



Transit & Bus Committee Meeting

September 2014

Committee Members

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

Transit & Bus Committee Meeting
347 Madison Ave. - 5th Floor Board Room
New York, NY 10017
Monday, 9/22/2014
10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JULY 28, 2014

July Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 9

4. OPERATIONS PERFORMANCE SUMMARY

a. July Operations Report

July Operations Report - Page 17

b. June Operations Report

June Operations Report - Page 54

5. FINANCIAL REPORTS

a. July NYCT Financial & Ridership Report

NYCT Financial Report - Page 91

b. July SIR Financial & Ridership Report

SIR Financial Report - Page 113

c. July MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 124

d. June NYCT Financial & Ridership Report

NYCT Financial Report - Page 137

e. June SIR Financial & Ridership Report

SIR Financial Report - Page 159

f. June MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 170

g. Capital Program Status Report

Capital Program Status Report - Page 183

6. PROCUREMENTS

September Procurement Staff Summary & Resolution - Page 192

a. Non-Competitive

NYCT Non-Competitive Actions - Page 196

b. Competitive

NYCT & MTA Bus Competitive Actions - Page 198

c. Ratifications

NYCT & MTACC Ratifications - Page 204

7. SERVICE CHANGES

a. MTA Bus BxM1, BxM2, BxM11 & BxM18 Travel Path Revision

MTA Bus BxM1, BxM2, BxM11 & BxM18 Travel Path Revision - Page 214

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 220

b. 2014 NYC Transit Mid-Year Forecast Monthly Allocation

2014 NYC Transit Mid-Year Forecast Monthly Allocation - Page 224

c. 2014 SIR Mid-Year Forecast Monthly Allocation

2014 SIR Mid-Year Forecast Monthly Allocation - Page 234

d. 2014 MTA Bus Mid-Year Forecast Monthly Allocation

2014 MTA Bus Mid-Year Forecast Monthly Allocation - Page 243

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

f. 2015 SIR Preliminary Budget (Materials Previously Distributed)

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

9. STANDARD FOLLOW-UP REPORTS

a. Service Quality/PES Indicators Report (NYCT & MTA Bus)

Service Quality/PES Indicators Report NYCT & MTA Bus - Page 253

b. Elevator & Escalator Report

Elevator & Escalator Report, 2nd Quarter - Page 295

c. Transit Adjudication Bureau Report

TAB Report, 2nd Quarter - Page 321

d. EEO & Diversity Report (NYCT & MTA Bus)

EEO & Diversity Report - Page 323

10. MTACC REPORT

MTACC Report - Page 335

11. Executive Session (No Materials Included)

Date of next meeting: October 27, 2014 at 10:30 AM

Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan
and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
July 28, 2014

Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
9:30 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. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg

The following Member was absent:
Hon. Jeffrey Kay

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

I. Chairman Ferrer opened the meeting, and introduced New York City Transportation Commissioner Polly Trottenberg who will assume the Committee seat formerly occupied by Mark Page.

II. Public Speakers

Donovan Richards, New York City Council Member, spoke in support of the new Q114 bus line, noting that since the 147th Road and Foch Boulevard stops were in close proximity to other stops, their elimination could improve the commute time for Rockaway and Rosedale residents. Mr. Richards also recommended increasing Q111 service and thanked the Committee for launching the A Train study. In addition, he noted that BRT service should be extended into the eastern end of the Rockaways since that area has traditionally been underserved by public transportation.

Murray Bodin of Concerned Grandparents thanked President Bianco and Chairman Prendergast for implementing the Fastrack program, and for their willingness to consider innovative and creative approaches, noting the continuing need to reevaluate outdated modes of thinking.

Orrin Getz of Empire State Passengers Association expressed his view that light rail or street cars might be a more efficient and convenient form of surface transportation than bus service, especially in the outer boroughs.

Jackie Campbell of the Rosedale Civic Association and Community Board 13, expressed support for the proposed Q114 bus line, and thanked Council Member Richards for his support in connection with improving Q111 bus service to Rosedale, noting that 300 signatures had been collected petitioning for express service on the Q111 to 147th Road and Francis Lewis Boulevard.

Debra D. Greif, Chairperson of the Brooklyn Family Support Service Advisory Council, spoke in opposition to the proposed change to the B83 bus route, and asked that limited service on the B82 route be extended in the evenings. Ms. Greif also asked that the Committee extend the B37 route to Court Street in Brooklyn.

Christopher D. Greif of the New York City Transit Riders Council thanked the Committee for the return of the B37 bus route, but noted the need to promote safety in the area of the Brooklyn Developmental Center by maintaining full B83 bus service along the route, especially during late night hours.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the June 24, 2014 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

President Bianco highlighted for the Committee the additional enhancements to service and safety related investments that were being proposed as part of the July Financial Plan.

SVP Leader reported to the Committee on the Department of Subways' operating performance, highlighting NYCT's success in maintaining service levels during recent heavy rains. He noted that this success was the result of the rehabilitation of sewer connections in areas susceptible to sewer backflow or flooding, which improved the system's ability to withstand significant rainfall.

In response to a question from Member Moerdler, SVP Leader informed the Committee that a study is currently being performed to evaluate whether new schedules put into effect in June accurately match service needs. The study will consider how service is run following delay incidents as well as strategies for mitigating the effect of incidents on wait assessment times.

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

In response to a question from Member Moerdler, President Irick agreed to provide the Committee with information regarding the percentage of "over-age" buses (those which have passed their 12 year life expectancy) which are owned by NYCT as opposed to MTA Bus, noting that the City subsidizes the repair and replacement of MTA Bus vehicles. President Irick also advised that the delivery of new buses is being expedited.

In response to a question from Member Albert, President Irick informed the Committee that various means for effectively distinguishing SBS buses from other buses at a distance are currently being considered.

Chief Fox presented the NYPD Transit Bureau statistics.

Member Cappelli requested that the Committee forward to the Chairman a recommendation that resources be devoted to collaborating with District Attorneys to ban repeat offenders from the transit system as part of plea bargaining or sentencing. Member Moerdler agreed with Member Cappelli regarding the importance of keeping repeat transit offenders out of the system, noting that the MTA Office of the Inspector General has not pursued discussions with the District Attorneys' offices as discussed.

Member Albert stressed the importance of maintaining a strong focus on the fight against litter, noting the negative effects on the system of accumulated debris. Chair Ferrer commended Chief Fox and Deputy Chief Coogan for their efforts in ensuring that the littering problem is properly addressed.

Chair Ferrer announced that due to time constraints the Safety Report would not be presented. President Bianco noted that the Safety, Finance, Ridership, and other reports not presented during the Meeting, could be found in the Agenda.

B. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 12 procurement action items totaling approximately \$138 Million in proposed expenditures, highlighting for the Committee a modification extending PTM Management Corp.'s contract for Access-A-Ride Paratransit transportation services and a modification to the Sprague Operating Resources, LLC contract for the purchase and delivery of Ultra Low Sulfur Diesel #2 fuel.

In response to Members Moerdler's concerns regarding the proposed extension of the Access-A-Ride contract, VP Plochochi explained that the five month extension would provide the time needed to complete a financial audit that could yield information necessary to optimize negotiations with the carrier prior to exercising a contract option.

In response to Member Ballan's concern about the overall duration of the Access-A-Ride contract, VP Plochochi explained that competition in this area has been cultivated, and that since service providers must invest considerable effort to satisfy the contract requirements, a more substantial contract duration is appropriate.

In response to questions from Member Moerdler, VP Charles acknowledged that the MTA subsidizes the paratransit program which experiences a yearly deficit, and VP Plochochi confirmed that smaller Access-A-Ride vehicles are being considered.

EVP Bergen noted that the Financial Plan reflects that the most significant savings have come from a number of initiatives taken with respect to the federally mandated Paratransit program.

Motions were duly made and seconded to approve the procurement action items. Member Moerdler recused himself from the vote on Item #8 involving Sprague Operating Resources LLC.

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

MTACC's competitive procurement requiring a majority vote (Schedule I in the Agenda) was approved and forwarded to the full Board for consideration, as was its proposed ratification of a completed procurement action requiring a majority vote (Schedule K in the Agenda).

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 Items

SVP Smith presented to the Committee for its approval the addition of two ADA accessibility projects to the 2010-2014 Capital Program: (1) the addition of two elevators at New Utrecht Avenue on the Sea Beach Line and two elevators at 62nd Street on the West End Line at an estimated cost of \$28 Million, making these two stations, and the transfer complex that joins them, fully accessible; and (2) the installation of two ramps from the existing fare control area to each platform at 8th Avenue on the Sea Beach Line for an estimated cost of \$12 Million. The expense of these two action items will be funded by cost savings.

In response to a question from Member Albert regarding plans for ADA accessibility work on the 4th Avenue Line in Brooklyn, SVP Smith noted that both 59th Street and 86th Street on the 4th Avenue Line are part of the Key Stations Program, set to be complete by the year 2020.

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

VI. Service Changes

Peter Cafiero, Chief, Operations Planning, informed the Committee of two service changes included in the Agenda for its information: (1) a revision to the Q17 and Q27 routes in Downtown Flushing, Queens, and (2) a restructuring of the Q113 local as a limited-stop service to be re-labeled the "Q114 Limited."

In addition, Mr. Cafiero sought approval for an extension of the Bx24 Bus Route to serve the Hutchinson Metro Center in the Bronx.

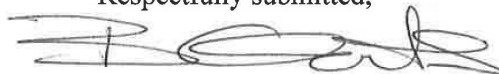
Upon motion duly made and seconded, the Bx24 Bus Route extension was approved and forwarded to the full Board for consideration.

VII. MTA CC Project Report

President Horodniceanu reported on the status of work at the Second Avenue Subway and Fulton Transit Center.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



2014 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2014

Public comment/Committee review of budget	
2014 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2014 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2014 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2015 Preliminary NYC Transit Budget	Management & Budget
2015 Preliminary SIR Budget	Management & Budget
2015 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

October 2014

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

November 2014

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

December 2014

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

January 2015

Approval of 2015 NYC Transit Committee Work Plan	Committee Chair & Members
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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
NYCT Transit Adopted Budget/Financial Plan 2015-2018	Management & Budget
SIR Adopted Budget/Financial Plan 2015-2018	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2015-2018	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

March 2015

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

April 2015

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

May 2015

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

June 2015

No Items

July 2014

NYCT & MTA Bus EEO & Diversity Report	EEO & Human Resources
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August 2014

No Meetings Held

2014 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

SEPTEMBER 2014

2014 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2014 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2014 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2014 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2014 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2014 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2015 NYC Transit Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 MTA Bus Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

OCTOBER 2014

2015 NYC Transit Preliminary Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

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

2015 MTA Bus Preliminary Budget

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

III. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2014

2015 Preliminary NYC Transit Budget

Public comments will be accepted on the 2015 Preliminary Budget.

2015 SIR Preliminary Budget

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

2015 MTA Bus Preliminary Budget

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

Charter for Transit Committee

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report

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

DECEMBER 2014

Adopted Budget/Financial Plan 2015-2018

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

SIR Adopted Budget/Financial Plan 2015-2018

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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)

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.

MAY 2015

Transit Adjudication Bureau Report

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

Elevator & Escalator Service Report

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

EEO & Diversity Report

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

JUNE 2015

No Agenda Items

II. SPECIFIC AGENDA ITEMS (con't)

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

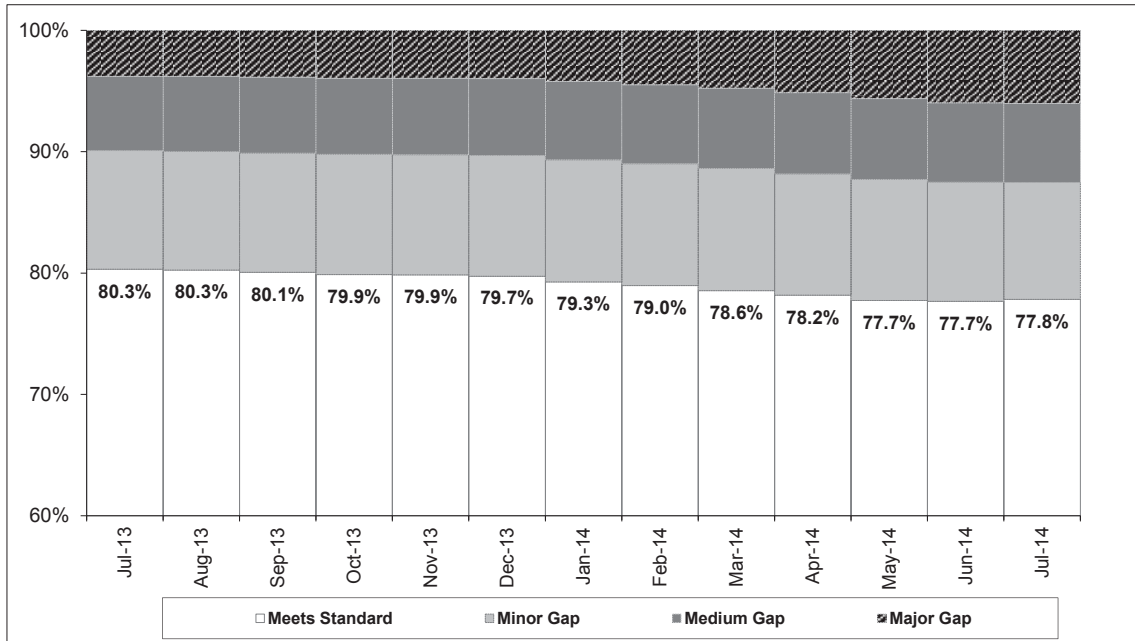
No Meetings Held

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2014			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.8%	80.3%	-2.5%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	73.4%	75.3%	-1.9%	73.6%	76.4%	-2.8%
A Division Weekday Wait Assessment - (All Lines)				73.8%	76.8%	-3.0%
B Division Weekday Wait Assessment	82.6%	80.4%	+2.2%	79.7%	81.9%	-2.2%
System Weekend Wait Assessment (Charts 3)				83.6%	85.4%	-1.8%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	87.2%	84.5%	+2.7%	84.8%	84.4%	+0.4%
A Division Weekend Wait Assessment - (All Lines)				84.0%	83.7%	+0.3%
B Division Weekend Wait Assessment	83.7%	88.3%	-4.6%	83.4%	86.4%	-3.0%
System Weekday Terminal On-Time Performance (Charts 4-5)	76.9%	80.8%	-3.9%	76.5%	82.2%	-5.7%
A Division Weekday Terminal On-Time Performance	73.2%	77.0%	-3.8%	70.4%	74.3%	-3.9%
B Division Weekday Terminal On-Time Performance	79.9%	83.9%	-4.0%	81.3%	87.5%	-6.2%
System Number of Terminal Delays (Charts 6)	40,681	32,764	+24.2%	39,529	25,701	+53.8%
System Weekend Terminal On-Time Performance (Charts 7-8)	84.3%	85.2%	-0.9%	83.4%	87.0%	-3.6%
A Division Weekend Terminal On-Time Performance	80.2%	80.7%	-0.5%	80.6%	80.6%	0.0%
B Division Weekend Terminal On-Time Performance	87.2%	88.2%	-1.0%	85.3%	90.8%	-5.5%
System Number of Weekend Terminal Delays (Charts 9)	7,939	7,286	+9.0%	8,399	5,852	+43.5%
Mean Distance Between Failures (Charts 10-11)	134,709	114,457	+17.7%	138,217	160,140	-13.7%
A Division Mean Distance Between Failures	119,094	97,102	+22.6%	124,502	149,576	-16.8%
B Division Mean Distance Between Failures	149,228	132,081	+13.0%	150,542	169,001	-10.9%
System Weekday Service-KPI (Charts 12-13)	78.1%	82.2%	-4.1%	78.0%	82.8%	-4.8%
A Division Weekday Service-KPI	75.2%	78.8%	-3.6%	72.9%	78.2%	-5.3%
B Division Weekday Service-KPI	80.9%	84.3%	-3.4%	81.3%	85.4%	-4.1%
System Weekday PES-KPI (Charts 14-16)				91.3%	91.4%	-0.1%
Staten Island Railway						
24 Hour On-Time Performance	92.3%	96.3%	-4.0%	93.6%	92.6%	+1.0%
AM Rush On-Time Performance	98.0%	100.0%	-2.0%	94.8%	97.6%	-2.8%
PM Rush On-Time Performance	99.0%	98.7%	+0.3%	96.1%	96.5%	-0.4%
Percentage of Completed Trips	99.8%	99.8%	0.0%	99.7%	99.5%	+0.2%
Mean Distance Between Failures	75,883	52,921	+43.4%	73,400	72,871	+0.7%
Staten Island Railway PES-KPI (Charts 17)				90.1%	92.7%	-2.6%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

	Systemwide*				Annual Results (Meets Standard)
	12-Month Average				
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Aug '13 - Jul '14	77.8%	9.6%	6.5%	6.0%	2014 GOAL: 80.7%
Aug '12 - Jul '13	80.3%	9.8%	6.1%	3.8%	2013 ACTUAL: 80.3%

Chart 1

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

Line	Aug '13 - Jul '14				Aug '12 - Jul '13				
	Meets Standard	GAP			Meets Standard	Headways* GAP			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	80.3%	8.2%	5.8%	5.7%	83.1%	8.0%	4.8%	4.1%	-2.8%
②	71.6%	10.4%	9.4%	8.7%	73.6%	10.5%	8.7%	7.2%	-2.0%
③	76.9%	10.0%	7.2%	5.9%	77.4%	10.2%	7.0%	5.4%	-0.5%
④	71.7%	9.7%	8.7%	9.8%	74.2%	9.9%	7.8%	8.0%	-2.5%
⑤	68.6%	10.1%	9.6%	11.7%	71.5%	10.1%	8.6%	9.8%	-2.9%
⑥	72.3%	8.3%	8.2%	11.2%	78.4%	8.2%	6.1%	7.2%	-6.1%
⑦	75.1%	10.5%	7.3%	7.1%	79.5%	10.4%	6.7%	3.4%	-4.4%
Ⓢ 42nd	91.0%	4.0%	1.9%	3.1%	N/A	N/A	N/A	N/A	N/A
Subdivision A**	73.8%	9.6%	8.0%	8.6%	76.8%	9.6%	7.1%	6.4%	-3.0%
Ⓐ	69.6%	10.9%	8.8%	10.8%	74.8%	10.0%	9.6%	5.6%	-5.2%
Ⓑ	79.1%	10.5%	5.9%	4.5%	80.2%	11.1%	6.7%	1.9%	-1.1%
Ⓒ	80.6%	9.8%	5.4%	4.2%	84.1%	10.6%	4.0%	1.3%	-3.5%
Ⓓ	79.7%	10.1%	5.7%	4.5%	79.9%	12.0%	6.0%	2.1%	-0.2%
Ⓔ	72.9%	10.4%	8.7%	8.0%	76.9%	11.1%	7.8%	4.3%	-4.0%
Ⓕ	70.8%	9.9%	8.2%	11.0%	75.7%	10.5%	8.7%	5.1%	-4.9%
Ⓢ Fkln	96.6%	1.5%	1.0%	0.9%	97.0%	2.6%	0.3%	0.2%	-0.4%
Ⓖ	76.6%	11.7%	7.0%	4.6%	84.6%	10.5%	3.4%	1.5%	-8.0%
Ⓢ Rock	89.6%	6.7%	1.7%	2.0%	96.9%	2.5%	0.5%	0.2%	-7.3%
Ⓙ	80.1%	10.3%	5.9%	3.7%	81.5%	10.4%	5.5%	2.6%	-1.4%
Ⓛ	79.2%	11.1%	4.8%	4.8%	82.8%	10.8%	4.8%	1.7%	-3.6%
Ⓜ	77.8%	11.7%	6.4%	4.1%	78.4%	12.5%	6.6%	2.5%	-0.6%
Ⓝ	80.4%	9.6%	5.9%	4.1%	79.5%	10.8%	6.4%	3.2%	+0.9%
Ⓠ	79.6%	11.1%	6.5%	2.8%	79.2%	12.3%	5.8%	2.7%	+0.4%
Ⓡ	82.9%	9.5%	4.9%	2.7%	77.5%	10.5%	8.4%	3.5%	+5.4%
Subdivision B	79.7%	9.7%	5.8%	4.8%	81.9%	9.9%	5.6%	2.6%	-2.2%
Systemwide**	77.8%	9.6%	6.5%	6.0%	80.3%	9.8%	6.1%	3.8%	-2.5%

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	Aug '13 - Jul '14				Aug '12 - Jul '13				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	89.6%	5.8%	2.8%	1.8%	84.5%	8.2%	4.5%	2.8%	+5.1%
2	81.8%	9.9%	5.7%	2.6%	83.0%	9.6%	4.9%	2.5%	-1.2%
3	88.8%	6.7%	2.7%	1.8%	87.1%	7.5%	2.9%	2.6%	+1.7%
4	79.2%	9.8%	6.5%	4.5%	80.4%	9.2%	5.8%	4.5%	-1.2%
5	84.8%	7.6%	4.2%	3.4%	86.7%	6.7%	3.9%	2.7%	-1.9%
6	84.4%	7.8%	4.7%	3.1%	84.9%	8.1%	4.1%	2.9%	-0.5%
7	79.1%	12.5%	5.9%	2.6%	79.7%	12.0%	6.1%	2.2%	-0.6%
S 42nd	98.0%	1.0%	0.4%	0.6%	N/A	N/A	N/A	N/A	N/A
Sub Division A**	84.0%	8.6%	4.6%	2.8%	83.7%	8.8%	4.6%	2.9%	+0.3%
A	77.7%	11.3%	7.1%	3.9%	81.7%	10.4%	5.9%	2.0%	-4.0%
C	75.3%	10.0%	9.1%	5.6%	85.2%	8.1%	5.3%	1.3%	-9.9%
D	82.5%	10.6%	5.6%	1.3%	83.5%	11.1%	4.4%	1.0%	-1.0%
E	82.9%	10.3%	5.3%	1.6%	88.0%	8.3%	2.5%	1.2%	-5.1%
F	77.6%	11.9%	6.5%	4.0%	79.9%	11.5%	6.5%	2.1%	-2.3%
S Fkln	95.5%	3.8%	0.0%	0.7%	97.3%	2.5%	0.2%	0.0%	-1.8%
G	86.2%	8.9%	2.8%	2.1%	88.2%	6.8%	3.4%	1.6%	-2.0%
J Z	91.6%	6.0%	2.0%	0.4%	89.3%	8.2%	1.6%	0.9%	+2.3%
L	81.0%	9.9%	6.3%	2.8%	89.3%	8.1%	1.6%	1.0%	-8.3%
N	81.2%	10.2%	5.3%	3.2%	84.8%	9.5%	4.5%	1.1%	-3.6%
Q	86.8%	9.1%	4.0%	0.2%	84.0%	8.6%	4.9%	2.4%	+2.8%
R	82.0%	12.2%	4.1%	1.7%	85.1%	11.4%	2.5%	0.9%	-3.1%
Sub Division B	83.4%	9.5%	4.8%	2.3%	86.4%	8.7%	3.6%	1.3%	-3.0%
Systemwide**	83.6%	9.2%	4.8%	2.5%	85.4%	8.7%	4.0%	1.9%	-1.8%

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

* **Headway Definitions**

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

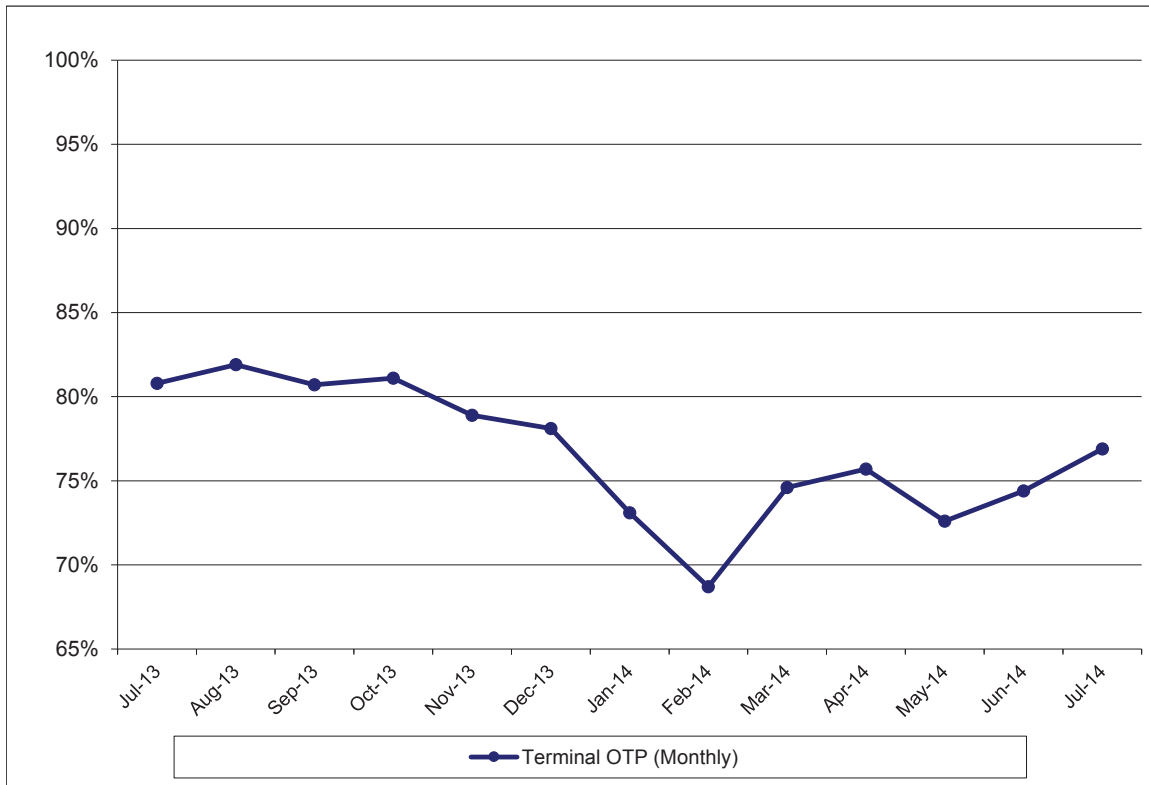
Medium Gap: from 50% to 100% over scheduled headway

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

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

Chart 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

Jul 2014: 76.9%
 Jul 2013: 80.8%
 12-Mon Avg: 76.5%
 (Aug '13-Jul '14)

Subdivision A

Monthly Results

Jul 2014: 73.2%
 Jul 2013: 77.0%
 12-Mon Avg: 70.4%
 (Aug '13-Jul '14)

Subdivision B

Monthly Results

Jul 2014: 79.9%
 Jul 2013: 83.9%
 12-Mon Avg: 81.3%
 (Aug '13-Jul '14)

Discussion of Results

In Junly 2014, Over Crowding (12,380 delays), Right Of Way (9,060 delays) and Track Gangs (5,772 delays), were the highest categories of delays, representing 66.9% of the total 40,681 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Aug '13 - Jul '14</u>	<u>Aug '12 - Jul '13</u>	<u>% Difference</u>
①	79.8%	85.8%	-6.0%
②	47.1%	57.1%	-10.0%
③	65.5%	71.3%	-5.8%
④	45.5%	60.0%	-14.5%
⑤	46.4%	61.4%	-15.0%
⑥	60.1%	76.9%	-16.8%
⑦	87.8%	90.0%	-2.2%
⑤ 42 St	97.7%	N/A*	
Subdivision A	70.4%	74.3%	-3.9%
①	76.3%	84.5%	-8.2%
②	75.5%	87.3%	-11.8%
③	86.9%	90.8%	-3.9%
④	77.2%	86.4%	-9.2%
⑤	73.4%	84.1%	-10.7%
⑥	56.9%	79.4%	-22.5%
⑤ Fkn	98.9%	99.4%	-0.5%
⑦	81.9%	87.2%	-5.3%
⑤ Rock	95.4%	97.6%	-2.2%
① ②	90.0%	95.1%	-5.1%
④	93.5%	94.9%	-1.4%
⑤	78.9%	86.9%	-8.0%
⑥	76.7%	81.7%	-5.0%
⑦	82.3%	85.4%	-3.1%
⑧	89.7%**	84.8%	+4.9%
Subdivision B	81.3%	87.5%	-6.2%
Systemwide	76.5%	82.2%	-5.7%

* Performance data unavailable pending ATS system software upgrade.

** OTP for July 2014 was 93.9% for the Brooklyn segment and 78.1% for the Manhattan segment.

Chart 5

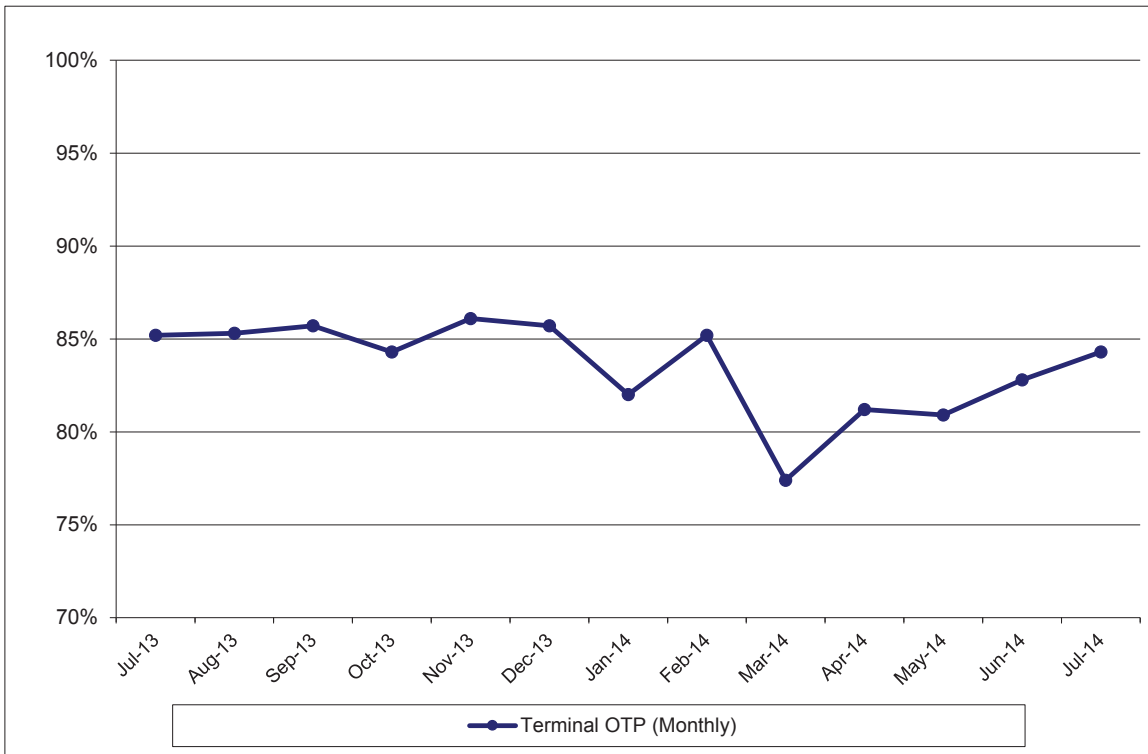
**July 2014 Weekday Terminal Delays
Systemwide Summary**

<u>Categories</u>	<u>Delays</u>
Over Crowding	12,380
Row Delays	9,060
Track Gangs	5,772
Work Equipment/G. O.	2,598
Car Equipment	2,345
Sick Customer	2,078
Police	1,513
Operational Diversions	1,225
Unruly Customer	1,057
Infrastructure	889
Employee	713
Fire	483
Inclement Weather	291
External	266
Collision/Derailment	9
Total Delays	<u><u>40,681</u></u>

* Total may differ slightly due to rounding.

Chart 6

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Jul 2014: 84.3%
 Jul 2013: 85.2%
 12-Mon Avg: 83.4%
 (Aug '13-Jul '14)

Subdivision A Monthly Results

Jul 2014: 80.2%
 Jul 2013: 80.7%
 12-Mon Avg: 80.6%
 (Aug '13-Jul '14)

Subdivision B Monthly Results

Jul 2014: 87.2%
 Jul 2013: 88.2%
 12-Mon Avg: 85.3%
 (Aug '13-Jul '14)

Discussion of Results

In July 2014, Track Gangs (1,955 delays), Over Crowding (1,534 delays), and Right Of Way (1,212 delays) were the highest categories of delays, representing 59.2% of the total 7,939 delays.

Chart 7

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Aug '13 - Jul '14</u>	<u>Aug '12 - Jul '13</u>	<u>% Difference</u>
①	88.6%	82.0%	+6.6%
②	50.6%	66.0%	-15.4%
③	80.0%	82.3%	-2.3%
④	67.6%	71.0%	-3.4%
⑤	75.9%	87.5%	-11.6%
⑥	71.5%	78.4%	-6.9%
⑦	93.5%	92.8%	+0.7%
⑤ 42 St	99.1%	N/A*	
Subdivision A	80.6%	80.6%	0.0%
①	78.5%	84.6%	-6.1%
③	75.3%	87.4%	-12.1%
④	85.4%	89.4%	-4.0%
⑤	75.6%	91.0%	-15.4%
⑥	56.2%	82.1%	-25.9%
⑤ Fkln	99.0%	99.5%	-0.5%
⑦	91.8%	95.5%	-3.7%
⑤ Rock	97.5%	98.1%	-0.6%
① ②	96.1%	96.5%	-0.4%
④	95.9%	96.5%	-0.6%
⑤	97.9%	98.3%	-0.4%
⑥	81.4%	81.5%	-0.1%
⑦	91.5%	91.5%	0.0%
⑧	78.4%	88.2%	-9.8%
Subdivision B	85.3%	90.8%	-5.5%
Systemwide	83.4%	87.0%	-3.6%

* Performance data unavailable pending ATS system software upgrade.

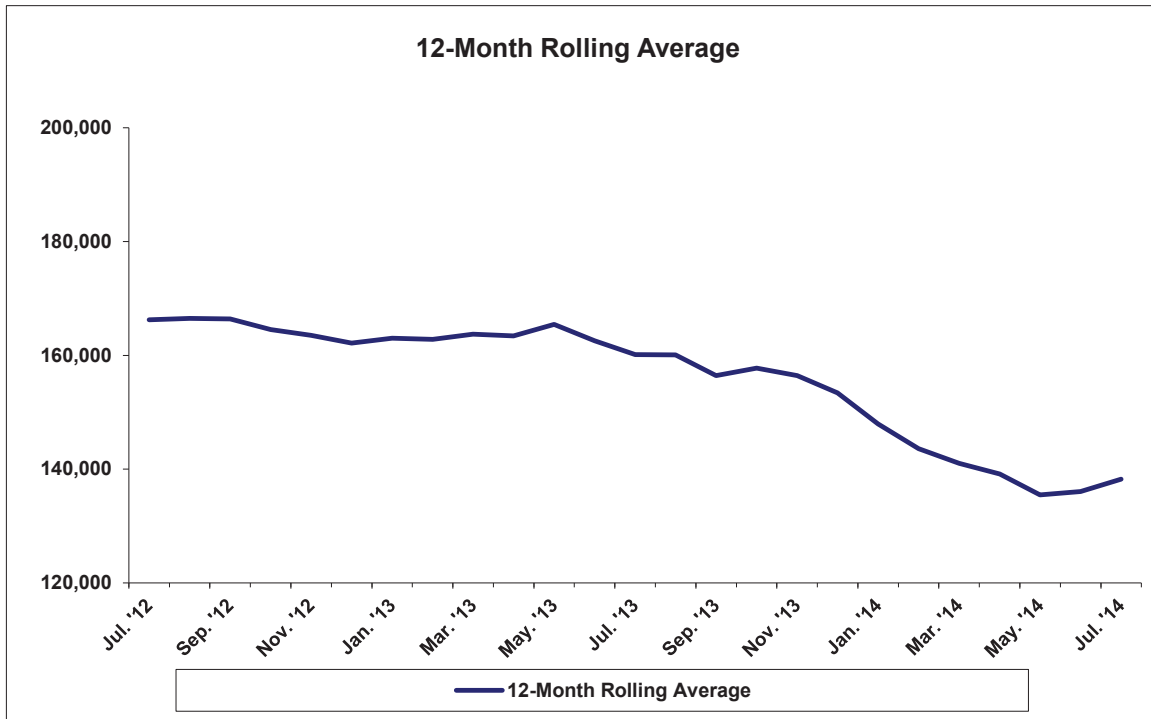
Chart 8

**July 2014 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	1,955
Over Crowding	1,534
ROW Delays	1,212
Work Equipment/G. O.	1,116
Unruly Customer	373
Police	364
Car Equipment	300
Operational Diversions	272
Sick Customer	269
Employee	252
External	118
Fire	85
Infrastructure	63
Inclement Weather	25
Total Delays	7,939

* 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

July 2014: 134,709

July 2013: 114,457

12-Month Average

Aug 13 - Jul 14: 138,217

Aug 12 - Jul 13: 160,140

Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

Discussion of Results

MDBF in July 2014 increased 17.7% from July 2013. Over the past year, the MDBF 12-month average decreased 13.7%.

Chart 10

Car Reliability

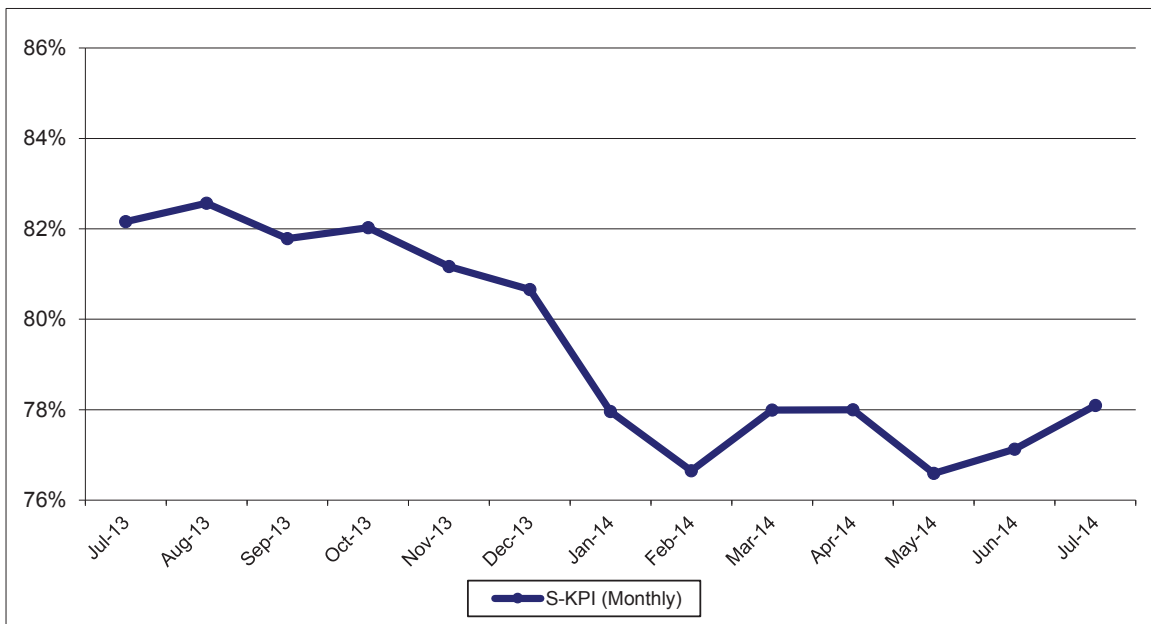
Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	July '14	July '13	% Change
R32	222	54,644	52,205	4.67%
R42	50	40,378	32,302	25.00%
R46	752	86,862	95,356	-8.91%
R62	315	221,999	185,303	19.80%
R62A	824	134,994	146,092	-7.60%
R68	425	145,007	168,489	-13.94%
R68A	200	88,890	120,983	-26.53%
R142	1,030	133,784	166,521	-19.66%
R142A	515	82,528	119,095	-30.70%
R143	212	81,791	85,699	-4.56%
R160	1,662	386,440	506,597	-23.72%
R188	132	1,188,528	NA	NA
FLEET	6,339	138,217	160,140	-13.69%

Chart 11

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

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

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

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

S-KPI Results

Systemwide

Monthly Results

Jul. 2014: 78.1%
 Jul. 2013: 82.2%
 12 Mon Avg: 78.0%
 (Aug '13 - Jul '14)

Subdivision A

Monthly Results

Jul. 2014: 75.2%
 Jul. 2013: 78.8%
 12 Mon Avg: 72.9%
 (Aug '13 - Jul '14)

Subdivision B

Monthly Results

Jul. 2014: 80.9%
 Jul. 2013: 84.3%
 12 Mon Avg: 81.3%
 (Aug '13 - Jul '14)

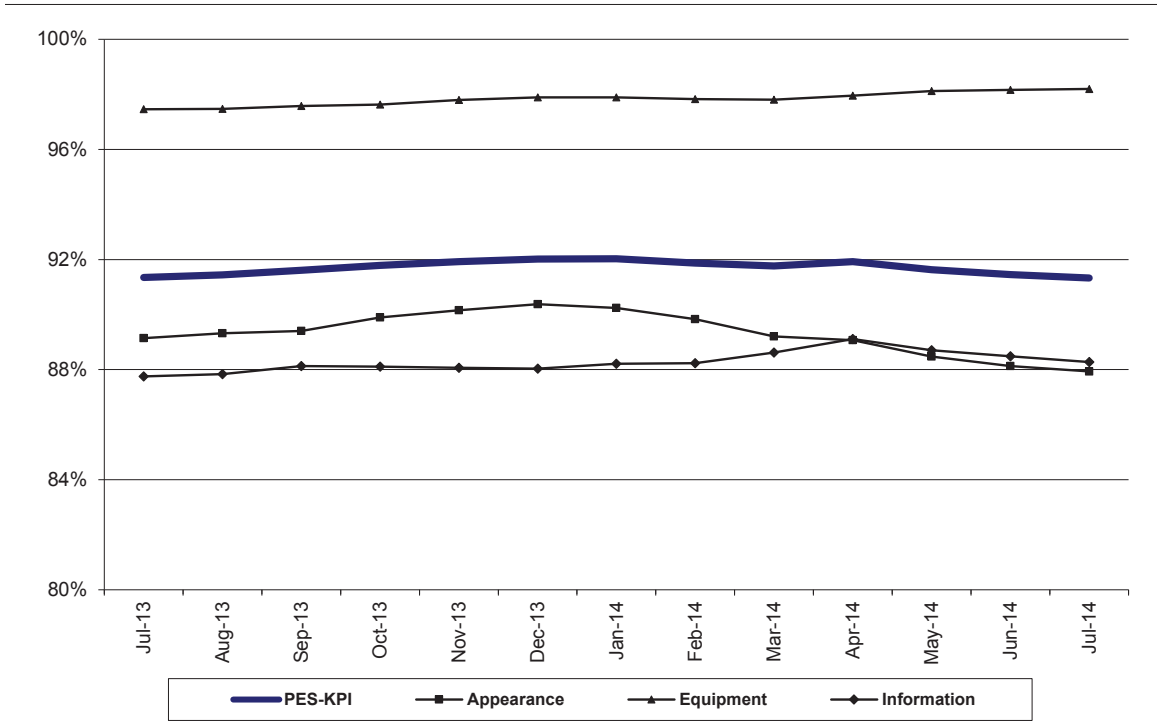
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Aug '13 - Jul '14</u>	<u>Aug '12 - Jul '13</u>	<u>% Difference</u>
①	79.1%	82.6%	-3.5%
②	64.6%	69.3%	-4.7%
③	75.8%	77.8%	-2.0%
④	63.0%	72.3%	-9.3%
⑤	63.3%	71.3%	-8.0%
⑥	66.6%	77.2%	-10.6%
⑦	81.4%	84.7%	-3.3%
Ⓢ 42nd	85.0%	N/A	N/A
SubDivision A	72.9%	78.2%	-5.3%
Ⓐ	70.0%	76.1%	-6.1%
Ⓑ	76.9%	81.8%	-4.9%
Ⓒ	78.2%	81.2%	-3.0%
Ⓓ	81.0%	83.8%	-2.8%
Ⓔ	75.8%	81.4%	-5.6%
Ⓕ	69.4%	79.2%	-9.8%
Ⓢ Fkln	90.4%	90.7%	-0.3%
Ⓖ	74.3%	82.9%	-8.6%
Ⓢ Rock	85.9%	93.6%	-7.7%
Ⓙ	82.8%	87.4%	-4.6%
Ⓛ	80.6%	83.7%	-3.1%
Ⓜ	80.3%	83.1%	-2.8%
Ⓝ	81.2%	82.2%	-1.0%
Ⓠ	82.4%	83.2%	-0.8%
Ⓡ	86.6%	76.8%	+9.8%
SubDivision B	81.3%	85.4%	-4.1%
Systemwide	78.0%	82.8%	-4.8%

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>
July 2014:	91.3%	87.9%	98.2%	88.3%
July 2013:	91.4%	89.1%	97.5%	87.8%
% Difference:	-0.1%	-1.2%	+0.7%	+0.5%

