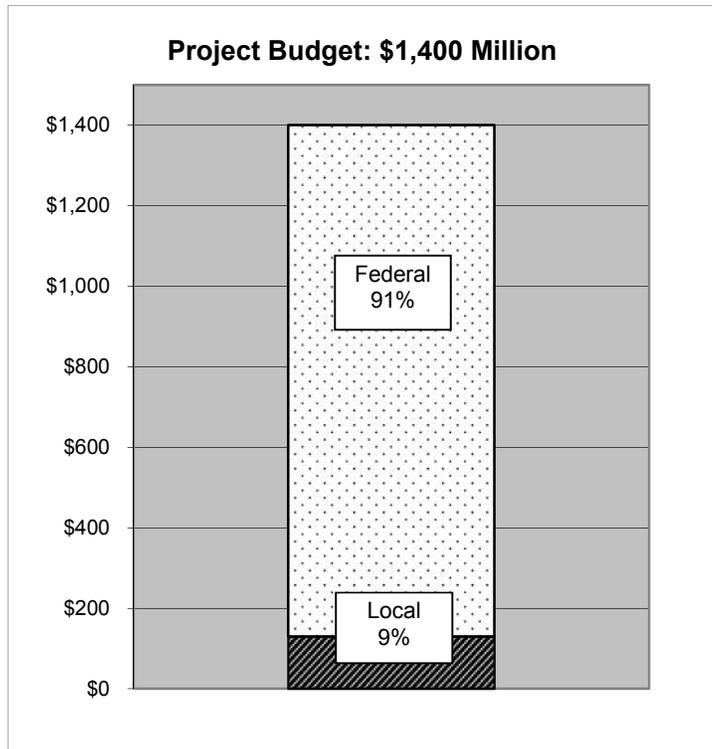
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone	Forecast Substantial Completion
4F: Transit Center Building Plaza - Schiavone, JV	\$212.8	\$207.0	\$5.8	\$193.6	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Dec-2015
<b>R to E Connector</b>	<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

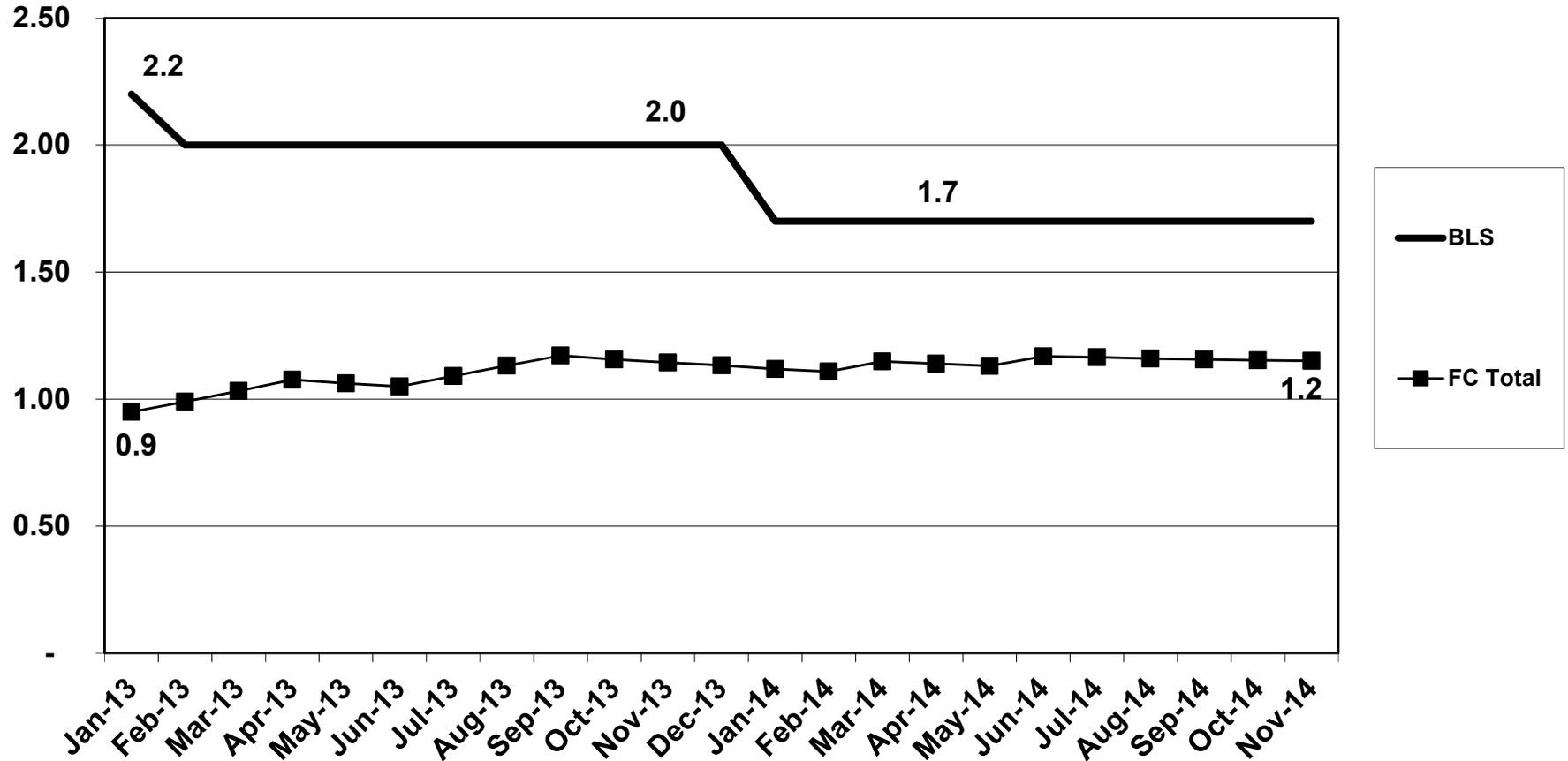
## Fulton Center Status

Report to the Transit Committee - January 2015  
data thru December 2014

MTA Capital Program \$ in Millions	<u>Funding Sources</u>				<u>Status of Commitments</u>		
	<u>Budgeted</u>	Local <u>Funding</u>	Federal <u>Funding</u>	Federal <u>Received</u>	<u>Committed</u>	<u>Uncommitted</u>	<u>Expended</u>
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 951	\$ 25	\$ 867
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,270</b>	<b>\$ 1,375</b>	<b>\$ 25</b>	<b>\$ 1,290</b>



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



**Note:**

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

# 7 Line Extension Active and Future Construction Contracts

## Report to the Transit Committee - January 2015

data thru December 2014; \$s in million

	Budget	Expenditures
Final Design	\$ 118.0	116.6
Construction	1,904.9	1,795.9
Construction Management	44.5	37.4
Subway Project Reserve	33.4	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,949.9</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	233.0
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,182.9</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,235.9</b>

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	Q2-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
<b>Systems, Finishes, and Core &amp; Shell of Site A (Vent Building)</b>							
<i>Skanska/Railworks JV</i>	\$555.8	\$538.3	\$17.5	\$510.5	Aug-2011	Jun-2014	Q2-2015
<b>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes<sup>††</sup></b>							
<i>John P. Picone Inc.</i>	\$92.3	\$84.9	\$7.3	\$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.