Chart 14

PES-KPI - Subway Car

<u>Line</u>	July 2014				July 2013				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
1	91.9%	93.5%	92.4%	89.7%	94.4%	95.8%	96.4%	91.1%	-2.5%
2	96.9%	92.9%	98.9%	99.0%	95.3%	95.1%	94.5%	96.4%	+1.6%
3	95.2%	95.2%	98.3%	92.1%	94.5%	93.3%	97.9%	92.4%	+0.7%
4	95.2%	92.2%	98.0%	95.4%	97.1%	96.1%	97.0%	98.2%	-1.9%
5	95.7%	94.1%	97.7%	95.5%	96.9%	96.6%	96.5%	97.6%	-1.2%
6	94.6%	90.0%	97.6%	96.5%	96.2%	91.0%	98.5%	99.3%	-1.6%
7	94.6%	96.4%	98.0%	89.3%	94.0%	95.2%	92.5%	94.3%	+0.6%
S 42nd	95.2%	94.0%	99.4%	92.3%	95.0%	98.3%	95.6%	91.0%	+0.2%
SubDivision A	94.7%	93.3%	97.2%	93.7%	95.4%	94.9%	96.0%	95.3%	-0.7%
A	95.3%	95.0%	96.1%	94.8%	94.2%	95.3%	95.8%	91.6%	+1.1%
B	94.4%	94.4%	96.2%	92.6%	91.8%	88.4%	96.4%	90.8%	+2.6%
C	95.3%	94.8%	98.9%	92.1%	94.3%	94.3%	96.0%	92.6%	+1.0%
D	93.3%	91.5%	96.8%	91.5%	92.9%	91.6%	95.3%	91.9%	+0.4%
E	96.5%	94.5%	99.3%	95.7%	97.6%	95.5%	98.0%	99.5%	-1.1%
F	94.7%	91.9%	99.4%	92.8%	97.4%	95.6%	97.6%	99.0%	-2.7%
S Fkln	93.0%	92.3%	94.9%	91.8%	92.9%	94.0%	94.6%	90.0%	+0.1%
G	94.6%	94.6%	96.0%	93.1%	95.8%	96.5%	98.6%	92.4%	-1.2%
J/Z	94.7%	92.0%	95.1%	97.2%	96.7%	97.2%	94.0%	98.9%	-2.0%
L	95.8%	92.8%	98.0%	96.5%	96.6%	93.9%	98.2%	97.8%	-0.8%
M	97.0%	93.7%	99.1%	98.4%	96.1%	92.3%	97.1%	99.1%	+0.9%
N	94.8%	89.7%	98.7%	96.3%	96.3%	90.8%	99.5%	98.8%	-1.5%
Q	95.6%	88.9%	99.7%	98.5%	96.6%	93.6%	97.8%	98.6%	-1.0%
R	96.6%	92.4%	98.6%	98.8%	93.7%	94.2%	97.1%	90.0%	+2.9%
SubDivision B	95.3%	92.8%	97.9%	95.2%	95.4%	93.7%	97.0%	95.5%	-0.1%
Systemwide	95.1%	93.0%	97.6%	94.6%	95.4%	94.2%	96.7%	95.4%	-0.3%

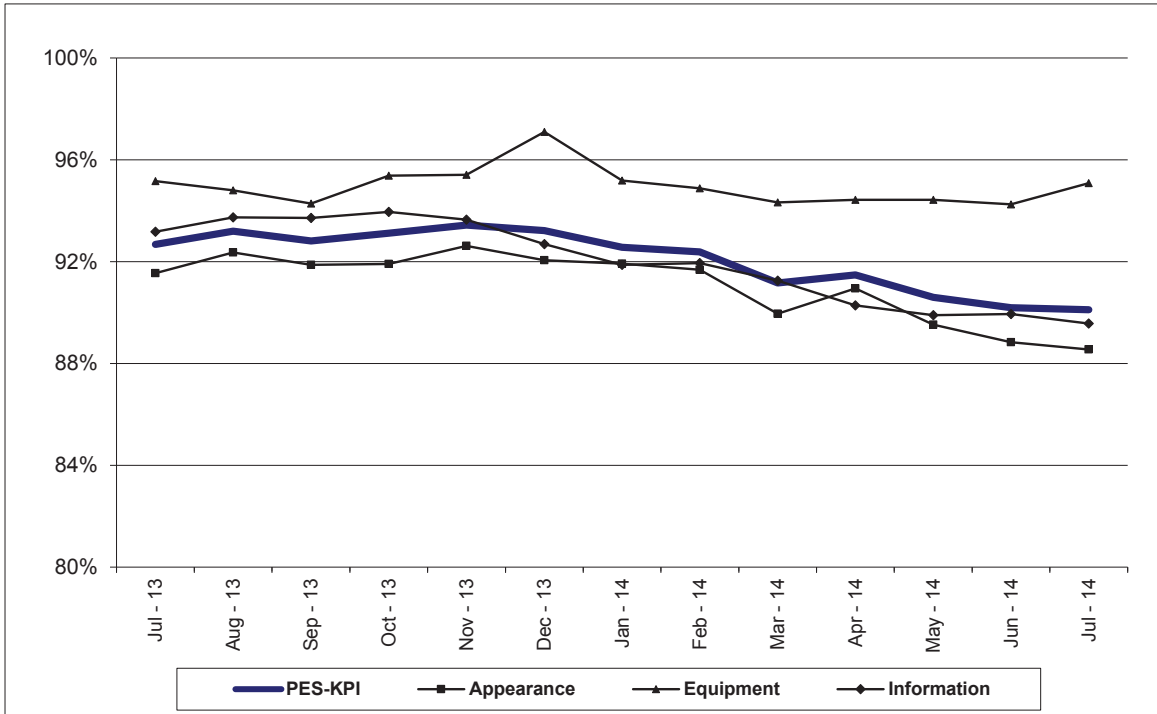
Chart 15

PES-KPI - Station

<u>Borough</u>	July 2014				July 2013				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	87.4%	83.2%	98.3%	81.8%	85.7%	82.0%	97.6%	78.4%	+1.7%
Manhattan	86.8%	80.0%	98.7%	83.2%	87.6%	83.0%	98.4%	82.4%	-0.8%
Brooklyn	87.4%	85.3%	99.0%	78.5%	87.2%	85.5%	98.5%	78.3%	+0.2%
Queens	89.1%	84.8%	99.0%	84.5%	88.4%	87.7%	98.3%	79.6%	+0.7%
Systemwide	87.6%	83.3%	98.8%	81.7%	87.3%	84.5%	98.3%	79.8%	+0.3%

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>
July 2014:	90.1%	88.5%	95.1%	89.6%
July 2013:	92.7%	91.5%	95.2%	93.2%
% Difference:	-2.6%	-3.0%	-0.1%	-3.6%

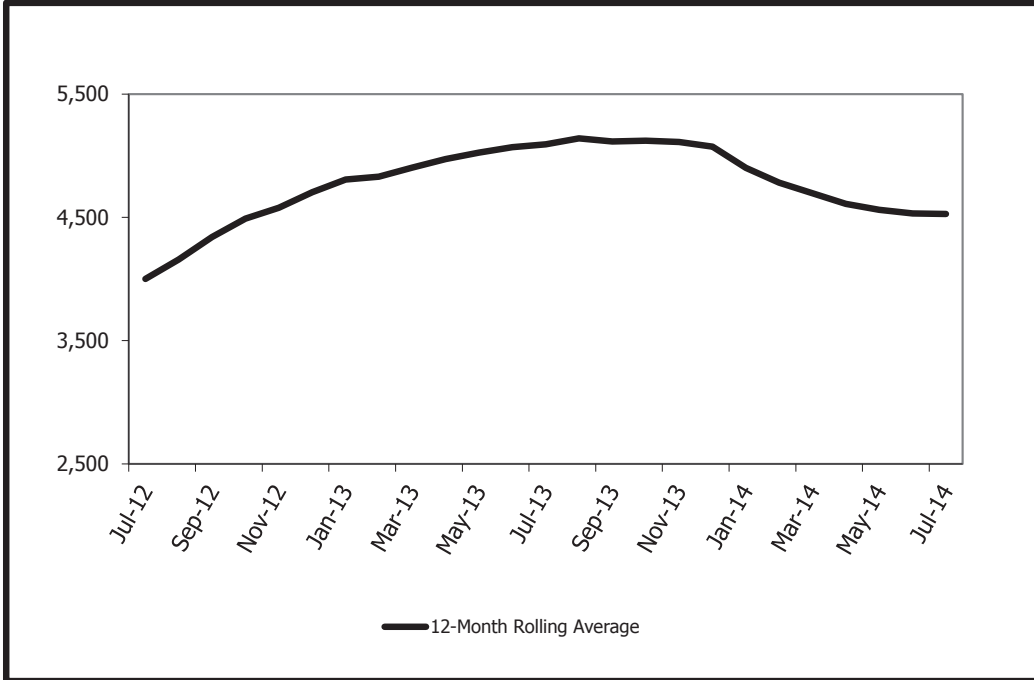
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,181	4,229	-1.1%	4,528	5,094	-11.1%
NYCT Bus	3,930	4,154	-5.4%	4,344	4,942	-12.1%
MTA Bus	5,221	4,480	+16.5%	5,237	5,655	-7.4%
System MDBSI (chart 2)	2,354	2,457	-4.2%	2,442	2,787	-12.4%
NYCT Bus	2,285	2,454	-6.9%	2,419	2,749	-12.0%
MTA Bus	2,598	2,466	+5.3%	2,518	2,915	-13.6%
System Trips Completed (chart 3)	99.03%	99.19%	-0.2%	98.90%	99.21%	-0.3%
NYCT Bus	99.22%	99.24%	-0.0%	99.08%	99.22%	-0.1%
MTA Bus	98.25%	99.00%	-0.7%	98.17%	99.18%	-1.0%
System AM Pull Out (chart 4)	99.64%	99.65%	-0.0%	99.29%	99.65%	-0.4%
NYCT Bus	99.87%	99.71%	+0.2%	99.55%	99.68%	-0.1%
MTA Bus	98.89%	99.44%	-0.6%	98.39%	99.56%	-1.2%
System PM Pull Out (chart 5)	99.44%	99.86%	-0.4%	99.56%	99.85%	-0.3%
NYCT Bus	99.83%	99.87%	-0.0%	99.80%	99.85%	-0.0%
MTA Bus	98.11%	99.83%	-1.7%	98.70%	99.86%	-1.2%
System Buses >= 12 years	28%	25%				
NYCT Bus	32%	28%				
MTA Bus	12%	15%				
System Fleet Age	8.48	7.49				
NYCT Bus	8.65	7.59				
MTA Bus	7.90	7.12				
Paratransit						
% of Trips Completed	94.78%	94.34%	+0.4%	93.98%	93.87%	+0.1%
Trips Requested	648,829	659,646	-1.6%	656,200	650,575	+0.9%
Trips Scheduled	573,630	593,609	-3.4%	576,890	585,409	-1.5%
Trips Completed	543,676	560,014	-2.9%	542,174	549,545	-1.3%
Early Cancellations as a Percentage of Trips Requested	10.73%	9.24%	+1.5%	11.29%	9.31%	+2.0%
Late Cancellations as a Percentage of Trips Scheduled	3.38%	3.84%	-0.5%	3.89%	3.89%	-0.0%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.30%	1.46%	-0.2%	1.47%	1.78%	-0.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.54%	0.36%	+0.2%	0.66%	0.46%	+0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.86%	0.77%	+0.1%	0.80%	0.70%	+0.1%
New Applications Received	3,243	3,174	+2.2%	3,051	2,751	+10.9%

Bus Mean Distance Between Failures - System*



Definition

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

Monthly Results

July 2014: 4,181
 July 2013: 4,229

12-Month Average

August 13 - July 14 4,528
 August 12 - July 13 5,094

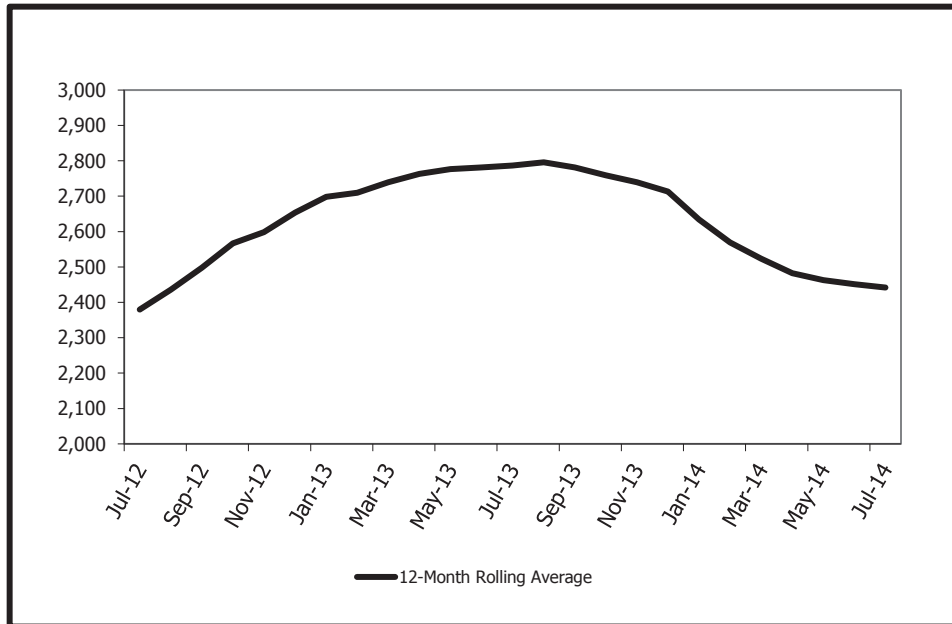
Annual Results

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

July 2014: 2,354
 July 2013: 2,457

12-Month Average

August 13 - July 1 2,442
 August 12 - July 1 2,787

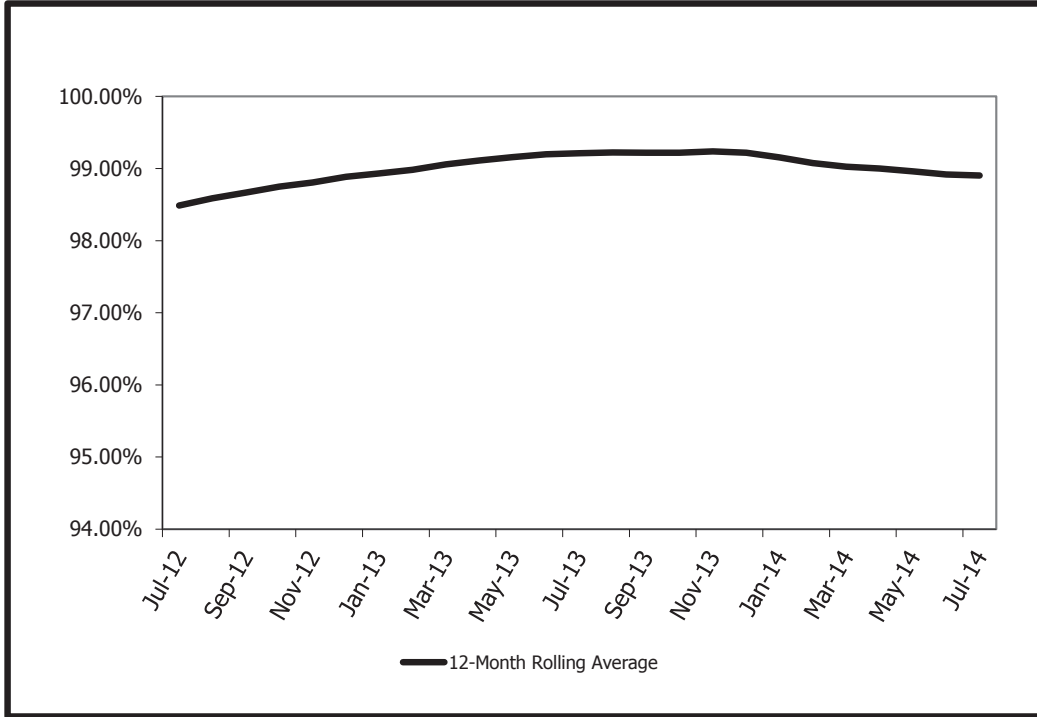
Annual Results

2014 YTD: 2,293
 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

July 2014: 99.03%
 July 2013: 99.19%

12-Month Average

August 13 - July 1 98.90%
 August 12 - July 1 99.21%

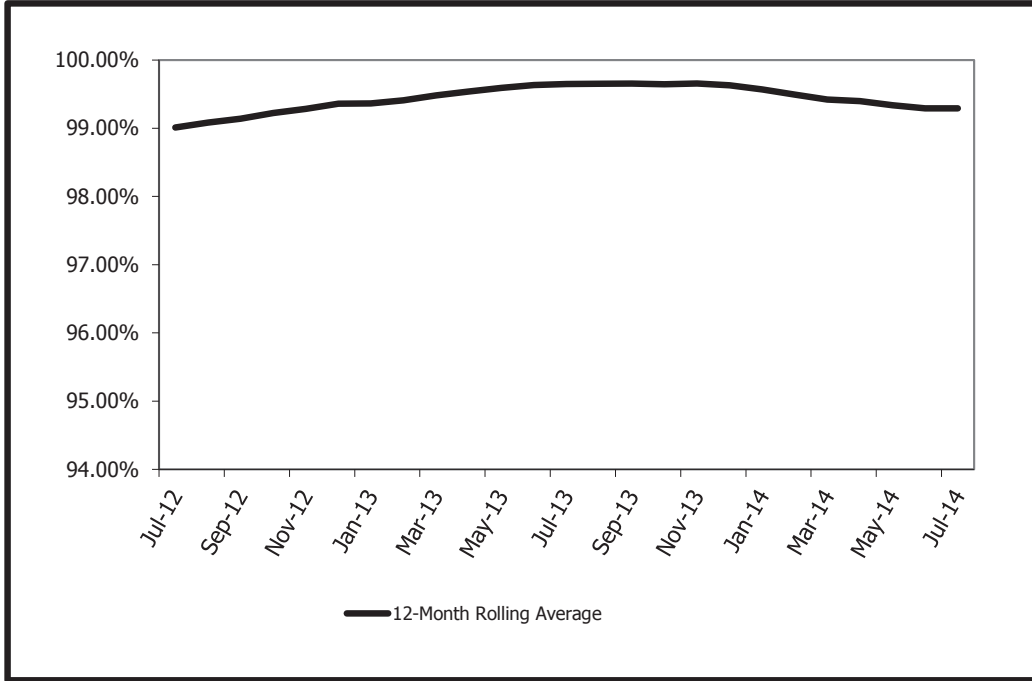
Annual Results

2014 YTD: 98.71%
 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

July 2014: 99.64%
 July 2013: 99.65%

12-Month Average

August 13 - July 1 99.29%
 August 12 - July 1 99.65%

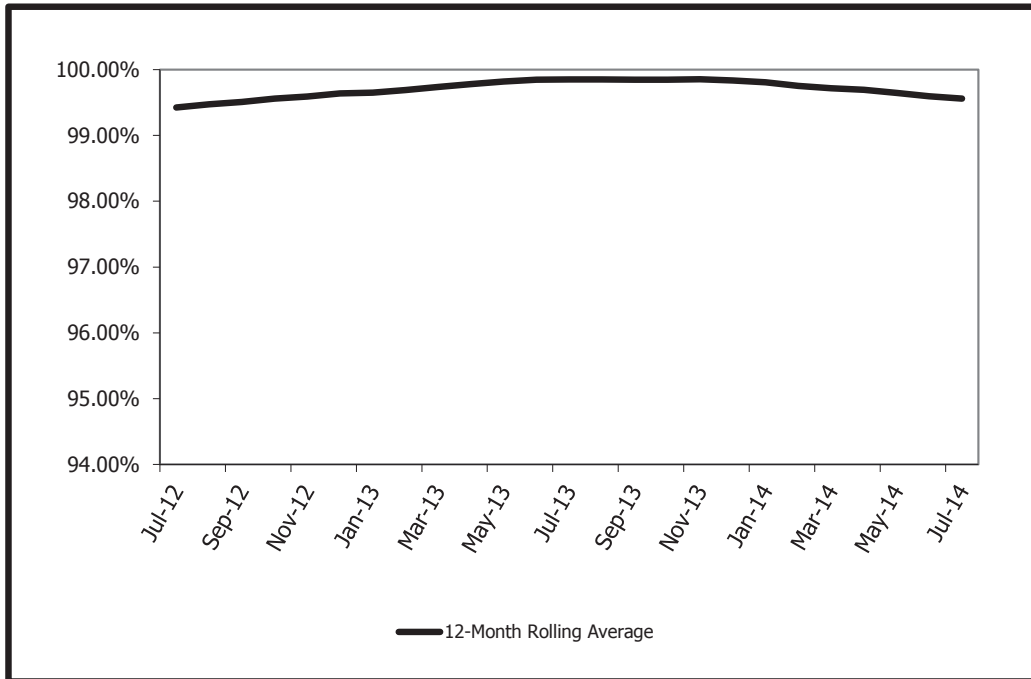
Annual Results

2014 YTD: 99.10%
 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

July 2014: 99.44%
 July 2013: 99.86%

12-Month Average

August 13 - July 1 99.56%
 August 12 - July 1 99.85%

Annual Results

2014 YTD: 99.42%
 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 July 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: July 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.29	2.66	-13.9%	2.59	2.52	+2.8%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.28	2.66	-14.4%	2.61	2.52	+3.6%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments ^{2,4} (chart 4)	1	0	N/A	2	3	-33.3%
Subway Fires ² (charts 5-6)	59	76	-22.4%	966	849	+13.8%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.59	3.25	-20.1%	2.70	2.67	+1.2%

Bus Collisions Per Million Miles (chart 7)						
Regional	44.35	48.42	-8.4%	49.30	48.29	+2.1%
NYCT Bus	45.75	49.09	-6.8%	50.39	49.44	+1.9%
MTA Bus	40.02	46.31	-13.6%	45.80	44.56	+2.8%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.72	9.61	-40.5%	6.76	6.06	+11.6%
NYCT Bus	5.41	11.45	-52.7%	7.21	6.31	+14.3%
MTA Bus	6.67	3.86	+72.8%	5.32	5.24	+1.5%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.18	1.04	+13.6%	1.05	1.04	+1.2%
NYCT Bus	1.22	1.06	+14.6%	1.10	1.04	+6.5%
MTA Bus	0.96	0.90	+7.4%	0.77	1.05	-26.6%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.29	1.13	+13.7%	1.13	1.09	+2.9%
NYCT Bus	1.33	1.17	+13.2%	1.17	1.09	+7.3%
MTA Bus	1.06	0.90	+18.1%	0.87	1.10	-21.1%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.61	5.13	+9.4%	5.50	5.30	+3.8%
MTA Bus	4.63	9.68	-52.1%	6.80	7.43	-8.4%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.30	3.58	-7.8%	3.32	3.26	+1.8%

Subways Crime Report						
Performance Indicator	Current Month: August 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	168	216	-22.2%	1,413	1,649	-14.3%
Robberies ^{3,4}	41	56	-26.8%	280	416	-32.7%

SIR Crime Report						
Performance Indicator	Current Month: August 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	4	2	+100.0%	13	17	-23.5%
Robberies ^{3,4}	3	0	+100.0%	8	7	+14.3%

¹ Current month data are for June 2014.

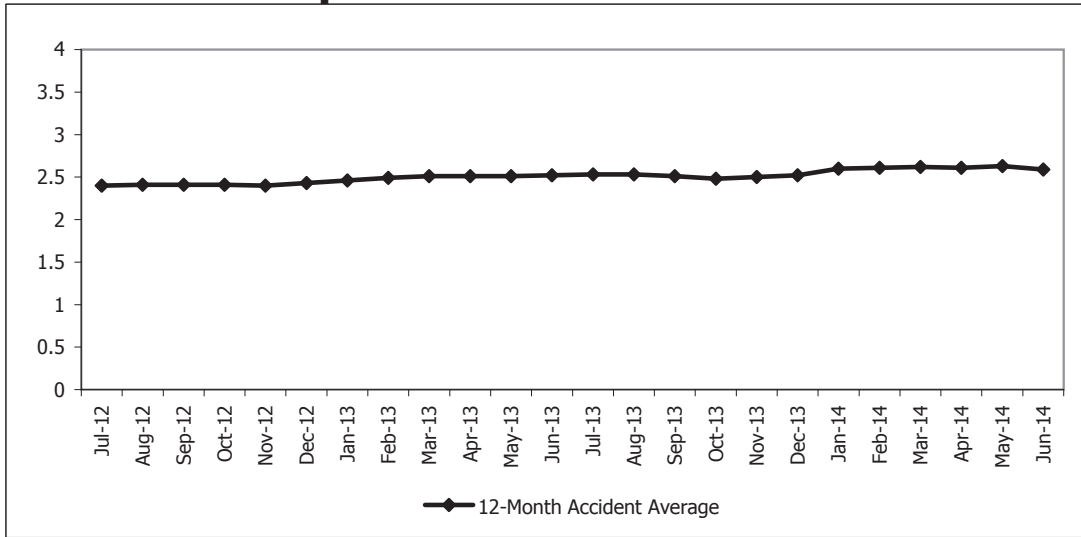
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for August 2014.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

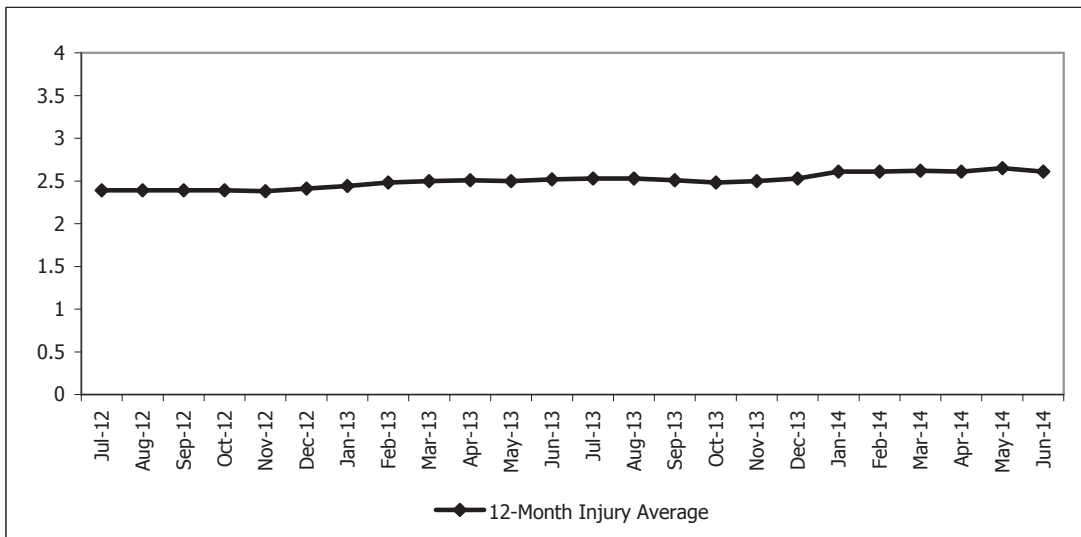
Jun 2014: 2.29
Jun 2013: 2.66

12-Month Average

Jul 13 – Jun 14: 2.59
Jul 12 – Jun 13: 2.52

Annual Results

2014 YTD: 2.75
2013 Actual: 2.52



Monthly Results

Jun 2014: 2.28
Jun 2013: 2.66

12-Month Average

Jul 13 – Jun 14: 2.61
Jul 12 – Jun 13: 2.52

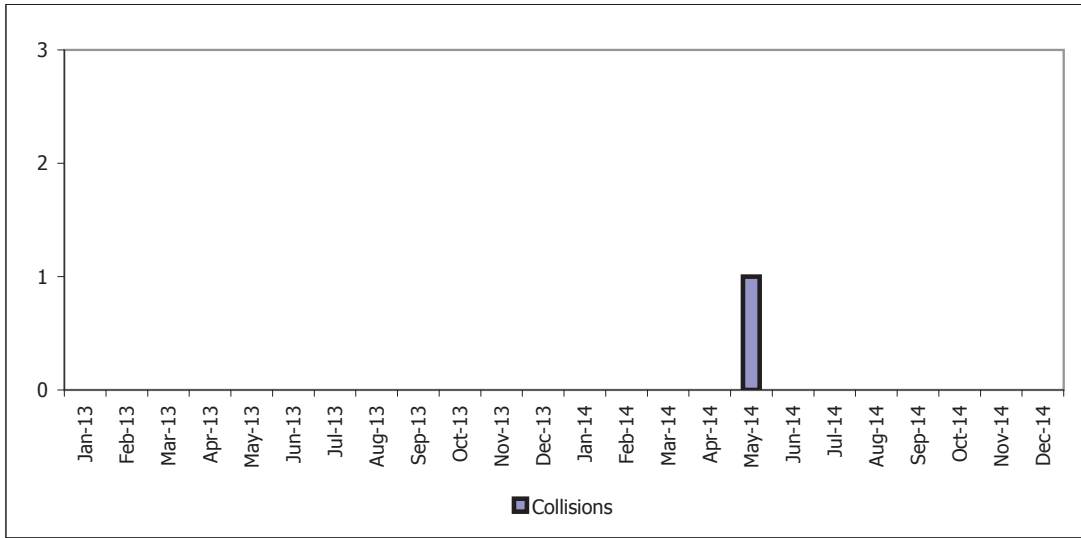
Annual Results

2014 YTD: 2.77
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

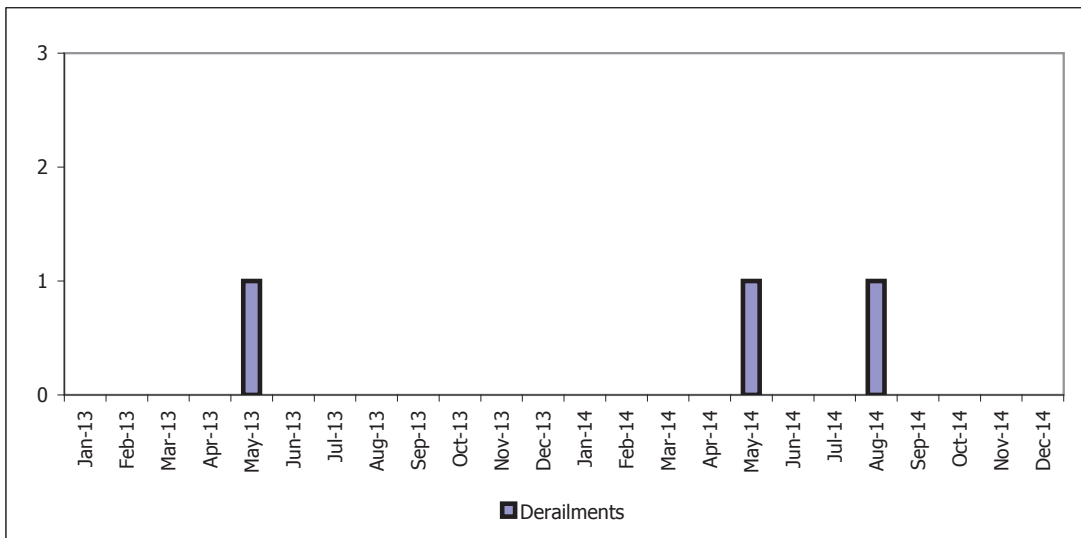
Aug 2014: 0
Aug 2013: 0

12-Month Average

Sep 13 – Aug 14: 1
Sep 12 – Aug 13: 0

Annual Results

2014 YTD: 1
2013 Actual: 0



Monthly Results

Aug 2014: 1
Aug 2013: 0

12-Month Average

Sep 13 – Aug 14: 2
Sep 12 – Aug 13: 3

Annual Results

2014 YTD: 2
2013 Actual: 1

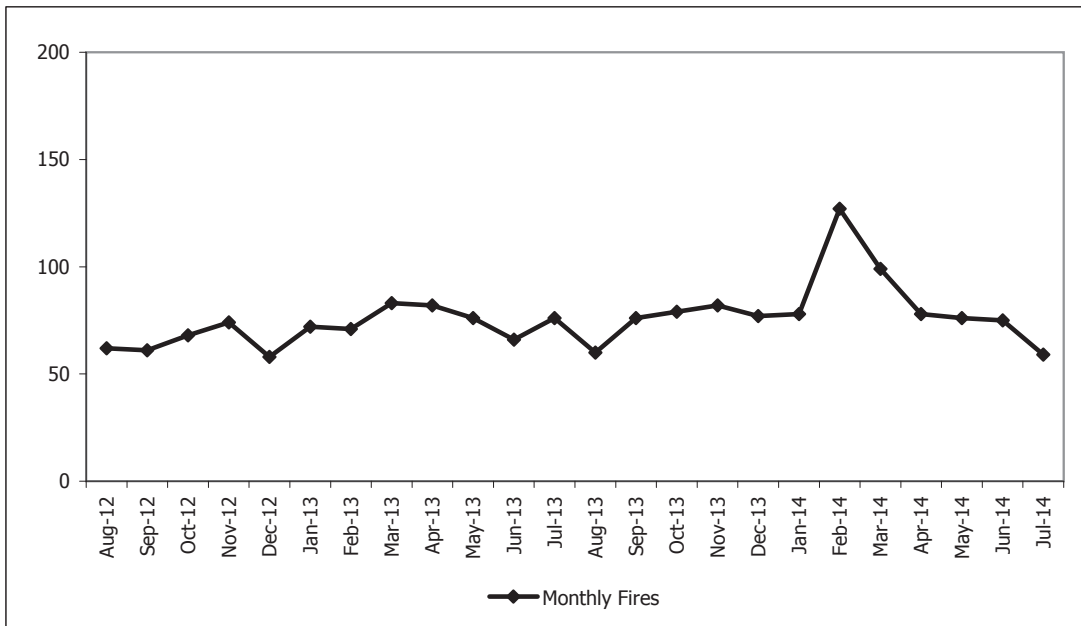
Definitions

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

Derailment: An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (5-29-13, 5-2-14, 8-7-14)

Charts 3-4

Subway Fires



Monthly Results

Jul 2014: 59
 Jul 2013: 76

12-Month Average

Aug 13 – Jul 14: 966
 Aug 12 – Jul 13: 849

Annual Results

2014 YTD: 592
 2013 Actual: 900

Chart 5

Subway Fires

Fire severity is classified as follows:

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

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

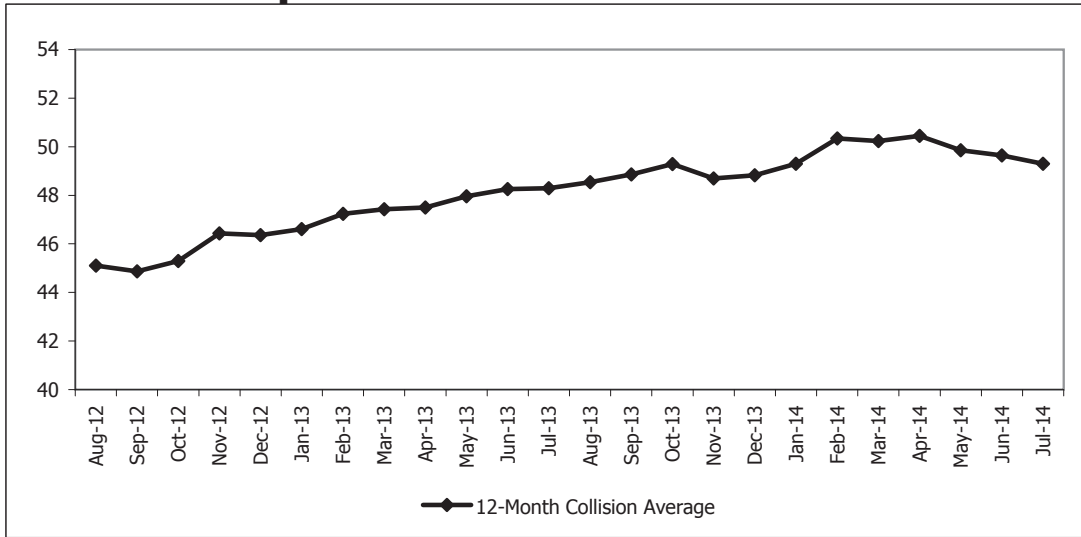
Low:	91.5%	Train:	5
Average:	8.5%	Right-of-way:	45
Above Average:	0.0%	Station:	9
High:	0.0%	Other:	0
		Total:	59

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

Train:		Right-of-Way:		Station:	
Wiper Motor:	1	Debris:	22	Debris:	7
Brake Shoes:	1	Tie:	10	Electrical:	1
High Voltage Wiring:	1	Insulator:	6	Light Fixture:	1
Debris:	1	Cable:	2		
Hot Wheels:	1	Equipment:	1		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

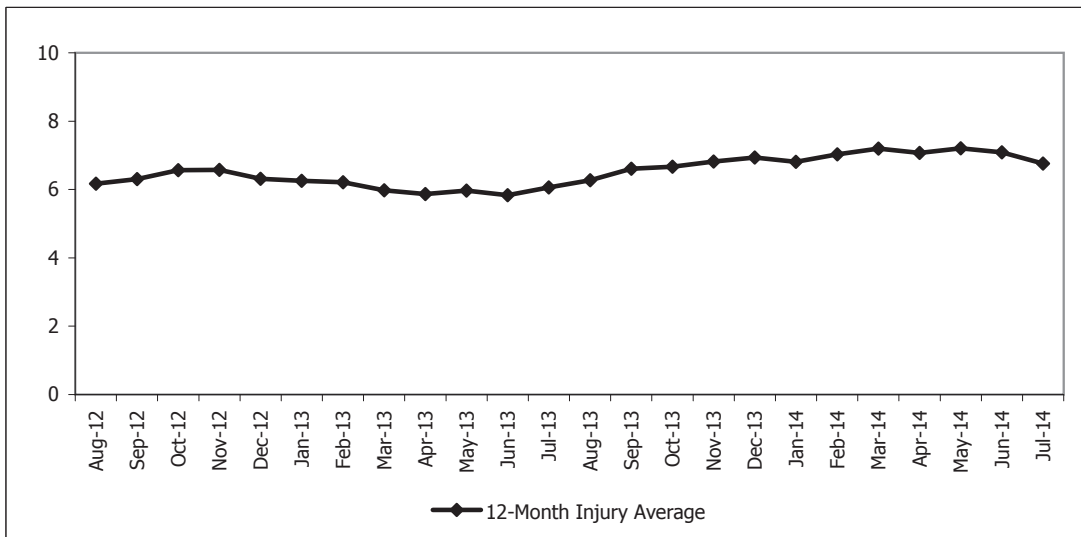
Jul 2014: 44.35
Jul 2013: 48.42

12-Month Average

Aug 13 – Jul 14: 49.30
Aug 12 – Jul 13: 48.29

Annual Results

2014 YTD: 48.86
2013 Actual: 48.83



Monthly Results

Jul 2014: 5.72
Jul 2013: 9.61

12-Month Average

Aug 13 – Jul 14: 6.76
Aug 12 – Jul 13: 6.06

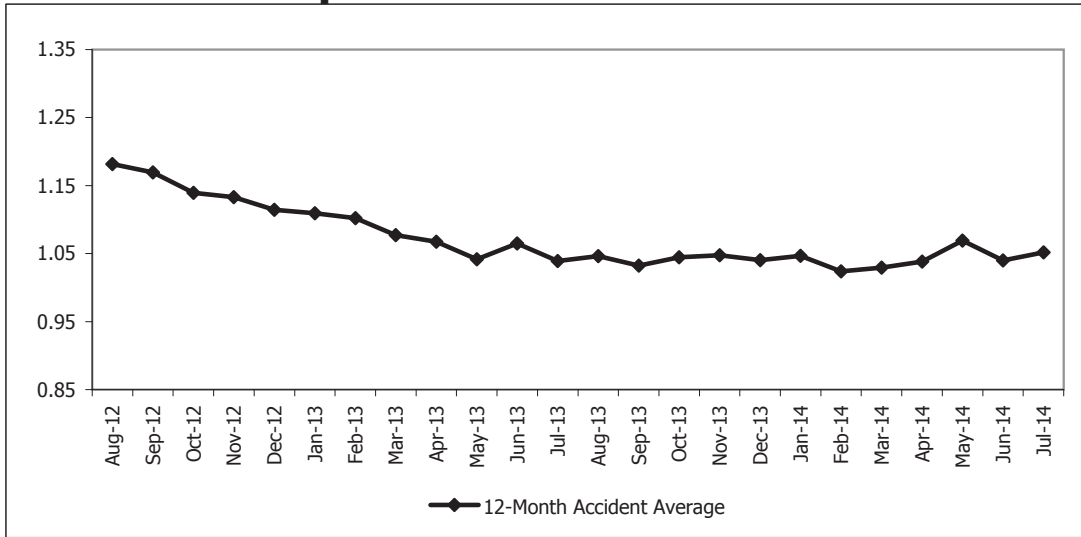
Annual Results

2014 YTD: 5.78
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

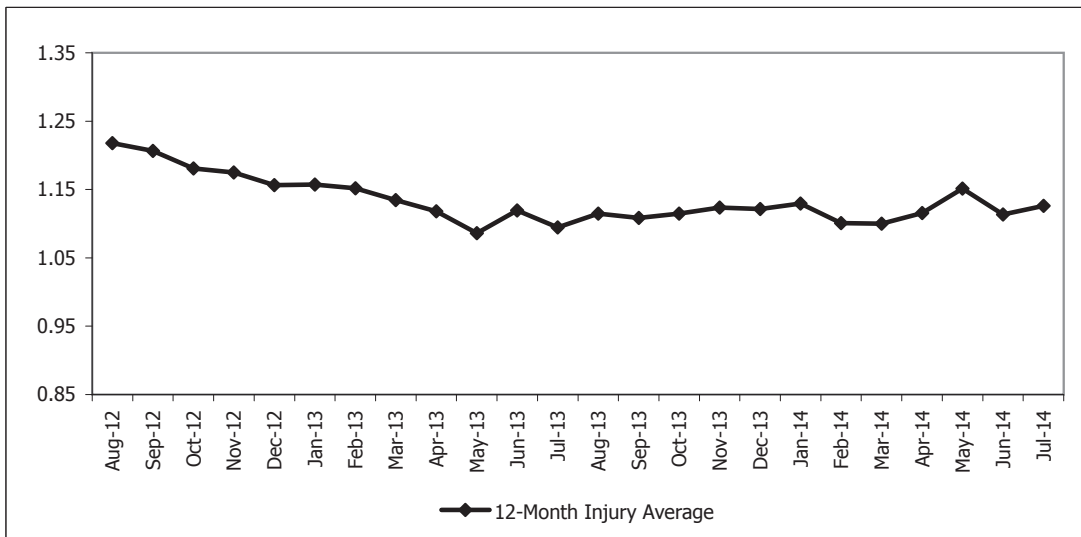
Jul 2014: 1.18
Jul 2013: 1.04

12-Month Average

Aug 13 – Jul 14: 1.05
Aug 12 – Jul 13: 1.04

Annual Results

2014 YTD: 1.05
2013 Actual: 1.04



Monthly Results

Jul 2014: 1.29
Jul 2013: 1.13

12-Month Average

Aug 13 – Jul 14: 1.13
Aug 12 – Jul 13: 1.09

Annual Results

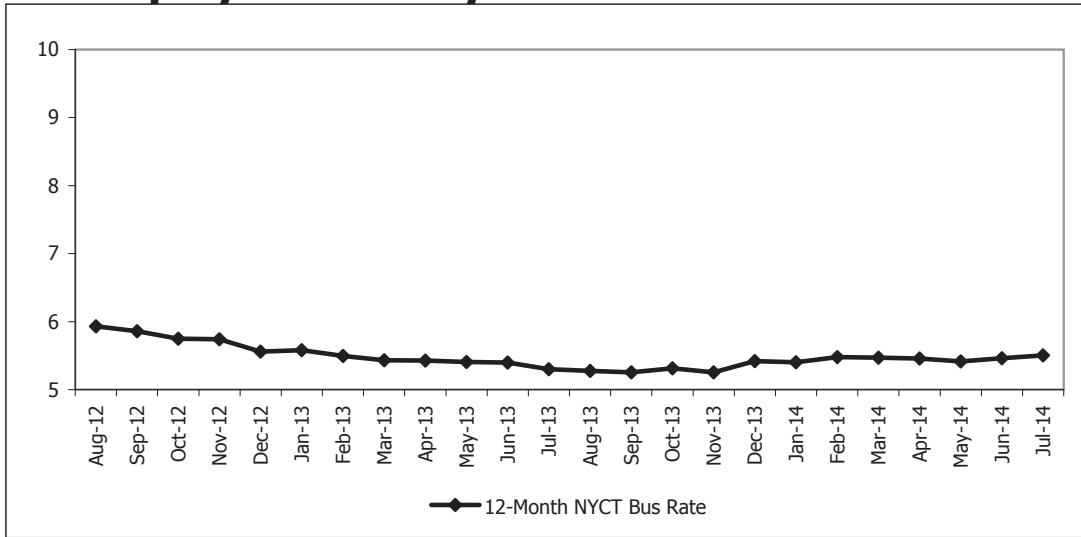
2014 YTD: 1.10
2013 Actual: 1.12

Definitions

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

Charts 9-10

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



Monthly Results

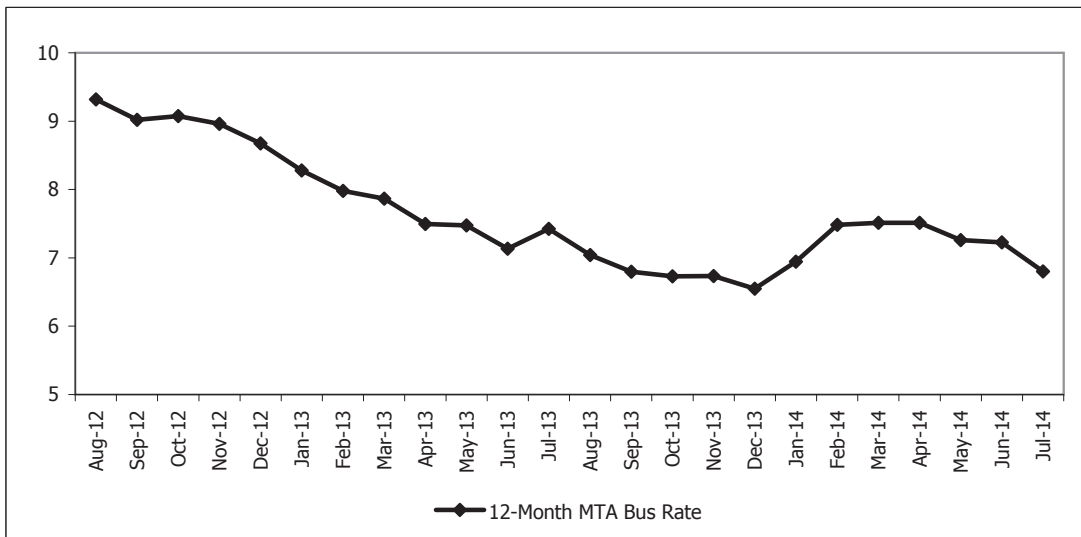
Jul 2014: 5.61
Jul 2013: 5.13

12-Month Average

Aug 13 – Jul 14: 5.50
Aug 12 – Jul 13: 5.30

Annual Results

2014 Goal: 5.06
2013 Actual: 5.42



Monthly Results

Jul 2014: 4.63
Jul 2013: 9.68

12-Month Average

Aug 13 – Jul 14: 6.80
Aug 12 – Jul 13: 7.43

Annual Results

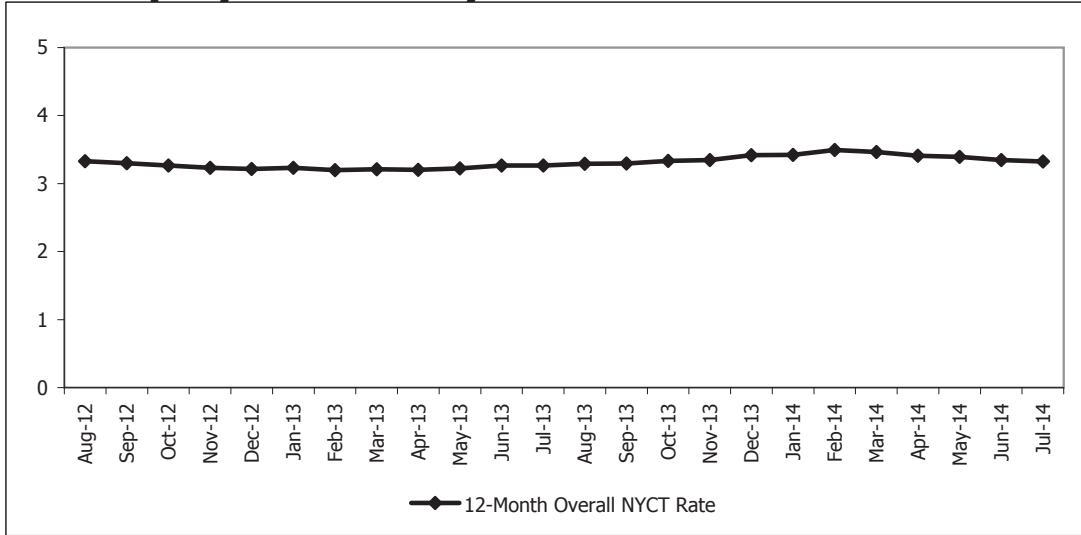
2014 Goal: 6.22
2013 Actual: 6.55

Definitions

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

Chart 11

NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



Monthly Results

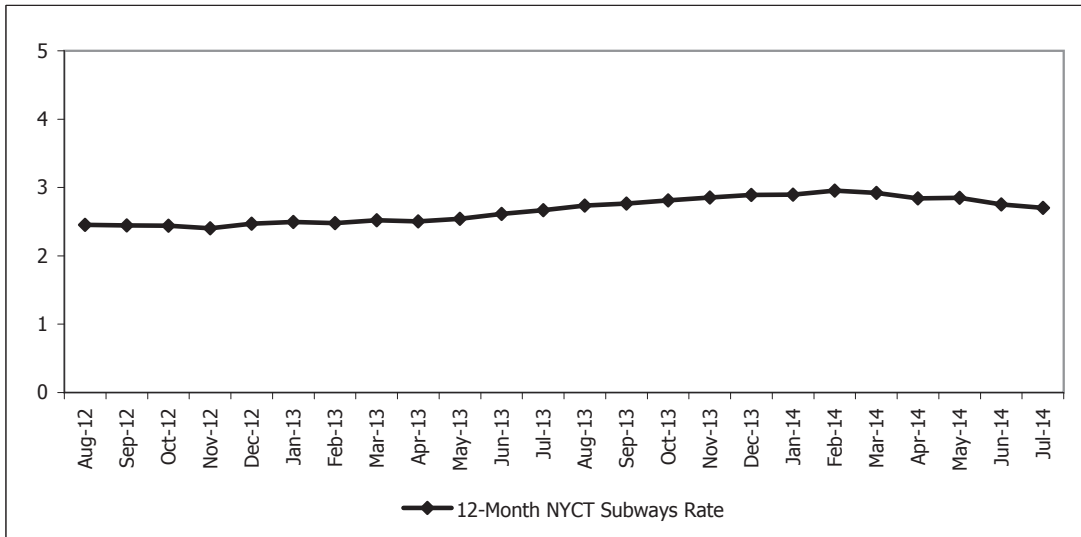
Jul 2014: 3.30
Jul 2013: 3.58

12-Month Average

Aug 13 – Jul 14: 3.32
Aug 12 – Jul 13: 3.26

Annual Results

2014 Goal: 3.20
2013 Actual: 3.42



Monthly Results

Jul 2014: 2.59
Jul 2013: 3.25

12-Month Average

Aug 13 – Jul 14: 2.70
Aug 12 – Jul 13: 2.67

Annual Results

2014 Goal: 2.71
2013 Actual: 2.90

Definitions

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

Chart 12



Police Department
City of New York

REPORT

CRIME STATISTICS AUGUST

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	41	56	-15	-26.8%
FELASSAULT	14	19	-5	-26.3%
BURGLARY	2	3	-1	-33.3%
GRLARCENY	111	137	-26	-19.0%
<u>TOTAL MAJOR FELONIES</u>	<u>168</u>	<u>216</u>	<u>-48</u>	<u>-22.2%</u>

During August the daily Robbery average decreased from 1.8 to 1.3

During August the daily Major Felony average decreased from 7 to 5.4

CRIME STATISTICS JANUARY THRU AUGUST

	2014	2013	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	5	4	1	25.0%
ROBBERY	280	416	-136	-32.7%
FELASSAULT	125	130	-5	-3.8%
BURGLARY	11	25	-14	-56.0%
GRLARCENY	991	1073	-82	-7.6%
<u>TOTAL MAJOR FELONIES</u>	<u>1413</u>	<u>1649</u>	<u>-236</u>	<u>-14.3%</u>

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

Year to date, the daily Major Felony average decreased from 6.8 to 5.8

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

AUGUST ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	3967	4504	-537	-11.9%
TosArrest	2066	2351	-285	-12.1%
Summ	7293	7210	83	1.2%

JANUARY - AUGUST ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	35567	35630	-63	-0.2%
TosArrest	18588	19751	-1163	-5.9%
Summ	60383	59767	616	1.0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY- AUGUST																	
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Murder	2	1	4	1	2	1	1	2	4	2	3	2	1	1	0	0	1	1
Rape	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	7	4	5
Robbery	1429	1241	1111	900	804	830	769	704	783	641	523	501	466	469	499	573	416	280
Assault	290	298	287	229	186	189	173	179	152	127	138	116	108	133	128	129	130	125
Burglary	24	10	6	5	33	12	7	6	1	5	2	5	1	2	6	18	25	11
GL	2264	1739	1581	1653	1489	1427	1120	1224	1197	968	828	868	759	787	1014	1117	1073	991
TOTAL MAJOR FELONIES	4010	3299	2989	2792	2515	2459	2072	2117	2140	1746	1494	1494	1336	1392	1649	1844	1649	1413
Major Fel Per Day	16.50	13.58	12.30	11.49	10.35	10.12	8.53	8.71	8.81	7.19	6.15	6.15	5.50	5.73	6.79	7.59	6.79	5.81



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

August 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	2	-1	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	2	2	100%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	7	1	14%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	5	9	-4	-44%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	17	-4	-24%

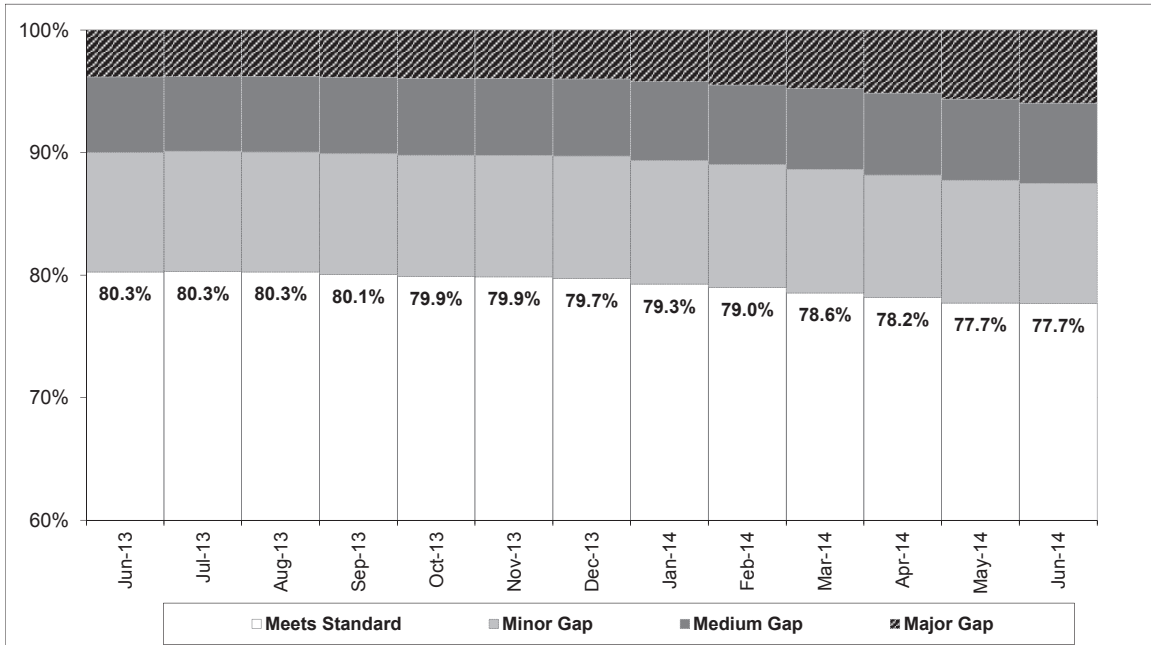
FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2014			12-Month Average		
	This Year	Last Year	% Difference	This Year	Last Year	% Difference
System Weekday Wait Assessment (Charts 1-2)				77.7%	80.3%	-2.6%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	74.5%	76.6%	-2.1%	73.7%	76.6%	-2.9%
A Division Weekday Wait Assessment - (All Lines)				73.9%	76.9%	-3.0%
B Division Weekday Wait Assessment	79.7%	80.8%	-1.1%	79.4%	81.8%	-2.4%
System Weekend Wait Assessment (Charts 3)				83.8%	85.4%	-1.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	84.9%	84.6%	+0.3%	84.5%	84.7%	-0.2%
A Division Weekend Wait Assessment - (All Lines)				83.8%	84.1%	-0.3%
B Division Weekend Wait Assessment	87.1%	88.7%	-1.6%	83.8%	86.1%	-2.3%
System Weekday Terminal On-Time Performance (Charts 4-5)	74.4%	81.8%	-7.4%	76.8%	82.5%	-5.7%
A Division Weekday Terminal On-Time Performance	70.4%	78.4%	-8.0%	70.7%	74.8%	-4.1%
B Division Weekday Terminal On-Time Performance	77.5%	84.7%	-7.2%	81.6%	87.8%	-6.2%
System Number of Terminal Delays (Charts 6)	42,619	28,134	+51.5%	38,870	25,068	+55.1%
System Weekend Terminal On-Time Performance (Charts 7-8)	82.8%	84.4%	-1.6%	83.5%	87.3%	-3.8%
A Division Weekend Terminal On-Time Performance	79.5%	82.2%	-2.7%	80.7%	81.0%	-0.3%
B Division Weekend Terminal On-Time Performance	85.0%	86.0%	-1.0%	85.4%	91.1%	-5.7%
System Number of Weekend Terminal Delays (Charts 9)	8,407	8,374	+0.4%	8,344	5,741	+45.3%
Mean Distance Between Failures (Charts 10-11)	145,969	138,003	+5.8%	136,081	162,579	-16.3%
A Division Mean Distance Between Failures	135,934	122,729	+10.8%	121,996	155,120	-21.4%
B Division Mean Distance Between Failures	154,316	152,124	+1.4%	148,860	168,586	-11.7%
System Weekday Service-KPI (Charts 12-13)	77.1%	82.8%	-5.7%	77.8%	83.2%	-5.4%
A Division Weekday Service-KPI	74.7%	80.3%	-5.6%	72.9%	78.4%	-5.5%
B Division Weekday Service-KPI	79.9%	84.5%	-4.6%	81.1%	85.4%	-4.3%
System Weekday PES-KPI (Charts 14-16)				91.5%	91.2%	+0.3%
Staten Island Railway						
24 Hour On-Time Performance	92.4%	93.7%	-1.3%	94.0%	92.5%	+1.5%
AM Rush On-Time Performance	94.2%	98.9%	-4.7%	94.9%	97.6%	-2.7%
PM Rush On-Time Performance	97.7%	98.5%	-0.8%	96.0%	96.3%	-0.3%
Percentage of Completed Trips	99.8%	99.6%	+0.2%	99.7%	99.5%	+0.2%
Mean Distance Between Failures	215,785	67,408	+220.1%	70,984	79,874	-11.1%
Staten Island Railway PES-KPI (Charts 17)				90.2%	92.3%	-2.1%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

	Systemwide*				Annual Results (Meets Standard)
	12-Month Average				
	Meets Standard	GAP			
		Minor	Medium	Major	
Jul '13 - Jun '14	77.7%	9.8%	6.5%	6.0%	2014 GOAL: 80.7%
Jul '12 - Jun '13	80.3%	9.8%	6.1%	3.8%	2013 ACTUAL: 80.3%

Chart 1

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

Line	Jul '13 - Jun '14				Jul '12 - Jun '13				Standard Difference
	Meets Standard	GAP			Meets Standard	Headways* GAP			
		Minor	Medium	Major		Minor	Medium	Major	
①	80.4%	8.2%	5.8%	5.6%	83.5%	8.0%	4.6%	3.9%	-3.1%
②	71.5%	10.5%	9.4%	8.6%	73.8%	10.5%	8.6%	7.1%	-2.3%
③	76.7%	10.1%	7.2%	6.0%	77.6%	10.1%	7.0%	5.3%	-0.9%
④	71.9%	9.7%	8.7%	9.7%	74.4%	9.9%	7.8%	7.9%	-2.5%
⑤	68.8%	10.1%	9.5%	11.6%	71.7%	10.1%	8.5%	9.8%	-2.9%
⑥	73.1%	8.2%	7.9%	10.8%	78.3%	8.3%	6.2%	7.2%	-5.2%
⑦	75.1%	10.6%	7.3%	7.0%	79.2%	10.6%	6.7%	3.5%	-4.1%
Ⓢ 42nd	90.8%	4.1%	2.0%	3.1%	N/A	N/A	N/A	N/A	N/A
Subdivision A**	73.9%	9.6%	8.0%	8.5%	76.9%	9.6%	7.1%	6.4%	-3.0%
Ⓐ	69.1%	11.0%	9.0%	10.8%	74.7%	9.8%	9.6%	6.0%	-5.6%
Ⓑ	78.7%	10.9%	6.1%	4.3%	80.5%	10.8%	6.6%	2.1%	-1.8%
Ⓒ	80.5%	10.1%	5.2%	4.2%	83.8%	10.7%	3.9%	1.7%	-3.3%
Ⓓ	79.4%	10.3%	5.7%	4.5%	79.3%	12.5%	6.1%	2.1%	+0.1%
Ⓔ	72.6%	10.7%	8.7%	7.9%	76.1%	11.2%	8.1%	4.5%	-3.5%
Ⓕ	70.9%	10.1%	8.2%	10.9%	75.2%	10.6%	9.1%	5.1%	-4.3%
Ⓢ Fkln	96.7%	1.6%	0.9%	0.7%	96.9%	2.4%	0.5%	0.2%	-0.2%
Ⓖ	76.4%	11.7%	7.2%	4.7%	84.3%	10.8%	3.5%	1.5%	-7.9%
Ⓢ Rock	89.4%	6.9%	1.7%	2.0%	96.9%	2.3%	0.5%	0.2%	-7.5%
Ⓙ	79.3%	10.6%	6.2%	3.9%	82.1%	10.0%	5.4%	2.5%	-2.8%
Ⓛ	78.8%	11.4%	4.9%	4.9%	82.4%	10.8%	5.2%	1.6%	-3.6%
Ⓜ	77.9%	12.0%	6.4%	3.7%	78.3%	12.1%	7.0%	2.7%	-0.4%
Ⓝ	79.8%	10.0%	6.2%	4.0%	79.4%	11.1%	6.3%	3.1%	+0.4%
Ⓞ	79.0%	11.5%	6.6%	2.8%	79.4%	12.5%	5.6%	2.5%	-0.4%
Ⓡ	82.6%	9.6%	5.2%	2.6%	77.7%	10.2%	8.5%	3.6%	+4.9%
Subdivision B	79.4%	9.9%	5.9%	4.8%	81.8%	9.8%	5.7%	2.6%	-2.4%
Systemwide**	77.7%	9.8%	6.5%	6.0%	80.3%	9.8%	6.1%	3.8%	-2.6%

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

* **Headway
Definitions**

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

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

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

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

Chart 2

Subway Weekend Wait Assessment (6 am - midnight)

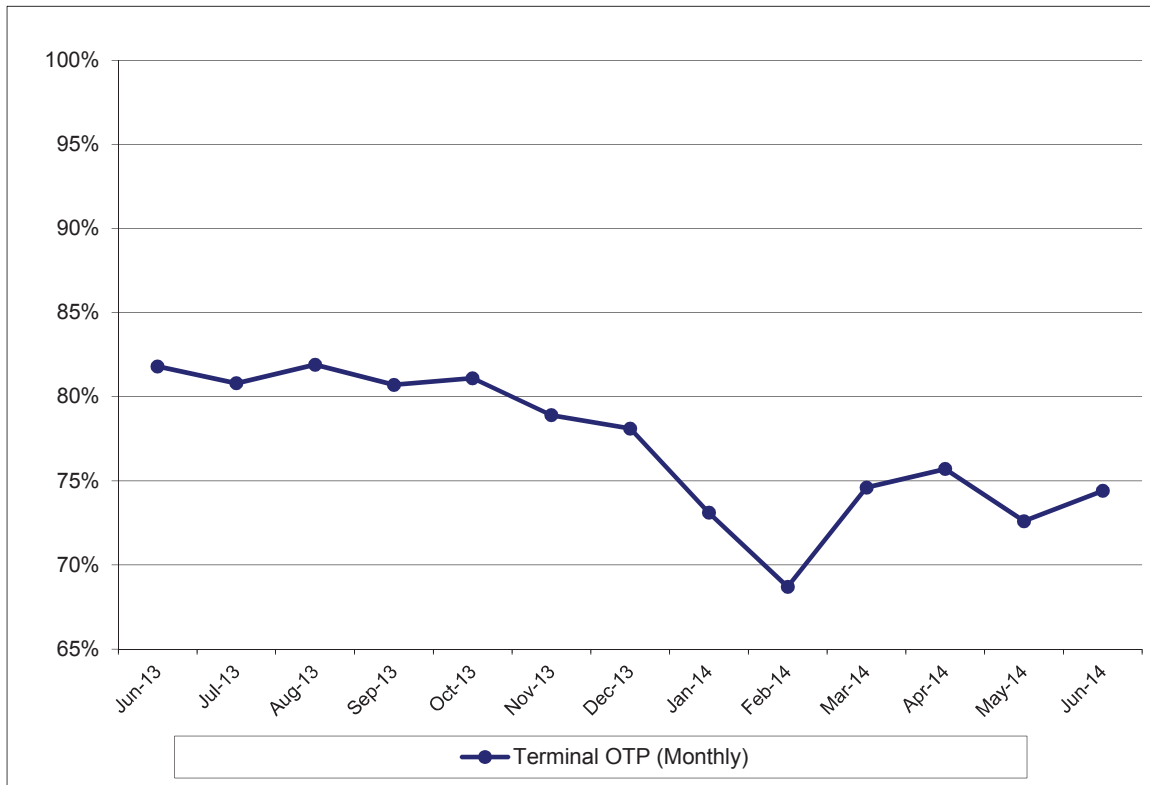
<u>Line</u>	<u>Jul '13 - Jun '14</u>				<u>Jul '12 - Jun '13</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways*</u>			<u>Meets Standard</u>	<u>Headways*</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	89.6%	5.8%	2.8%	1.8%	84.8%	8.2%	4.3%	2.7%	+4.8%
②	81.5%	10.1%	5.8%	2.6%	83.5%	9.5%	4.7%	2.4%	-2.0%
③	88.4%	6.9%	2.8%	1.9%	87.4%	7.3%	2.8%	2.5%	+1.0%
④	79.3%	9.8%	6.5%	4.4%	80.5%	9.2%	5.8%	4.5%	-1.2%
⑤	83.9%	8.1%	4.5%	3.6%	87.1%	6.5%	3.8%	2.6%	-3.2%
⑥	84.5%	7.8%	4.6%	3.1%	84.8%	8.1%	4.1%	3.0%	-0.3%
⑦	79.1%	11.8%	6.2%	2.9%	80.6%	12.0%	5.6%	1.8%	-1.5%
Ⓢ 42nd	98.0%	1.0%	0.4%	0.6%	N/A	N/A	N/A	N/A	N/A
Sub Division A**	83.8%	8.6%	4.7%	2.9%	84.1%	8.7%	4.4%	2.8%	-0.3%
Ⓐ	77.6%	11.4%	7.3%	3.7%	80.8%	10.5%	6.5%	2.2%	-3.2%
Ⓒ	75.6%	9.7%	9.5%	5.2%	85.0%	9.0%	4.7%	1.3%	-9.4%
Ⓓ	82.3%	10.9%	6.1%	0.7%	83.9%	11.1%	4.0%	1.0%	-1.6%
Ⓔ	83.0%	10.9%	5.0%	1.1%	88.0%	8.2%	2.6%	1.3%	-5.0%
Ⓕ	81.1%	10.8%	5.9%	2.2%	79.0%	11.5%	7.4%	2.2%	+2.1%
Ⓢ Fkln	96.4%	3.3%	0.0%	0.3%	97.2%	2.5%	0.2%	0.0%	-0.8%
Ⓖ	84.9%	10.0%	3.3%	1.8%	87.7%	6.9%	3.9%	1.5%	-2.8%
Ⓙ	90.9%	6.4%	2.2%	0.4%	89.5%	8.0%	1.6%	0.9%	+1.4%
Ⓛ	82.6%	9.1%	5.7%	2.5%	88.4%	8.8%	1.8%	1.0%	-5.8%
Ⓝ	81.3%	10.0%	5.4%	3.3%	85.7%	9.0%	4.4%	1.0%	-4.4%
Ⓞ	86.9%	8.6%	4.1%	0.5%	83.1%	9.9%	4.8%	2.2%	+3.8%
Ⓡ	82.7%	11.6%	4.4%	1.3%	85.4%	11.4%	2.3%	0.9%	-2.7%
Sub Division B	83.8%	9.4%	4.9%	1.9%	86.1%	8.9%	3.7%	1.3%	-2.3%
Systemwide**	83.8%	9.1%	4.8%	2.3%	85.4%	8.8%	4.0%	1.8%	-1.6%

* Headway Definitions
Meets Standard: meets Wait Assessment standard of scheduled headway +25%
Minor Gap: from 25% to 50% over scheduled headway
Medium Gap: from 50% to 100% over scheduled headway
Major Gap: more than 100% scheduled headway or missed intervals

** Subdivision A and Systemwide totals do not include the Ⓢ 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

Jun 2014: 74.4%
 Jun 2013: 81.8%
 12-Mon Avg: 76.8%
 (Jul '13-Jun '14)

Subdivision A Monthly Results

Jun 2014: 70.4%
 Jun 2013: 78.4%
 12-Mon Avg: 70.7%
 (Jul '13-Jun '14)

Subdivision B Monthly Results

Jun 2014: 77.5%
 Jun 2013: 84.7%
 12-Mon Avg: 81.6%
 (Jul '13-Jun '14)

Discussion of Results

In June 2014, Over Crowding (11,823 delays), Right Of Way (9,155 delays) and Track Gangs (7,654 delays), were the highest categories of delays, representing 67.2% of the total 42,619 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jul '13 - Jun '14</u>	<u>Jul '12 - Jun '13</u>	<u>% Difference</u>
①	79.9%	86.5%	-6.6%
②	47.2%	57.6%	-10.4%
③	65.6%	71.5%	-5.9%
④	45.7%	61.0%	-15.3%
⑤	47.4%	62.1%	-14.7%
⑥	61.5%	77.0%	-15.5%
⑦	87.6%	90.2%	-2.6%
⑤ 42 St	97.6%	N/A*	
Subdivision A	70.7%	74.8%	-4.1%
①	76.6%	85.1%	-8.5%
②	76.1%	87.3%	-11.2%
③	87.4%	91.0%	-3.6%
④	77.5%	87.4%	-9.9%
⑤	73.7%	84.5%	-10.8%
⑥	58.6%	79.3%	-20.7%
⑤ Fkln	98.8%	99.5%	-0.7%
⑦	82.1%	88.0%	-5.9%
⑤ Rock	95.5%	97.8%	-2.3%
① ②	90.5%	94.9%	-4.4%
④	93.4%	94.9%	-1.5%
⑤	79.7%	87.2%	-7.5%
⑥	77.3%	81.6%	-4.3%
⑦	82.6%	85.8%	-3.2%
⑧	89.3%**	85.8%	+3.5%
Subdivision B	81.6%	87.8%	-6.2%
Systemwide	76.8%	82.5%	-5.7%

* Performance data unavailable pending ATS system software upgrade.

** OTP for May 2014 was 96.2% for the Brooklyn segment and 77.2% for the Manhattan segment.

Chart 5

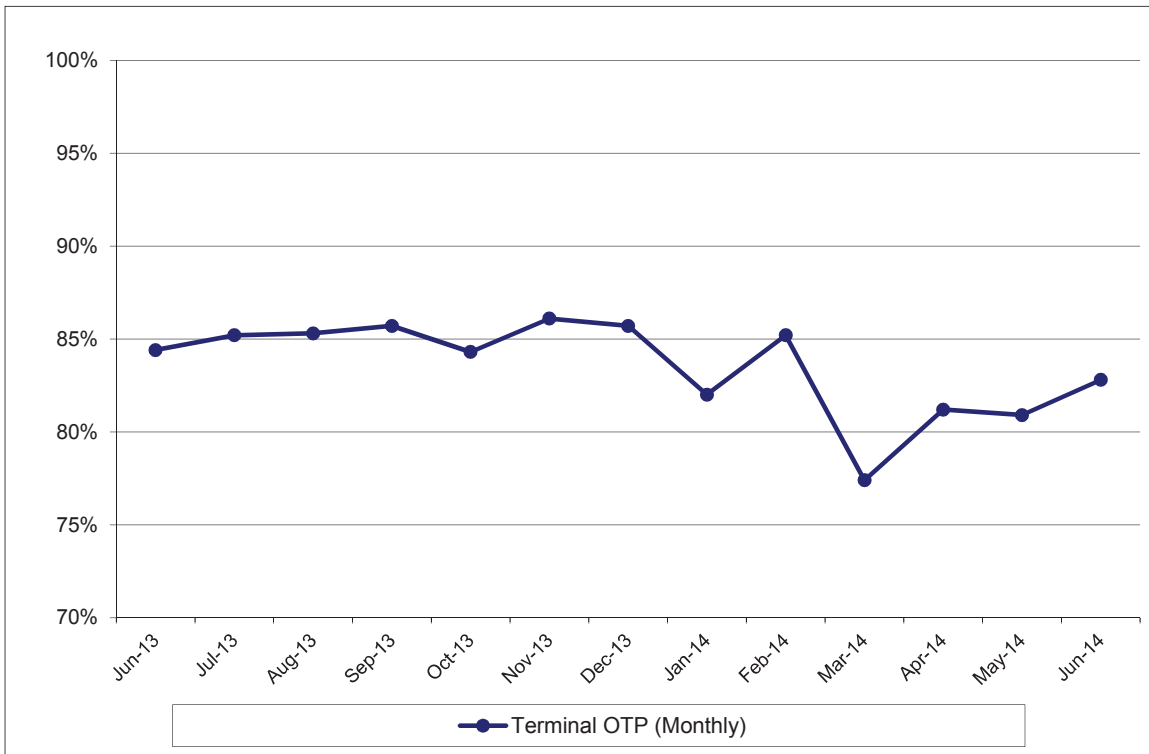
**June 2014 Weekday Terminal Delays
Systemwide Summary**

Categories	Delays
Over Crowding	11,823
Row Delays	9,155
Track Gangs	7,654
Sick Customer	2,409
Car Equipment	2,314
Work Equipment/G. O.	2,272
Police	1,755
Unruly Customer	1,303
Operational Diversions	1,220
Fire	927
Employee	741
Inclement Weather	461
Infrastructure	324
External	261
Total Delays	42,619

* Total may differ slightly due to rounding.

Chart 6

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Jun 2014: 82.8%
 Jun 2013: 84.4%
 12-Mon Avg: 83.5%
 (Jul '13-Jun '14)

Subdivision A Monthly Results

Jun 2014: 79.5%
 Jun 2013: 82.2%
 12-Mon Avg: 80.7%
 (Jul '13-Jun '14)

Subdivision B Monthly Results

Jun 2014: 85.0%
 Jun 2013: 86.0%
 12-Mon Avg: 85.4%
 (Jul '13-Jun '14)

Discussion of Results

In June 2014, Track Gangs (2,465 delays), Over Crowding (1,932 delays), and Work Equipment/G.O. (1,124 delays) were the highest categories of delays, representing 65.7% of the total 8,407 delays.

Chart 7

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jul '13 - Jun '14</u>	<u>Jul '12 - Jun '13</u>	<u>% Difference</u>
①	89.2%	81.4%	+7.8%
②	51.0%	66.4%	-15.4%
③	80.3%	82.6%	-2.3%
④	67.9%	71.8%	-3.9%
⑤	75.1%	87.6%	-12.5%
⑥	71.3%	78.9%	-7.6%
⑦	92.8%	94.1%	-1.3%
⑤ 42 St	99.2%	N/A*	
Subdivision A	80.7%	81.0%	-0.3%
①	78.5%	85.0%	-6.5%
③	74.9%	87.8%	-12.9%
④	85.0%	90.6%	-5.6%
⑤	76.4%	90.5%	-14.1%
⑥	58.0%	81.7%	-23.7%
⑤ Fkln	99.0%	99.5%	-0.5%
⑦	92.2%	95.6%	-3.4%
⑤ Rock	97.5%	98.2%	-0.7%
① ②	96.1%	96.7%	-0.6%
④	96.2%	96.3%	-0.1%
⑤	97.8%	98.3%	-0.5%
⑥	80.1%	83.1%	-3.0%
⑦	91.6%	92.1%	-0.5%
⑧	78.2%	89.9%	-11.7%
Subdivision B	85.4%	91.1%	-5.7%
Systemwide	83.5%	87.3%	-3.8%

* Performance data unavailable pending ATS system software upgrade.

Chart 8

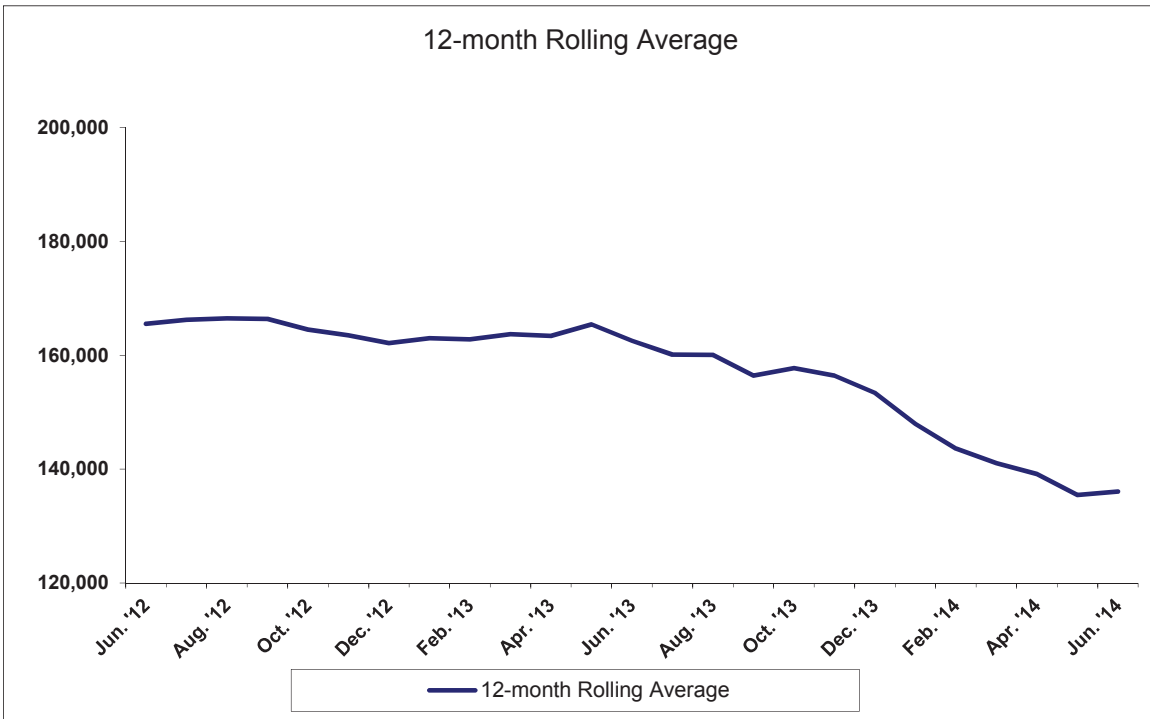
**June 2014 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	2,465
Over Crowding	1,932
Work Equipment/G. O.	1,124
ROW Delays	1,048
Unruly Customer	468
Car Equipment	259
Sick Customer	258
Employee	255
Police	232
Operational Diversions	199
External	112
Fire	48
Infrastructure	7
Total Delays	<u><u>8,407</u></u>

* Total may differ slightly due to rounding.

Chart 9

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

June 2014: 145,969

June 2013: 138,003

12-Month Average

Jul 13 - Jun 14: 136,081

Jul 12 - Jun 13: 162,579

Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

Discussion of Results

MDBF in June 2014 increased 5.8% from June 2013. Over the past year, the MDBF 12-month average decreased 16.3.%.

Chart 10

Car Reliability

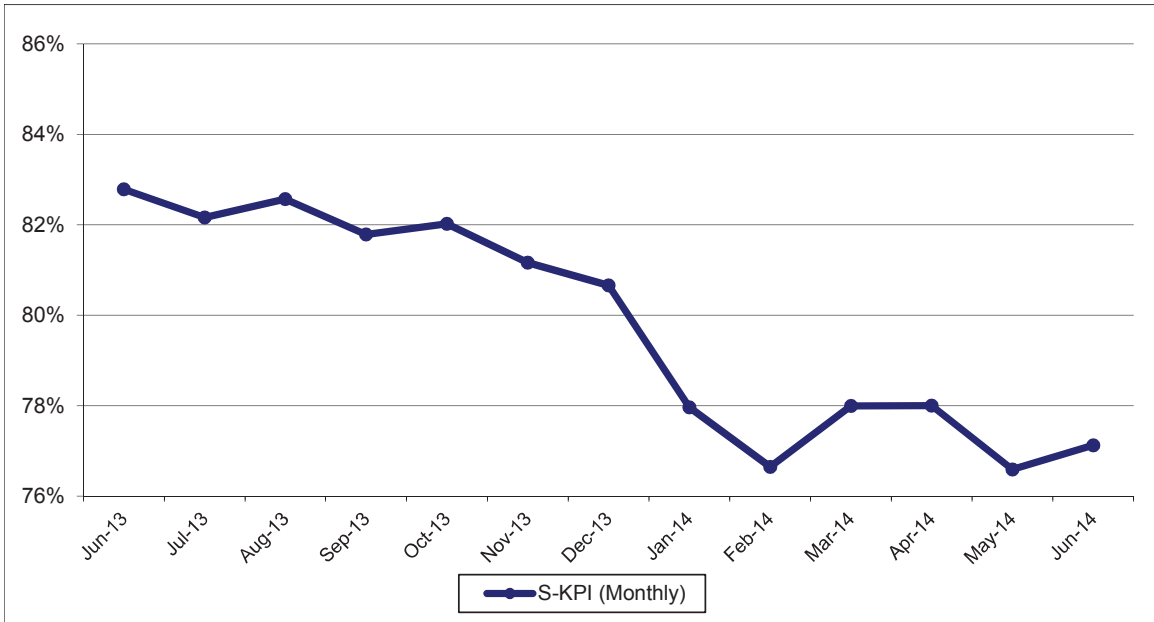
Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	June '14	June '13	% Change
R32	222	50,447	57,028	-11.54%
R42	50	38,933	34,273	13.60%
R46	752	87,439	89,039	-1.80%
R62	315	216,075	178,259	21.21%
R62A	824	130,004	151,697	-14.30%
R68	425	146,689	167,781	-12.57%
R68A	200	93,728	115,518	-18.86%
R142	1,030	131,349	177,202	-25.88%
R142A	535	82,775	122,196	-32.26%
R143	212	78,612	92,283	-14.81%
R160	1,662	384,274	516,847	-25.65%
R188	132	NA	NA	NA
FLEET	6,359	136,081	162,579	-16.30%

Chart 11

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and, beginning November 2011, the monthly ATS-A 42nd Street Shuttle.
- 30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.
- 10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

S-KPI Results

Systemwide

Monthly Results

Jun. 2014: 77.1%
 Jun. 2013: 82.8%
 12 Mon Avg: 77.8%
 (Jul '13 - Jun '14)

Subdivision A

Monthly Results

Jun. 2014: 74.7%
 Jun. 2013: 80.3%
 12 Mon Avg: 72.9%
 (Jul '13 - Jun '14)

Subdivision B

Monthly Results

Jun. 2014: 79.9%
 Jun. 2013: 84.5%
 12 Mon Avg: 81.1%
 (Jul '13 - Jun '14)

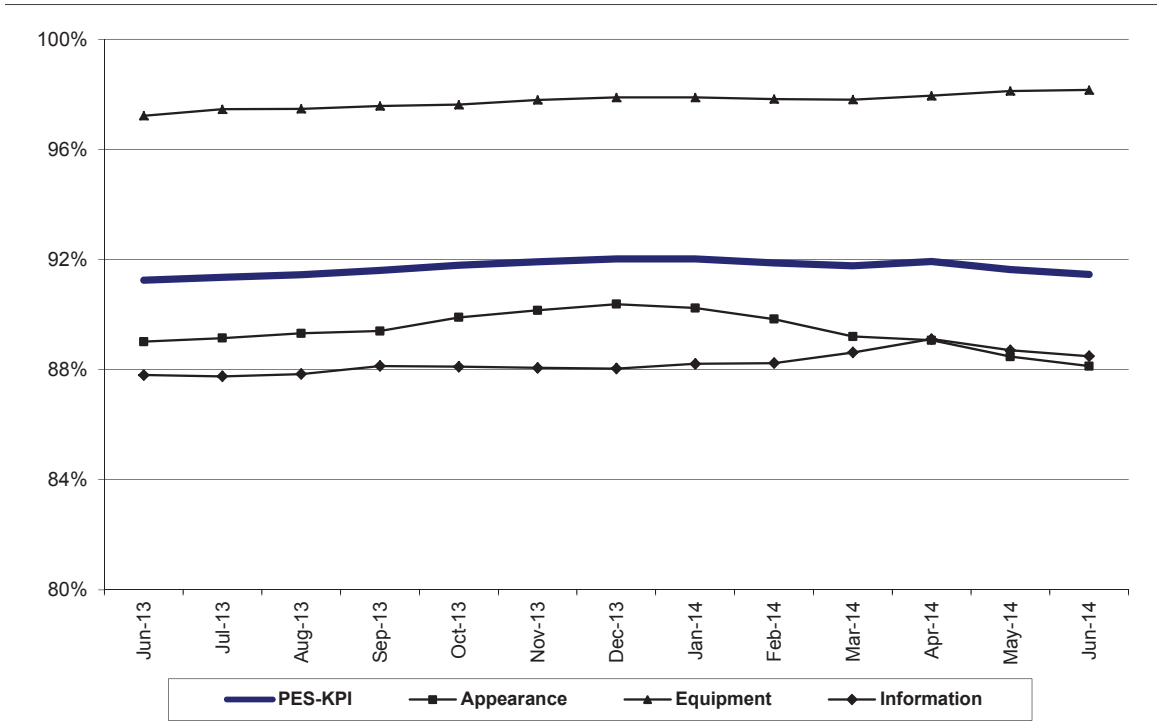
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Jul '13 - Jun '14</u>	<u>Jul '12 - Jun '13</u>	<u>% Difference</u>
①	78.8%	83.5%	-4.7%
②	64.2%	70.3%	-6.1%
③	75.7%	78.0%	-2.3%
④	63.1%	73.0%	-9.9%
⑤	63.9%	71.6%	-7.7%
⑥	67.5%	77.3%	-9.8%
⑦	81.3%	84.6%	-3.3%
⑤ 42nd	84.7%	N/A	N/A
SubDivision A	72.9%	78.4%	-5.5%
①	70.0%	75.8%	-5.8%
②	77.2%	82.1%	-4.9%
③	78.0%	81.3%	-3.3%
④	80.9%	83.8%	-2.9%
⑤	75.7%	81.0%	-5.3%
⑥	70.1%	78.9%	-8.8%
⑤ Fkln	91.0%	90.7%	+0.3%
⑦	74.2%	82.3%	-8.1%
⑤ Rock	86.1%	93.7%	-7.6%
① ②	82.5%	87.7%	-5.2%
①	80.2%	83.9%	-3.7%
②	80.6%	83.1%	-2.5%
③	81.1%	82.1%	-1.0%
④	82.2%	83.4%	-1.2%
⑤	86.4%	76.9%	+9.5%
SubDivision B	81.1%	85.4%	-4.3%
Systemwide	77.8%	83.2%	-5.4%

Chart 13

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
June 2014:	91.5%	88.1%	98.2%	88.5%
June 2013:	91.2%	89.0%	97.2%	87.8%
% Difference:	+0.3%	-0.9%	+1.0%	+0.7%

Chart 14

PES-KPI - Subway Car

Line	June 2014				June 2013				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
①	92.2%	92.8%	93.2%	90.5%	94.2%	96.4%	95.4%	90.6%	-2.0%
②	96.5%	92.3%	98.7%	98.5%	95.1%	94.8%	94.4%	96.2%	+1.4%
③	95.5%	94.9%	98.5%	93.2%	94.3%	93.8%	97.8%	91.4%	+1.2%
④	95.3%	92.0%	98.3%	95.8%	97.0%	96.1%	96.7%	98.3%	-1.7%
⑤	96.7%	95.2%	98.2%	96.8%	96.4%	95.4%	96.2%	97.4%	+0.3%
⑥	95.2%	90.0%	97.6%	98.0%	95.8%	91.9%	96.5%	99.2%	-0.6%
⑦	94.6%	95.8%	97.4%	90.7%	93.8%	95.5%	92.4%	93.3%	+0.8%
Ⓢ 42nd	95.6%	94.9%	99.1%	92.8%	94.5%	98.1%	95.1%	90.0%	+1.1%
SubDivision A	95.0%	93.2%	97.4%	94.6%	95.2%	95.0%	95.5%	95.0%	-0.2%
Ⓐ	95.2%	94.8%	96.6%	94.4%	94.1%	95.5%	95.3%	91.4%	+1.1%
Ⓑ	94.5%	94.5%	95.7%	93.4%	91.4%	88.5%	95.6%	90.1%	+3.1%
Ⓒ	95.2%	94.9%	98.4%	92.4%	94.8%	94.5%	96.7%	93.2%	+0.4%
Ⓓ	93.5%	91.1%	96.7%	92.8%	92.5%	91.3%	94.4%	92.0%	+1.0%
Ⓔ	97.0%	94.2%	99.3%	97.5%	97.6%	95.8%	97.6%	99.4%	-0.6%
Ⓕ	94.5%	91.4%	98.2%	93.9%	97.3%	95.1%	98.1%	98.9%	-2.8%
Ⓢ Fkln	93.1%	92.6%	95.1%	91.6%	92.2%	92.7%	94.8%	89.0%	+0.9%
Ⓖ	94.8%	94.9%	96.4%	93.2%	95.5%	95.9%	98.4%	92.2%	-0.7%
Ⓙ/Ⓩ	94.8%	92.0%	94.7%	97.7%	96.7%	96.8%	94.3%	99.0%	-1.9%
Ⓛ	96.5%	92.9%	97.8%	98.8%	96.0%	94.2%	96.0%	97.8%	+0.5%
Ⓜ	96.6%	92.8%	98.5%	98.5%	96.1%	92.3%	97.4%	98.7%	+0.5%
Ⓝ	94.7%	88.3%	98.8%	97.1%	96.5%	91.6%	99.3%	98.7%	-1.8%
Ⓚ	95.5%	88.6%	99.7%	98.5%	96.8%	94.0%	97.8%	98.7%	-1.3%
Ⓡ	96.5%	92.6%	99.4%	97.7%	94.2%	94.8%	97.1%	90.6%	+2.3%
SubDivision B	95.4%	92.5%	97.8%	95.9%	95.3%	93.8%	96.8%	95.4%	+0.1%
Systemwide	95.2%	92.8%	97.6%	95.4%	95.3%	94.3%	96.3%	95.3%	-0.1%