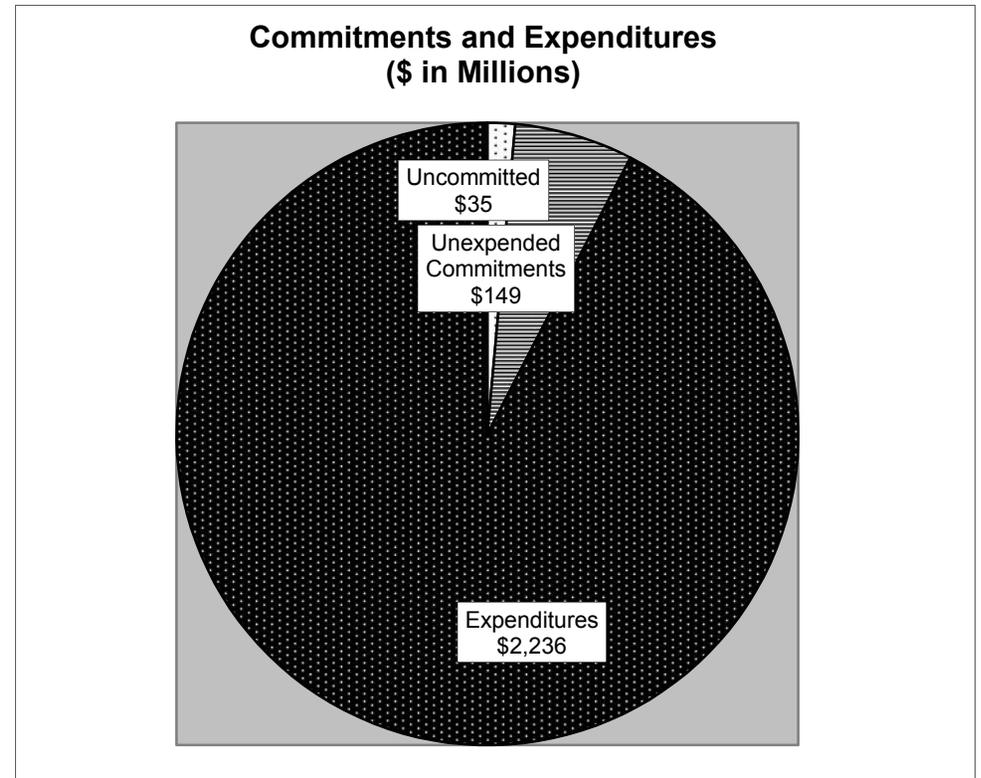
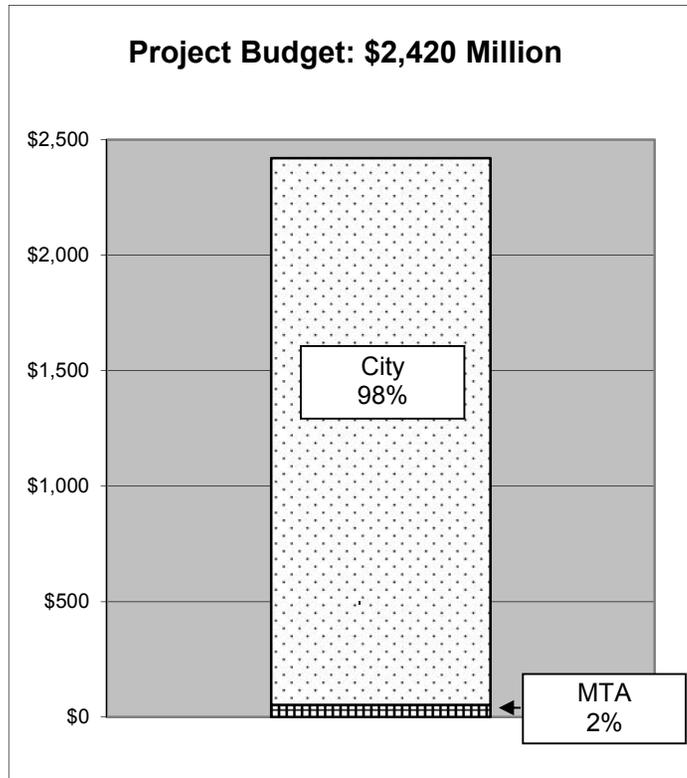
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

# 7 Line Extension Status

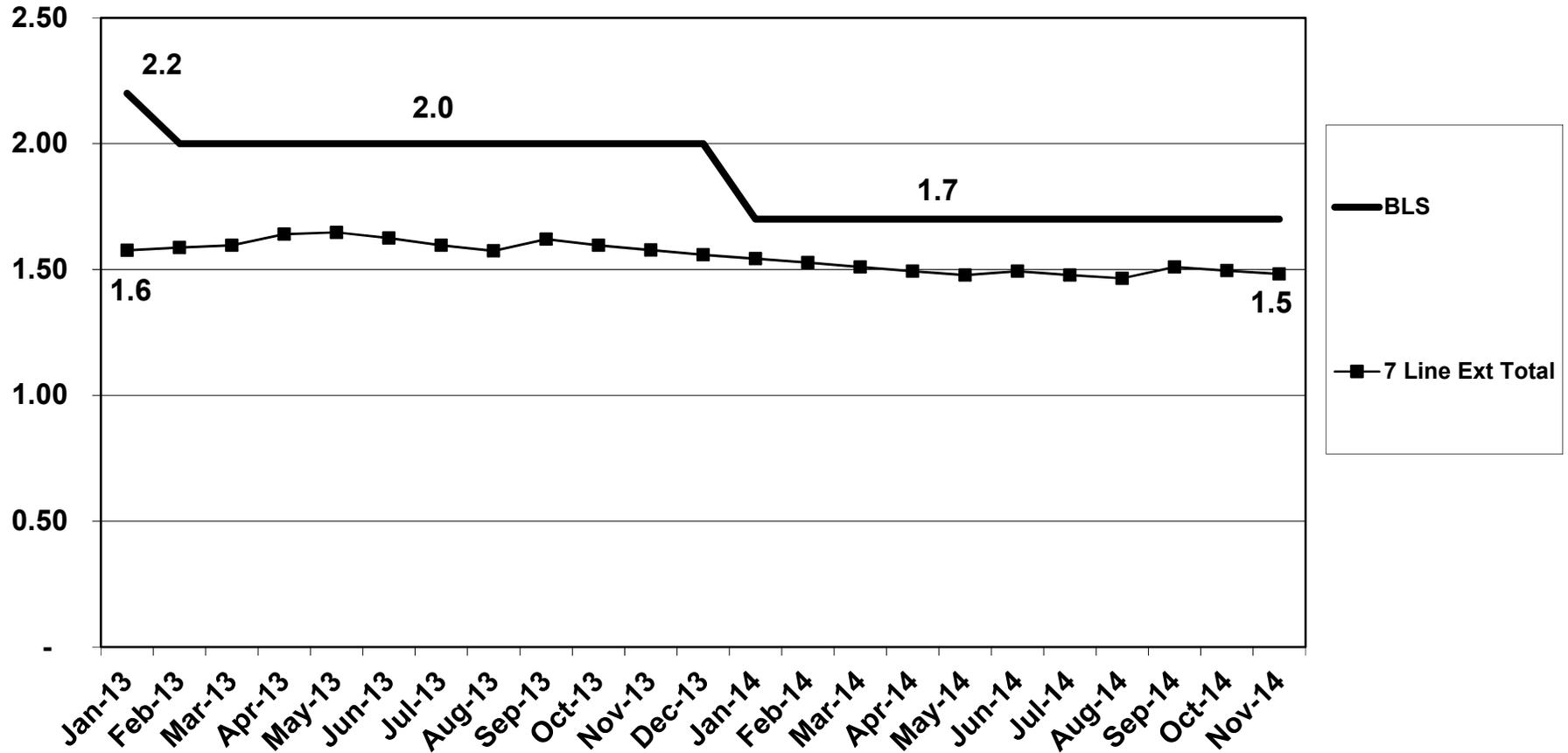
Report to the Transit Committee - January 2015  
data thru December 2014

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,332	2,332	34	2,183
<b>Total Authorized</b>	<b>\$ 2,420</b>	<b>\$ 53</b>	<b>\$ 2,367</b>	<b>\$ 2,332</b>	<b>\$ 2,385</b>	<b>\$ 35</b>	<b>\$ 2,236</b>

\* MTA funding was for preliminary engineering and environmental review work.