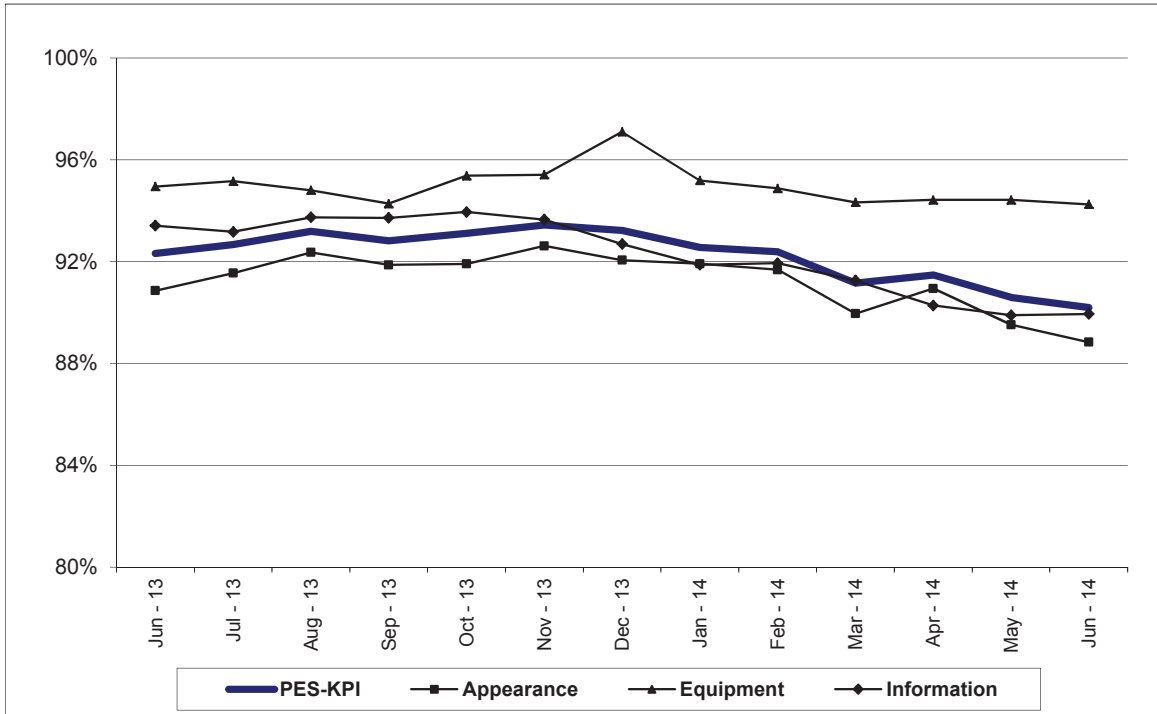
Chart 15

PES-KPI - Station

<u>Borough</u>	June 2014				June 2013				% Diff
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	87.2%	82.7%	97.9%	81.9%	85.8%	82.4%	97.9%	78.1%	+1.4%
Manhattan	87.0%	80.6%	98.7%	83.0%	87.3%	82.3%	98.1%	82.5%	-0.3%
Brooklyn	87.7%	86.6%	99.0%	78.2%	87.1%	84.8%	98.4%	78.9%	+0.6%
Queens	88.9%	84.9%	98.9%	83.9%	88.6%	87.9%	98.5%	79.7%	+0.3%
Systemwide	87.7%	83.8%	98.7%	81.4%	87.2%	84.2%	98.2%	80.1%	+0.5%

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>
June 2014:	90.2%	88.8%	94.3%	89.9%
June 2013:	92.3%	90.9%	94.9%	93.4%
% Difference:	-2.1%	-2.1%	-0.6%	-3.5%

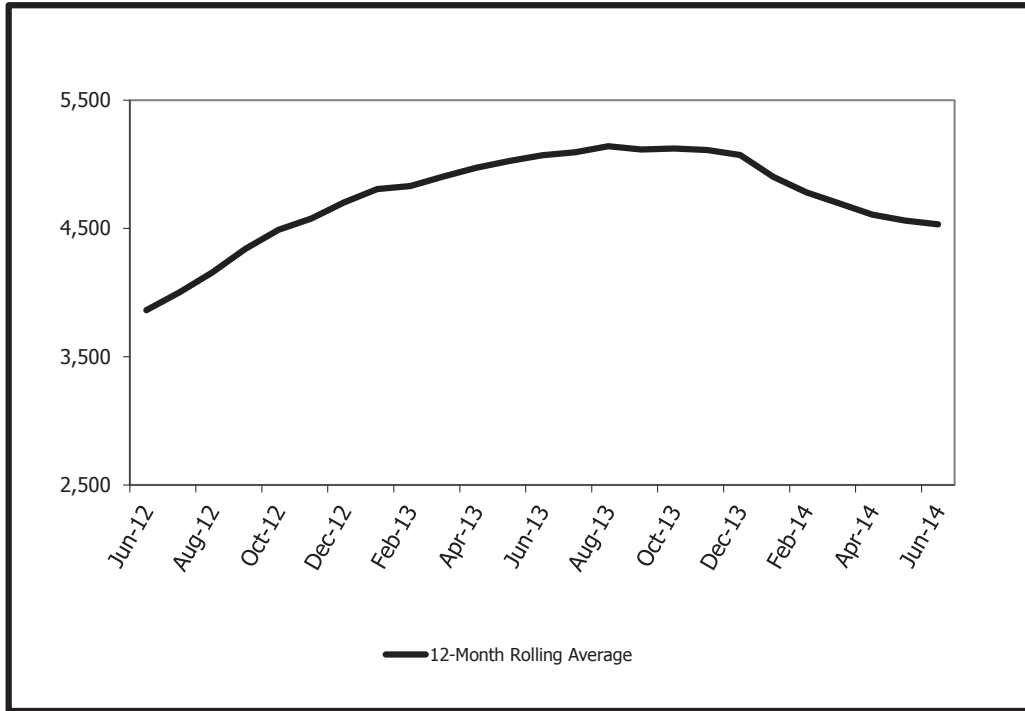
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,169	4,475	-6.8%	4,533	5,070	-10.6%
NYCT Bus	3,970	4,408	-9.9%	4,366	4,893	-10.8%
MTA Bus	4,971	4,701	+5.7%	5,164	5,737	-10.0%
System MDBSI (chart 2)	2,340	2,478	-5.6%	2,451	2,782	-11.9%
NYCT Bus	2,278	2,488	-8.4%	2,434	2,731	-10.9%
MTA Bus	2,567	2,448	+4.8%	2,506	2,958	-15.3%
System Trips Completed (chart 3)	98.64%	99.18%	-0.5%	98.92%	99.20%	-0.3%
NYCT Bus	98.94%	99.18%	-0.2%	99.08%	99.21%	-0.1%
MTA Bus	97.39%	99.21%	-1.8%	98.24%	99.16%	-0.9%
System AM Pull Out (chart 4)	99.03%	99.60%	-0.6%	99.29%	99.63%	-0.3%
NYCT Bus	99.34%	99.58%	-0.2%	99.54%	99.67%	-0.1%
MTA Bus	97.94%	99.67%	-1.7%	98.44%	99.52%	-1.1%
System PM Pull Out (chart 5)	99.26%	99.87%	-0.6%	99.60%	99.85%	-0.2%
NYCT Bus	99.74%	99.88%	-0.1%	99.80%	99.85%	-0.0%
MTA Bus	97.57%	99.86%	-2.3%	98.86%	99.84%	-1.0%
System Buses >= 12 years	27%	28%				
NYCT Bus	31%	32%				
MTA Bus	11%	14%				
System Fleet Age	8.36	7.79				
NYCT Bus	8.54	7.99				
MTA Bus	7.74	7.07				
Paratransit						
% of Trips Completed	94.37%	94.10%	+0.3%	93.95%	93.88%	+0.1%
Trips Requested	656,807	662,054	-0.8%	657,101	650,076	+1.1%
Trips Scheduled	580,057	594,527	-2.4%	578,555	585,277	-1.1%
Trips Completed	547,378	559,431	-2.2%	543,536	549,429	-1.1%
Early Cancellations as a Percentage of Trips Requested	10.82%	9.34%	+1.5%	11.16%	9.27%	+1.9%
Late Cancellations as a Percentage of Trips Scheduled	3.55%	4.05%	-0.5%	3.93%	3.88%	+0.0%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.34%	1.38%	-0.0%	1.49%	1.79%	-0.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.74%	0.48%	+0.3%	0.64%	0.45%	+0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.87%	0.86%	+0.0%	0.79%	0.70%	+0.1%
New Applications Received	3,136	2,905	+8.0%	3,046	2,738	+11.2%

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

June 2014: 4,169
 June 2013: 4,475

12-Month Average

Jul 13 - Jun 14 4,533
 Jul 12 - Jun 13 5,070

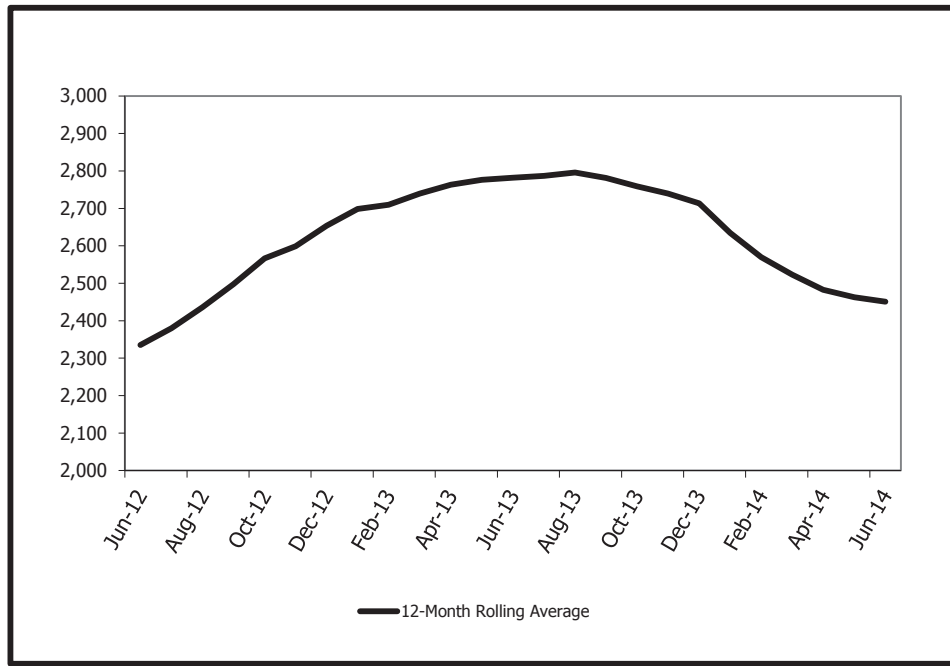
Annual Results

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

June 2014: 2,340
June 2013: 2,478

12-Month Average

Jul 13 - Jun 14 2,451
Jul 12 - Jun 13 2,782

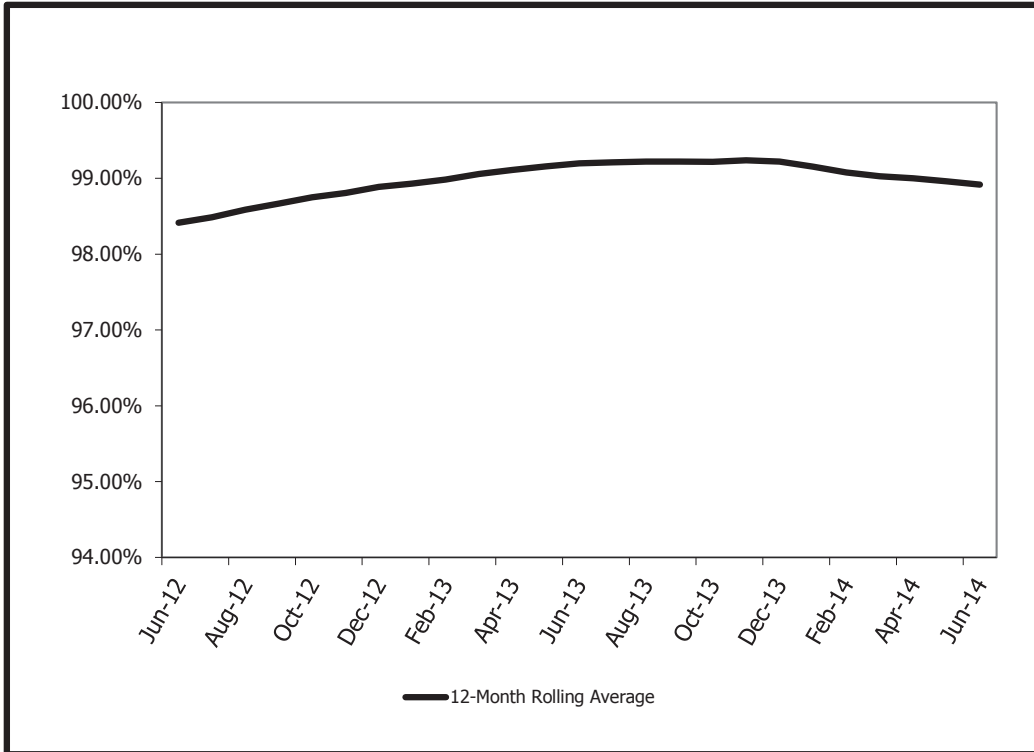
Annual Results

2014 YTD: 2,283
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

June 2014: 98.64%
 June 2013: 99.18%

12-Month Average

Jul 13 - Jun 14 98.92%
 Jul 12 - Jun 13 99.20%

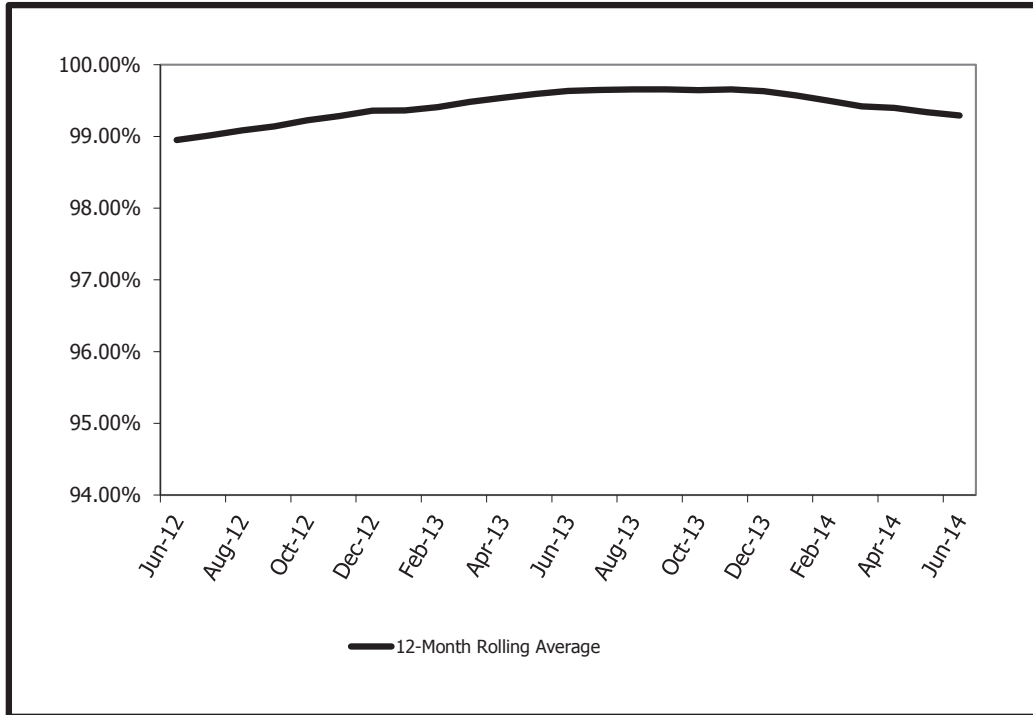
Annual Results

2014 YTD: 98.66%
 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

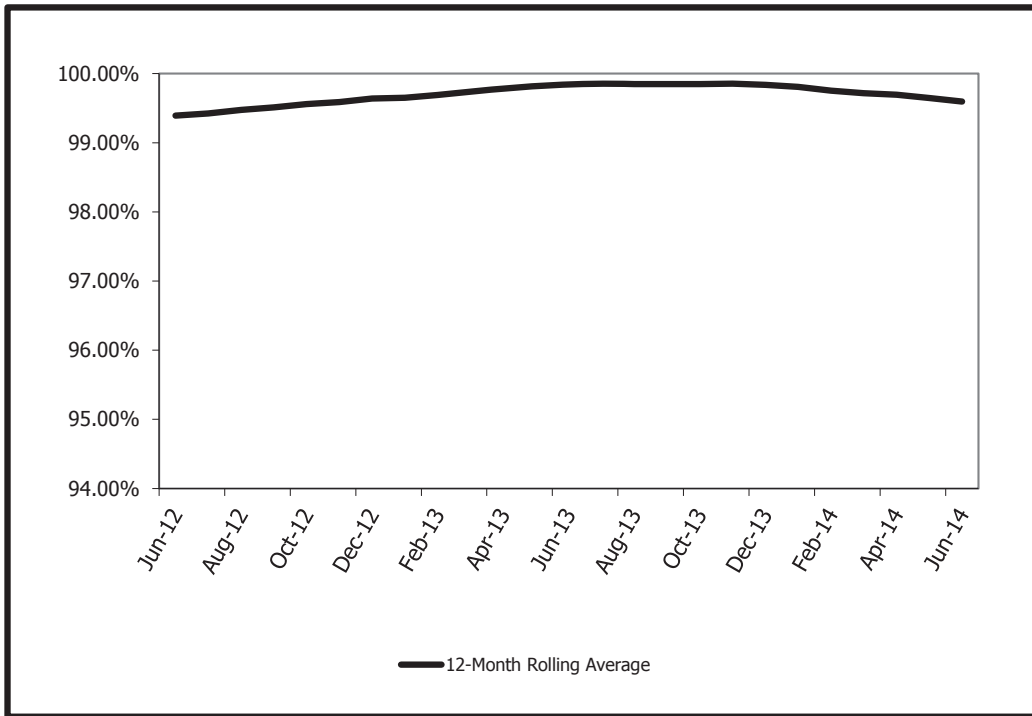
The percent of required buses and operators available in the AM peak period.

Monthly Results		12-Month Average		Annual Results	
June 2014:	99.03%	Jul 13 - Jun 14	99.29%	2014 YTD:	99.00%
June 2013:	99.60%	Jul 12 - Jun 13	99.63%	2013 Actual:	99.63%

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

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results	12-Month Average	Annual Results
June 2014: 99.26%	Jul 13 - Jun 14 99.60%	2014 YTD: 99.41%
June 2013: 99.87%	Jul 12 - Jun 13 99.85%	2013 Actual: 99.84%

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

Chart 5

Monthly Operations Report

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

Safety Report						
Performance Indicator	Current Month: June 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.51	2.30	+9.4%	2.59	2.52	+2.8%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.73	2.27	+20.5%	2.61	2.52	+3.6%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	1	3	-66.7%
Subway Fires ² (charts 5-6)	75	66	+13.6%	983	847	+16.1%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	1.74	3.21	-45.9%	2.66	2.61	+2.1%

Bus Collisions Per Million Miles (chart 7)						
Regional	50.48	53.29	-5.3%	49.62	48.25	+2.8%
NYCT Bus	50.54	53.11	-4.8%	50.66	49.31	+2.7%
MTA Bus	50.30	53.86	-6.6%	46.31	44.86	+3.2%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	4.78	6.17	-22.6%	7.09	5.83	+21.6%
NYCT Bus	5.53	6.51	-14.9%	7.72	6.04	+27.8%
MTA Bus	2.35	5.11	-54.1%	5.08	5.15	-1.3%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.20	1.55	-22.9%	1.04	1.06	-2.3%
NYCT Bus	1.19	1.67	-28.7%	1.09	1.06	+3.1%
MTA Bus	1.23	0.90	+37.2%	0.77	1.11	-30.6%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.23	1.69	-27.4%	1.11	1.12	-0.5%
NYCT Bus	1.21	1.82	-33.5%	1.16	1.11	+4.3%
MTA Bus	1.33	1.00	+32.9%	0.86	1.16	-25.8%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.26	5.56	-23.3%	5.13	5.40	-4.9%
MTA Bus	6.26	6.65	-6.0%	7.22	7.13	+1.3%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.20	3.74	-14.4%	3.35	3.27	+2.4%

Subways Crime Report						
Performance Indicator	Current Month: July 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	173	234	-26.1%	1,242	1,433	-13.3%
Robberies ^{3,4}	29	51	-43.1%	239	360	-33.6%

SIR Crime Report						
Performance Indicator	Current Month: July 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	2	1	+100.0%	9	15	-40.0%
Robberies ^{3,4}	1	0	+100.0%	5	7	-28.6%

¹ Current month data are for May 2014.

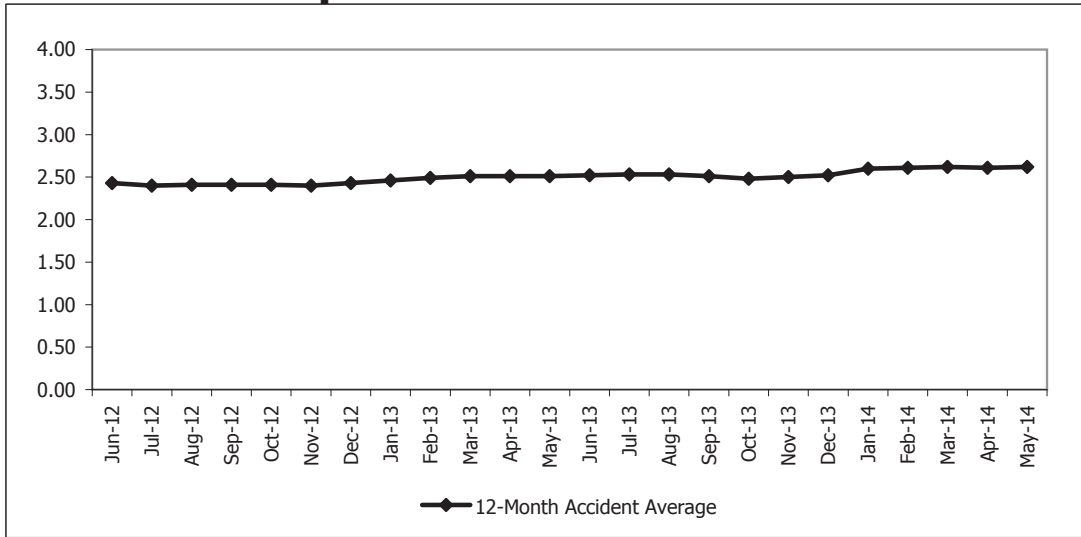
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for July 2014.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

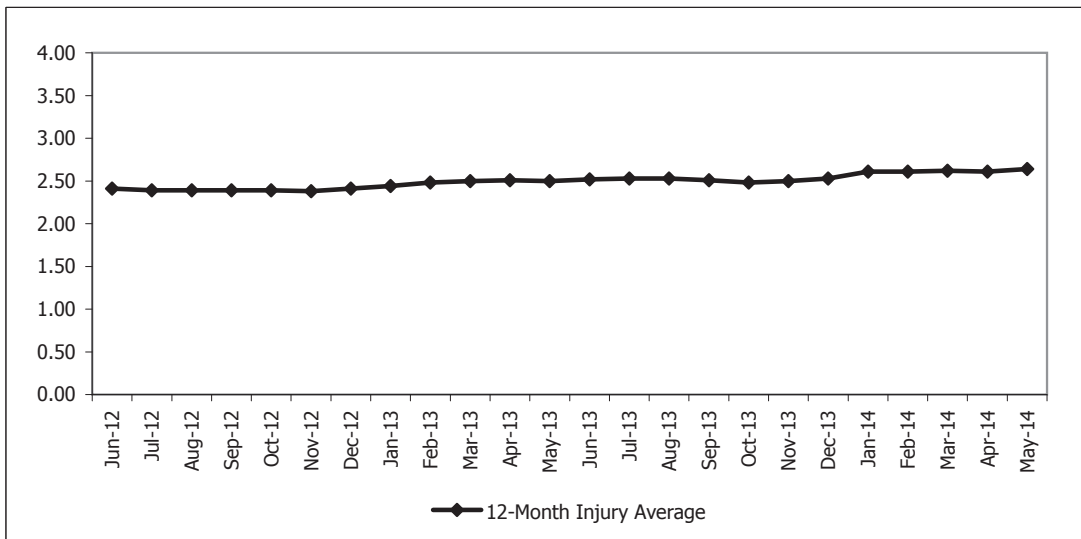
May 2014: 2.48
May 2013: 2.30

12-Month Average

Jun 13 – May 14: 2.62
Jun 12 – May 13: 2.51

Annual Results

2014 YTD: 2.84
2013 Actual: 2.52



Monthly Results

May 2014: 2.70
May 2013: 2.27

12-Month Average

Jun 13 – May 14: 2.64
Jun 12 – May 13: 2.50

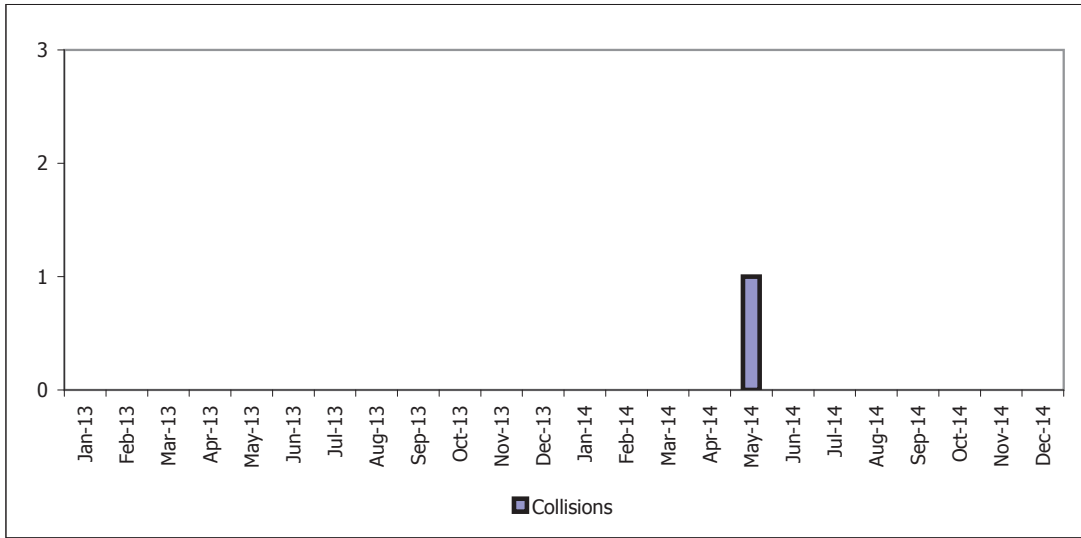
Annual Results

2014 YTD: 2.87
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

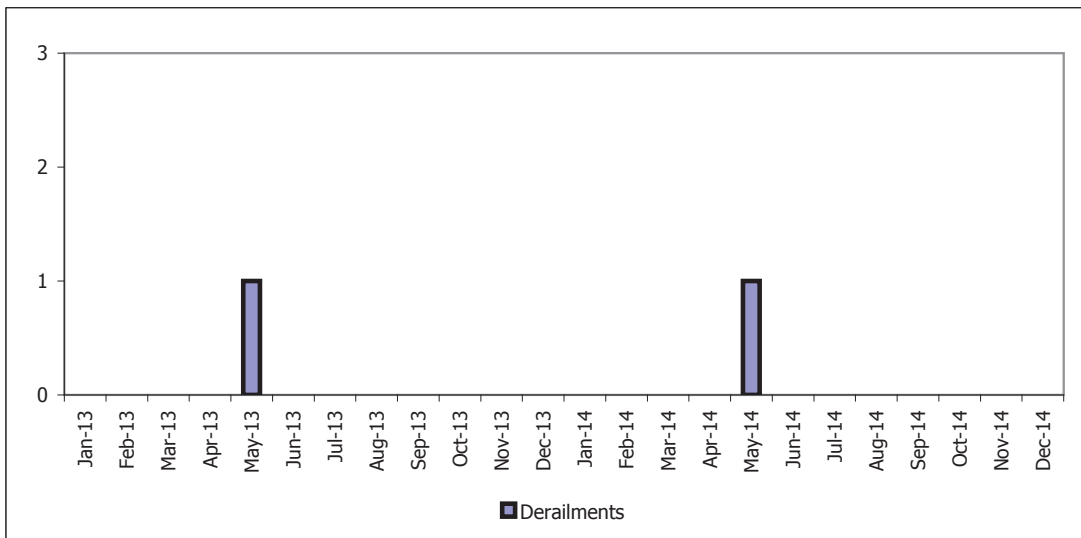
Jul 2014: 0
Jul 2013: 0

12-Month Average

Aug 13 – Jul 14: 1
Aug 12 – Jul 13: 0

Annual Results

2014 YTD: 1
2013 Actual: 0



Monthly Results

Jul 2014: 0
Jul 2013: 0

12-Month Average

Aug 13 – Jul 14: 1
Aug 12 – Jul 13: 3

Annual Results

2014 YTD: 1
2013 Actual: 1

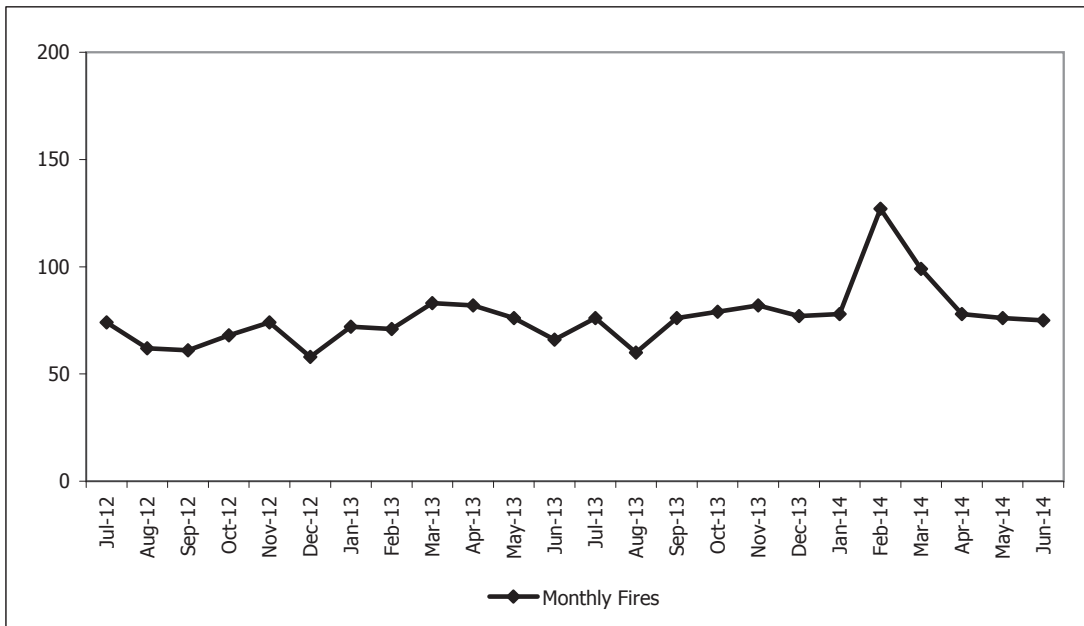
Definitions

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)

Charts 3-4

Subway Fires



Monthly Results

Jun 2014: 75
 Jun 2013: 66

12-Month Average

Jul 13 – Jun 14: 983
 Jul 12 – Jun 13: 847

Annual Results

2014 YTD: 533
 2013 Actual: 900

Chart 5

Subway Fires

Fire severity is classified as follows:

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

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

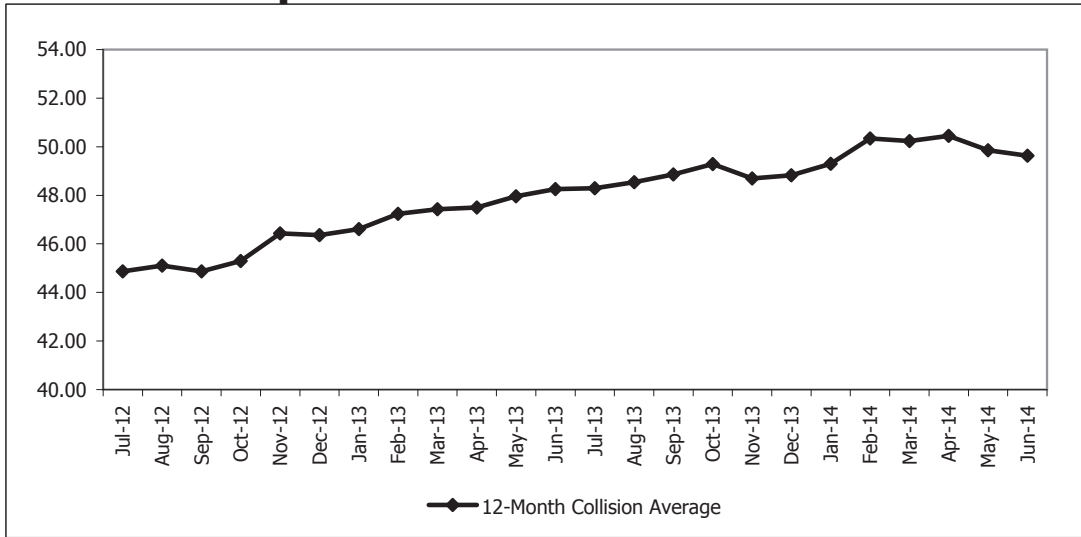
Low:	92.0%	Train:	10
Average:	5.3%	Right-of-way	52
Above Average:	2.7%	Station:	12
High:	0.0%	Other:	1
		Total:	75

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

Train:		Right-of-Way:		Station:	
Contact Shoe:	2	Debris:	32	Debris:	6
Brake Shoes:	2	Insulator:	6	Electrical:	3
Voltage Wiring:	2	Tie:	6	Bank Of Lights:	1
Resister:	1	Bank Of Lights:	3	Air Conditioner:	1
Hot Wheels:	1	Equipment:	2		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

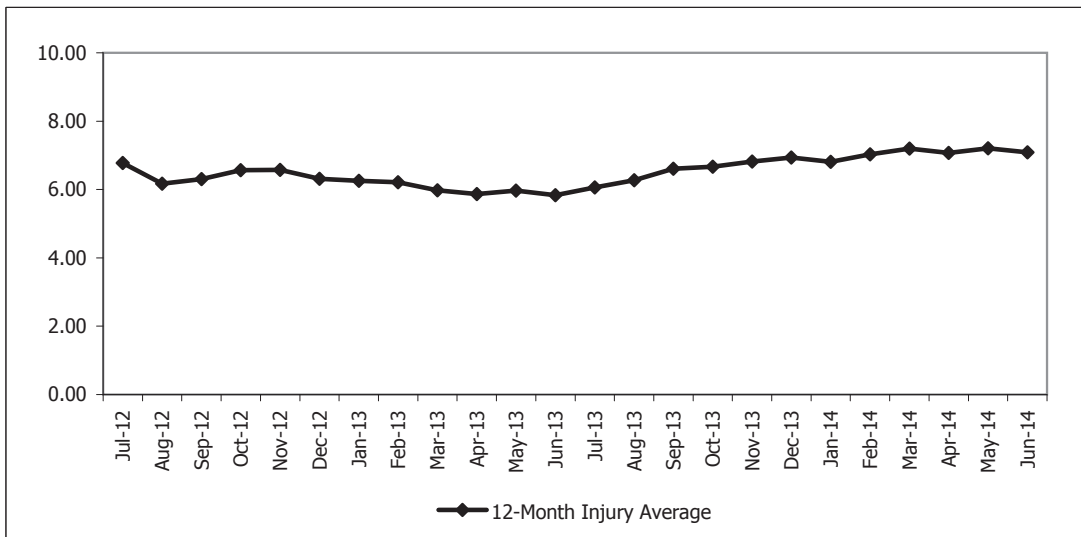
Jun 2014: 50.48
Jun 2013: 53.29

12-Month Average

Jul 13 – Jun 14: 49.62
Jul 12 – Jun 13: 48.25

Annual Results

2014 YTD: 49.60
2013 Actual: 48.83



Monthly Results

Jun 2014: 4.78
Jun 2013: 6.17

12-Month Average

Jul 13 – Jun 14: 7.09
Jul 12 – Jun 13: 5.83

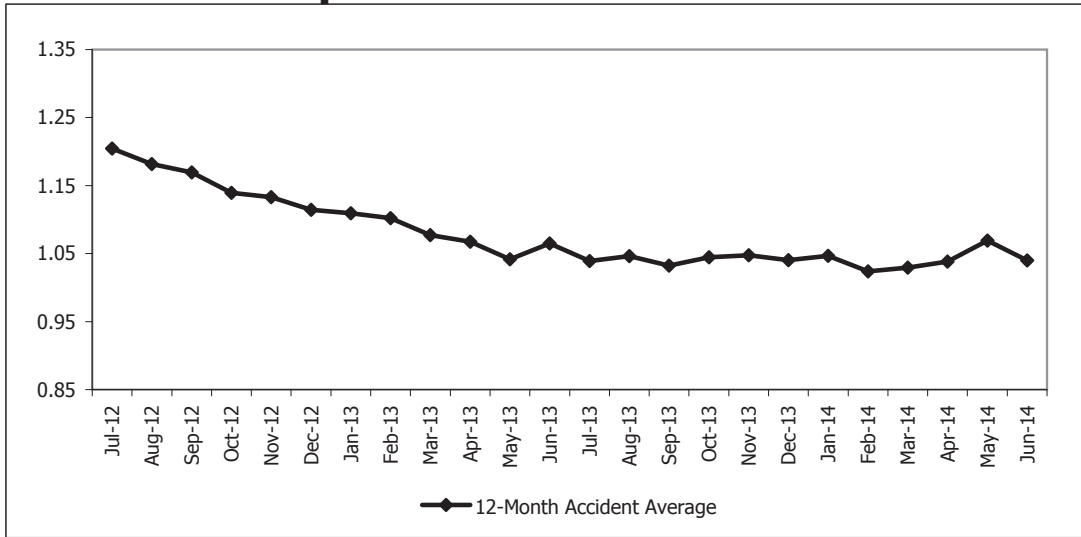
Annual Results

2014 YTD: 5.79
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

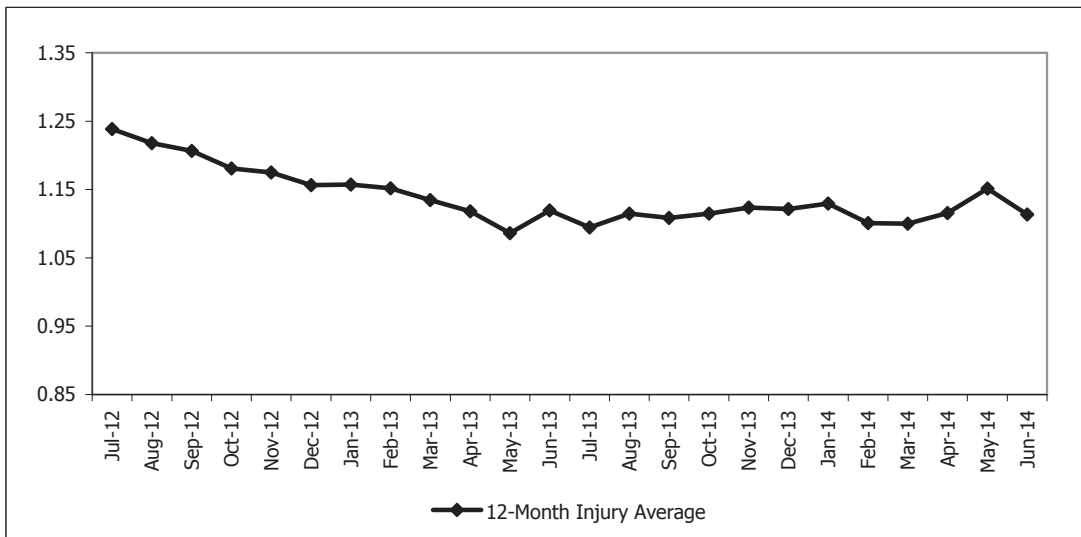
Jun 2014: 1.20
Jun 2013: 1.55

12-Month Average

Jul 13 - Jun 14: 1.04
Jul 12 - Jun 13: 1.06

Annual Results

2014 YTD: 1.03
2013 Actual: 1.04



Monthly Results

Jun 2014: 1.23
Jun 2013: 1.69

12-Month Average

Jul 13 - Jun 14: 1.11
Jul 12 - Jun 13: 1.12

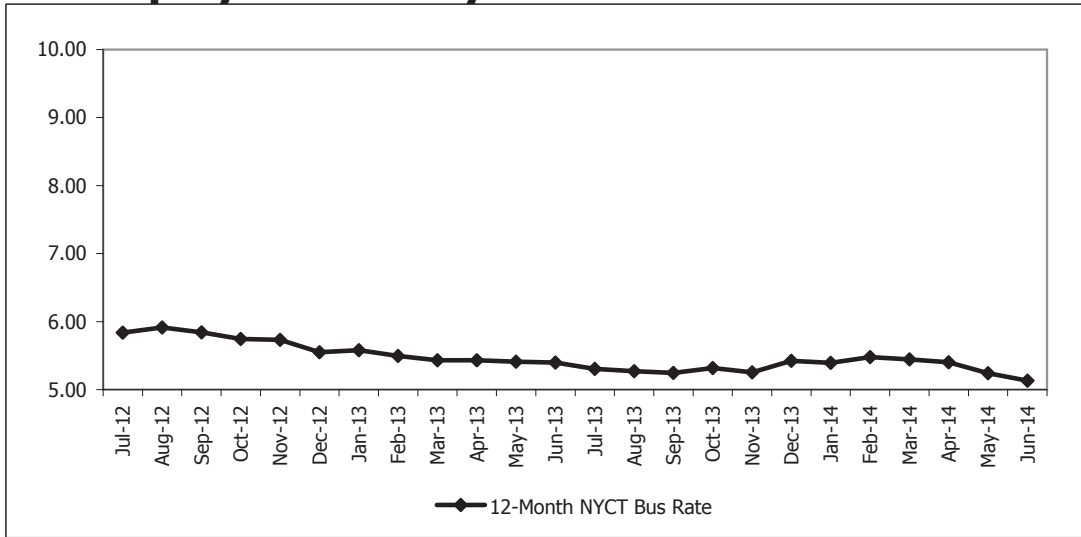
Annual Results

2014 YTD: 1.07
2013 Actual: 1.12

Definitions

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

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



Monthly Results

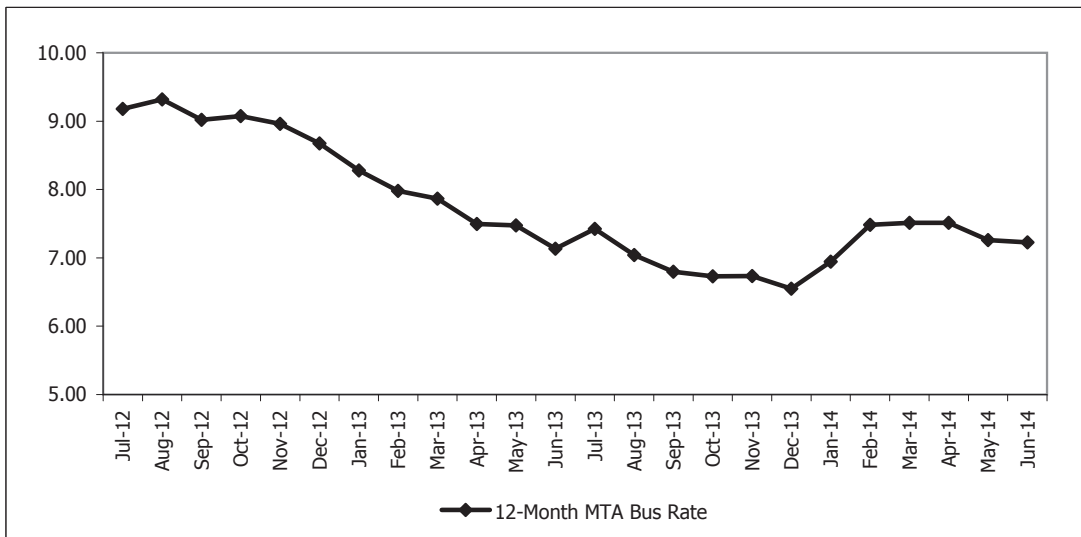
Jun 2014: 4.26
Jun 2013: 5.56

12-Month Average

Jul 13 – Jun 14: 5.13
Jul 12 – Jun 13: 5.40

Annual Results

2014 Goal: 5.06
2013 Actual: 5.42



Monthly Results

Jun 2014: 6.26
Jun 2013: 6.65

12-Month Average

Jul 13 – Jun 14: 7.22
Jul 12 – Jun 13: 7.13

Annual Results

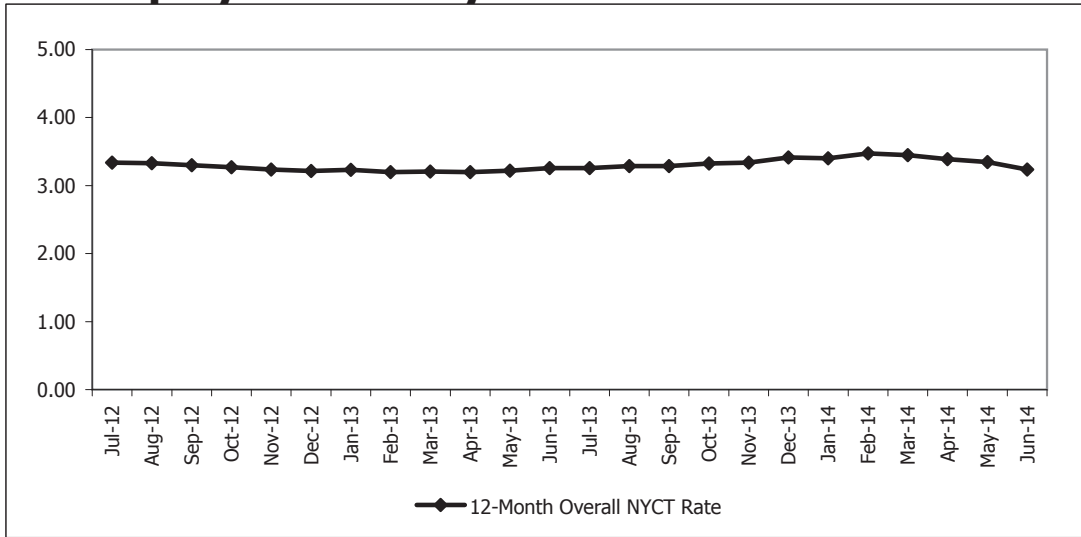
2014 Goal: 6.22
2013 Actual: 6.55

Definitions

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

Chart 11

NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



Monthly Results

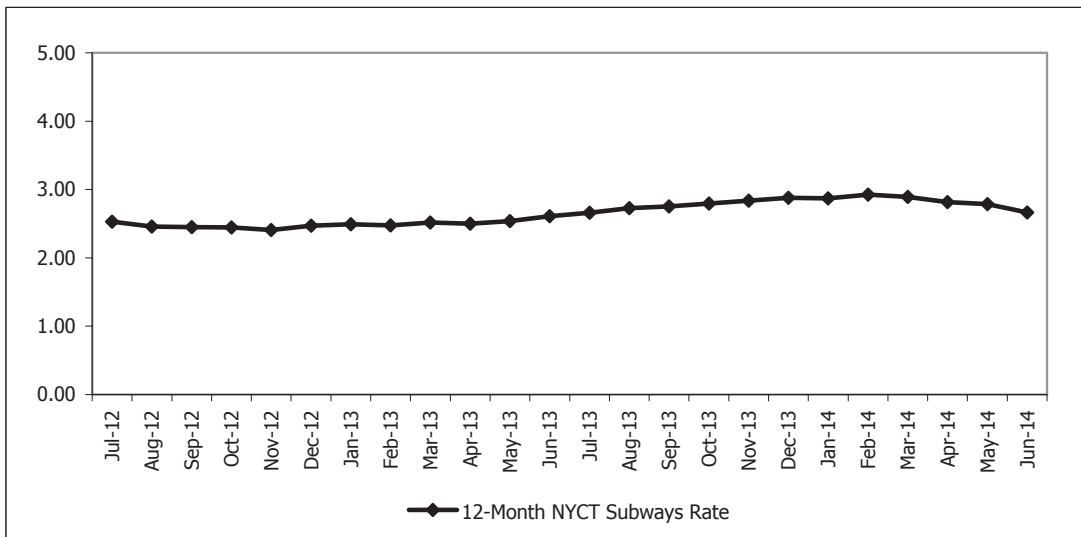
Jun 2014: 2.35
Jun 2013: 3.69

12-Month Average

Jul 13 – Jun 14: 3.24
Jul 12 – Jun 13: 3.26

Annual Results

2014 Goal: 3.20
2013 Actual: 3.41



Monthly Results

Jun 2014: 1.74
Jun 2013: 3.21

12-Month Average

Jul 13 – Jun 14: 2.66
Jul 12 – Jun 13: 2.61

Annual Results

2014 Goal: 2.71
2013 Actual: 2.88

Definitions

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

Chart 12



Police Department
City of New York

REPORT

CRIME STATISTICS JULY

	2014	2013	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	29	51	-22	-43.1%
FELASSAULT	14	17	-3	-17.6%
BURGLARY	2	7	-5	-71.4%
GRLARCENY	128	159	-31	-19.5%
<u>TOTAL MAJOR FELONIES</u>	<u>173</u>	<u>234</u>	<u>-61</u>	<u>-26.1%</u>

During July the daily Robbery average decreased from 1.6 to 0.9

During July the daily Major Felony average decreased from 7.5 to 5.6

CRIME STATISTICS JANUARY THRU JULY

	2014	2013	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	5	3	2	66.7%
ROBBERY	239	360	-121	-33.6%
FELASSAULT	110	111	-1	-0.9%
BURGLARY	9	22	-13	-59.1%
GRLARCENY	878	936	-58	-6.2%
<u>TOTAL MAJOR FELONIES</u>	<u>1242</u>	<u>1433</u>	<u>-191</u>	<u>-13.3%</u>

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

Year to date, the daily Major Felony average decreased from 6.8 to 5.9

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JULY ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	4388	4300	88	2.0%
TosArrest	2251	2306	-55	-2.4%
Summ	7407	6945	462	6.7%

JANUARY - JULY ACTIVITY

	2014	2013	Diff	% Change
TotalArrest	31598	31126	472	1.5%
TosArrest	16521	17400	-879	-5.1%
Summ	53092	52557	535	1.0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY- AUGUST																	
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Murder	2	1	4	1	2	1	1	2	4	2	3	2	1	1	0	0	1	1
Rape	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	7	4	5
Robbery	1429	1241	1111	900	804	830	769	704	783	641	523	501	466	469	499	573	416	280
Assault	290	298	287	229	186	189	173	179	152	127	138	116	108	133	128	129	130	125
Burglary	24	10	6	5	33	12	7	6	1	5	2	5	1	2	6	18	25	11
GL	2264	1739	1581	1653	1489	1427	1120	1224	1197	968	828	868	759	787	1014	1117	1073	991
TOTAL MAJOR FELONIES	4010	3299	2989	2792	2515	2459	2072	2117	2140	1746	1494	1494	1336	1392	1649	1844	1649	1413
Major Fel Per Day	16.50	13.58	12.30	11.49	10.35	10.12	8.53	8.71	8.81	7.19	6.15	6.15	5.50	5.73	6.79	7.59	6.79	5.81



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

July 2014 vs. 2013

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

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	7	-2	-29%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	4	7	-3	-43%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	15	-6	-40%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	July Results		July Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	2.5	0.7	2,406.5	2,418.6	12.1	0.5
Nonreimb. Exp. before Dep./OPEB	78.0	6.1	4,489.6	4,417.2	72.5	1.6
Net Cash Deficit*	(11.6)	(3.9)	(1,723.5)	(1,768.7)	(45.3)	(2.6)

*Excludes Subsidies and Debt Service

July 2014 **farebox revenue** was \$358.2 million, \$2.5 million (0.7 percent) above forecast. Subway revenue was \$2.9 million (1.1 percent) above forecast, bus revenue was \$0.3 million (0.3 percent) below forecast, and paratransit revenue was \$0.1 million (9.7 percent) below forecast. Accrued fare media liability was equal to the forecast. Year-to-date revenue was \$12.1 million (0.5 percent) above forecast, mostly due to subway revenue, which was \$12.9 million (0.7 percent) above forecast; bus revenue was \$2.2 million (0.4 percent) above forecast and paratransit revenue was \$0.3 million (2.9 percent) below forecast. Accrued fare media liability for the year-to-date was \$2.6 million (6.7 percent) below forecast. The July 2014 non-student **average fare** of \$1.77 decreased 1.9¢ from July 2013. The subway fare decreased 2.2¢, the local bus fare decreased 2.0¢, and the express bus fare decreased 9.9¢.

Total ridership in July 2014 of 202.1 million was 2.5 million (1.3 percent) above forecast. Average weekday ridership in July 2014 was 7.5 million, an increase of 3.1 percent from July 2013. Average weekday ridership for the twelve months ending July 2014 was 7.7 million, an increase of 1.1 percent from the twelve months ending July 2013.

Nonreimbursable expenses before depreciation and OPEB in July were below forecast by \$78.0 million (6.1 percent). Labor expenses were less than forecast by \$76.3 million (6.8 percent), due largely to a delay in an actuarial update of NYCERS pension expenses, based on the impact of the recent TWU labor contract agreement. This delay is expected to be resolved by the end of this year. Non-labor expenses were favorable by a net \$1.7 million (1.2 percent).

Year-to-date, nonreimbursable expenses were favorable by \$72.5 million (1.6 percent). Labor expenses were less than forecast by \$71.6 million (2.1 percent), again due principally to a delay in a NYCERS pension expense actuarial update. Non-labor expenses were under forecast by a net \$0.9 million (0.1 percent), as favorable expense results in paratransit service contracts, professional service contracts and other business expenses were mostly offset by expense overruns in fuel, maintenance contracts and materials & supplies.

Net Cash Deficit

The net cash deficit for July year-to-date was \$1,768.7 million, unfavorable to forecast by \$45.3 million (2.6 percent), due mostly to the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

July 2014 Farebox Revenue - (\$ in millions)

	July				July Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	265.9	268.8	2.9	1.1%	1,810.9	1,823.8	12.9	0.7%
NYCT Bus	82.2	82.0	(0.3)	(0.3%)	546.8	548.9	2.2	0.4%
Paratransit	1.5	1.3	(0.1)	(9.7%)	9.5	9.2	(0.3)	(2.9%)
Subtotal	349.6	352.1	2.5	0.7%	2,367.2	2,381.9	14.8	0.6%
Fare Media Liability	6.1	6.1	0.0	0.0%	39.3	36.7	(2.6)	(6.7%)
Total - NYCT	355.6	358.2	2.5	0.7%	2,406.5	2,418.6	12.1	0.5%
MTA Bus Company	17.4	17.8	0.5	2.6%	115.5	116.6	1.1	0.9%
<i>Total - Regional Bus</i>	<i>99.6</i>	<i>99.8</i>	<i>0.2</i>	<i>0.2%</i>	<i>662.3</i>	<i>665.5</i>	<i>3.2</i>	<i>0.5%</i>

Note: Totals may not add due to rounding.

- Year-to-date subway and bus revenue were above forecast.
- Paratransit revenue was below forecast as various initiatives continue to reduce ridership growth rates below historic rates.
- Fare Media Liability year-to-date revenue was below forecast due to a lower number of MetroCards expiring in June.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.880	1.858	(0.022)	(1.2%)	1.506	1.493	(0.013)	(0.8%)
Local Bus	1.488	1.468	(0.020)	(1.3%)	1.506	1.493	(0.013)	(0.8%)
Subway & Local Bus	1.773	1.754	(0.019)	(1.0%)	1.506	1.493	(0.013)	(0.8%)
Express Bus	5.068	4.969	(0.099)	(1.9%)	4.976	4.971	(0.005)	(0.1%)
Total	1.789	1.770	(0.019)	(1.0%)	1.774	1.757	(0.017)	(1.0%)

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

Other Operating Revenue

In the month of July, other operating revenue exceeded forecast by \$1.2 million (4.2 percent), due mostly to favorable results in advertising and MetroCard surcharge revenues. Year-to-date, other operating revenue was higher by \$6.9 million (2.7 percent), primarily from favorable results in paratransit Urban Tax revenue, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees.

Nonreimbursable Expenses

In the month of July, nonreimbursable expenses before depreciation and OPEB were below forecast by \$78.0 million (6.1 percent). Year-to-date, expenses underran by \$72.5 million (1.6 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of July were below forecast by \$76.3 million (6.8 percent). Pension expenses were favorable to forecast by \$65.6 million (8.8 percent), due to a delay in the actuarial update of NYCERS expenses to be based on the impact of the recent TWU labor contract agreement. This delay is expected to be resolved by the end of this year. Health & welfare/OPEB current expenses were under forecast by \$8.3 million (9.6 percent), largely due to the favorable timing of expenses. Payroll expenses were under by \$2.8 million (1.1 percent), due to the favorable timing of labor contract accrual adjustments and vacancies, partly offset by higher earned employee separation payments. Year-to-date, expenses were under forecast by \$71.6 million (2.1 percent), due mainly to a significant pension underrun of \$68.3 million (8.0 percent), caused by a delay in the actuarial update of NYCERS expenses based on the impact of the recent TWU labor contract agreement.

Non-labor expenses were less than forecast in July by \$1.7 million (1.2 percent). Materials and supplies expenses were favorable by \$3.9 million (15.8 percent), due largely to underruns in vehicle maintenance requirements, favorable inventory obsolescence adjustments, and increased scrap/surplus sales. Electric power expenses were below forecast by \$2.7 million (9.6 percent), due largely to the favorable timing of expenses. Paratransit service contract expenses were under forecast by \$2.6 million (7.8 percent), due mainly to lower completed trips. Fuel expenses overran by \$3.1 million (25.6 percent), resulting from higher consumption and prices, and the unfavorable timing of expenses. Maintenance contract expenses exceeded forecast by \$3.3 million (21.6 percent), primarily due to the unfavorable timing of non-vehicle maintenance and repair expenses and vehicle purchases, partly offset by underruns in painting and building-related expenses. Other business expenses were more than forecast by \$1.8 million (21.5 percent), mainly from reimbursable job closing adjustments, offset in reimbursable other business expenses. Year-to-date, non-labor expenses were favorable on a net basis by \$0.9 million (0.1 percent), including the following:

- Paratransit service contract expenses were under forecast by \$5.9 million (2.8 percent), due mainly to lower completed trips.
- Professional service contract expenses were favorable by \$2.8 million (4.0 percent), primarily from underruns in Information Technology and Workers' Compensation Board expenses, partly offset by higher office-related expenses.
- Other business expenses were below forecast by \$1.7 million (3.8 percent), mainly from the favorable timing of reimbursable job closing adjustments, offset in reimbursable other business expenses.
- Fuel expenses overran by \$4.5 million (4.3 percent), resulting from higher consumption and prices, and the unfavorable timing of expenses.

- Maintenance contract expenses exceeded forecast by \$3.8 million (3.5 percent), largely due to the unfavorable timing of non-vehicle maintenance and repair and safety equipment expenses, partly offset by underruns in painting expenses.
- Materials and supplies expenses were unfavorable by \$1.4 million (0.8 percent), due mostly to the unfavorable timing of non-vehicle maintenance requirements, partly offset by favorable inventory adjustments and increased scrap/surplus sales.

Depreciation expenses were below forecast year-to-date by \$20.2 million (2.3 percent), due to the favorable timing of assets reaching beneficial use.

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

Net Cash Deficit

The net cash deficit for July year-to-date was \$1,768.7 million, unfavorable to forecast by \$45.3 million (2.6 percent), due mostly to the unfavorable timing of capital reimbursements.

Incumbents

There were 46,457 full-time paid incumbents at the end of July, an increase of 186 from June and an increase of 593 from December 2013 (excluding 301 temporary December paid incumbents).

RIDERSHIP RESULTS

July 2014 Ridership vs. Forecast - (millions)

	July				July Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	144.0	146.4	2.4	1.7%	1,006.2	1,010.4	4.2	0.4%
NYCT Bus	54.8	54.9	0.2	0.3%	386.3	386.6	0.3	0.1%
Subtotal	198.8	201.3	2.6	1.3%	1,392.5	1,396.9	4.5	0.3%
Paratransit	0.8	0.8	(0.1)	(7.1%)	5.2	5.1	(0.1)	(2.4%)
Total - NYCT	199.6	202.1	2.5	1.3%	1,397.7	1,402.1	4.3	0.3%
MTA Bus Company	10.1	10.4	0.3	2.9%	71.4	71.9	0.5	0.7%
<i>Total - Regional Bus</i>	<i>64.9</i>	<i>65.3</i>	<i>0.5</i>	<i>0.7%</i>	<i>457.7</i>	<i>458.5</i>	<i>0.8</i>	<i>0.2%</i>

Notes: Totals may not add due to rounding.

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

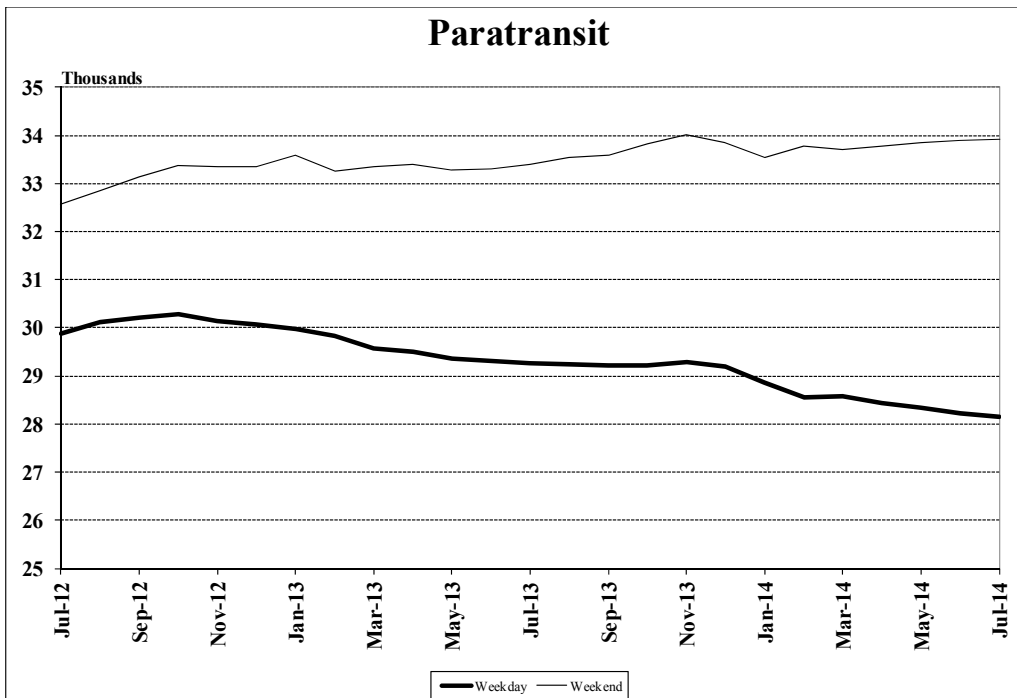
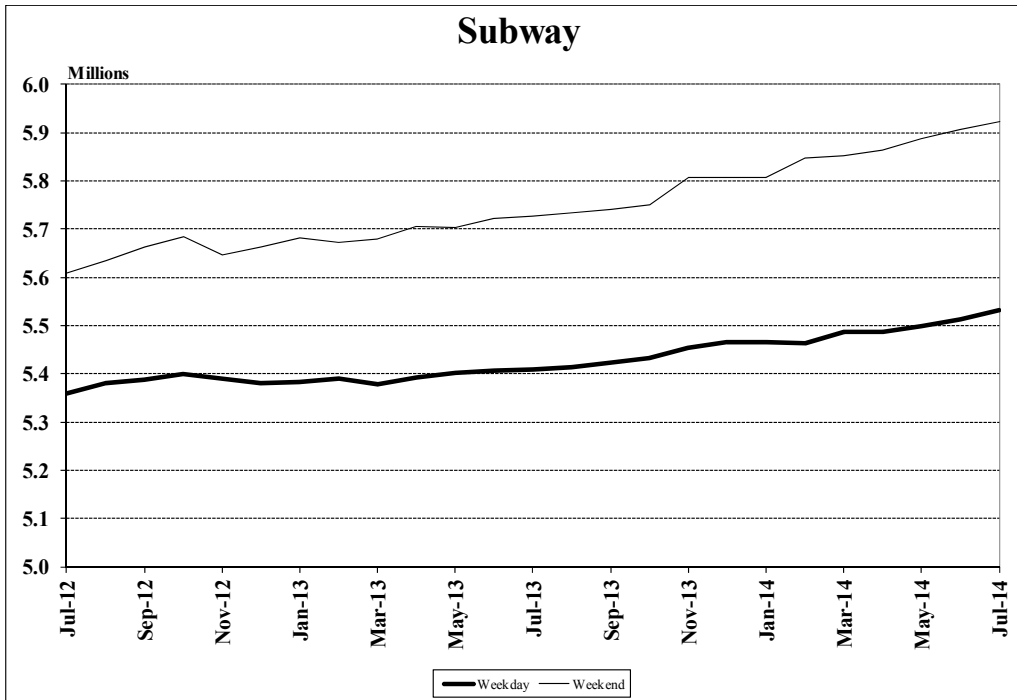
July Average Weekday and Weekend Ridership vs. Prior Year

Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary	Change		2013	Preliminary	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	5,241	5,458	+217	+4.1%	5,675	5,879	+204	+3.6%
NYCT Local Bus	1,965	1,977	+11	+0.6%	2,355	2,366	+10	+0.4%
NYCT Express Bus	40	42	+2	+4.1%	11	12	+1	+9.9%
Paratransit	29	28	-1	-3.3%	33	34	+0	+1.2%
TOTAL - NYCT	7,275	7,504	+229	+3.1%	8,075	8,290	+216	+2.7%
MTABC Local Bus	343	356	+13	+3.8%	388	403	+15	+3.8%
MTABC Express Bus	32	32	+0	+1.5%	12	13	+1	+8.0%
Total - MTA Bus	375	389	+14	+3.6%	400	416	+16	+3.9%
<i>Total - Regional Bus</i>	<i>2,381</i>	<i>2,407</i>	<i>26</i>	<i>+1.1%</i>	<i>2,766</i>	<i>2,793</i>	<i>27</i>	<i>+1.0%</i>
12-Month Rolling Average								
Subway	5,409	5,532	+123	+2.3%	5,727	5,922	+196	+3.4%
Local Bus	2,127	2,086	-41	-1.9%	2,308	2,321	+13	+0.6%
Express Bus	42	43	+0	+0.6%	11	12	+1	+8.2%
Paratransit	29	28	-1	-3.8%	33	34	+1	+1.5%
TOTAL - NYCT	7,607	7,688	+81	+1.1%	8,079	8,290	+210	+2.6%
MTABC Local Bus	373	370	-2	-0.6%	374	387	+13	+3.4%
MTABC Express Bus	33	32	-2	-5.2%	13	13	-1	-4.3%
Total - MTA Bus	406	402	-4	-1.0%	388	400	+12	+3.2%
<i>Total - Regional Bus</i>	<i>2,575</i>	<i>2,530</i>	<i>-45</i>	<i>-1.7%</i>	<i>2,707</i>	<i>2,734</i>	<i>27</i>	<i>+1.0%</i>

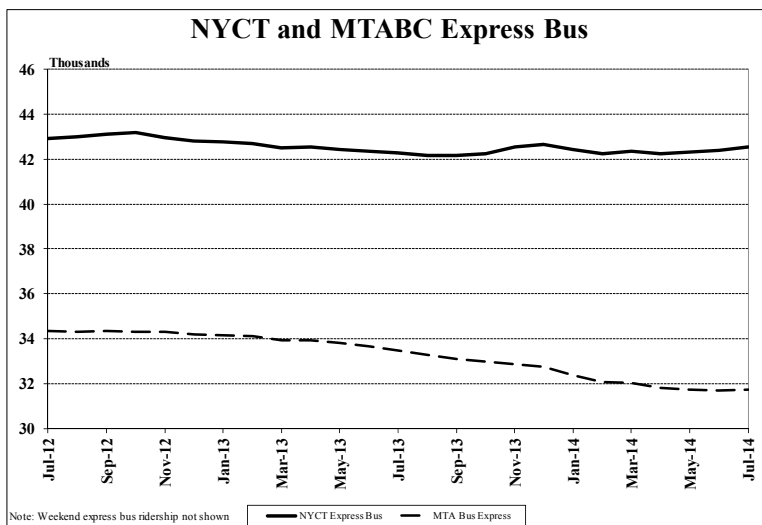
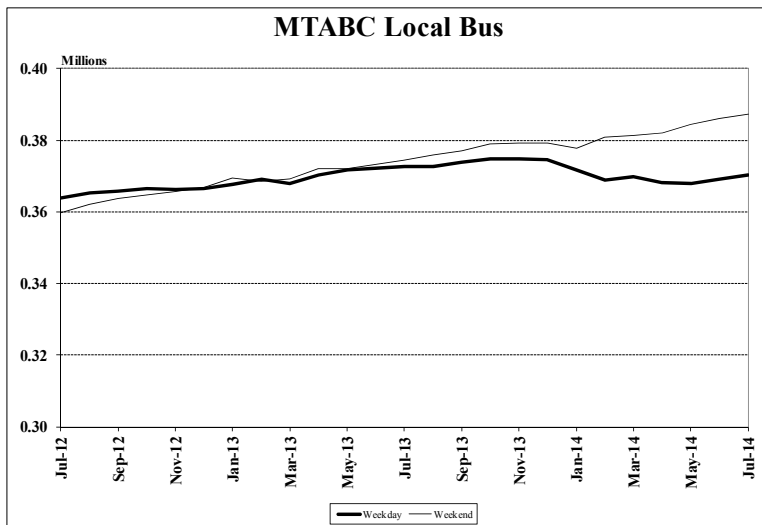
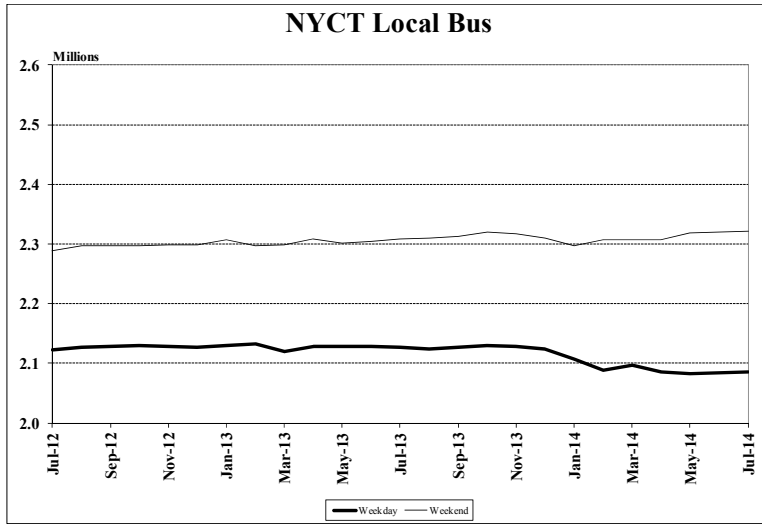
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures. Averages exclude Tropical Storm Sandy.

- July 2014 average weekday and average weekend subway and total ridership were the highest of any July 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

Only one area service did not have a ridership increase in July 2014 compared to July 2013: NYCT Paratransit. The largest increase was on Staten Island Railway (up 9.0 percent). Average weekend ridership increased on every area service except for PATH, which decreased 5.5 percent. Staten Island Railway average weekend ridership more than doubled, due in part to construction-related service suspensions on two weekends in 2013. Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Jul-13	Preliminary Jul-14	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,241	5,458	+4.1%	+2.3%
NYCT Local Bus	1,965	1,977	+0.6%	-1.9%
NYCT Express Bus	40	42	+4.1%	+0.6%
NYCT Paratransit	29	28	-3.3%	-3.8%
Staten Island Railway	13	14	+9.0%	+0.6%
MTA Local Bus	343	356	+3.8%	-0.6%
MTA Express Bus	32	32	+1.5%	-5.2%
Long Island Rail Road	293	303	+3.2%	+3.5%
Metro-North Railroad	281	290	+3.0%	+1.3%
Staten Island Ferry	n/a	74	n/a	n/a
PATH	250	258	+3.2%	+8.0%
<u>Average Weekend</u>				
NYCT Subway	5,675	5,879	+3.6%	+3.4%
NYCT Local Bus	2,355	2,366	+0.4%	+0.6%
NYCT Express Bus	11	12	+9.9%	+8.2%
NYCT Paratransit	33	34	+1.2%	+1.5%
Staten Island Railway	4	8	+110.6%	+3.4%
MTA Local Bus	388	403	+3.8%	+3.4%
MTA Express Bus	12	13	+8.0%	-4.3%
Long Island Rail Road	210	218	+3.8%	+3.5%
Metro-North Railroad	218	223	+2.7%	-0.1%
Staten Island Ferry	n/a	111	n/a	n/a
PATH	203	192	-5.5%	+6.1%

MTA Bridges and Tunnels				
(thousands)				
Average Weekday	825	847	+2.7%	+0.7%
Average Weekend	1,530	1,562	+2.1%	+2.2%

Note: Percentages are based on unrounded data.

Economy

From July 2013 to July 2014, New York City employment increased 2.5 percent (98,000 jobs). Private sector employment increased 3.0 percent (101,000 jobs) and government employment decreased 0.5 percent (3,000 jobs). Every private employment sub-sector increased from July 2013. The sub-sector with both the largest absolute and percentage increases was educational and health services (up 37,800 jobs or 4.8 percent).

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 slightly in every month except for July 2013.

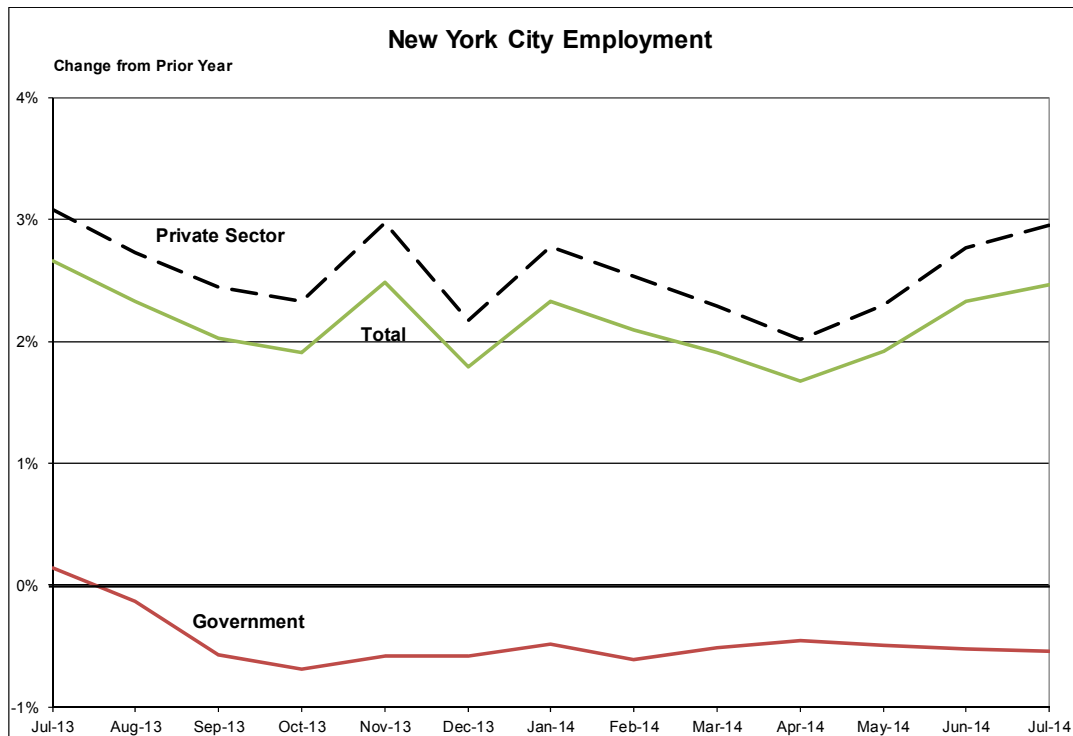


Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	2.5	0.7	Mainly due to higher subway ridership	12.1	0.5	Mainly due to higher subway ridership
Other Operating Revenue	NR	1.2	4.2	Mostly due to favorable results in advertising and MetroCard surcharge revenues	6.9	2.7	Mostly due to favorable results in paratransit Urban Tax, advertising and MetroCard surcharge revenues, and Transit Adjudication Bureau (TAB) fees
Payroll	NR	2.8	1.1	Due to the favorable timing of labor contract accrual adjustments and vacancies, partly offset by higher earned employee separation payments			
Overtime	NR	(0.7)	(2.2)	Mainly due to additional bus service and maintenance requirements	(1.7)	(0.7)	Mainly due to additional bus service and maintenance requirements
Health & Welfare (including OPEB current payment)	NR	8.3	9.6	Primarily due to the favorable timing of expenses	1.2	0.2	Primarily due to the favorable timing of expenses
Pension	NR	65.6	8.8	Due to a delay in the actuarial update of NYCERS expenses to be based on the impact of the recent TWU labor contract agreement	68.3	8.0	Due to a delay in the actuarial update of NYCERS expenses to be based on the impact of the recent TWU labor contract agreement
Reimbursable Overhead	NR	0.5	3.0	Mainly favorable overhead credits, resulting from higher reimbursable overtime costs	3.3	2.8	Mainly favorable overhead credits, resulting from higher reimbursable overtime costs
Electric Power	NR	2.7	9.6	Largely the favorable timing of expenses			
Fuel	NR	(3.1)	(25.6)	Mainly higher consumption and prices, and the unfavorable timing of expenses	(4.5)	(4.3)	Mainly higher consumption and prices, and the unfavorable timing of expenses
Claims	NR	0.4	5.3	The favorable timing of expenses	0.9	1.6	The favorable timing of expenses

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Paratransit Service Contracts	NR	2.6	7.8	Mostly due to lower completed trips	5.9	2.8	Mostly due to lower completed trips
Maintenance and Other Operating Contracts	NR	(3.3)	(21.6)	Largely the unfavorable timing of non-vehicle maintenance & repair expenses and vehicle purchases, partly offset by underruns in painting and building-related expenses	(3.8)	(3.5)	Largely the unfavorable timing of non-vehicle maintenance & repair and safety equipment expenses, and vehicle purchases, partly offset by underruns in painting expenses
Professional Service Contracts	NR				2.8	4.0	Mostly underruns in Information Technology and Workers' Compensation Board expenses, partly offset by higher office-related expenses
Materials and Supplies	NR	3.9	15.8	Largely underruns in vehicle maintenance requirements, favorable inventory obsolescence adjustments, and increased scrap/surplus sales	(1.4)	(0.8)	Mainly the unfavorable timing of non-vehicle maintenance requirements, partly offset by favorable inventory adjustments and higher scrap/surplus sales
Other Business Expenses	NR	(1.8)	(21.5)	Primarily reimbursable job closing adjustments, offset in reimbursable other business expenses	1.7	3.8	Mainly the favorable timing of reimbursable job closing adjustments, offset in reimbursable other business expenses
Depreciation	NR	7.7	5.8	The favorable timing of assets reaching beneficial use	20.2	2.3	The favorable timing of assets reaching beneficial use
Other Post-Employment Benefits	NR				(42.6)	(5.5)	Higher accrued expenses, based on current actuarial information
Capital and Other Reimbursements	R	10.3	10.0	Reimbursement increase consistent with higher reimbursable expenses	22.6	3.9	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	2.8	8.6	Mostly due to the favorable timing of non-capital and capital construction expenses	4.3	2.1	Mostly due to the favorable timing of non-capital and capital construction expenses
Overtime	R	(4.5)	(70.2)	Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Montague and Greenpoint tunnels	(10.4)	(16.5)	Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Montague and Greenpoint tunnels

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pension	R	1.7	7.0	Awaiting NYCERS actuarial update, based on the impact of the recent TWU labor contract agreement	0.8	2.9	Awaiting NYCERS actuarial update, based on the impact of the recent TWU labor contract agreement
Maintenance and Other Operating Contracts	R	(3.8)	over (100.0)	Largely the unfavorable timing of construction services and building-related expenses	(5.4)	(27.7)	Largely the unfavorable timing of construction services and building-related expenses
Professional Service Contracts	R	(1.3)	over (100.0)	Mainly the unfavorable timing of Information Technology hardware costs	(1.6)	(12.3)	Mainly the unfavorable timing of Information Technology hardware costs
Materials & Supplies	R	(9.4)	over (100.0)	Principally the unfavorable timing of non-vehicle maintenance requirements	(7.8)	(23.8)	Principally the unfavorable timing of non-vehicle maintenance requirements
Other Business Expenses	R	1.8	over 100.0	Mostly the transfer of reimbursable job closing adjustments to nonreimbursable other business expenses	(1.0)	(52.0)	Mostly the unfavorable timing of reimbursable job closing adjustments, offset in nonreimbursable other business expenses

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$355.812	\$380.414	\$24.602	6.9	\$2,404.108	\$2,424.957	\$20.849	0.9
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	13.766	0.000	(13.766)	(100.0)	50.079	36.313	(13.766)	(27.5)
Paratransit Reimbursement	3.800	46.105	42.305	-	97.465	140.072	42.607	43.7
Other	3.382	3.671	0.289	8.5	30.408	30.816	0.408	1.3
Total Other Operating Revenue	20.948	49.776	28.828	137.6	177.952	207.201	29.249	16.4
Capital and Other Reimbursements	122.615	101.357	(21.258)	(17.3)	572.603	521.438	(51.165)	(8.9)
Total Receipts	\$499.375	\$531.547	\$32.172	6.4	\$3,154.663	\$3,153.596	(\$1.067)	(0.0)
Expenditures								
Labor:								
Payroll	390.652	403.225	(12.573)	(3.2)	2,067.141	2,090.677	(23.536)	(1.1)
Overtime	51.407	39.397	12.010	23.4	327.091	320.511	6.580	2.0
Total Salaries & Wages	442.059	442.622	(0.563)	(0.1)	2,394.232	2,411.188	(16.956)	(0.7)
Health and Welfare	58.365	100.888	(42.523)	(72.9)	373.940	377.836	(3.896)	(1.0)
OPEB Current Payment	27.495	26.902	0.593	2.2	199.704	201.999	(2.295)	(1.1)
Pensions	84.536	75.060	9.476	11.2	549.674	538.322	11.352	2.1
Other Fringe Benefits	44.552	34.648	9.904	22.2	248.070	239.913	8.157	3.3
Total Fringe Benefits	214.948	237.498	(22.550)	(10.5)	1,371.388	1,358.070	13.318	1.0
GASB Account	0.000	0.513	(0.513)	-	34.047	35.786	(1.739)	(5.1)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$657.007	\$680.633	(\$23.626)	(3.6)	\$3,799.667	\$3,805.044	(\$5.377)	(0.1)
Non-Labor:								
Electric Power	27.424	23.739	3.685	13.4	198.875	197.483	1.392	0.7
Fuel	12.327	12.989	(0.662)	(5.4)	103.128	107.393	(4.265)	(4.1)
Insurance	(0.022)	0.000	(0.022)	(0.3)	33.808	33.699	0.109	0.3
Claims	7.051	20.109	(13.058)	(39.5)	50.894	72.571	(21.677)	(42.6)
Paratransit Service Contracts	33.028	30.201	2.827	15.1	214.063	209.339	4.724	2.2
Mtce. and Other Operating Contracts	18.677	22.667	(3.990)	(36.7)	123.143	135.600	(12.457)	(10.1)
Professional Service Contracts	10.885	13.276	(2.391)	(10.0)	88.534	84.139	4.395	5.0
Materials & Supplies	23.950	30.805	(6.855)	(28.6)	223.645	234.244	(10.599)	(4.7)
Other Business Expenditures	6.439	6.081	0.358	5.6	42.389	42.822	(0.433)	(1.0)
Total Non-Labor Expenditures	\$139.759	\$159.867	(\$20.108)	(14.4)	\$1,078.479	\$1,117.290	(\$38.811)	(3.6)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$796.766	\$840.500	(\$43.734)	(5.5)	\$4,878.146	\$4,922.334	(\$44.188)	(0.9)
Net Surplus/(Deficit)	(\$297.391)	(\$308.953)	(\$11.562)	(3.9)	(\$1,723.483)	(\$1,768.738)	(\$45.255)	(2.6)

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
July 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	24.6	6.9	Mostly due to the favorable timing of the counting and depositing of cash and farebox-related transactions	20.8	0.9	Mostly due to higher subway/bus ridership and the favorable timing of the counting and depositing of cash
Other Operating Receipts	28.8	over 100.0	Due primarily to the favorable timing of NYC partial reimbursement of paratransit expenses, partially offset by the unfavorable timing of elderly fare reimbursements	29.2	16.4	Due primarily to the favorable timing of NYC partial reimbursement of paratransit expenses, partially offset by the unfavorable timing of elderly fare reimbursements
Capital and Other Reimbursements	(21.3)	(17.3)	Due primarily to the unfavorable timing of reimbursements	(51.2)	(8.9)	Due primarily to the unfavorable timing of reimbursements
Salaries & Wages				(17.0)	(0.7)	Mainly the unfavorable timing of expenditures
Health & Welfare (including OPEB current payment)	(41.9)	(48.8)	Largely the unfavorable timing of payments	(6.2)	(1.1)	Largely the unfavorable timing of payments
Pensions	9.5	11.2	Mainly the favorable timing of payments	11.4	2.1	Mainly the favorable timing of payments
Other Fringe Benefits	9.9	22.2	Mostly the favorable timing of payments	8.2	3.3	Mostly the favorable timing of payments
Electric Power	3.7	13.4	Primarily lower expenses	1.4	0.7	Mainly the favorable timing of payments
Fuel	(0.7)	(5.4)	Mainly higher consumption and prices, and the unfavorable timing of expenses, partly offset by the favorable timing of payments	(4.3)	(4.1)	Mainly higher consumption and prices, and the unfavorable timing of expenses
Claims	(13.1)	(39.5)	Higher claims payouts than anticipated	(21.7)	(42.6)	Higher claims payouts than anticipated
Paratransit Service Contracts	2.8	15.1	Mostly due to lower completed trips	4.7	2.2	Mostly due to lower completed trips
Maintenance Contracts	(4.0)	(36.7)	Largely higher expenses, partly offset by the favorable timing of payments	(12.5)	(10.1)	Higher expenses and the unfavorable timing of payments
Professional Service Contracts	(2.4)	(10.0)	Primarily the unfavorable timing of payments and higher expenses	4.4	5.0	Primarily the favorable timing of payments
Materials & Supplies	(6.9)	(28.6)	Largely expense overruns	(10.6)	(4.7)	Largely expense overruns

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$0.186	\$22.254	\$22.068	-	(\$2.355)	\$6.354	\$8.709	369.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	11.071	(2.936)	(14.007)	(126.5)	0.205	(14.532)	(14.737)	-
Paratransit Reimbursement	(10.524)	32.000	42.524	404.1	(7.691)	30.808	38.499	500.6
Other	(8.443)	(9.331)	(0.888)	(10.5)	(67.089)	(68.491)	(1.402)	(2.1)
Total Other Operating Revenue	(7.896)	19.733	27.629	349.9	(74.575)	(52.215)	22.360	30.0
Capital and Other Reimbursements	20.000	(11.545)	(31.545)	(157.7)	(6.002)	(79.790)	(73.788)	-
Total Receipts	\$12.290	\$30.442	\$18.152	147.7	(\$82.932)	(\$125.651)	(\$42.719)	(51.5)
Expenditures								
Labor:								
Payroll	(100.354)	(118.537)	(18.183)	(18.1)	(109.705)	(138.374)	(28.669)	(26.1)
Overtime	(11.394)	5.797	17.191	150.9	(17.299)	1.432	18.731	108.3
Total Salaries & Wages	(111.748)	(112.740)	(0.992)	(0.9)	(127.004)	(136.942)	(9.938)	(7.8)
Health and Welfare	0.000	(50.954)	(50.954)	-	20.555	12.408	(8.147)	(39.6)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	684.027	626.180	(57.847)	(8.5)	329.532	271.762	(57.770)	(17.5)
Other Fringe Benefits	(4.959)	3.026	7.985	161.0	10.530	17.939	7.409	70.4
Total Fringe Benefits	679.068	578.252	(100.816)	(14.8)	360.617	302.109	(58.508)	(16.2)
GASB Account	0.000	(0.513)	(0.513)	-	(34.047)	(35.786)	(1.739)	(5.1)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$567.320	\$464.999	(\$102.321)	(18.0)	\$199.566	\$129.381	(\$70.185)	(35.2)
Non-Labor:								
Electric Power	0.773	1.773	1.000	129.4	(3.868)	(1.615)	2.253	58.2
Fuel	(0.121)	2.337	2.458	-	0.607	0.845	0.238	39.2
Insurance	5.698	5.639	(0.059)	(1.0)	5.902	5.844	(0.058)	(1.0)
Claims	1.017	(12.469)	(13.486)	-	3.443	(19.088)	(22.531)	(654.4)
Paratransit Service Contracts	0.280	0.517	0.237	84.6	0.604	(0.570)	(1.174)	(194.4)
Mtce. and Other Operating Contracts	(1.489)	1.604	3.093	207.7	5.949	2.648	(3.301)	(55.5)
Professional Service Contracts	3.751	2.426	(1.325)	(35.3)	(6.034)	(2.827)	3.207	53.1
Materials & Supplies	5.854	4.481	(1.373)	(23.5)	(15.258)	(16.677)	(1.419)	(9.3)
Other Business Expenses	0.000	0.331	0.331	-	(0.804)	(1.873)	(1.069)	(133.0)
Total Non-Labor Expenditures	\$15.763	\$6.639	(\$9.124)	(57.9)	(\$9.459)	(\$33.313)	(\$23.854)	(252.2)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$583.083	\$471.638	(\$111.445)	(19.1)	\$190.107	\$96.068	(\$94.039)	(49.5)
Depreciation	132.000	124.299	(7.701)	(5.8)	875.462	855.296	(20.166)	(2.3)
OPEB Account	0.000	0.000	0.000	-	777.791	820.403	42.612	5.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$715.083	\$595.937	(\$119.146)	(16.7)	\$1,843.360	\$1,771.767	(\$71.593)	(3.9)
Total Cash Conversion Adjustments	\$727.373	\$626.379	(\$100.994)	(13.9)	\$1,760.428	\$1,646.116	(\$114.312)	(6.5)