## Lost Time Injury Rate 7 Line Extension Project, 2013-2014 vs. US BLS National Standard for Heavy & Civil Construction



**Note:**

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

# Second Ave Subway (Ph I) Active & Future Construction Contracts

## Report to the Transit Committee - January 2015

data thru December 2014; \$s in million

	Budget	Expenditures
Construction	\$ 3,440.1	\$ 2,320.0
Design	\$ 508.2	477.5
Construction Management	\$ 221.3	148.2
Real Estate	\$ 281.5	225.8
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 3,171.6</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$190.9	\$188.5	\$2.4	\$156.2	Jul-2010	Jan-2011	May-2014	Sep-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$319.6	\$12.4	\$311.4	Jan-2011	Aug-2011	Sep-2014	Dec-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$268.0	\$14.9	\$109.9	Mar-2011	Jan-2012	Aug-2016	Sep-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$347.3	\$346.9	\$0.4	\$169.8	Mar-2011	Jun-2012	Dec-2015	Oct-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$267.0	\$9.4	\$95.6	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$209.2	\$13.8	\$40.8	Oct-2013	Jun-2013	May-2016	Jul-2016

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

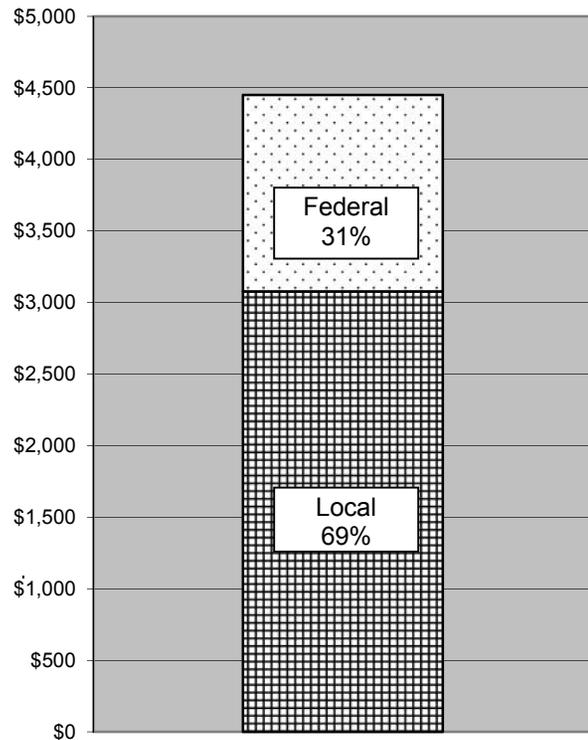
# Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - January 2015

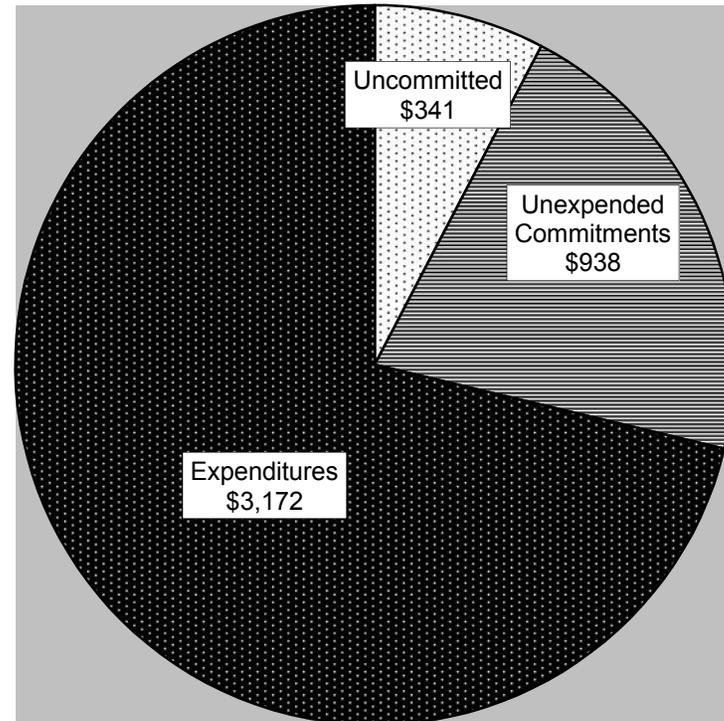
data thru December 2014

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	1,866	48	1,555
2010-2014	1,487	1,487	-	-	1,193	294	581
<b>Total</b>	<b>\$ 4,451</b>	<b>\$ 3,077</b>	<b>\$ 1,374</b>	<b>\$ 1,064</b>	<b>\$ 4,110</b>	<b>\$ 341</b>	<b>\$ 3,172</b>