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
July 2014

	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	58	58	0	
Law	278	261	17	
Office of the EVP	42	42	0	
Human Resources	219	233	(14)	
Office of Management and Budget	40	39	1	
Capital Planning & Budget	33	29	4	
Corporate Communications	262	251	11	
Technology & Information Services	447	415	32	
Non-Departmental	(100)	-	(100)	Negative budget represents vacancy provision
Labor Relations	96	85	11	
Materiel	254	253	1	
Controller	137	129	8	
Total Administration	1,766	1,795	(29)	
Operations				
Subways Rapid Transit Operations	7,598	7,791	(193)	Due to increases in Conductors and Train Operators
Subways Operations Support	369	358	11	
Subways Stations	2,576	2,614	(38)	
Sub-total Subways	10,543	10,763	(220)	
Buses	10,504	10,550	(46)	
Paratransit	214	204	10	
Operations Planning	404	392	12	
Revenue Control	436	414	22	
Total Operations	22,101	22,323	(222)	
Maintenance				
Subways Operations Support	202	205	(3)	
Subways Engineering	338	334	4	
Subways Car Equipment	4,291	4,263	28	
Subways Infrastructure	1,444	1,435	9	
Subways Elevators & Escalators	393	356	37	
Subways Stations	3,556	3,548	8	
Subways Track	2,766	2,678	88	Mainly Track Worker vacancies
Subways Power	602	558	44	
Subways Signals	1,412	1,382	30	
Subways Electronic Maintenance	1,491	1,407	84	Division-wide vacancies
Sub-total Subways	16,495	16,166	329	
Buses	3,775	3,743	32	
Revenue Control	137	137	0	
Supply Logistics	565	560	5	
System Safety	91	78	13	
Total Maintenance	21,063	20,684	379	
Engineering/Capital				
Capital Program Management	1,274	1,319	(45)	
Total Engineering/Capital	1,274	1,319	(45)	
Public Safety				
Security	628	608	20	
Total Public Safety	628	608	20	
Total Positions	46,832	46,729	103	
Non-Reimbursable	41,999	42,479	(480)	
Reimbursable	4,833	4,250	583	
Total Full-Time	46,674	46,457	217	
Total Full-Time Equivalents	158	272	(114)	

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
July 2014

FUNCTION/OCCUPATION	Forecast	Actual	Variance	Explanation
			Fav./(Unfav)	
Administration:				
Managers/Supervisors	558	554	4	
Professional, Technical, Clerical	1,157	1,220	(63)	
Operational Hourlies	51	21	30	
Total Administration	1,766	1,795	(29)	
Operations				
Managers/Supervisors	2,529	2,505	24	
Professional, Technical, Clerical	481	480	1	
Operational Hourlies	19,091	19,338	(247)	
Total Operations	22,101	22,323	(222)	
Maintenance				
Managers/Supervisors	3,891	3,727	164	
Professional, Technical, Clerical	1,048	1,013	35	
Operational Hourlies	16,124	15,944	180	
Total Maintenance	21,063	20,684	379	
Engineering/Capital				
Managers/Supervisors	329	315	14	
Professional, Technical, Clerical	943	1,002	(59)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,274	1,319	(45)	
Public Safety				
Managers/Supervisors	254	237	17	
Professional, Technical, Clerical	40	33	7	
Operational Hourlies	334	338	(4)	
Total Public Safety	628	608	20	
Total Positions				
Managers/Supervisors	7,561	7,338	223	
Professional, Technical, Clerical	3,669	3,748	(79)	
Operational Hourlies	35,602	35,643	(41)	
Total Positions	46,832	46,729	103	

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

	July						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	307,542	\$9.3	294,564	\$9.7	12,978	(\$0.4) (4.3%)	2,255,130	\$67.0	2,232,164	\$67.1	22,966	(\$0.1) (0.1%)
<u>Unscheduled Service</u>	313,021	\$9.4	331,005	\$10.9	(17,984)	(\$1.5) (16.0%)	2,211,678	\$62.6	2,309,340	\$66.7	(97,662)	(\$4.1) (6.5%)
<u>Programmatic/Routine Maintenance</u>	375,353	\$11.3	355,299	\$11.7	20,054	(\$0.4) (3.5%)	2,255,277	\$71.1	2,287,228	\$72.7	(31,951)	(\$1.6) (2.3%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 .0%	28,908	\$0.9	28,908	\$0.9	0	(\$0.0)
<u>Vacancy/Absentee Coverage</u>	78,098	\$2.4	3,037	\$0.1	75,061	\$2.3 95.8%	362,666	\$18.9	228,975	\$14.8	133,691	\$4.1 *
<u>Weather Emergencies</u>	1,267	\$0.0	15,184	\$0.5	(13,917)	(\$0.5) .0%	732,177	\$22.9	754,888	\$23.7	(22,711)	(\$0.8) *
<u>Safety/Security/Law Enforcement</u>	10,912	\$0.3	12,147	\$0.4	(1,235)	(\$0.1) (42.9%)	65,629	\$1.7	66,636	\$1.8	(1,007)	(\$0.1) (4.7%)
<u>Other</u>	32,094	\$1.0	33,404	\$1.1	(1,310)	(\$0.1) (10.0%)	48,275	\$1.7	24,849	\$0.9	23,426	\$0.8 *
Subtotal	1,118,287	\$33.7	1,044,640	\$34.4	73,647	(\$0.7) (2.1%)	7,959,740	\$246.9	7,932,988	\$248.6	26,752	(\$1.8) (0.7%)
REIMBURSABLE OVERTIME	193,745	\$6.3	377,375	\$10.8	(183,630)	(\$4.5) (71.4%)	1,674,130	\$63.0	2,030,826	\$73.4	(356,696)	(\$10.4) (16.5%)
TOTAL OVERTIME	1,312,032	\$40.0	1,422,015	\$45.2	(109,983)	(\$5.2) (13.1%)	9,633,870	\$309.9	9,963,814	\$322.0	(329,944)	(\$12.2) (3.9%)

Totals may not add due to rounding

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

* Exceeds 100%

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

Master Page # 111 of 344 - Transit & Bus Committee Meeting 9/22/2014

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	12,978	(\$0.4) (4.3%)		22,966	(\$0.1) .0%	
<u>Unscheduled Service</u>	(17,984)	(\$1.5) (16.0%)	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.	(97,662)	(\$4.1) .0%	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.
<u>Programmatic/Routine Maintenance</u>	20,054	(\$0.4) (3.5%)		(31,951)	(\$1.6) .0%	Primarily due to facility maintenance in Department of Buses.
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	(\$0.0) .0%	
<u>Vacancy/Absentee Coverage</u>	75,061	\$2.3 95.8%	Favorable variance in forecasted vacancy/absentee coverage to be re-estimated in the November Financial Plan.	133,691	\$4.1 .0%	Favorable variance in forecasted vacancy/absentee coverage to be re-estimated in the November Financial Plan.
<u>Weather Emergencies</u>	(13,917)	(\$0.5) .0%		(22,711)	(\$0.8) .0%	
<u>Safety/Security/Law Enforcement</u>	(1,235)	(\$0.1) (42.9%)		(1,007)	(\$0.1) .0%	
<u>Other</u>	(1,310)	(\$0.1) (10.0%)		23,426	\$0.8 .0%	
Subtotal	73,647	(\$0.7) (6.5%)		26,752	(\$1.8) .0%	
REIMBURSABLE OVERTIME	(183,630)	(\$4.5) (71.4%)	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work.	(356,696)	(\$10.4) (16.5%)	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work.
TOTAL OVERTIME	(109,983)	(\$5.2)		(329,944)	(\$12.2)	

Totals may not add due to rounding.
 NOTE: Percentages are based on each type of overtime and not on total overtime.
 * Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2014 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

July 2014

(All data are preliminary and subject to audit)

In the month of July, **operating revenues** were \$0.6 million, \$0.1 million (11.3 percent) below forecast and, year-to-date, operating revenues were \$4.8 million, also under forecast by \$0.1 million (1.1 percent). These results were both primarily due to the unfavorable timing of student fare reimbursements.

Total **ridership** in July 2014 was 342,984 riders, 4.5 percent (14,791 riders) above forecast, due to higher-than-anticipated ridership growth. July 2014 average weekday ridership was 13,857 riders, 9.0 percent (1,144 riders) higher than July 2013. Average weekday ridership for the twelve months ending July 2014 was 15,311 riders, 0.6 percent (94 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits of \$3.7 million were lower than forecast in July by \$0.3 million (7.9 percent). Labor expenses overran by a net \$0.2 million (8.4 percent), mainly resulting from unfavorable reimbursable overhead credits of \$0.3 million (93.8 percent), due largely to less reimbursable work than planned, and higher overtime expenses of \$0.2 million (over 100.0 percent), mostly from additional maintenance and vacancy coverage requirements. Partly offsetting these unfavorable results were lower payroll expenses of \$0.3 million (16.2 percent), due to the favorable timing of expenses and vacancies. Non-labor expenses were less than forecast by \$0.6 million (47.4 percent), due primarily to the favorable timing of electric power expenses of \$0.3 million (58.3 percent) and maintenance contract expenses of \$0.3 million (86.9 percent). Year-to-date, expenses of \$27.4 million were below forecast by \$0.6 million (2.0 percent), due essentially to the same factors that impacted the results in the month.

Year-to-date, depreciation expenses were \$0.2 million (4.4 percent) favorable to the forecast.

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

The **operating cash deficit** (excluding subsidies) year-to-date was \$17.9 million, \$0.2 million (1.1 percent) favorable to forecast.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.508	0.532	0.024	4.7	-	-	-	-	0.508	0.532	0.024	4.7
Other Operating Revenue	0.199	0.095	(0.104)	(52.3)	-	-	-	-	0.199	0.095	(0.104)	(52.3)
Capital and Other Reimbursements	-	-	-	-	0.773	0.045	(0.728)	(94.2)	0.773	0.045	(0.728)	(94.2)
Total Revenue	\$ 0.707	\$ 0.627	\$ (0.080)	(11.3)	\$ 0.773	\$ 0.045	\$ (0.728)	(94.2)	\$ 1.480	\$ 0.672	\$ (0.808)	(54.6)
Expenses												
Labor:												
Payroll	1.858	1.557	0.301	16.2	0.314	0.035	0.279	88.9	2.172	1.592	0.580	26.7
Overtime	0.110	0.281	(0.171)	(155.5)	0.088	(0.021)	0.109	123.9	0.198	0.260	(0.062)	(31.3)
Total Salaries & Wages	\$ 1.968	\$ 1.838	\$ 0.130	6.6	\$ 0.402	\$ 0.014	\$ 0.388	96.5	\$ 2.370	\$ 1.852	\$ 0.518	21.9
Health and Welfare	0.400	0.402	(0.002)	(0.5)	0.074	\$ -	0.074	100.0	0.474	0.402	0.072	15.2
OPEB Current Portion	0.021	0.036	(0.015)	(71.4)	-	-	-	-	0.021	0.036	(0.015)	(71.4)
Pensions	0.482	0.475	0.007	1.5	0.013	\$ -	0.013	100.0	0.495	0.475	0.020	4.0
Other Fringe Benefits	0.217	0.317	(0.100)	(46.1)	0.011	\$ -	0.011	100.0	0.228	0.317	(0.089)	(39.0)
Total Fringe Benefits	\$ 1.120	\$ 1.230	\$ (0.110)	(9.8)	\$ 0.098	\$ -	\$ 0.098	100.0	\$ 1.218	\$ 1.230	\$ (0.012)	(1.0)
Reimbursable Overhead	(0.273)	(0.017)	(0.256)	(93.8)	0.273	0.017	0.256	93.8	-	-	-	-
Total Labor Expenses	\$ 2.815	\$ 3.051	\$ (0.236)	(8.4)	\$ 0.773	\$ 0.031	\$ 0.742	96.0	\$ 3.588	\$ 3.082	\$ 0.506	14.1
Non-Labor:												
Electric Power	0.569	0.237	0.332	58.3	-	-	-	-	0.569	0.237	0.332	58.3
Fuel	0.012	0.025	(0.013)	(108.3)	-	-	-	-	0.012	0.025	(0.013)	(108.3)
Insurance	0.085	0.050	0.035	41.2	-	-	-	-	0.085	0.050	0.035	41.2
Claims	0.010	0.002	0.008	80.0	-	-	-	-	0.010	0.002	0.008	80.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.298	0.039	0.259	86.9	-	-	-	-	0.298	0.039	0.259	86.9
Professional Service Contracts	0.074	0.083	(0.009)	(12.2)	-	-	-	-	0.074	0.083	(0.009)	(12.2)
Materials & Supplies	0.116	0.182	(0.066)	(56.9)	-	0.014	(0.014)	-	0.116	0.196	(0.080)	(69.0)
Other Business Expenses	-	(0.006)	0.006	-	-	-	-	-	-	(0.006)	0.006	-
Total Non-Labor Expenses	\$ 1.164	\$ 0.612	\$ 0.552	47.4	\$ -	\$ 0.014	\$ (0.014)	-	\$ 1.164	\$ 0.626	\$ 0.538	46.2
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.979	\$ 3.663	\$ 0.316	7.9	\$ 0.773	\$ 0.045	\$ 0.728	94.2	\$ 4.752	\$ 3.708	\$ 1.044	22.0
Depreciation	0.688	0.637	0.051	7.4	-	-	-	-	0.688	0.637	0.051	7.4
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 4.667	\$ 4.300	\$ 0.367	7.9	\$ 0.773	\$ 0.045	\$ 0.728	94.2	\$ 5.440	\$ 4.345	\$ 1.095	20.1
Net Surplus/(Deficit)	\$ (3.960)	\$ (3.673)	\$ 0.287	7.2	\$ -	\$ -	\$ -	-	\$ (3.960)	\$ (3.673)	\$ 0.287	7.2

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	3.347	3.392	0.045	1.3	-	-	-	-	3.347	3.392	0.045	1.3
Other Operating Revenue	1.497	1.398	(0.099)	(6.6)	-	-	-	-	1.497	1.398	(0.099)	(6.6)
Capital and Other Reimbursements	-	-	-	-	2.275	0.914	(1.361)	(59.8)	2.275	0.914	1.361	(59.8)
Total Revenue	\$ 4.844	\$ 4.790	\$ (0.054)	(1.1)	\$ 2.275	\$ 0.914	\$ (1.361)	(59.8)	\$ 7.119	\$ 5.704	\$ (1.415)	(19.9)
Expenses												
Labor:												
Payroll	11.760	11.155	0.605	5.1	0.878	0.339	0.539	61.4	12.638	11.494	1.144	9.1
Overtime	1.718	1.928	(0.210)	(12.2)	0.264	0.080	0.184	69.7	1.982	2.008	(0.026)	(1.3)
Total Salaries & Wages	\$ 13.478	\$ 13.083	\$ 0.395	2.9	\$ 1.142	\$ 0.419	\$ 0.723	63.3	\$ 14.620	\$ 13.502	\$ 1.118	7.6
Health and Welfare	2.089	2.053	0.036	1.7	0.148	\$ -	0.148	100.0	2.237	2.053	0.184	8.2
OPEB Current Portion	0.769	0.613	0.156	20.3	0.005	0.008	(0.003)	(60.0)	0.774	0.621	0.153	19.8
Pensions	3.339	3.325	0.014	0.4	0.026	\$ -	0.026	100.0	3.365	3.325	0.040	1.2
Other Fringe Benefits	1.793	2.014	(0.221)	(12.3)	0.022	\$ -	0.022	100.0	1.815	2.014	(0.199)	(11.0)
Total Fringe Benefits	\$ 7.990	\$ 8.005	\$ (0.015)	(0.2)	\$ 0.201	\$ 0.008	\$ 0.193	96.0	\$ 8.191	\$ 8.013	\$ 0.178	2.2
Reimbursable Overhead	(0.838)	(0.367)	(0.471)	(56.2)	0.838	0.367	0.471	56.2	-	-	-	-
Total Labor Expenses	\$ 20.630	\$ 20.721	\$ (0.091)	(0.4)	\$ 2.181	\$ 0.794	\$ 1.387	63.6	\$ 22.811	\$ 21.515	\$ 1.296	5.7
Non-Labor:												
Electric Power	3.164	2.601	0.563	17.8	0.001	0.005	(0.004)	(400.0)	3.165	2.606	0.559	17.7
Fuel	0.300	0.313	(0.013)	(4.3)	-	-	-	-	0.300	0.313	(0.013)	(4.3)
Insurance	0.919	0.878	0.041	4.5	-	-	-	-	0.919	0.878	0.041	4.5
Claims	0.030	0.010	0.020	66.7	-	-	-	-	0.030	0.010	0.020	66.7
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.548	1.086	0.462	29.8	-	-	-	-	1.548	1.086	0.462	29.8
Professional Service Contracts	0.355	0.732	(0.377)	(106.2)	-	-	-	-	0.355	0.732	(0.377)	(106.2)
Materials & Supplies	0.968	1.017	(0.049)	(5.1)	0.093	0.115	(0.022)	(23.7)	1.061	1.132	(0.071)	(6.7)
Other Business Expenses	0.084	0.085	(0.001)	(1.2)	-	-	-	-	0.084	0.085	(0.001)	(1.2)
Total Non-Labor Expenses	\$ 7.368	\$ 6.722	\$ 0.646	8.8	\$ 0.094	\$ 0.120	\$ (0.026)	(27.7)	\$ 7.462	\$ 6.842	\$ 0.620	8.3
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 27.998	\$ 27.443	\$ 0.555	2.0	\$ 2.275	\$ 0.914	\$ 1.361	59.8	\$ 30.273	\$ 28.357	\$ 1.916	6.3
Depreciation	4.856	4.644	0.212	4.4	-	-	-	-	4.856	4.644	0.212	4.4
Other Post Employment Benefits	1.143	1.173	(0.030)	(2.6)	-	-	-	-	1.143	1.173	(0.030)	(2.6)
Total Expenses	\$ 33.997	\$ 33.260	\$ 0.737	2.2	\$ 2.275	\$ 0.914	\$ 1.361	59.8	\$ 36.272	\$ 34.174	\$ 2.098	5.8
Net Surplus/(Deficit)	\$ (29.153)	\$ (28.470)	\$ 0.683	2.3	\$ -	\$ -	\$ -	-	\$ (29.153)	\$ (28.470)	\$ 0.683	2.3

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
July 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.	0.024	4.7	Higher ridership	0.045	1.3	Higher ridership
Other Operating Revenue	Non Reimb.	(0.104)	(52.3)	The unfavorable timing of student fare reimbursements	(0.099)	(6.6)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.301	16.2	The favorable timing of expenses and vacancies	0.605	5.1	The favorable timing of expenses and vacancies
Overtime	Non Reimb.	(0.171)	over (100.0)	Mostly additional maintenance and vacancy coverage requirements	(0.210)	(12.2)	Mostly additional maintenance and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.017)	(4.0)	The unfavorable timing of expenses	0.192	6.7	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.100)	(46.1)	Mostly additional Workers' Compensation requirements and interagency charges	(0.221)	(12.3)	Mostly additional Workers' Compensation requirements and interagency charges
Reimbursable Overhead	Non Reimb.	(0.256)	(93.8)	Reduced overhead credits, due largely to lower reimbursable work than planned	(0.471)	(56.2)	Reduced overhead credits, due largely to lower reimbursable work than planned
Electric Power	Non Reimb.	0.332	58.3	Favorable timing of expenses and lower prices	0.563	17.8	Favorable timing of expenses and lower prices
Insurance	Non Reimb.	0.035	41.2	The favorable timing of interagency payments	0.041	4.5	The favorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.259	86.9	Mostly the favorable timing of expenses and lower non-vehicle maintenance & repair costs	0.462	29.8	Mostly the favorable timing of expenses and lower non-vehicle maintenance & repair costs
Professional Service Contracts	Non Reimb.				(0.377)	over (100.0)	The unfavorable timing of engineering services and several other professional service account expenses
Materials and Supplies	Non Reimb.	(0.066)	(56.9)	Mostly the unfavorable timing of maintenance material requirements	(0.049)	(5.1)	Mostly the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments
Capital and Other Reimbursements	Reimb.	(0.728)	(94.2)	Timing of Contractor requirements	(1.361)	(59.8)	Timing of Contractor requirements
Payroll	Reimb.	0.279	88.9	Timing of Contractor requirements	0.539	61.4	Timing of Contractor requirements
Overtime	Reimb.	0.109	over 100.0	Timing of Contractor requirements	0.184	69.7	Timing of Contractor requirements
Health and Welfare	Reimb.	0.074	100.0	Timing of Contractor requirements	0.148	100.0	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.432	0.520	0.088	20.4	3.155	3.315	0.160	5.1
Other Operating Revenue	0.345	-	(0.345)	(100.0)	2.344	1.654	(0.690)	(29.4)
Capital and Other Reimbursements	0.866	0.186	(0.680)	(78.5)	3.066	1.668	(1.398)	(45.6)
Total Receipts	\$ 1.643	\$ 0.706	\$ (0.937)	(57.0)	\$ 8.565	\$ 6.637	\$ (1.928)	(22.5)
Expenditures								
Labor:								
Payroll	2.300	1.283	1.017	44.2	9.982	8.973	1.009	10.1
Overtime	0.272	0.210	0.062	22.8	1.907	1.774	0.133	7.0
Health and Welfare	0.596	1.989	(1.393)	(233.7)	1.625	2.422	(0.797)	(49.0)
OPEB Current Portion	0.119	0.126	(0.007)	(5.9)	0.280	0.306	(0.026)	(9.3)
Pensions	0.726	0.500	0.226	31.1	3.952	3.500	0.452	11.4
Other Fringe Benefits	0.220	0.053	0.167	75.9	0.720	0.379	0.341	47.4
GASB Account	-	-	-	-	0.587	0.464	0.123	21.0
Total Labor Expenditures	\$ 4.233	\$ 4.161	\$ 0.072	1.7	\$ 19.053	\$ 17.818	\$ 1.235	6.5
Non-Labor:								
Electric Power	0.642	0.346	0.296	46.1	3.304	2.717	0.587	17.8
Fuel	0.035	0.008	0.027	77.1	0.184	0.129	0.055	29.9
Insurance	0.190	0.029	0.161	84.7	0.770	0.419	0.351	45.6
Claims	0.012	-	0.012	100.0	0.024	-	0.024	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.269	0.058	0.211	78.4	1.698	1.473	0.225	13.3
Professional Service Contracts	0.077	0.092	(0.015)	(19.5)	0.339	0.324	0.015	4.4
Materials & Supplies	0.196	0.616	(0.420)	(214.3)	1.270	1.643	(0.373)	(29.4)
Other Business Expenditures	-	-	-	-	0.007	0.008	(0.001)	(14.3)
Total Non-Labor Expenditures	\$ 1.421	\$ 1.149	\$ 0.272	19.1	\$ 7.596	\$ 6.713	\$ 0.883	11.6
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 5.654	\$ 5.310	\$ 0.344	6.1	\$ 26.649	\$ 24.531	\$ 2.118	7.9
Operating Cash Deficit	\$ (4.011)	\$ (4.604)	\$ (0.593)	(14.8)	\$ (18.084)	\$ (17.894)	\$ 0.190	1.1

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Revenue	(0.345)	(100.0%)	Mostly unfavorable timing of student fare reimbursements	(0.690)	(29.4%)	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.680)	(78.5%)	The unfavorable timing of reimbursable work requirements	(1.398)	(45.6%)	The unfavorable timing of reimbursable work requirements
Payroll	1.017	44.2%	Mostly the favorable timing of payments and reimbursable work requirements	1.009	10.1%	Mostly the favorable timing of payments and reimbursable work requirements
Health and Welfare (including OPEB current payment)	(1.400)	over (100.0)%	Unfavorable timing of payments	(0.823)	(43.2%)	Unfavorable timing of payments
Pensions	0.226	31.1%	Favorable timing of payments	0.452	11.4%	Favorable timing of payments
Other Fringe Benefits	0.167	75.9%	Favorable timing of payments	0.341	47.4%	Favorable timing of payments
Electric Power	0.296	46.1%	Favorable timing of expenses and lower prices	0.587	17.8%	Favorable timing of expenses and lower prices
Maintenance Contracts	0.211	78.4%	Lower expenses, partly offset by the unfavorable timing of payments	0.225	13.3%	Lower expenses, partly offset by the unfavorable timing of payments
Materials and Supplies	(0.420)	over (100.0)%	Largely the unfavorable timing of payments	(0.373)	(29.4%)	Largely the unfavorable timing of payments

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(0.076)	(0.012)	0.064	84.2	(0.192)	(0.077)	0.115	59.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.146	(0.095)	(0.241)	(165.1)	0.847	0.256	(0.591)	(69.8)
Capital and Other Reimbursements	0.093	0.141	0.048	51.6	0.791	0.754	(0.037)	(4.7)
Total Receipts	\$0.163	\$0.034	(\$0.129)	(79.1)	\$1.446	\$0.933	(\$0.513)	(35.5)
Expenditures								
Labor:								
Payroll	(0.128)	0.309	0.437	341.4	2.656	2.521	(0.135)	(5.1)
Overtime	(0.074)	0.050	0.124	167.6	0.075	0.234	0.159	212.0
Health and Welfare	(0.122)	(1.587)	(1.465)	(1,200.8)	0.612	(0.369)	(0.981)	(160.3)
OPEB Current Portion	(0.098)	(0.090)	0.008	8.2	0.494	0.315	(0.179)	(36.2)
Pensions	(0.231)	(0.025)	0.206	89.2	(0.587)	(0.175)	0.412	70.2
Other Fringe Benefits	0.008	0.264	0.256	3,200.0	1.095	1.635	0.540	49.3
GASB Account	0.000	0.000	0.000	-	(0.587)	(0.464)	0.123	21.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.645)	(\$1.079)	(\$0.434)	(67.3)	\$3.758	\$3.697	(\$0.061)	(1.6)
Non-Labor:								
Electric Power	(0.073)	(0.109)	(0.036)	(49.3)	(0.139)	(0.111)	0.028	20.1
Fuel	(0.023)	0.017	0.040	173.9	0.116	0.184	0.068	58.6
Insurance	(0.105)	0.021	0.126	120.0	0.149	0.459	0.310	208.1
Claims	(0.002)	0.002	0.004	200.0	0.006	0.010	0.004	66.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.029	(0.019)	(0.048)	-	(0.150)	(0.387)	(0.237)	(158.0)
Professional Service Contracts	(0.003)	(0.009)	(0.006)	(200.0)	0.016	0.408	0.392	2,450.0
Materials & Supplies	(0.080)	(0.420)	(0.340)	(425.0)	(0.209)	(0.511)	(0.302)	(144.5)
Other Business Expenditures	0.000	(0.006)	(0.006)	-	0.077	0.077	0.000	-
Total Non-Labor Expenditures	(\$0.257)	(\$0.523)	(\$0.266)	-	(\$0.134)	\$0.129	\$0.263	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	(\$0.902)	(\$1.602)	(\$0.700)	(77.6)	\$3.624	\$3.826	\$0.202	5.6
Depreciation Adjustment	0.688	0.637	(0.051)	(7.4)	4.856	4.644	(0.212)	(4.4)
Other Post Employment Benefits	0.000	0.000	0.000	-	1.143	1.173	0.030	2.6
Total Expenditures	(\$0.214)	(\$0.965)	(\$0.751)	(350.9)	\$9.623	\$9.643	\$0.020	0.2
Total Cash Conversion Adjustments	(\$0.051)	(\$0.931)	(\$0.880)	(1,725.5)	\$11.069	\$10.576	(\$0.493)	(4.5)

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	12	1
General Office	6	6	0
Purchasing/Stores	6	5	1
Total Administration	25	23	2
Operations			
Transportation	95	92	3
Total Operations	95	92	3
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	15	13	2
Power/Signals	26	22	4
Maintenance of Way	46	45	1
Infrastructure	25	24	1
Total Maintenance	155	145	10
Engineering/Capital			
Sandy Recovery	26	26	0
Total Engineering Capital	26	26	0
Total Positions	301	286	15
Non-Reimbursable	272	257	15
Reimbursable	29	29	0
Total Full-Time	301	286	15
Total Full-Time-Equivalents	0	0	0

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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	14	15	(1)	
Professional, Technical, Clerical	11	8	3	
Operational Hourlies	0	0	0	
Total Administration	25	23	2	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	87	88	(1)	
Total Operations	95	92	3	
Maintenance				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	131	13	
Total Maintenance	155	145	10	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	2	2	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	22	(2)	
Total Engineering/Capital	26	26	0	
Total Positions				
Managers/Supervisors	31	31	0	
Professional, Technical, Clerical	19	14	5	
Operational Hourlies	251	241	10	
Total Positions	301	286	15	

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

<u>Month of July</u>				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.328	0.343	0.015	4.5%	Higher ridership growth than forecasted
<u>Year to Date</u>				
2.493	2.516	0.023	0.9%	

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

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

	Month of July		Variance		<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Amount</u>	<u>Percent</u>	
	Average Weekday	0.013	0.014	0.001	
Average Weekend	0.004	0.008	0.004	110.6%	Service suspended between Old Town and St. George on two weekends in 2013
	12-Month Rolling Average				
Average Weekday	0.015	0.015	0.000	0.6%	
Average Weekend	0.007	0.008	0.000	3.4%	Higher ridership growth trend

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

FINANCIAL AND RIDERSHIP REPORT

July 2014

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.8 million in July, less than \$0.1 million (0.2 percent) below forecast. Farebox revenue of \$17.8 million was favorable by \$0.5 million (2.6 percent), due to higher ridership. Other operating revenue of \$1.0 million was \$0.5 million (32.5 percent) below forecast, due to the unfavorable timing of student fare reimbursements. Year-to-date, operating revenue was \$128.3 million, \$1.1 million (0.9 percent) favorable to forecast, due to higher farebox revenue caused by increased ridership.

Total MTA Bus **ridership** in July 2014 was 10.4 million, 2.9 percent (0.3 million riders) above forecast. Year-to-date, ridership was 71.9 million, 0.7 percent (0.5 million riders) above forecast. July 2014 average weekday ridership was 388,741, an increase of 3.6 percent (13,653 riders) from July 2013. Average weekday ridership for the twelve months ending July 2014 was 402,054, a decrease of 1.0 percent (3,988 riders).

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$50.9 million in July, \$1.3 million (2.5 percent) below forecast. Labor expenses were less than forecast by \$0.8 million (1.9 percent), due primarily to the favorable timing of health & welfare/OPEB current expenses of \$0.6 million (9.4 percent) and pension expenses of \$0.2 million (5.8 percent). Other fringe benefit expenses were also favorable by \$0.3 million (8.3 percent), due to the timing of Workers' Compensation payments. These favorable results were partly offset by an overrun in overtime expenses of \$0.6 million (17.4 percent), due mainly to vacancy and absentee coverage and additional fleet maintenance in support of an aging fleet. Non-labor expenses were below forecast by \$0.5 million (4.1 percent), including the favorable timing of claims expenses of \$0.9 million (38.9 percent) and lower fuel rates of \$0.2 million (5.6 percent). Partly offsetting these positive results were professional service contract overruns of \$0.3 million (17.7 percent), due to unbudgeted Workers' Compensation Board administrative expenses. Year-to-date, expenses were \$345.3 million, \$2.3 million (0.7 percent) lower than forecast. Labor expenses were favorable by \$0.4 million (0.2 percent), as the favorable timing of health & welfare/OPEB current expenses of \$0.7 million (1.7 percent) and other fringe benefit expenses of \$0.9 million (3.5 percent), specifically regarding Workers' Compensation payments, and payroll underruns of \$0.3 million (0.2 percent), were partly offset by overtime overruns of \$1.6 million (5.0 percent), due again to vacancy/absentee coverage and fleet maintenance requirements. Non-labor expenses were less than forecast by \$1.9 million (2.2 percent), due mostly to the favorable timing of claims expenses of \$1.6 million (13.9 percent).

Depreciation expenses year-to-date were \$1.7 million (6.5 percent) above forecast.

GASB #45 Other Post-Employment Benefits accrued expenses year-to-date were \$13.3 million (29.5 percent) above forecast, based on current actuarial information.

The **operating cash deficit** (excluding subsidies) was \$235.2 million for July year-to-date, \$2.4 million (1.0 percent) favorable to forecast.

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

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 17.363	\$ 17.822	\$ 0.459	2.6	\$ -	\$ -	\$ -	-	\$ 17.363	\$ 17.822	\$ 0.459	2.6
Other Operating Income	1.504	1.015	(0.489)	(32.5)	-	-	-	-	1.504	1.015	(0.489)	(32.5)
Capital and Other Reimbursements	-	-	-	-	0.433	0.567	0.134	30.9	0.433	0.567	0.134	30.9
Total Revenue	\$ 18.867	\$ 18.837	\$ (0.030)	(0.2)	\$ 0.433	\$ 0.567	\$ 0.134	30.9	\$ 19.300	\$ 19.404	\$ 0.104	0.5
Labor:												
Payroll	\$ 21.234	\$ 20.979	\$ 0.255	1.2	\$ 0.212	\$ 0.274	\$ (0.062)	(29.2)	\$ 21.446	\$ 21.253	\$ 0.193	0.9
Overtime	3.732	4.381	(0.649)	(17.4)	-	-	-	-	3.732	4.381	(0.649)	(17.4)
Health and Welfare	4.569	4.086	0.483	10.6	0.108	0.077	0.031	28.7	4.677	4.163	0.514	11.0
OPEB Current Payment	1.595	1.500	0.095	6.0	-	-	-	-	1.595	1.500	0.095	6.0
Pensions	3.927	3.701	0.226	5.8	0.034	0.038	(0.004)	(11.8)	3.961	3.739	0.222	5.6
Other Fringe Benefits	4.206	3.858	0.348	8.3	0.035	0.038	(0.003)	(8.6)	4.241	3.896	0.345	8.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 39.263	\$ 38.505	\$ 0.758	1.9	\$ 0.389	\$ 0.427	\$ (0.038)	(9.8)	\$ 39.652	\$ 38.932	\$ 0.720	1.8
Non-Labor:												
Electric Power	\$ 0.177	\$ 0.124	\$ 0.053	29.9	\$ -	\$ -	\$ -	-	\$ 0.177	\$ 0.124	\$ 0.053	29.9
Fuel	3.317	3.130	0.187	5.6	-	-	-	-	3.317	3.130	0.187	5.6
Insurance	0.303	0.281	0.022	7.3	-	-	-	-	0.303	0.281	0.022	7.3
Claims	2.293	1.400	0.893	38.9	-	-	-	-	2.293	1.400	0.893	38.9
Maintenance and Other Operating Contracts	2.059	1.844	0.215	10.4	0.032	-	0.032	100.0	2.091	1.844	0.247	11.8
Professional Service Contracts	1.886	2.219	(0.333)	(17.7)	-	-	-	-	1.886	2.219	(0.333)	(17.7)
Materials & Supplies	2.721	3.168	(0.447)	(16.4)	0.012	0.140	(0.128)	*	2.733	3.308	(0.575)	(21.0)
Other Business Expense	0.205	0.261	(0.056)	(27.3)	-	-	-	-	0.205	0.261	(0.056)	(27.3)
Total Non-Labor Expenses	\$ 12.961	\$ 12.427	\$ 0.534	4.1	\$ 0.044	\$ 0.140	\$ (0.096)	*	\$ 13.005	\$ 12.567	\$ 0.438	3.4
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 52.224	\$ 50.932	\$ 1.292	2.5	\$ 0.433	\$ 0.567	\$ (0.134)	(30.9)	\$ 52.657	\$ 51.499	\$ 1.158	2.2
Depreciation	3.155	3.985	(0.830)	(26.3)	-	-	-	-	3.155	3.985	(0.830)	(26.3)
OPEB Obligation	11.021	8.350	2.671	24.2	-	-	-	-	11.021	8.350	2.671	24.2
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 66.400	\$ 63.267	\$ 3.133	4.7	\$ 0.433	\$ 0.567	\$ (0.134)	(30.9)	\$ 66.833	\$ 63.834	\$ 2.999	4.5
Net Surplus/(Deficit)	\$ (47.533)	\$ (44.430)	\$ 3.103	6.5	\$ -	\$ -	\$ -	-	\$ (47.533)	\$ (44.430)	\$ 3.103	6.5

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 115.542	\$ 116.616	\$ 1.074	0.9	\$ -	\$ -	\$ -	-	\$ 115.542	\$ 116.616	\$ 1.074	0.9
Other Operating Income	11.573	11.648	0.075	0.6	-	-	-	-	11.573	11.648	0.075	0.6
Capital and Other Reimbursements	-	-	-	-	3.495	3.777	0.282	8.1	3.495	3.777	0.282	8.1
Total Revenue	\$ 127.115	\$ 128.264	\$ 1.149	0.9	\$ 3.495	\$ 3.777	\$ 0.282	8.1	\$ 130.610	\$ 132.041	\$ 1.431	1.1
Expenses												
<i>Labor:</i>												
Payroll	\$ 140.978	\$ 140.695	\$ 0.283	0.2	1.677	1.820	\$ (0.143)	(8.5)	\$ 142.655	\$ 142.515	\$ 0.140	0.1
Overtime	31.753	33.327	(1.574)	(5.0)	-	-	-	-	31.753	33.327	(1.574)	(5.0)
Health and Welfare	28.592	27.953	0.639	2.2	0.512	0.474	0.038	7.4	29.104	28.427	0.677	2.3
OPEB Current Payment	10.948	10.897	0.051	0.5	-	-	-	-	10.948	10.897	0.051	0.5
Pensions	26.205	26.095	0.110	0.4	0.303	0.307	(0.004)	(1.3)	26.508	26.402	0.106	0.4
Other Fringe Benefits	26.284	25.367	0.917	3.5	0.291	0.294	(0.003)	(1.0)	26.575	25.661	0.914	3.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0	0.084	0.084	-	0.0
Total Labor Expenses	\$ 264.760	\$ 264.334	\$ 0.426	0.2	\$ 2.867	\$ 2.979	\$ (0.112)	(3.9)	\$ 267.627	\$ 267.313	\$ 0.314	0.1
<i>Non-Labor:</i>												
Electric Power	\$ 1.110	\$ 1.053	\$ 0.057	5.1	\$ -	\$ -	\$ -	-	\$ 1.110	\$ 1.053	\$ 0.057	5.1
Fuel	21.845	21.724	0.121	0.6	-	-	-	-	21.845	21.724	0.121	0.6
Insurance	1.965	1.949	0.016	0.8	-	-	-	-	1.965	1.949	0.016	0.8
Claims	11.387	9.800	1.587	13.9	-	-	-	-	11.387	9.800	1.587	13.9
Maintenance and Other Operating Contracts	11.049	10.483	0.566	5.1	0.064	-	0.064	100.0	11.113	10.483	0.630	5.7
Professional Service Contracts	12.302	12.831	(0.529)	(4.3)	-	-	-	-	12.302	12.831	(0.529)	(4.3)
Materials & Supplies	21.274	20.980	0.294	1.4	0.564	0.798	(0.234)	(41.5)	21.838	21.778	0.060	0.3
Other Business Expense	1.906	2.163	(0.257)	(13.5)	-	-	-	-	1.906	2.163	(0.257)	(13.5)
Total Non-Labor Expenses	\$ 82.838	\$ 80.983	\$ 1.855	2.2	\$ 0.628	\$ 0.798	\$ (0.170)	(27.1)	\$ 83.466	\$ 81.781	\$ 1.685	2.0
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 347.598	\$ 345.317	\$ 2.281	0.7	\$ 3.495	\$ 3.777	\$ (0.282)	(8.1)	\$ 351.093	\$ 349.094	\$ 1.999	0.6
Depreciation	26.457	28.167	(1.710)	(6.5)	-	-	-	-	26.457	28.167	(1.710)	(6.5)
OPEB Obligation	45.042	58.350	(13.308)	(29.5)	-	-	-	-	45.042	58.350	(13.308)	(29.5)
Environmental Remediation	-	0.514	(0.514)	-	-	-	-	-	-	0.514	(0.514)	-
Total Expenses	\$ 419.097	\$ 432.348	\$ (13.251)	(3.2)	\$ 3.495	\$ 3.777	\$ (0.282)	(8.1)	\$ 422.592	\$ 436.125	\$ (13.533)	(3.2)
Net Surplus/(Deficit)	\$ (291.982)	\$ (304.084)	\$ (12.102)	(4.1)	\$ -	\$ -	\$ 0.000	-	\$ (291.982)	\$ (304.084)	\$ (12.102)	(4.1)

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	July 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.459	2.6	Higher ridership	\$ 1.074	0.9	Higher ridership		
Other Operating Revenue	NR	\$ (0.489)	(32.5)	Timing of student fare reimbursement	\$ 0.075	0.6	(a)		
Capital and Other Reimbursements	R	\$ 0.134	30.9	Prior period reimbursement	\$ 0.282	8.1	Prior period reimbursement		
Total Revenue Variance		\$ 0.104	0.5		\$ 1.431	1.1			
Payroll	NR	\$ 0.255	1.2	(a)	\$ 0.283	0.2	(a)		
Overtime	NR	\$ (0.649)	(17.4)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance	\$ (1.574)	(5.0)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance		
Health and Welfare (including OPEB)	NR	\$ 0.578	9.4	Timing of expenses	\$ 0.690	1.7	Timing of expenses		
Pension	NR	\$ 0.226	5.8	Timing of payments	\$ 0.110	0.4	(a)		
Other Fringe Benefits	NR	\$ 0.348	8.3	Timing of workers' compensation payments.	\$ 0.917	3.5	Timing of workers' compensation payments.		
Electric Power	NR	\$ 0.053	29.9	(a)	\$ 0.057	29.9	(a)		
Fuel	NR	\$ 0.187	5.6	Favorable rates	\$ 0.121	0.6	Favorable rates		
Insurance	NR	\$ 0.022	7.3	(a)	\$ 0.016	0.8	(a)		
Claims	NR	\$ 0.893	38.9	Timing of expenses	\$ 1.587	13.9	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 0.215	10.4	Timing of expenses & misclassification of bus units budgeted in Materials & Supplies	\$ 0.566	5.1	Timing of expenses & misclassification of bus units budgeted in Material & Supplies		
Professional Service Contracts	NR	\$ (0.333)	(17.7)	Unbudgeted Workers Comp Board administration fees	\$ (0.529)	(4.3)	Higher marketing, advertising & promotional expenses and Unbudgeted Workers Comp Board administrative fees.		
Materials & Supplies	NR	\$ (0.447)	(16.4)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts	\$ 0.294	1.4	Timing of expenses offset by bus units budgeted in Maint & Operating contracts but charged to Materials & Supplies		
Other Business Expense	NR	\$ (0.056)	(27.3)	Higher office supplies and membership dues	\$ (0.257)	(13.5)	Higher office supplies and membership dues		
Depreciation	NR	\$ (0.830)	(26.3)	Non cash expense	\$ (1.710)	(6.5)	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	\$ (13.308)	(29.5)	One time adjustment in the month of June to align 3rd party actuarial estimate by year end		
Environmental Remediation		\$ -	-	Non cash expense	\$ (0.514)	-	Non cash expense		
Payroll	R	\$ (0.062)	(29.2)	Prior period expenses	\$ (0.143)	(8.5)	Prior period expenses		
Health and Welfare	R	\$ 0.031	28.7		\$ 0.038	7.4			
Pension	R	\$ (0.004)	(11.8)	Timing of charges.	\$ (0.004)	(1.3)	Timing of charges.		
Other Fringe Benefits	R	\$ (0.003)	(8.6)		\$ (0.003)	(1.0)			
Maintenance and Other Operating Contracts	R	\$ 0.032	*	Timing of charges.	\$ 0.064	*	Timing of charges.		
Materials & Supplies	R	\$ (0.128)	*	Prior period expenses	\$ (0.234)	*	Prior period expenses		
Total Expense Variance		\$ 2.999	4.5		\$ (13.533)	(3.2)			
Net Variance		\$ 3.103	6.5		\$ (12.102)	(4.1)			

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

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

	July 2014				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 17,363	\$ 19,742	\$ 2,379	13.7	\$ 115,704	\$ 116,989	\$ 1,285	1.1	
Other Operating Revenue	1,504	0,577	(0,927)	(61.6)	11,645	11,496	(0,149)	(1.3)	
Capital and Other Reimbursements	1,210	0,582	(0,628)	(51.9)	6,398	5,077	(1,321)	(20.6)	
Total Receipts	\$ 20,077	\$ 20,901	\$ 0,824	4.1	\$ 133,747	\$ 133,562	\$ (0,185)	(0.1)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 19,345	\$ 20,982	\$ (1,637)	(8.5)	\$ 155,561	\$ 155,597	\$ (0,036)	(0.0)	
Overtime	3,732	4,381	(0,649)	(17.4)	31,753	33,327	(1,574)	(5.0)	
Health and Welfare	3,397	5,671	(2,274)	(66.9)	33,788	35,739	(1,951)	(5.8)	
OPEB Current Payment	1,595	1,500	0,095	6.0	10,915	9,364	1,551	14.2	
Pensions	3,842	3,701	0,141	3.7	25,814	25,531	0,283	1.1	
Other Fringe Benefits	4,330	5,331	(1,001)	(23.1)	26,730	26,002	0,728	2.7	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 36,241	\$ 41,566	\$ (5,325)	(14.7)	\$ 284,561	\$ 285,560	\$ (0,999)	(0.4)	
<i>Non-Labor:</i>									
Electric Power	\$ 0,258	\$ -	\$ 0,258	100.0	\$ 0,660	\$ 0,144	\$ 0,516	78.2	
Fuel	3,240	2,874	0,366	11.3	23,118	22,513	0,605	2.6	
Insurance	0,541	0,113	0,428	79.1	3,590	2,649	0,941	26.2	
Claims	2,731	0,730	2,001	73.3	10,025	14,744	(4,719)	(47.1)	
Maintenance and Other Operating Contracts	2,864	1,335	1,529	53.4	14,910	11,629	3,281	22.0	
Professional Service Contracts	2,824	0,797	2,027	71.8	10,861	7,421	3,440	31.7	
Materials & Supplies	2,637	3,178	(0,541)	(20.5)	21,807	23,336	(1,529)	(7.0)	
Other Business Expenses	0,610	0,008	0,602	98.7	1,824	0,750	1,074	58.9	
Total Non-Labor Expenditures	\$ 15,705	\$ 9,035	\$ 6,670	42.5	\$ 86,795	\$ 83,186	\$ 3,609	4.2	
Other Expenditure Adjustments :									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 51,946	\$ 50,601	\$ 1,345	2.6	\$ 371,356	\$ 368,746	\$ 2,610	0.7	
Operating Cash Surplus/(Deficit)	\$ (31,869)	\$ (29,700)	\$ 2,169	6.8	\$ (237,609)	\$ (235,184)	\$ 2,425	1.0	

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	July 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 2.379	13.7	Receipts from prior periods.	\$ 1.285	1.1	Receipts from prior periods.
Other Operating Revenue	(0.927)	(61.6)	Timing of student fare quarterly reimbursement which was received in June	(0.149)	(1.3)	(a)
Capital and Other Reimbursements	(0.628)	(51.9)	Timing of reimbursement receipts	(1.321)	(20.6)	Timing of reimbursement receipts
Total Receipts	\$ 0.824	4.1		\$ (0.185)	(0.1)	
Payroll	\$ (1.637)	(8.5)	Payments that offset prior period favorable under runs	\$ (0.036)	(0.0)	(a)
Overtime	(0.649)	(17.4)	Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements	(1.574)	(5.0)	Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements
Health and Welfare (including OPEB)	(2.179)	(43.6)	Payment for prior period expenses	(0.400)	(0.9)	(a)
Pension	0.141	3.7	Delay in payments	0.283	1.1	Delay in payments
Other Fringe Benefits	(1.001)	(23.1)	Payment for prior period Workers Comp expenses	0.728	2.7	Timing of worker's compensation payments
GASB	-	-		-	-	
Electric Power	0.258	100.0	Timing of payments	0.516	78.2	Timing of payments
Fuel	0.366	11.3	Favorable rates	0.605	2.6	Favorable rates
Insurance	0.428	79.1	Timing of payments/billings	0.941	26.2	Timing of payments/billings
Claims	2.001	73.3	Timing of payments	(4.719)	(47.1)	\$12 million payout on a 2009 Bus accident case
Maintenance and Other Operating Contracts	1.529	53.4	Timing of expenses & misclassification of bus units budgeted in Materials & Supplies	3.281	22.0	Timing of expenses & misclassification of bus units budgeted in Material & Supplies
Professional Service Contracts	2.027	71.8	Timing of payments	3.440	31.7	Timing of payments
Materials & Supplies	(0.541)	(20.5)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts	(1.529)	(7.0)	Prior period expenses & misclassification of bus units budgeted in Maint & Operating contracts
Other Business Expenditure	0.602	98.7	Timing of payments	1.074	58.9	Timing of payments
Total Expenditures	\$ 1.345	2.6		\$ 2.610	0.7	
Net Cash Variance	\$ 2.169	6.8		\$ 2.425	1.0	

(a) - Variance less than 5%

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

	July 2014				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ -	\$ 1,920	\$ 1,920	-	\$ 0.162	\$ 0.373	\$ 0.211	*	
Other Operating Revenue	-	(0.438)	(0.438)	-	0.072	(0.152)	(0.224)	*	
Capital and Other Reimbursements	0.777	0.015	(0.762)	(98.1)	2.903	1.300	(1.603)	(55.2)	
Total Receipts	\$ 0.777	\$ 1.497	\$ 0.720	92.7	\$ 3.137	\$ 1.521	\$ (1.616)	(51.5)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 2.101	\$ 0.271	\$ (1.830)	(87.1)	\$ (12.906)	\$ (13.082)	\$ (0.176)	(1.4)	
Overtime	-	-	-	-	-	-	-	-	
Health and Welfare	1.280	(1.508)	(2.788)	*	(4.684)	(7.312)	(2.628)	(56.1)	
OPEB Current Payment	-	-	-	-	0.033	1.533	1.500	*	
Pensions	0.119	0.038	(0.081)	(68.1)	0.694	0.871	0.177	25.5	
Other Fringe Benefits	(0.089)	(1.435)	(1.346)	*	(0.155)	(0.341)	(0.186)	*	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0	
Total Labor Expenditures	\$ 3.411	\$ (2.634)	\$ (6.045)	*	\$ (16.934)	\$ (18.247)	\$ (1.313)	(7.8)	
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ (0.081)	\$ 0.124	0.205	*	\$ 0.450	\$ 0.909	0.459	*	
Fuel for Buses and Trains	0.077	0.256	0.179	*	(1.273)	(0.789)	0.484	38.0	
Insurance	(0.238)	0.168	0.406	*	(1.625)	(0.700)	0.925	56.9	
Claims	(0.438)	0.670	1.108	*	1.362	(4.944)	(6.306)	*	
Maintenance and Other Operating Contracts	(0.773)	0.509	1.282	*	(3.797)	(1.146)	2.651	69.8	
Professional Service Contracts	(0.938)	1.422	2.360	*	1.441	5.410	3.969	*	
Materials & Supplies	0.096	0.130	0.034	35.4	0.031	(1.558)	(1.589)	*	
Other Business Expenditures	(0.405)	0.253	0.658	*	0.082	1.413	1.331	*	
Total Non-Labor Expenditures	\$ (2.700)	\$ 3.532	\$ 6.232	*	\$ (3.329)	\$ (1.405)	\$ 1.924	57.8	
Other Expenditure Adjustments :									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Gap Closing Expenditures :									
Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 0.711	\$ 0.898	\$ 0.187	26.3	\$ (20.263)	\$ (19.652)	\$ 0.611	3.0	
Depreciation Adjustment	3.155	3.985	0.830	26.3	26.457	28.167	1.710	6.5	
Other Post Employment Benefits	11.021	8.350	(2.671)	(24.2)	45.042	58.350	13.308	29.5	
Environmental Remediation	-	-	-	-	-	0.514	0.514	-	
Total Expenses/Expenditures	\$ 14.887	\$ 13.233	\$ (1.654)	(11.1)	\$ 51.236	\$ 67.379	\$ 16.143	31.5	
Total Cash Conversion Adjustments	\$ 15.664	\$ 14.730	\$ (0.934)	(6.0)	\$ 54.373	\$ 68.900	\$ 14.527	26.7	

NOTE: Totals may not add due to rounding

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

	<u>July 2014</u>			<u>Year-to-date as of July 2014</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.363	\$ 17.822	\$ 0.459	\$ 115.542	\$ 116.616	\$ 1.074
Total Farebox Revenue	\$ 17.363	\$ 17.822	\$ 0.459	\$ 115.542	\$ 116.616	\$ 1.074
Other Revenue	\$ 1.504	\$ 1.015	\$ (0.489)	\$ 11.573	\$ 11.648	\$ 0.075
Capital & Other	0.433	0.567	0.134	3.495	3.777	0.282
Total Revenue	\$ 19.300	\$ 19.404	\$ 0.104	\$ 130.610	\$ 132.041	\$ 1.431
<u>Ridership</u>						
Fixed Route	10.096	10.390	0.294	71.441	71.918	0.477
Total Ridership	10.096	10.390	0.294	71.441	71.918	0.477

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
JULY 2014

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	16	16	-	
Material	19	14	5	
Controller	15	19	(4)	
Office of the President	6	5	1	
System Safety Administration	5	1	4	
Law	24	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	3	1	
Strategic Office	12	12	-	
Non-Departmental	11	-	11	
Total Administration	138	120	18	Vacancies to be filled
Operations				
Buses	2,211	2,193	18	Bus Operators vacancies to be filled
Office of the Executive VP	1	4	(3)	
Safety & Training	31	37	(6)	Student Operators to fill vacancy
Road Operations	117	113	4	
Transportation Support	20	21	(1)	
Operations Planning	32	29	3	
Revenue Control	21	18	3	
Total Operations	2,433	2,415	18	
Maintenance				
Buses	769	743	26	
Maintenance Support/CMF	158	166	(8)	
Facilities	73	45	28	Vacancies Replaced by MOU
Supply Logistics	92	89	3	
Total Maintenance	1,092	1,043	49	
Capital Program Management	37	32	5	
Total Engineering/Capital	37	32	5	
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,718	3,626	92	
Non-Reimbursable	3,680	3,569	111	
Reimbursable	38	57	(19)	
Total Full-Time	3,703	3,609	94	
Total Full-Time Equivalents	15	17	(2)	

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

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	45	12	
Professional, Technical, Clerical	70	75	(5)	
Operational Hourlies	11	0	11	
Total Administration	138	120	18	Vacancies to be filled
Operations				
Managers/Supervisors	301	294	7	
Professional, Technical, Clerical	52	56	(4)	
Operational Hourlies	2,080	2,065	15	
Total Operations	2,433	2,415	18	
Maintenance				
Managers/Supervisors	212	204	8	
Professional, Technical, Clerical	17	18	(1)	
Operational Hourlies	863	821	42	
Total Maintenance	1,092	1,043	49	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	17	4	
Professional, Technical, Clerical	16	15	1	
Operational Hourlies	-	0	-	
Total Engineering/Capital	37	32	5	
Public Safety				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	605	571	34	
Professional, Technical, Clerical	159	167	(8)	
Operational Hourlies	2,954	2,888	66	
Total Baseline Positions	3,718	3,626	92	

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

	July						July Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	50,002	\$2.1	48,017	\$2.1	1,985	\$0.0	345,241	\$14.9	344,420	\$15.0	821	(\$0.1)
					4.0%	0.5%					0.2%	-0.8%
<u>Unscheduled Service</u>	6,405	\$0.3	6,382	\$0.3	23	(0.0)	50,718	\$2.1	47,837	\$2.0	2,882	0.1
					0.4%	-4.8%					5.7%	3.9%
<u>Programmatic/Routine Maintenance</u>	9,168	\$0.4	23,565	\$1.0	(14,397)	(0.6)	136,798	\$5.8	164,951	\$7.1	(28,152)	(1.2)
					-157.0%	-165.4%					-20.6%	-21.2%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	18,828	\$0.9	22,824	\$1.0	(3,996)	(0.1)	148,045	\$6.3	158,117	\$6.6	(10,071)	(0.3)
					-21.2%	-9.7%					-6.8%	-4.6%
<u>Weather Emergencies</u>	3,600	\$0.1	190	\$0.0	3,410	0.1	56,534	\$2.3	54,101	\$2.3	2,433	0.0
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	283	\$0.0	197	\$0.0	85	0.0	1,246	\$0.1	1,088	\$0.0	158	0.0
					30.2%	41.2%					12.7%	19.4%
<u>Other</u>	1	\$0.0	636	\$0.0	(635)	(0.0)	3,795	\$0.2	5,096	\$0.3	(1,301)	(0.0)
					*	*					*	*
Subtotal	88,286	\$3.7	101,811	\$4.4	(13,525)	(\$0.6)	742,378	\$31.8	775,609	\$33.3	(33,232)	(\$1.6)
					-15.3%	-16.9%					-4.5%	-4.9%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	88,286	\$3.7	101,811	\$4.4	(13,525)	(\$0.6)	742,378	\$31.8	775,609	\$33.3	(33,232)	(\$1.6)
					-15.3%	-16.9%					-4.5%	-4.9%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	1,985	\$0.0		821	(\$0.1)	
	4.0%	0.5%		0.2%	-0.8%	
Unscheduled Service	23	(\$0.0)		2,882	\$0.1	
	0.4%	-4.8%		5.7%	3.9%	
Programmatic/Routine Maintenance	(14,397)	(\$0.6)		(28,152)	(\$1.2)	Maintenance work for accelerated completion of defects found on
	-157.0%	-165.4%	Aging bus fleet impact on bus maintenance.	-20.6%	-21.2%	schedule inspection and the impact of aging bus fleet.
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(3,996)	(\$0.1)	Vacancy and Absentee Coverage	(10,071)	(\$0.3)	Vacancy and Absentee Coverage
	-21.2%	-9.7%		-6.8%	-4.6%	
Weather Emergencies	3,410	\$0.1		2,433	\$0.0	
	*	*		*	*	
Safety/Security/Law Enforcement	85	\$0.0		158	\$0.0	
	30.2%	41.2%		12.7%	19.4%	
Other	(635)	(\$0.0)		(1,301)	(\$0.0)	
	*	*		*	*	
Subtotal	(13,525)	(\$0.6)		(33,232)	(\$1.6)	
	-15.3%	-16.9%		-4.5%	-4.9%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(13,525)	(\$0.6)		(33,232)	(\$1.6)	

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



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	June Results		June Year-to-Date Results			
	Variance	Fav/(Unfav)	Forecast	Prel Actual	Variance	Fav/(Unfav)
	\$	%	\$	\$	\$	%
Total Farebox Revenue	9.6	2.8	2,050.8	2,060.4	9.6	0.5
Nonreimb. Exp. before Dep./OPEB	(5.5)	(1.0)	3,212.4	3,217.9	(5.5)	(0.2)
Net Cash Deficit*	(33.7)	(46.0)	(1,426.1)	(1,459.8)	(33.7)	(2.4)

*Excludes Subsidies and Debt Service

June 2014 **farebox revenue** was \$358.6 million, \$9.6 million (2.8 percent) above forecast. Subway revenue was \$9.9 million (3.8 percent) above forecast, bus revenue was \$2.4 million (3.1 percent) above forecast, and paratransit revenue was \$0.1 million (8.6 percent) below forecast. Accrued fare media liability was \$2.6 million (43.2 percent) below forecast. Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June. The June 2014 non-student **average fare** of \$1.789 increased 1.1¢ from June 2013. The subway fare increased 0.9¢, the local bus fare increased 1.0¢, and the express bus fare decreased 7.8¢.

Total **ridership** in June 2014 of 205.0 million was 1.8 million (0.9 percent) above forecast. Average weekday ridership in June 2014 was 7.9 million, an increase of 2.4 percent from June 2013. Average weekday ridership for the twelve months ending June 2014 was 7.7 million, an increase of 0.8 percent from the twelve months ending June 2013.

Nonreimbursable expenses before depreciation and OPEB in June were above forecast by \$5.5 million (1.0 percent):

- **Labor expenses** overran by \$4.7 million (1.2 percent), due largely to the unfavorable timing of health & welfare/OPEB current expenses and payroll accrual adjustments, partly offset by favorable reimbursable overhead credits and pension accrual adjustments.
- **Non-labor expenses** exceeded forecast by a net \$0.9 million (0.6 percent), including overruns in: materials & supplies expenses (timing), electric power expenses (timing), fuel expenses (consumption/prices) and maintenance contract expenses. These unfavorable results were mostly offset by favorable results in other business expenses (timing), paratransit service contracts (lower completed trips), and professional service contract expense underruns.

Since the forecast includes actual results through May, year-to-date dollar expense variances were the same as for the month of June.

Net Cash Deficit

The net cash deficit for June was \$107.0 million, unfavorable to forecast by \$33.7 million (46.0 percent), due mostly to the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

June 2014 Farebox Revenue - (\$ in millions)

	June				June Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	262.4	272.4	9.9	3.8%	1,545.1	1,555.0	9.9	0.6%
NYCT Bus	79.0	81.4	2.4	3.1%	464.5	467.0	2.4	0.5%
Paratransit	1.5	1.4	(0.1)	(8.6%)	8.0	7.9	(0.1)	(1.6%)
Subtotal	342.9	355.2	12.2	3.6%	2,017.6	2,029.8	12.2	0.6%
Fare Media Liability	6.1	3.4	(2.6)	(43.2%)	33.2	30.6	(2.6)	(7.9%)
Total - NYCT	349.0	358.6	9.6	2.8%	2,050.8	2,060.4	9.6	0.5%
MTA Bus Company	16.7	17.4	0.6	3.7%	98.2	98.8	0.6	0.6%
<i>Total - Regional Bus</i>	<i>95.7</i>	<i>98.8</i>	<i>3.0</i>	<i>3.2%</i>	<i>562.7</i>	<i>565.8</i>	<i>3.0</i>	<i>0.5%</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.
- Fare Media Liability was below forecast due to a lower number of MetroCards expiring in June.
- Since the forecast includes actual results through May, year-to-date dollar variances were the same as for the month of June.

Average Fare

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

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2013	2014	Amount	Percent	2013	2014	Amount	Percent
Subway	1.866	1.875	0.009	0.5%	1.493	1.503	0.010	0.7%
Local Bus	1.474	1.484	0.010	0.7%	1.493	1.503	0.010	0.7%
Subway & Local Bus	1.762	1.773	0.011	0.6%	1.493	1.503	0.010	0.7%
Express Bus	5.012	4.935	(0.078)	(1.5%)	4.940	4.940	0.001	0.0%
Total	1.778	1.789	0.011	0.6%	1.769	1.771	0.002	0.1%

- The average fare increase was due in part to higher pass average fares due to customers who make close to the break-even number of trips for the 7-day pass (13 linked trips) shifting from pay-per-ride MetroCards to 7-day passes, resulting in lower average trips per pass and higher average fares.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the June average fare of \$1.14 was 23¢ lower than the average fare of \$1.37 in June 1996.

Other Operating Revenue

In the month of June, other operating revenues exceeded forecast by \$5.7 million (14.5 percent), due mostly to favorable results in paratransit Urban Tax revenue and Transit Adjudication Bureau (TAB) fees, and the timing of accrual adjustments.

Nonreimbursable Expenses

In June, nonreimbursable expenses before depreciation and OPEB were higher than forecast by \$5.5 million (1.0 percent). Since the forecast includes actual results through May, June year-to-date dollar expense variances were the same as the month of June. The major causes of the unfavorable June variance from forecast are reviewed below:

Labor expenses in the month of June were above forecast by \$4.7 million (1.2 percent), including the following:

- Health & welfare/OPEB current expenses exceeded forecast by \$7.1 million (7.6 percent), due largely to the unfavorable timing of expenses.
- Payroll expenses overran by \$2.0 million (0.8 percent), due to the unfavorable timing of labor contract accrual adjustments, partly offset by vacancies and lower earned employee separation payments.
- Overtime expenses were higher than forecast by \$1.0 million (3.1 percent), due mainly to additional bus service and maintenance requirements.
- Reimbursable overhead credits were favorable by \$2.8 million (16.5 percent), resulting mainly from higher reimbursable overtime costs.
- Pension expenses underran by \$2.7 million (14.0 percent), mostly from favorable NYCERS accrual adjustments, including a reclassification of expenses to reimbursable.

Non-labor expenses were above forecast in June by a net \$0.9 million (0.6 percent), including the following:

- Materials and supplies expenses exceeded forecast by \$5.3 million (23.3 percent), represented by the unfavorable timing of non-vehicle maintenance requirements.
- Electric power expenses were above forecast by \$3.5 million (13.2 percent), due largely to the unfavorable timing of expenses, partly offset by lower consumption and prices.
- Fuel expenses were over by \$1.4 million (10.9 percent), mainly due to higher consumption and prices, and the unfavorable timing of expenses.
- Maintenance contract expenses exceeded forecast by \$0.5 million (3.1 percent), primarily due to the unfavorable timing of security service and safety equipment expenses, partly offset by underruns in painting expenses and vehicle purchases.
- Other business expenses were less than forecast by \$3.4 million (39.3 percent), mainly from the favorable timing of reimbursable job closing adjustments, offset in reimbursable other business expenses.
- Paratransit service contracts were below forecast by \$3.3 million (9.9 percent), due mainly to lower completed trips.

- Professional service contract expenses underran forecast by \$2.6 million (25.3 percent), largely due to underruns in Information Technology and Workers' Compensation Board expenses, partly offset by higher office-related expenses.

Depreciation expenses were below forecast in June by \$12.5 million (9.5 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 \$429.6 million of accrued expenses in the month, \$42.6 million (11.0 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for June was \$107.0 million, unfavorable to forecast by \$33.7 million (46.0 percent), due mostly to the unfavorable timing of capital reimbursements.

Incumbents

There were 46,271 full-time paid incumbents at the end of June, an increase of 54 from May (excluding 228 temporary May paid incumbents) and an increase of 407 from December 2013 (excluding 301 temporary December paid incumbents).

RIDERSHIP RESULTS

June 2014 Ridership vs. Forecast - (millions)

	June				June Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	146.2	148.0	1.8	1.2%	862.2	864.0	1.8	0.2%
NYCT Bus	56.1	56.2	0.1	0.2%	331.5	331.6	0.1	0.0%
Subtotal	202.3	204.2	1.9	0.9%	1,193.7	1,195.6	1.9	0.2%
Paratransit	0.8	0.8	(0.1)	(8.1%)	4.4	4.4	(0.1)	(1.5%)
Total - NYCT	203.1	205.0	1.8	0.9%	1,198.1	1,200.0	1.8	0.2%
MTA Bus Company	10.4	10.6	0.2	1.8%	61.3	61.5	0.2	0.3%
<i>Total - Regional Bus</i>	<i>66.5</i>	<i>66.8</i>	<i>0.3</i>	<i>0.4%</i>	<i>392.9</i>	<i>393.2</i>	<i>0.3</i>	<i>0.1%</i>

Notes: Totals may not add due to rounding.

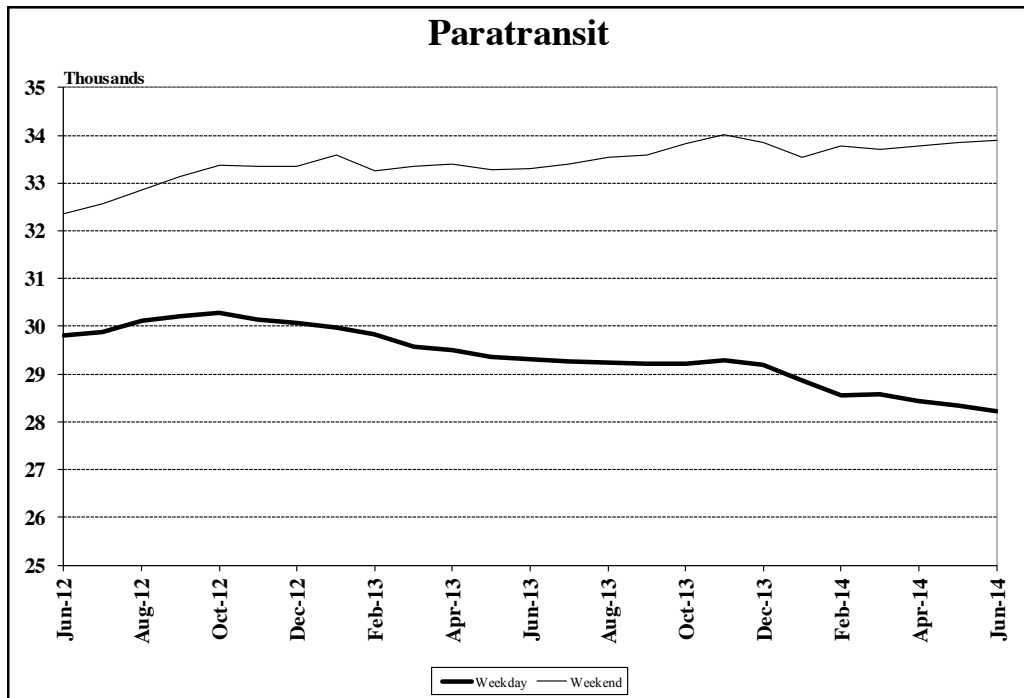
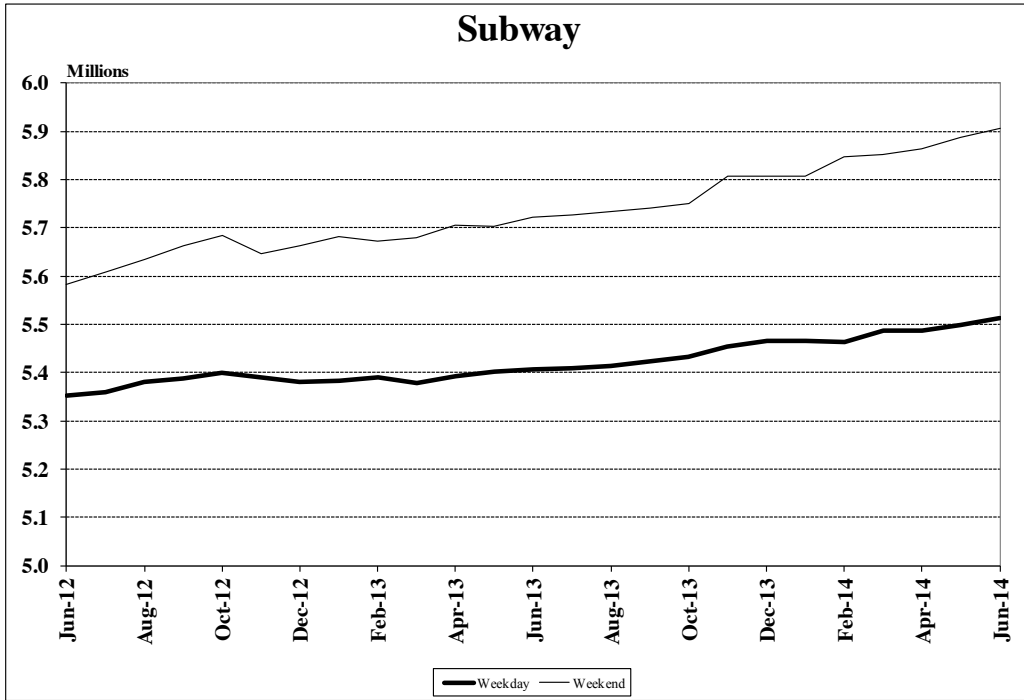
- Paratransit ridership was affected by various initiatives that have reduced ridership growth below historic rates.
- Since the forecast includes actual results through May, year-to-date absolute variances were the same as for the month of June.

June Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2013	2014	Amount	Percent	2013	2014	Amount	Percent
Subway	5,536	5,698	+161	+2.9%	6,100	6,345	+245	+4.0%
NYCT Local Bus	2,093	2,114	+21	+1.0%	2,406	2,436	+30	+1.2%
NYCT Express Bus	43	44	+1	+1.9%	14	14	+0	+3.2%
Paratransit	30	29	-1	-4.8%	36	36	+1	+1.7%
TOTAL - NYCT	7,702	7,884	+181	+2.4%	8,555	8,831	+275	+3.2%
MTABC Local Bus	365	380	+15	+4.0%	394	415	+20	+5.1%
MTABC Express Bus	33	33	-1	-1.8%	13	14	+1	+4.2%
Total - MTA Bus	398	412	+14	+3.5%	407	428	+21	+5.1%
<i>Total - Regional Bus</i>	<i>2,534</i>	<i>2,570</i>	<i>36</i>	<i>+1.4%</i>	<i>2,827</i>	<i>2,878</i>	<i>51</i>	<i>+1.8%</i>
12-Month Rolling Average								
Subway	5,407	5,513	+106	+2.0%	5,721	5,906	+185	+3.2%
Local Bus	2,128	2,085	-43	-2.0%	2,304	2,321	+17	+0.7%
Express Bus	42	42	+0	+0.1%	11	12	+1	+8.1%
Paratransit	29	28	-1	-3.7%	33	34	+1	+1.7%
TOTAL - NYCT	7,607	7,668	+61	+0.8%	8,070	8,273	+204	+2.5%
MTABC Local Bus	372	369	-3	-0.8%	373	386	+13	+3.5%
MTABC Express Bus	34	32	-2	-5.9%	13	13	-1	-5.3%
Total - MTA Bus	406	401	-5	-1.2%	387	399	+12	+3.2%
<i>Total - Regional Bus</i>	<i>2,576</i>	<i>2,528</i>	<i>-48</i>	<i>-1.9%</i>	<i>2,702</i>	<i>2,732</i>	<i>30</i>	<i>+1.1%</i>

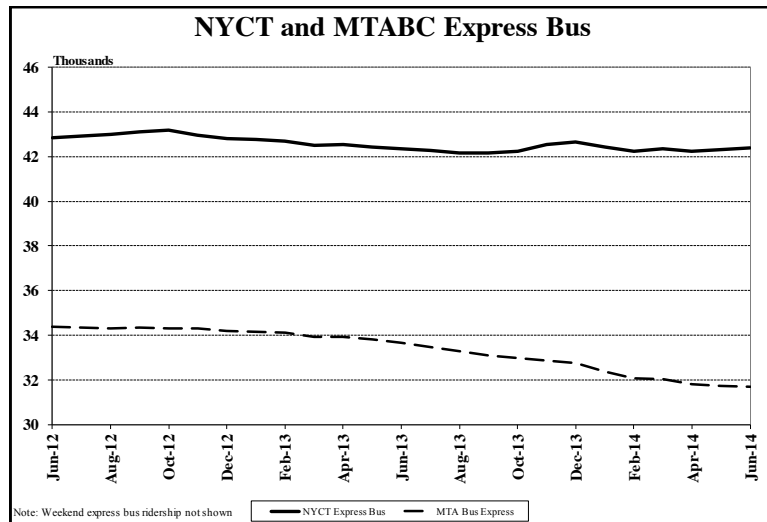
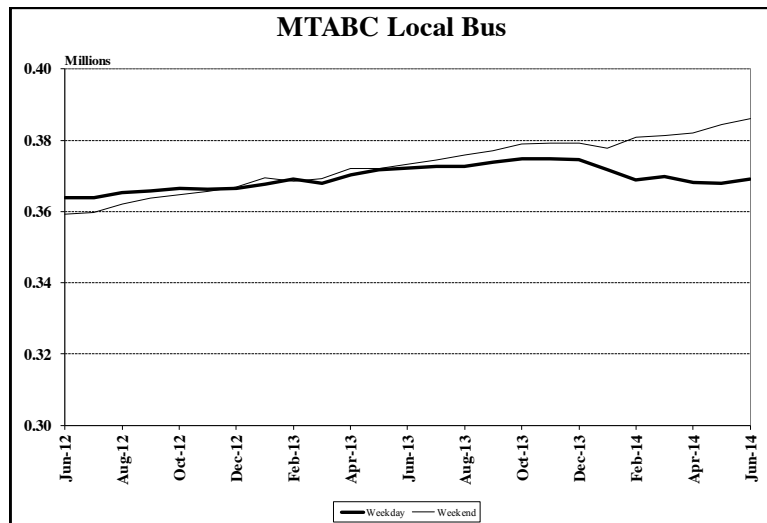
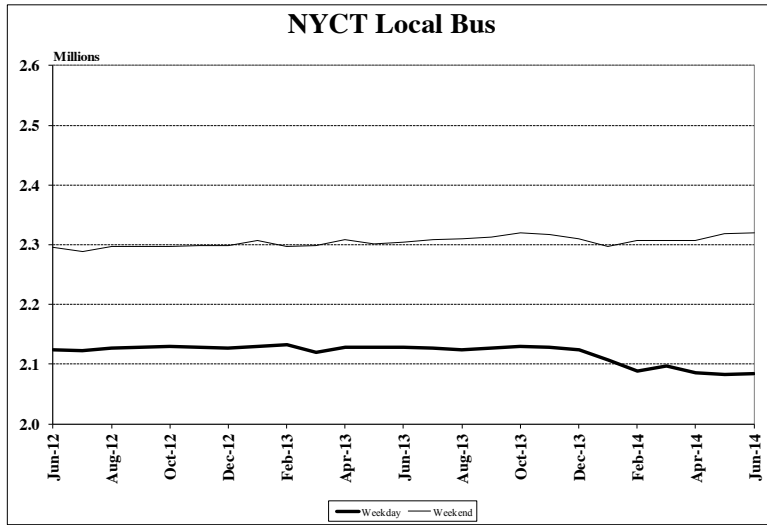
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures. Averages exclude Tropical Storm Sandy.

- June 2014 average weekday subway and total ridership was the highest of any June in over forty-five years.
- June 2014 average weekend subway and total ridership was the highest of any month in over forty-five years. June 29, 2014, the day of the Heritage of Pride March, had the highest subway ridership of any Sunday since daily records began in 1985.

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

From June 2013 to June 2014, only two area services did not have a ridership increase: NYCT Paratransit and MTA Express Bus. The largest increase was on Staten Island Railway (up 5.5 percent). Average weekend ridership increased on every area service except for PATH, which decreased 6.9 percent. Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Jun-13	Preliminary Jun-14	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,536	5,698	+2.9%	+2.0%
NYCT Local Bus	2,093	2,114	+1.0%	-2.0%
NYCT Express Bus	43	44	+1.9%	+0.1%
NYCT Paratransit	30	29	-4.8%	-3.7%
Staten Island Railway	15	16	+5.5%	-0.8%
MTA Local Bus	365	380	+4.0%	-0.8%
MTA Express Bus	33	33	-1.8%	-5.9%
Long Island Rail Road	302	309	+2.0%	+3.1%
Metro-North Railroad	293	296	+1.0%	+0.9%
Staten Island Ferry	n/a	71	n/a	n/a
PATH	252	259	+2.7%	+7.2%
<u>Average Weekend</u>				
NYCT Subway	6,100	6,345	+4.0%	+3.2%
NYCT Local Bus	2,406	2,436	+1.2%	+0.7%
NYCT Express Bus	14	14	+3.2%	+8.1%
NYCT Paratransit	36	36	+1.7%	+1.7%
Staten Island Railway	9	9	+6.0%	-3.7%
MTA Local Bus	394	415	+5.1%	+3.5%
MTA Express Bus	13	14	+4.2%	-5.3%
Long Island Rail Road	200	222	+10.9%	+2.9%
Metro-North Railroad	220	225	+2.3%	-0.6%
Staten Island Ferry	n/a	105	n/a	n/a
PATH	220	205	-6.9%	+5.5%

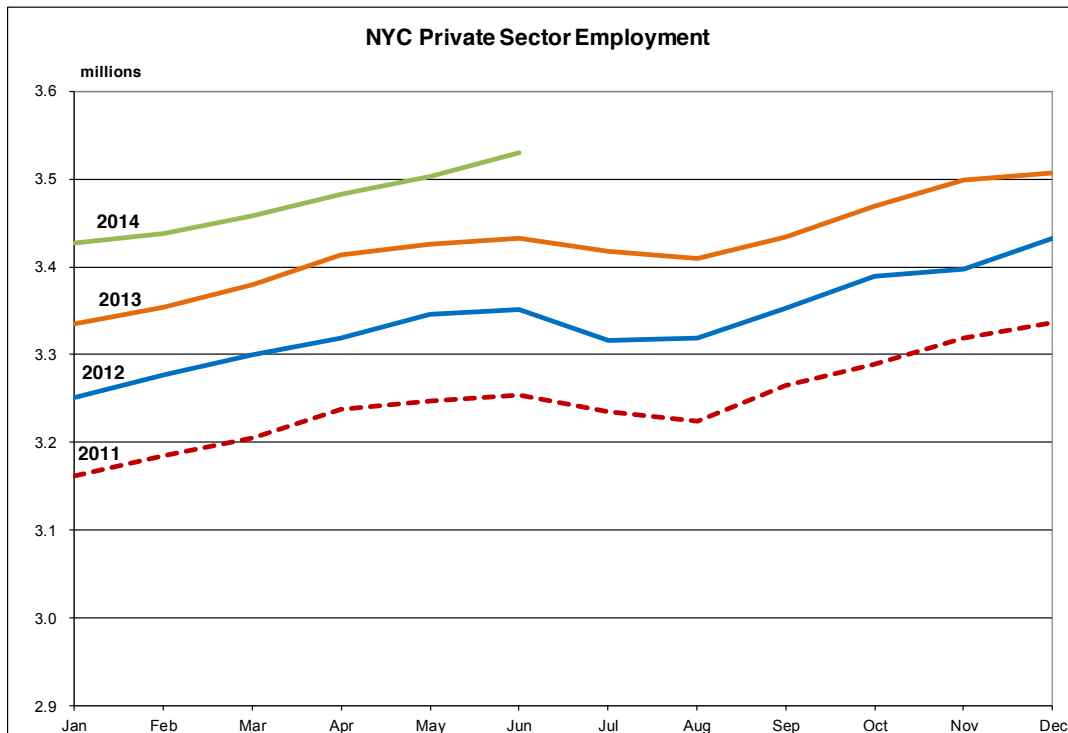
MTA Bridges and Tunnels				
(thousands)				
Average Weekday	839	851	+1.5%	+0.5%
Average Weekend	1,594	1,670	+4.8%	+2.0%

Note: Percentages are based on unrounded data.

Economy

From June 2013 to June 2014, New York City employment increased 2.4 percent (94,300 jobs). Private sector employment increased 2.8 percent (97,100 jobs) and government employment decreased 0.5 percent (2,800 jobs). The only private employment sub-sector that decreased from June 2013 was information. The sub-sector with both the largest absolute and percentage increases was educational and health services (up 38,600 jobs or 4.8 percent).

As shown in the chart below, New York City private sector employment has shown consistent growth for more than three years. Year-over-year growth has been above two percent in every month since October 2010.



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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$262.425	\$272.357	\$9.932	3.8	\$0.000	\$0.000	\$0.000	-	\$262.425	\$272.357	\$9.932	3.8
Bus	79.004	81.425	2.421	3.1	0.000	0.000	0.000	-	79.004	81.425	2.421	3.1
Paratransit	1.509	1.379	(0.130)	(8.6)	0.000	0.000	0.000	-	1.509	1.379	(0.130)	(8.6)
Fare Media Liability	6.052	3.435	(2.617)	(43.2)	0.000	0.000	0.000	-	6.052	3.435	(2.617)	(43.2)
Total Farebox Revenue	348.990	358.596	9.606	2.8	0.000	0.000	0.000	-	348.990	358.596	9.606	2.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	6.081	6.811	0.730	12.0	0.000	0.000	0.000	-	6.081	6.811	0.730	12.0
Paratransit Reimbursement	14.324	18.651	4.327	30.2	0.000	0.000	0.000	-	14.324	18.651	4.327	30.2
Other	18.861	19.494	0.633	3.4	0.000	0.000	0.000	-	18.861	19.494	0.633	3.4
Total Other Operating Revenue	39.266	44.956	5.690	14.5	0.000	0.000	0.000	-	39.266	44.956	5.690	14.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	75.876	88.211	12.335	16.3	75.876	88.211	12.335	16.3
Total Revenue	\$388.256	\$403.552	\$15.296	3.9	\$75.876	\$88.211	\$12.335	16.3	\$464.132	\$491.763	\$27.631	6.0
Expenses												
Labor:												
Payroll	242.164	244.156	(1.992)	(0.8)	32.495	30.981	1.514	4.7	274.659	275.137	(0.478)	(0.2)
Overtime	32.373	33.391	(1.018)	(3.1)	6.321	12.273	(5.952)	(94.2)	38.694	45.664	(6.970)	(18.0)
Total Salaries & Wages	274.537	277.547	(3.010)	(1.1)	38.816	43.254	(4.438)	(11.4)	313.353	320.801	(7.448)	(2.4)
Health and Welfare	62.260	66.501	(4.241)	(6.8)	2.209	2.147	0.062	2.8	64.469	68.648	(4.179)	(6.5)
OPEB Current Payment	30.665	33.554	(2.889)	(9.4)	0.000	0.000	0.000	-	30.665	33.554	(2.889)	(9.4)
Pensions	19.567	16.825	2.742	14.0	0.370	1.313	(0.943)	(254.9)	19.937	18.138	1.799	9.0
Other Fringe Benefits	25.129	25.206	(0.077)	(0.3)	10.892	11.986	(1.094)	(10.0)	36.021	37.192	(1.171)	(3.3)
Total Fringe Benefits	137.621	142.086	(4.465)	(3.2)	13.471	15.446	(1.975)	(14.7)	151.092	157.532	(6.440)	(4.3)
Reimbursable Overhead	(17.096)	(19.913)	2.817	16.5	17.096	19.913	(2.817)	(16.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$395.062	\$399.720	(\$4.658)	(1.2)	\$69.383	\$78.613	(\$9.230)	(13.3)	\$464.445	\$478.333	(\$13.888)	(3.0)
Non-Labor:												
Electric Power	26.685	30.215	(3.530)	(13.2)	0.015	0.031	(0.016)	(106.7)	26.700	30.246	(3.546)	(13.3)
Fuel	12.629	14.011	(1.382)	(10.9)	0.002	0.002	0.000	0.0	12.631	14.013	(1.382)	(10.9)
Insurance	5.770	5.640	0.130	2.3	0.000	0.000	0.000	-	5.770	5.640	0.130	2.3
Claims	8.068	7.642	0.426	5.3	0.000	0.000	0.000	-	8.068	7.642	0.426	5.3
Paratransit Service Contracts	33.580	30.271	3.309	9.9	0.000	0.000	0.000	-	33.580	30.271	3.309	9.9
Misc. and Other Operating Contracts	16.432	16.944	(0.512)	(3.1)	2.415	3.976	(1.561)	(64.6)	18.847	20.920	(2.073)	(11.0)
Professional Service Contracts	10.102	7.548	2.554	25.3	1.566	1.865	(0.299)	(19.1)	11.668	9.413	2.255	19.3
Materials & Supplies	22.672	27.957	(5.285)	(23.3)	5.027	3.440	1.587	31.6	27.699	31.397	(3.698)	(13.4)
Other Business Expenses	8.705	5.281	3.424	39.3	(2.532)	0.284	(2.816)	(111.2)	6.173	5.565	0.608	9.8
Total Non-Labor Expenses	\$144.643	\$145.509	(\$0.866)	(0.6)	\$6.493	\$9.598	(\$3.105)	(47.8)	\$151.136	\$155.107	(\$3.971)	(2.6)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$539.705	\$545.229	(\$5.524)	(1.0)	\$75.876	\$88.211	(\$12.335)	(16.3)	\$615.581	\$633.440	(\$17.859)	(2.9)
Depreciation	131.000	118.535	12.465	9.5	0.000	0.000	0.000	-	131.000	118.535	12.465	9.5
OPEB Account	387.000	429.612	(42.612)	(11.0)	0.000	0.000	0.000	-	387.000	429.612	(42.612)	(11.0)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,057.705	\$1,093.376	(\$35.671)	(3.4)	\$75.876	\$88.211	(\$12.335)	(16.3)	\$1,133.581	\$1,181.587	(\$48.006)	(4.2)
Net Surplus/(Deficit)	(\$669.449)	(\$689.824)	(\$20.375)	(3.0)	\$0.000	\$0.000	\$0.000	-	(\$669.449)	(\$689.824)	(\$20.375)	(3.0)

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
June 2014 Year-to-Date
(\$ in millions)

Table with columns: Category, Forecast, Actual, Variance, Percent (for Nonreimbursable, Reimbursable, and Total). Rows include Revenue (Farebox, Paratransit, etc.) and Expenses (Labor, Non-Labor, etc.).

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
June 2014
(\$ in millions)**

<u>Generic Revenue or Expense Category</u>	Nonreimb or Reimb	MONTH			YEAR TO DATE
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance
		\$	%		\$
Farebox Revenue	NR	9.6	2.8	Mainly due to higher subway ridership	
Other Operating Revenue	NR	5.7	14.5	Mostly due to favorable results in paratransit Urban Tax revenue and Transit Adjudication Bureau (TAB) fees, and the timing of accrual adjustments	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Payroll	NR	(2.0)	(0.8)	Due to the unfavorable timing of labor contract accrual adjustments, partly offset by vacancies and lower earned employee separation payments	
Overtime	NR	(1.0)	(3.1)	Mainly additional bus service and maintenance requirements	
Health & Welfare (including OPEB current payment)	NR	(7.1)	(7.6)	Primarily due to the unfavorable timing of expenses	
Pension	NR	2.7	14.0	Favorable NYCERS accrual adjustments, including a reclassification of expenses to reimbursable	
Reimbursable Overhead	NR	2.8	16.5	Mainly favorable overhead credits, resulting from higher reimbursable overtime costs	
Electric Power	NR	(3.5)	(13.2)	Largely the unfavorable timing of expenses, partly offset by lower consumption and prices	
Fuel	NR	(1.4)	(10.9)	Mainly due to higher consumption and prices, and the unfavorable timing of expenses	

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Claims	NR	0.4	5.3	The favorable timing of expenses			
Paratransit Service Contracts	NR	3.3	9.9	Mostly due to lower completed trips.			
Maintenance and Other Operating Contracts	NR	(0.5)	(3.1)	Largely the unfavorable timing of security service and safety equipment expenses, partly offset by underruns in painting expenses and vehicle purchases			
Professional Service Contracts	NR	2.6	25.3	Mostly underruns in Information Technology and Workers' Compensation Board expenses, partly offset by higher office-related expenses			
Materials and Supplies	NR	(5.3)	(23.3)	Overrun due primarily to the timing of non-vehicle maintenance requirements			
Other Business Expenses	NR	3.4	39.3	Mainly the favorable timing of reimbursable job closing adjustments, offset in reimbursable other business expenses			
Depreciation	NR	12.5	9.5	The favorable timing of assets reaching beneficial use			
Other Post-Employment Benefits	NR	(42.6)	(11.0)	Higher accrued expenses, based on current actuarial information			
Capital and Other Reimbursements	R	12.3	16.3	Reimbursement increase consistent with higher reimbursable expenses			
Payroll	R	1.5	4.7	Mostly due to the favorable timing of non-capital reimbursable expenses.			
Overtime	R	(6.0)	(94.2)	Primarily subways requirements, principally in support of trackwork, service delivery, infrastructure and signals, and Sandy-related work on the Montague and Greenpoint tunnels.			