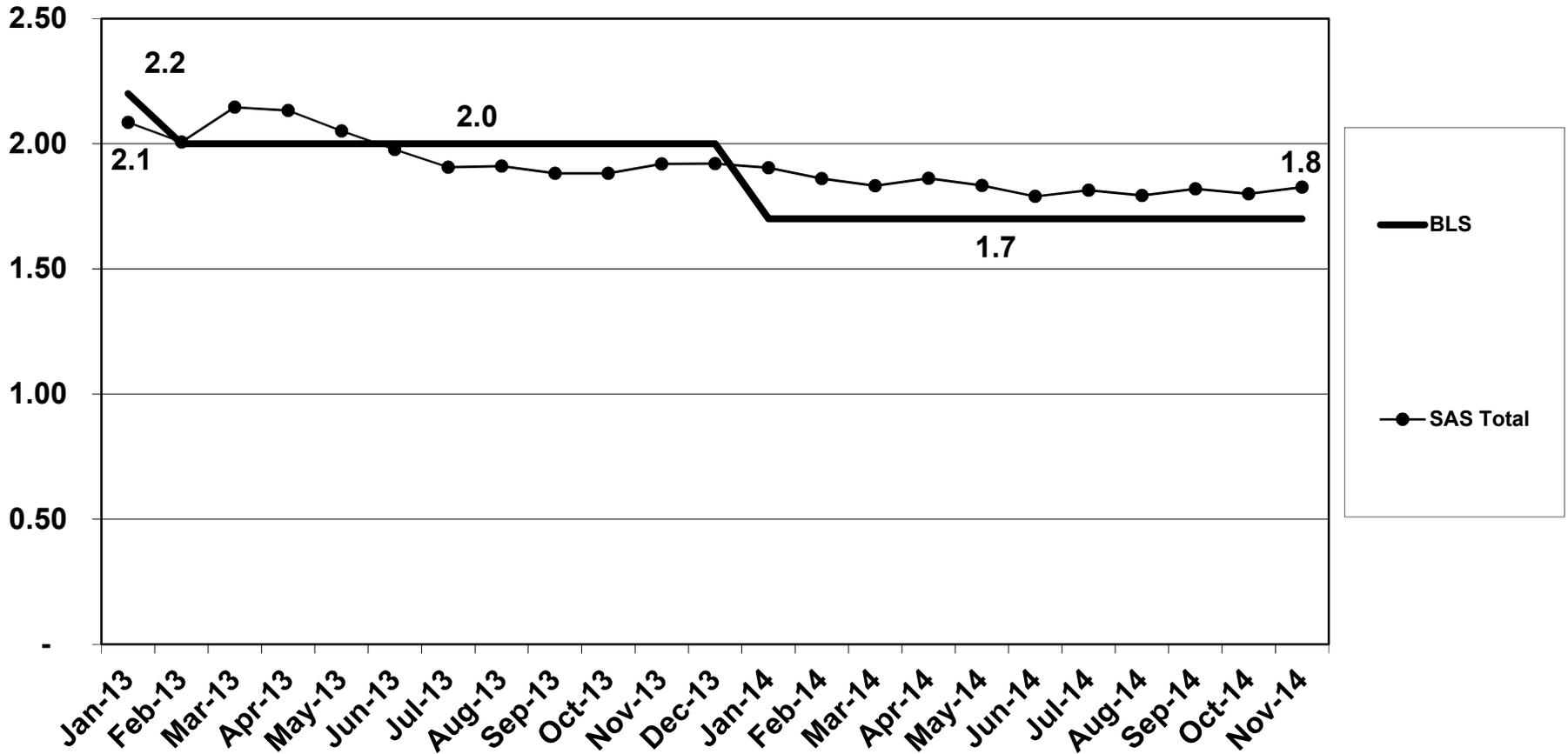
**Project Budget: \$4,451 Million**



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



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



**Note:**

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