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		Reason for Variance	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Pension	R	(0.9)	over (100.0)	Largely a reclassification of expenses from non-reimbursable			
Other Fringe Benefits	R	(1.1)	(10.0)	Mainly higher overhead expenses, due to increased reimbursable overtime costs			
Maintenance and Other Operating Contracts	R	(1.6)	(64.6)	Largely the unfavorable timing of construction services expenses			
Professional Service Contracts	R	(0.3)	(19.1)	Mainly the unfavorable timing of advertising expenses			
Materials & Supplies	R	1.6	31.6	Principally the favorable timing of non-vehicle maintenance requirements			
Other Business Expenses	R	(2.8)	over (100.0)	Mostly the unfavorable timing of reimbursable job closing adjustments, offset in non reimbursable other business expenses			

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$347.157	\$343.404	(\$3.753)	(1.1)	\$2,048.296	\$2,044.543	(\$3.753)	(0.2)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	30.000	30.000	0.000	0.0	36.313	36.313	0.000	0.0
Paratransit Reimbursement	73.458	73.760	0.302	0.4	93.665	93.967	0.302	0.3
Other	10.418	10.537	0.119	1.1	27.026	27.145	0.119	0.4
Total Other Operating Revenue	113.876	114.297	0.421	0.4	157.004	157.425	0.421	0.3
Capital and Other Reimbursements	95.876	65.968	(29.908)	(31.2)	449.989	420.081	(29.908)	(6.6)
Total Receipts	\$556.909	\$523.669	(\$33.240)	(6.0)	\$2,655.289	\$2,622.049	(\$33.240)	(1.3)
Expenditures								
Labor:								
Payroll	239.314	250.277	(10.963)	(4.6)	1,676.489	1,687.452	(10.963)	(0.7)
Overtime	34.876	40.306	(5.430)	(15.6)	275.684	281.114	(5.430)	(2.0)
Total Salaries & Wages	274.190	290.583	(16.393)	(6.0)	1,952.173	1,968.566	(16.393)	(0.8)
Health and Welfare	64.469	25.841	38.628	59.9	315.576	276.948	38.628	12.2
OPEB Current Payment	30.665	33.554	(2.889)	(9.4)	172.208	175.097	(2.889)	(1.7)
Pensions	79.097	77.221	1.876	2.4	465.138	463.262	1.876	0.4
Other Fringe Benefits	29.718	31.464	(1.746)	(5.9)	203.519	205.265	(1.746)	(0.9)
Total Fringe Benefits	203.949	168.080	35.869	17.6	1,156.441	1,120.572	35.869	3.1
GASB Account	5.399	6.625	(1.226)	(22.7)	34.047	35.273	(1.226)	(3.6)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$483.538	\$465.288	\$18.250	3.8	\$3,142.661	\$3,124.411	\$18.250	0.6
Non-Labor:								
Electric Power	25.926	28.219	(2.293)	(8.8)	171.451	173.744	(2.293)	(1.3)
Fuel	12.752	16.355	(3.603)	(28.3)	90.801	94.404	(3.603)	(4.0)
Insurance	0.131	0.000	0.131	1.9	33.830	33.699	0.131	0.4
Claims	7.051	15.670	(8.619)	(26.5)	43.843	52.462	(8.619)	(19.7)
Paratransit Service Contracts	32.530	30.632	1.898	9.3	181.036	179.138	1.898	1.0
Mtce. and Other Operating Contracts	20.498	28.965	(8.467)	(65.9)	104.466	112.933	(8.467)	(8.1)
Professional Service Contracts	12.852	6.066	6.786	22.9	77.649	70.863	6.786	8.7
Materials & Supplies	29.620	33.364	(3.744)	(12.6)	199.694	203.439	(3.745)	(1.9)
Other Business Expenditures	5.290	6.082	(0.792)	(15.0)	35.950	36.741	(0.791)	(2.2)
Total Non-Labor Expenditures	\$146.650	\$165.353	(\$18.703)	(12.8)	\$938.720	\$957.423	(\$18.703)	(2.0)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$630.188	\$630.641	(\$0.453)	(0.1)	\$4,081.381	\$4,081.834	(\$0.453)	(0.0)
Net Surplus/(Deficit)	(\$73.279)	(\$106.972)	(\$33.693)	(46.0)	(\$1,426.092)	(\$1,459.785)	(\$33.693)	(2.4)

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
June 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	(3.8)	(1.1)	Mostly due to the unfavorable timing of the counting and depositing of cash			
Capital and Other Reimbursements	(29.9)	(31.2)	Due primarily to the unfavorable timing of reimbursements			
Salaries & Wages	(16.4)	(6.0)	Mainly the unfavorable timing of expenditures			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Health & Welfare (including OPEB current payment)	35.7	37.6	Largely the favorable timing of payments			
Electric Power	(2.3)	(8.8)	Largely the unfavorable timing of expenses, partly offset by lower consumption and prices			
Fuel	(3.6)	(28.3)	Largely the unfavorable timing of payments			
Claims	(8.6)	(26.5)	The unfavorable timing of claims payouts			
Paratransit Service Contracts	1.9	9.3	Mostly due to lower completed trips			
Maintenance Contracts	(8.5)	(65.9)	Mainly the unfavorable timing of payments			
Professional Service Contracts	6.8	22.9	Primarily the favorable timing of payments			
Materials & Supplies	(3.7)	(12.6)	Mostly due to the unfavorable timing of non-vehicle maintenance requirements			

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$1.833)	(\$15.192)	(\$13.359)	(728.8)	(\$2.541)	(\$15.900)	(\$13.359)	(525.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	23.919	23.189	(0.730)	(3.1)	(10.866)	(11.596)	(0.730)	(6.7)
Paratransit Reimbursement	59.134	55.109	(4.025)	(6.8)	2.833	(1.192)	(4.025)	(142.1)
Other	(8.443)	(8.957)	(0.514)	(6.1)	(58.646)	(59.160)	(0.514)	(0.9)
Total Other Operating Revenue	74.610	69.341	(5.269)	(7.1)	(66.679)	(71.948)	(5.269)	(7.9)
Capital and Other Reimbursements	20.000	(22.243)	(42.243)	(211.2)	(26.002)	(68.245)	(42.243)	(162.5)
Total Receipts	\$92.777	\$31.906	(\$60.871)	(65.6)	(\$95.222)	(\$156.093)	(\$60.871)	(63.9)
Expenditures								
Labor:								
Payroll	35.345	24.860	(10.485)	(29.7)	(9.351)	(19.837)	(10.486)	(112.1)
Overtime	3.818	5.358	1.540	40.3	(5.905)	(4.365)	1.540	26.1
Total Salaries & Wages	39.163	30.218	(8.945)	(22.8)	(15.256)	(24.202)	(8.946)	(58.6)
Health and Welfare	0.000	42.807	42.807	-	20.555	63.362	42.807	208.3
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(59.160)	(59.083)	0.077	0.1	(354.495)	(354.418)	0.077	0.0
Other Fringe Benefits	6.303	5.728	(0.575)	(9.1)	15.488	14.913	(0.575)	(3.7)
Total Fringe Benefits	(52.857)	(10.548)	42.309	80.0	(318.452)	(276.143)	42.309	13.3
GASB Account	(5.399)	(6.625)	(1.226)	(22.7)	(34.047)	(35.273)	(1.226)	(3.6)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$19.093)	\$13.045	\$32.138	168.3	(\$367.755)	(\$335.618)	\$32.137	8.7
Non-Labor:								
Electric Power	0.774	2.027	1.253	161.9	(4.641)	(3.388)	1.253	27.0
Fuel	(0.121)	(2.342)	(2.221)	-	0.729	(1.492)	(2.221)	(304.7)
Insurance	5.639	5.640	0.001	0.0	0.204	0.205	0.001	0.5
Claims	1.017	(8.028)	(9.045)	(889.4)	2.426	(6.619)	(9.045)	(372.8)
Paratransit Service Contracts	1.050	(0.361)	(1.411)	(134.4)	0.324	(1.087)	(1.411)	(435.5)
Mtce. and Other Operating Contracts	(1.651)	(8.045)	(6.394)	(387.3)	7.438	1.044	(6.394)	(86.0)
Professional Service Contracts	(1.184)	3.347	4.531	382.7	(9.784)	(5.253)	4.531	46.3
Materials & Supplies	(1.921)	(1.967)	(0.046)	(2.4)	(21.112)	(21.158)	(0.046)	(0.2)
Other Business Expenses	0.883	(0.517)	(1.400)	(158.6)	(0.805)	(2.204)	(1.399)	(173.8)
Total Non-Labor Expenditures	\$4.486	(\$10.246)	(\$14.732)	(328.4)	(\$25.221)	(\$39.952)	(\$14.731)	(58.4)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$14.607)	\$2.799	\$17.406	119.2	(\$392.976)	(\$375.570)	\$17.406	4.4
Depreciation	131.000	118.535	(12.465)	(9.5)	743.462	730.997	(12.465)	(1.7)
OPEB Account	387.000	429.612	42.612	11.0	777.791	820.403	42.612	5.5
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$503.393	\$550.946	\$47.553	9.4	\$1,128.277	\$1,175.830	\$47.553	4.2
Total Cash Conversion Adjustments	\$596.170	\$582.852	(\$13.318)	(2.2)	\$1,033.055	\$1,019.737	(\$13.318)	(1.3)

NOTE: Totals may not add due to rounding.

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

	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	58	59	(1)	
Law	270	261	9	
Office of the EVP	42	41	1	
Human Resources	219	239	(20)	
Office of Management and Budget	40	37	3	
Capital Planning & Budget	33	29	4	
Corporate Communications	256	247	9	
Technology & Information Services	447	418	29	
Non-Departmental	(120)	-	(120)	Negative budget represents vacancy provision
Labor Relations	96	87	9	
Materiel	254	248	6	
Controller	137	131	6	
Total Administration	1,732	1,797	(65)	
Operations				
Subways Rapid Transit Operations	7,684	7,696	(12)	
Subways Operations Support	369	370	(1)	
Subways Stations	2,596	2,600	(4)	
Sub-total Subways	10,649	10,666	(17)	
Buses	10,494	10,495	(1)	
Paratransit	212	202	10	
Operations Planning	418	391	27	
Revenue Control	443	422	21	
Total Operations	22,216	22,176	40	
Maintenance				
Subways Operations Support	202	201	1	
Subways Engineering	325	335	(10)	
Subways Car Equipment	4,307	4,267	40	
Subways Infrastructure	1,442	1,426	16	
Subways Elevators & Escalators	393	359	34	
Subways Stations	3,532	3,507	25	
Subways Track	2,725	2,704	21	
Subways Power	600	561	39	
Subways Signals	1,412	1,366	46	
Subways Electronic Maintenance	1,464	1,419	45	
Sub-total Subways	16,402	16,145	257	
Buses	3,768	3,751	17	
Revenue Control	137	137	0	
Supply Logistics	565	564	1	
System Safety	91	78	13	
Total Maintenance	20,963	20,675	288	
Engineering/Capital				
Capital Program Management	1,274	1,297	(23)	
Total Engineering/Capital	1,274	1,297	(23)	
Public Safety				
Security	627	591	36	
Total Public Safety	627	591	36	
Total Positions	46,812	46,536	276	
Non-Reimbursable	41,937	42,313	(376)	
Reimbursable	4,875	4,223	652	
Total Full-Time	46,646	46,271	375	
Total Full-Time Equivalents	166	265	(99)	

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
June 2014

FUNCTION/OCCUPATION	Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	557	557	0	
Professional, Technical, Clerical	1,144	1,218	(74)	
Operational Hourlies	31	22	9	
Total Administration	1,732	1,797	(65)	
Operations				
Managers/Supervisors	2,575	2,512	63	
Professional, Technical, Clerical	489	477	12	
Operational Hourlies	19,152	19,187	(35)	
Total Operations	22,216	22,176	40	
Maintenance				
Managers/Supervisors	3,839	3,730	109	
Professional, Technical, Clerical	1,043	1,004	39	
Operational Hourlies	16,081	15,941	140	
Total Maintenance	20,963	20,675	288	
Engineering/Capital				
Managers/Supervisors	329	315	14	
Professional, Technical, Clerical	943	980	(37)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,274	1,297	(23)	
Public Safety				
Managers/Supervisors	253	241	12	
Professional, Technical, Clerical	40	32	8	
Operational Hourlies	334	318	16	
Total Public Safety	627	591	36	
Total Positions				
Managers/Supervisors	7,553	7,355	198	
Professional, Technical, Clerical	3,659	3,711	(52)	
Operational Hourlies	35,600	35,470	130	
Total Positions	46,812	46,536	276	

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

	June						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	323,793	\$9.8	313,805	\$9.4	9,988	\$0.4 4.1%	1,947,588	\$57.7	1,937,600	\$57.4	9,988	\$0.3 .5%
<u>Unscheduled Service</u>	283,071	\$8.5	362,750	\$11.1	(79,679)	(\$2.6) (30.6%)	1,898,657	\$53.2	1,978,335	\$55.8	(79,678)	(\$2.6) (4.9%)
<u>Programmatic/Routine Maintenance</u>	337,026	\$10.2	389,031	\$11.3	(52,005)	(\$1.1) (10.8%)	1,879,924	\$59.8	1,931,929	\$61.0	(52,005)	(\$1.2) (2.0%)
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0 .0%	28,908	\$0.9	28,908	\$0.9	0	(\$0.0)
<u>Vacancy/Absentee Coverage</u>	78,098	\$2.4	19,468	\$0.6	58,630	\$1.8 75.0%	284,568	\$16.5	225,938	\$14.7	58,630	\$1.8 *
<u>Weather Emergencies</u>	688	\$0.0	9,482	\$0.3	(8,794)	(\$0.3) .0%	730,910	\$22.9	739,704	\$23.2	(8,794)	(\$0.3) *
<u>Safety/Security/Law Enforcement</u>	10,921	\$0.3	10,693	\$0.4	228	(\$0.1) (42.9%)	54,717	\$1.4	54,489	\$1.4	228	\$0.0 2.8%
<u>Other</u>	41,598	\$1.3	10,862	\$0.3	30,736	\$1.0 76.0%	16,181	\$0.7	(8,555)	(\$0.2)	24,736	\$0.9 *
Subtotal	1,075,195	\$32.4	1,116,091	\$33.4	(40,896)	(\$1.0) (3.0%)	6,841,453	\$213.2	6,888,348	\$214.2	(46,895)	(\$1.0) (0.5%)
REIMBURSABLE OVERTIME	193,336	\$6.3	366,402	\$12.3	(173,066)	(\$6.0) (95.2%)	1,480,385	\$56.5	1,653,451	\$62.6	(173,066)	(\$6.1) (10.8%)
TOTAL OVERTIME	1,268,531	\$38.7	1,482,493	\$45.7	(213,962)	(\$7.0) (18.0%)	8,321,838	\$269.7	8,541,799	\$276.8	(219,961)	(\$7.1) (2.6%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	9,988	\$0.4 4.1%		9,988	\$0.3 .0%	
<u>Unscheduled Service</u>	(79,679)	(\$2.6) (30.6%)	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.	(79,678)	(\$2.6) .0%	Primarily due to traffic, breakdowns, related ramp delays in Department of Buses.
<u>Programmatic/Routine Maintenance</u>	(52,005)	(\$1.1) (10.8%)		(52,005)	(\$1.2) .0%	
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	(\$0.0) .0%	
<u>Vacancy/Absentee Coverage</u>	58,630	\$1.8 75.0%		58,630	\$1.8 .0%	
<u>Weather Emergencies</u>	(8,794)	(\$0.3) .0%		(8,794)	(\$0.3) .0%	
<u>Safety/Security/Law Enforcement</u>	228	(\$0.1) (42.9%)		228	\$0.0 .0%	
<u>Other</u>	30,736	\$1.0 76.0%		24,736	\$0.9 .0%	
Subtotal	(40,896)	(\$1.0) (6.5%)		(46,895)	(\$1.0) .0%	
REIMBURSABLE OVERTIME	(183,718)	(\$6.0) (95.2%)	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work.	(173,066)	(\$6.1) (10.8%)	Mainly due to Subways Capital Track Program work, which is concentrated on the weekends to take advantage of track availability, Sandy related Montague and Greenpoint tunnel work.
TOTAL OVERTIME	(224,614)	(\$7.0)		(219,961)	(\$7.1)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2014 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

June 2014

(All data are preliminary and subject to audit)

In the month of June, **operating revenues** were \$0.7 million, less than \$0.1 million (3.7 percent) above the Mid-Year Forecast (forecast), resulting mostly from higher farebox revenue due to increased ridership. Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

Total **ridership** in June 2014 was 378,860 riders, 2.3 percent (8,620 riders) above forecast. June 2014 average weekday ridership was 16,133 riders, 5.5 percent (844 riders) higher than June 2013. Average weekday ridership for the twelve months ending June 2014 was 15,212 riders, 0.8 percent (124 riders) lower than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in June by \$0.2 million (7.1 percent). Labor expenses underran by \$0.1 million (6.6 percent), mainly from lower payroll expenses of \$0.3 million (24.5 percent), due to the favorable timing of expenses and vacancies, and underruns in health & welfare/OPEB current expenses of \$0.2 million (44.2 percent), resulting from favorable accrual adjustments and the timing of expenses. Partly offsetting these favorable results were unfavorable reimbursable overhead credits of \$0.2 million (78.8 percent), caused by less reimbursable work than planned. Non-labor expenses were less than forecast by \$0.1 million (8.1 percent), due primarily to the favorable timing of electric power expenses of \$0.2 million (40.6 percent) and maintenance contract expenses of \$0.2 million (68.1 percent), partly offset by the unfavorable timing of several professional service contract account expenses totaling \$0.4 million (over 100.0 percent).

Depreciation expenses were \$0.2 million (23.4 percent) favorable to the forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$0.6 million of accrued expenses in the month, representing accrued expenses for the second quarter.

The **operating cash deficit** (excluding subsidies) in the month was \$3.2 million, \$0.8 million (19.6 percent) favorable to forecast.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.499	0.520	0.021	4.2	-	-	-	-	0.499	0.520	0.021	4.2
Other Operating Revenue	0.198	0.203	0.005	2.5	-	-	-	-	0.198	0.203	0.005	2.5
Capital and Other Reimbursements	-	-	-	-	0.773	0.140	(0.633)	(81.9)	0.773	0.140	(0.633)	(81.9)
Total Revenue	\$ 0.697	\$ 0.723	\$ 0.026	3.7	\$ 0.773	\$ 0.140	\$ (0.633)	(81.9)	\$ 1.470	\$ 0.863	\$ (0.607)	(41.3)
Expenses												
Labor:												
Payroll	1.239	0.935	0.304	24.5	0.314	0.054	0.260	82.8	1.553	0.989	0.564	36.3
Overtime	0.110	0.149	(0.039)	(35.5)	0.088	0.013	0.075	85.2	0.198	0.162	0.036	18.2
Total Salaries & Wages	\$ 1.349	\$ 1.084	\$ 0.265	19.6	\$ 0.402	\$ 0.067	\$ 0.335	83.3	\$ 1.751	\$ 1.151	\$ 0.600	34.3
Health and Welfare	0.452	0.414	0.038	8.4	0.074	\$ -	0.074	100.0	0.526	0.414	0.112	21.3
OPEB Current Portion	0.021	(0.150)	0.171	814.3	-	0.003	(0.003)	-	0.021	(0.147)	0.168	800.0
Pensions	0.482	0.475	0.007	1.5	0.013	\$ -	0.013	100.0	0.495	0.475	0.020	4.0
Other Fringe Benefits	0.163	0.284	(0.121)	(74.2)	0.011	\$ -	0.011	100.0	0.174	0.284	(0.110)	(63.2)
Total Fringe Benefits	\$ 1.118	\$ 1.023	\$ 0.095	8.5	\$ 0.098	\$ 0.003	\$ 0.095	96.9	\$ 1.216	\$ 1.026	\$ 0.190	15.6
Reimbursable Overhead	(0.273)	(0.058)	(0.215)	(78.8)	0.273	0.058	0.215	78.8	-	-	-	-
Total Labor Expenses	\$ 2.194	\$ 2.049	\$ 0.145	6.6	\$ 0.773	\$ 0.128	\$ 0.645	83.4	\$ 2.967	\$ 2.177	\$ 0.790	26.6
Non-Labor:												
Electric Power	0.569	0.338	0.231	40.6	-	0.004	(0.004)	-	0.569	0.342	0.227	39.9
Fuel	0.012	0.012	-	0.0	-	-	-	-	0.012	0.012	-	0.0
Insurance	0.085	0.079	0.006	7.1	-	-	-	-	0.085	0.079	0.006	7.1
Claims	0.010	(0.002)	0.012	120.0	-	-	-	-	0.010	(0.002)	0.012	120.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.298	0.095	0.203	68.1	-	-	-	-	0.298	0.095	0.203	68.1
Professional Service Contracts	0.074	0.442	(0.368)	(497.3)	-	-	-	-	0.074	0.442	(0.368)	(497.3)
Materials & Supplies	0.116	0.099	0.017	14.7	-	0.008	(0.008)	-	0.116	0.107	0.009	7.8
Other Business Expenses	-	0.007	(0.007)	-	-	-	-	-	-	0.007	(0.007)	-
Total Non-Labor Expenses	\$ 1.164	\$ 1.070	\$ 0.094	8.1	\$ -	\$ 0.012	\$ (0.012)	-	\$ 1.164	\$ 1.082	\$ 0.082	7.0
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 3.358	\$ 3.119	\$ 0.239	7.1	\$ 0.773	\$ 0.140	\$ 0.633	81.9	\$ 4.131	\$ 3.259	\$ 0.872	21.1
Depreciation	0.688	0.527	0.161	23.4	-	-	-	-	0.688	0.527	0.161	23.4
Other Post Employment Benefits	0.579	0.609	(0.030)	(5.2)	-	-	-	-	0.579	0.609	(0.030)	(5.2)
Total Expenses	\$ 4.625	\$ 4.255	\$ 0.370	8.0	\$ 0.773	\$ 0.140	\$ 0.633	81.9	\$ 5.398	\$ 4.395	\$ 1.003	18.6
Net Surplus/(Deficit)	\$ (3.928)	\$ (3.532)	\$ 0.396	10.1	\$ -	\$ -	\$ -	-	\$ (3.928)	\$ (3.532)	\$ 0.396	10.1

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	2.839	2.860	0.021	0.7	-	-	-	-	2.839	2.860	0.021	0.7
Other Operating Revenue	1.298	1.303	0.005	0.4	-	-	-	-	1.298	1.303	0.005	0.4
Capital and Other Reimbursements	-	-	-	-	1.502	0.869	(0.633)	(42.1)	1.502	0.869	0.633	(42.1)
Total Revenue	\$ 4.137	\$ 4.163	\$ 0.026	0.6	\$ 1.502	\$ 0.869	\$ (0.633)	(42.1)	\$ 5.639	\$ 5.032	\$ (0.607)	(10.8)
Expenses												
Labor:												
Payroll	9.902	9.598	0.304	3.1	0.564	0.304	0.260	46.1	10.466	9.902	0.564	5.4
Overtime	1.608	1.647	(0.039)	(2.4)	0.176	0.101	0.075	42.6	1.784	1.748	0.036	2.0
Total Salaries & Wages	\$ 11.510	\$ 11.245	\$ 0.265	2.3	\$ 0.740	\$ 0.405	\$ 0.335	45.3	\$ 12.250	\$ 11.650	\$ 0.600	4.9
Health and Welfare	1.689	1.651	0.038	2.2	0.074	\$ -	0.074	100.0	1.763	1.651	0.112	6.4
OPEB Current Portion	0.748	0.577	0.171	22.9	0.005	0.008	(0.003)	(60.0)	0.753	0.585	0.168	22.3
Pensions	2.857	2.850	0.007	0.2	0.013	\$ -	0.013	100.0	2.870	2.850	0.020	0.7
Other Fringe Benefits	1.576	1.697	(0.121)	(7.7)	0.011	\$ -	0.011	100.0	1.587	1.697	(0.110)	(6.9)
Total Fringe Benefits	\$ 6.870	\$ 6.775	\$ 0.095	1.4	\$ 0.103	\$ 0.008	\$ 0.095	92.2	\$ 6.973	\$ 6.783	\$ 0.190	2.7
Reimbursable Overhead	(0.565)	(0.350)	(0.215)	(38.1)	0.565	0.350	0.215	38.1	-	-	-	-
Total Labor Expenses	\$ 17.815	\$ 17.670	\$ 0.145	0.8	\$ 1.408	\$ 0.763	\$ 0.645	45.8	\$ 19.223	\$ 18.433	\$ 0.790	4.1
Non-Labor:												
Electric Power	2.595	2.364	0.231	8.9	0.001	0.005	(0.004)	(400.0)	2.596	2.369	0.227	8.7
Fuel	0.288	0.288	-	0.0	-	-	-	-	0.288	0.288	-	0.0
Insurance	0.834	0.828	0.006	0.7	-	-	-	-	0.834	0.828	0.006	0.7
Claims	0.020	0.008	0.012	60.0	-	-	-	-	0.020	0.008	0.012	60.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.250	1.047	0.203	16.2	-	-	-	-	1.250	1.047	0.203	16.2
Professional Service Contracts	0.281	0.649	(0.368)	(131.0)	-	-	-	-	0.281	0.649	(0.368)	(131.0)
Materials & Supplies	0.852	0.835	0.017	2.0	0.093	0.101	(0.008)	(8.6)	0.945	0.936	0.009	1.0
Other Business Expenses	0.084	0.091	(0.007)	(8.3)	-	-	-	-	0.084	0.091	(0.007)	(8.3)
Total Non-Labor Expenses	\$ 6.204	\$ 6.110	\$ 0.094	1.5	\$ 0.094	\$ 0.106	\$ (0.012)	(12.8)	\$ 6.298	\$ 6.216	\$ 0.082	1.3
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 24.019	\$ 23.780	\$ 0.239	1.0	\$ 1.502	\$ 0.869	\$ 0.633	42.1	\$ 25.521	\$ 24.649	\$ 0.872	3.4
Depreciation	4.168	4.007	0.161	3.9	-	-	-	-	4.168	4.007	0.161	3.9
Other Post Employment Benefits	1.143	1.173	(0.030)	(2.6)	-	-	-	-	1.143	1.173	(0.030)	(2.6)
Total Expenses	\$ 29.330	\$ 28.960	\$ 0.370	1.3	\$ 1.502	\$ 0.869	\$ 0.633	42.1	\$ 30.832	\$ 29.829	\$ 1.003	3.3
Net Surplus/(Deficit)	\$ (25.193)	\$ (24.797)	\$ 0.396	1.6	\$ -	\$ -	\$ -	-	\$ (25.193)	\$ (24.797)	\$ 0.396	1.6

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	0.021	4.2	Higher ridership			
Other Operating Revenue	Non Reimb.	0.005	2.5	Higher student fare reimbursements			
Payroll	Non Reimb.	0.304	24.5	The favorable timing of expenses and vacancies			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Overtime	Non Reimb.	(0.039)	(35.5)	Mostly additional maintenance and vacancy coverage requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.209	44.2	Favorable accrual adjustments and the timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.121)	(74.2)	Mostly additional Workers' Compensation requirements and interagency charges			
Reimbursable Overhead	Non Reimb.	(0.215)	(78.8)	Reduced overhead credits, due largely to lower reimbursable work than planned			
Electric Power	Non Reimb.	0.231	40.6	Favorable timing of expenses and lower prices			
Insurance	Non Reimb.	0.006	7.1	The favorable timing of interagency payments			
Maintenance & Other Operating Contracts	Non Reimb.	0.203	68.1	The favorable timing of expenses			
Professional Service Contracts	Non Reimb.	(0.368)	over (100.0)	The unfavorable timing of engineering services and several other professional service account expenses			
Materials and Supplies	Non Reimb.	0.017	14.7	Mostly favorable inventory adjustments			
Capital and Other Reimbursements	Reimb.	(0.633)	(81.9)	Timing of Contractor requirements			
Payroll	Reimb.	0.260	82.8	Timing of Contractor requirements			
Overtime	Reimb.	0.075	85.2	Timing of Contractor requirements			
Health and Welfare	Reimb.	0.074	100.0	Timing of Contractor requirements			

Table 4

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.432	0.504	0.072	16.7	2.723	2.795	0.072	2.6
Other Operating Revenue	0.345	-	(0.345)	(100.0)	1.999	1.654	(0.345)	(17.3)
Capital and Other Reimbursements	0.866	0.148	(0.718)	(82.9)	2.200	1.482	(0.718)	(32.6)
Total Receipts	\$ 1.643	\$ 0.652	\$ (0.991)	(60.3)	\$ 6.922	\$ 5.931	\$ (0.991)	(14.3)
Expenditures								
Labor:								
Payroll	1.700	1.708	(0.008)	(0.5)	7.682	7.690	(0.008)	(0.1)
Overtime	0.272	0.201	0.071	26.1	1.635	1.564	0.071	4.3
Health and Welfare	0.596	-	0.596	100.0	1.029	0.433	0.596	57.9
OPEB Current Portion	0.119	0.138	(0.019)	(16.0)	0.161	0.180	(0.019)	(11.8)
Pensions	0.726	0.500	0.226	31.1	3.226	3.000	0.226	7.0
Other Fringe Benefits	0.220	0.046	0.174	79.1	0.500	0.326	0.174	34.8
GASB Account	0.587	0.464	0.123	21.0	0.587	0.464	0.123	21.0
Total Labor Expenditures	\$ 4.220	\$ 3.057	\$ 1.163	27.6	\$ 14.820	\$ 13.657	\$ 1.163	7.8
Non-Labor:								
Electric Power	0.642	0.351	0.291	45.3	2.662	2.371	0.291	10.9
Fuel	0.035	0.007	0.028	80.0	0.149	0.121	0.028	18.8
Insurance	0.190	-	0.190	100.0	0.580	0.390	0.190	32.8
Claims	0.012	-	0.012	100.0	0.012	-	0.012	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.269	0.255	0.014	5.2	1.429	1.415	0.014	1.0
Professional Service Contracts	0.077	0.047	0.030	39.0	0.262	0.232	0.030	11.5
Materials & Supplies	0.196	0.149	0.047	24.0	1.074	1.027	0.047	4.4
Other Business Expenditures	-	0.001	(0.001)	-	0.007	0.008	(0.001)	(14.3)
Total Non-Labor Expenditures	\$ 1.421	\$ 0.810	\$ 0.611	43.0	\$ 6.175	\$ 5.564	\$ 0.611	9.9
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 5.641	\$ 3.867	\$ 1.774	31.4	\$ 20.995	\$ 19.221	\$ 1.774	8.4
Operating Cash Deficit	\$ (3.998)	\$ (3.215)	\$ 0.783	19.6	\$ (14.073)	\$ (13.290)	\$ 0.783	5.6

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Revenue	(0.345)	(100.0%)	Mostly unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.718)	(82.9%)	The unfavorable timing of reimbursable work requirements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Overtime	0.071	26.1%	Mostly the favorable timing of payments			
Health and Welfare (including OPEB current payment)	0.577	81.1%	Favorable timing of payments			
Pensions	0.226	31.1%	Favorable timing of payments			
Other Fringe Benefits	0.174	79.1%	Favorable timing of payments			
GASB Account Payments	0.123	21.0%	Lower required payments than anticipated			
Electric Power	0.291	45.3%	Favorable timing of expenses and lower prices			
Insurance	0.190	100.0%	The favorable timing of interagency payments			
Materials and Supplies	0.047	24.0%	The favorable timing of expenses			

Table 6

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

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(0.067)	(0.016)	0.051	76.1	(0.116)	(0.065)	0.051	44.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.147	(0.203)	(0.350)	(238.1)	0.701	0.351	(0.350)	(49.9)
Capital and Other Reimbursements	0.093	0.008	(0.085)	(91.4)	0.698	0.613	(0.085)	(12.2)
Total Receipts	\$0.173	(\$0.211)	(\$0.384)	(222.0)	\$1.283	\$0.899	(\$0.384)	(29.9)
Expenditures								
Labor:								
Payroll	(0.147)	(0.719)	(0.572)	(389.1)	2.784	2.212	(0.572)	(20.5)
Overtime	(0.074)	(0.039)	0.035	47.3	0.149	0.184	0.035	23.5
Health and Welfare	(0.070)	0.414	0.484	691.4	0.734	1.218	0.484	65.9
OPEB Current Portion	(0.098)	(0.285)	(0.187)	(190.8)	0.592	0.405	(0.187)	(31.6)
Pensions	(0.231)	(0.025)	0.206	89.2	(0.356)	(0.150)	0.206	57.9
Other Fringe Benefits	(0.046)	0.238	0.284	617.4	1.087	1.371	0.284	26.1
GASB Account	(0.587)	(0.464)	0.123	21.0	(0.587)	(0.464)	0.123	21.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$1.253)	(\$0.880)	\$0.373	29.8	\$4.403	\$4.776	\$0.373	8.5
Non-Labor:								
Electric Power	(0.073)	(0.009)	0.064	87.7	(0.066)	(0.002)	0.064	97.0
Fuel	(0.023)	0.005	0.028	121.7	0.139	0.167	0.028	20.1
Insurance	(0.105)	0.079	0.184	175.2	0.254	0.438	0.184	72.4
Claims	(0.002)	(0.002)	0.000	0.0	0.008	0.008	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.029	(0.160)	(0.189)	-	(0.179)	(0.368)	(0.189)	(105.6)
Professional Service Contracts	(0.003)	0.395	0.398	13,266.7	0.019	0.417	0.398	2,094.7
Materials & Supplies	(0.080)	(0.042)	0.038	47.5	(0.129)	(0.091)	0.038	29.5
Other Business Expenditures	0.000	0.006	0.006	-	0.077	0.083	0.006	-
Total Non-Labor Expenditures	(\$0.257)	\$0.272	\$0.529	-	\$0.123	\$0.652	\$0.529	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	(\$1.510)	(\$0.608)	\$0.902	59.7	\$4.526	\$5.428	\$0.902	19.9
Depreciation Adjustment	0.688	0.527	(0.161)	(23.4)	4.168	4.007	(0.161)	(3.9)
Other Post Employment Benefits	0.579	0.609	0.030	5.2	1.143	1.173	0.030	2.6
Total Expenditures	(\$0.243)	\$0.528	\$0.771	317.3	\$9.837	\$10.608	\$0.771	7.8
Total Cash Conversion Adjustments	(\$0.070)	\$0.317	\$0.387	552.9	\$11.120	\$11.507	\$0.387	3.5

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	13	0
General Office	6	6	0
Purchasing/Stores	6	4	2
Total Administration	25	23	2
Operations			
Transportation	95	92	3
Total Operations	95	92	3
Maintenance			
Mechanical	43	43	0
Electronics/Electrical	15	13	2
Power/Signals	26	22	4
Maintenance of Way	46	46	0
Infrastructure	25	24	1
Total Maintenance	155	148	7
Engineering/Capital			
Sandy Recovery	26	24	2
Total Engineering Capital	26	24	2
Total Positions	301	287	14
Non-Reimbursable	272	260	12
Reimbursable	29	27	2
Total Full-Time	301	287	14
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
 June 2014

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	14	15	(1)	
Professional, Technical, Clerical	11	8	3	
Operational Hourlies	0	0	0	
Total Administration	25	23	2	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	87	88	(1)	
Total Operations	95	92	3	
Maintenance				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	134	10	
Total Maintenance	155	148	7	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	2	2	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	20	0	
Total Engineering/Capital	26	24	2	
Total Positions				
Managers/Supervisors	31	31	0	
Professional, Technical, Clerical	19	14	5	
Operational Hourlies	251	242	9	
Total Positions	301	287	14	

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

Month of June				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.370	0.379	0.009	2.3%	Higher ridership growth than forecasted
Year to Date				
2.165	2.173	0.009	0.4%	

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

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

	Month of June				<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.015	0.016	0.001	5.5%	Higher ridership growth trend
Average Weekend	0.009	0.009	0.001	6.0%	Higher ridership growth trend
	12-Month Rolling Average				
Average Weekday	0.015	0.015	(0.000)	(0.8%)	
Average Weekend	0.008	0.007	(0.000)	(3.7%)	Residual ridership losses from Sandy

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

FINANCIAL AND RIDERSHIP REPORT**June 2014**

(All data are preliminary and subject to audit)

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

Operating revenue was \$19.3 million in June, \$1.2 million (6.5 percent) above forecast. Farebox revenue of \$17.4 million was favorable by \$0.6 million (3.7 percent), due to higher ridership. Other operating revenue of \$1.9 million exceeded forecast by \$0.6 million (41.1 percent), due to favorable student fare reimbursements and advertising revenue. Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

Total MTA Bus **ridership** in June 2014 was 10.6 million, 1.8 percent (0.2 million riders) above forecast. Year-to-Date, ridership was 61.5 million, 0.3 percent (0.2 million riders) above forecast. June 2014 average weekday ridership was 412,356, an increase of 3.5 percent (14,029 riders) from June 2013. Average weekday ridership for the twelve months ending June 2014 was 400,872, a decrease of 1.2 percent (4,923 riders).

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$47.5 million in June, \$1.0 million (2.0 percent) below forecast. Labor expenses exceeded forecast by \$0.3 million (0.9 percent), due primarily to overtime overruns of \$0.9 million (25.6 percent), caused mainly by higher vacancy and absentee coverage requirements and additional maintenance needs in support of an aging bus fleet. This overrun was partly offset by lower other fringe benefit expenses of \$0.6 million (14.8 percent), due largely to the favorable timing of Workers' Compensation payments. Non-labor expenses were below forecast by \$1.3 million (11.2 percent), including favorable results in materials & supplies of \$0.7 million (29.8 percent), claims of \$0.7 million (33.1 percent) and maintenance contracts of \$0.4 million (18.7 percent), all due to the favorable timing of expenses. Professional service contracts overran by \$0.2 million (11.4 percent), due mainly to higher marketing, advertising and promotional expenses.

Depreciation expenses in the month were \$4.0 million, \$0.9 million (27.9 percent) above forecast.

GASB #45 Other Post-Employment Benefits were \$27.0 million of accrued expenses recorded in June, \$16.0 million above forecast, based on current actuarial information.

The **operating cash deficit** (excluding subsidies) was \$33.6 million in June, \$1.2 million (3.8 percent) higher than forecast.

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

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 16.742	\$ 17.357	\$ 0.615	3.7	\$ -	\$ -	\$ -	-	\$ 16.742	\$ 17.357	\$ 0.615	3.7
Other Operating Income	1.373	1.937	0.564	41.1	-	-	-	-	1.373	1.937	0.564	41.1
Capital and Other Reimbursements	-	-	-	-	0.433	0.581	0.148	34.2	0.433	0.581	0.148	34.2
Total Revenue	\$ 18.115	\$ 19.294	\$ 1.179	6.5	\$ 0.433	\$ 0.581	\$ 0.148	34.2	\$ 18.548	\$ 19.875	\$ 1.327	7.2
Labor:												
Payroll	\$ 19.970	\$ 19.942	\$ 0.028	0.1	\$ 0.194	\$ 0.275	\$ (0.081)	(41.8)	\$ 20.164	\$ 20.217	\$ (0.053)	(0.3)
Overtime	3.612	4.537	(0.925)	(25.6)	-	-	-	-	3.612	4.537	(0.925)	(25.6)
Health and Welfare	4.172	4.016	0.156	3.7	0.098	0.091	0.007	7.1	4.270	4.107	0.163	3.8
OPEB Current Payment	1.456	1.500	(0.044)	(3.0)	-	-	-	-	1.456	1.500	(0.044)	(3.0)
Pensions	3.585	3.701	(0.116)	(3.2)	0.031	0.031	-	0.0	3.616	3.732	(0.116)	(3.2)
Other Fringe Benefits	3.840	3.271	0.569	14.8	0.032	0.032	-	0.0	3.872	3.303	0.569	14.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 36.635	\$ 36.967	\$ (0.332)	(0.9)	\$ 0.355	\$ 0.429	\$ (0.074)	(20.8)	\$ 36.990	\$ 37.396	\$ (0.406)	(1.1)
Non-Labor:												
Electric Power	\$ 0.162	\$ 0.158	\$ 0.004	2.5	\$ -	\$ -	\$ -	-	\$ 0.162	\$ 0.158	\$ 0.004	2.5
Fuel	3.028	3.094	(0.066)	(2.2)	-	-	-	-	3.028	3.094	(0.066)	(2.2)
Insurance	0.276	0.282	(0.006)	(2.2)	-	-	-	-	0.276	0.282	(0.006)	(2.2)
Claims	2.094	1.400	0.694	33.1	-	-	-	-	2.094	1.400	0.694	33.1
Maintenance and Other Operating Contracts	1.880	1.529	0.351	18.7	0.032	-	0.032	100.0	1.912	1.529	0.383	20.0
Professional Service Contracts	1.722	1.918	(0.196)	(11.4)	-	-	-	-	1.722	1.918	(0.196)	(11.4)
Materials & Supplies	2.485	1.744	0.741	29.8	0.046	0.152	(0.106)	-	2.531	1.896	0.635	25.1
Other Business Expense	0.187	0.388	(0.201)	-	-	-	-	-	0.187	0.388	(0.201)	-
Total Non-Labor Expenses	\$ 11.834	\$ 10.513	\$ 1.321	11.2	\$ 0.078	\$ 0.152	\$ (0.074)	(94.9)	\$ 11.912	\$ 10.665	\$ 1.247	10.5
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 48.469	\$ 47.480	\$ 0.989	2.0	\$ 0.433	\$ 0.581	\$ (0.148)	(34.2)	\$ 48.902	\$ 48.061	\$ 0.841	1.7
Depreciation	3.155	4.035	(0.880)	(27.9)	-	-	-	-	3.155	4.035	(0.880)	(27.9)
OPEB Obligation	11.021	27.000	(15.979)	-	-	-	-	-	11.021	27.000	(15.979)	-
Environmental Remediation	-	0.514	(0.514)	-	-	-	-	-	-	0.514	(0.514)	-
Total Expenses	\$ 62.645	\$ 79.029	\$ (16.384)	(26.2)	\$ 0.433	\$ 0.581	\$ (0.148)	(34.2)	\$ 63.078	\$ 79.610	\$ (16.532)	(26.2)
Net Surplus/(Deficit)	\$ (44.530)	\$ (59.735)	\$ (15.205)	(34.1)	\$ -	\$ -	\$ -	-	\$ (44.530)	\$ (59.735)	\$ (15.205)	(34.1)

NOTE: Totals may not add due to rounding

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$ 98.179	\$ 98.794	\$ 0.615	0.6	\$ -	\$ -	\$ -	-	\$ 98.179	\$ 98.794	\$ 0.615	0.6
Other Operating Income	10.069	10.633	0.564	5.6	-	-	-	-	10.069	10.633	0.564	5.6
Capital and Other Reimbursements	-	-	-	-	3.062	3.210	0.148	4.8	3.062	3.210	0.148	4.8
Total Revenue	\$ 108.248	\$ 109.427	\$ 1.179	1.1	\$ 3.062	\$ 3.210	\$ 0.148	4.8	\$ 111.310	\$ 112.637	\$ 1.327	1.2
Expenses												
<i>Labor:</i>												
Payroll	\$ 119.744	\$ 119.716	\$ 0.028	0.0	1.465	1.546	\$ (0.081)	(5.5)	\$ 121.209	\$ 121.262	\$ (0.053)	(0.0)
Overtime	28.021	28.946	(0.925)	(3.3)	-	-	-	-	28.021	28.946	(0.925)	(3.3)
Health and Welfare	24.023	23.867	0.156	0.6	0.404	0.397	0.007	1.7	24.427	24.264	0.163	0.7
OPEB Current Payment	9.353	9.397	(0.044)	(0.5)	-	-	-	-	9.353	9.397	(0.044)	(0.5)
Pensions	22.278	22.394	(0.116)	(0.5)	0.269	0.269	-	0.0	22.547	22.663	(0.116)	(0.5)
Other Fringe Benefits	22.078	21.509	0.569	2.6	0.256	0.256	-	0.0	22.334	21.765	0.569	2.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0	0.084	0.084	-	0.0
Total Labor Expenses	\$ 225.497	\$ 225.829	\$ (0.332)	(0.1)	\$ 2.478	\$ 2.552	\$ (0.074)	(3.0)	\$ 227.975	\$ 228.381	\$ (0.406)	(0.2)
<i>Non-Labor:</i>												
Electric Power	\$ 0.933	\$ 0.929	\$ 0.004	0.4	\$ -	\$ -	\$ -	-	\$ 0.933	\$ 0.929	\$ 0.004	0.4
Fuel	18.528	18.594	(0.066)	(0.4)	-	-	-	-	18.528	18.594	(0.066)	(0.4)
Insurance	1.662	1.668	(0.006)	(0.4)	-	-	-	-	1.662	1.668	(0.006)	(0.4)
Claims	9.094	8.400	0.694	7.6	-	-	-	-	9.094	8.400	0.694	7.6
Maintenance and Other Operating Contracts	8.990	8.639	0.351	3.9	0.032	-	0.032	100.0	9.022	8.639	0.383	4.2
Professional Service Contracts	10.416	10.612	(0.196)	(1.9)	-	-	-	-	10.416	10.612	(0.196)	(1.9)
Materials & Supplies	18.553	17.812	0.741	4.0	0.552	0.658	(0.106)	(19.2)	19.105	18.470	0.635	3.3
Other Business Expense	1.701	1.902	(0.201)	(11.8)	-	-	-	-	1.701	1.902	(0.201)	(11.8)
Total Non-Labor Expenses	\$ 69.877	\$ 68.556	\$ 1.321	1.9	\$ 0.584	\$ 0.658	\$ (0.074)	(12.7)	\$ 70.461	\$ 69.214	\$ 1.247	1.8
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 295.374	\$ 294.385	\$ 0.989	0.3	\$ 3.062	\$ 3.210	\$ (0.148)	(4.8)	\$ 298.436	\$ 297.595	\$ 0.841	0.3
Depreciation	23.302	24.182	(0.880)	(3.8)	-	-	-	-	23.302	24.182	(0.880)	(3.8)
OPEB Obligation	34.021	50.000	(15.979)	(47.0)	-	-	-	-	34.021	50.000	(15.979)	(47.0)
Environmental Remediation	-	0.514	(0.514)	-	-	-	-	-	-	0.514	(0.514)	-
Total Expenses	\$ 352.697	\$ 369.081	\$ (16.384)	(4.6)	\$ 3.062	\$ 3.210	\$ (0.148)	(4.8)	\$ 355.759	\$ 372.291	\$ (16.532)	(4.6)
Net Surplus/(Deficit)	\$ (244.449)	\$ (259.654)	\$ (15.205)	(6.2)	\$ -	\$ -	\$ -	-	\$ (244.449)	\$ (259.654)	\$ (15.205)	(6.2)

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	June 2014				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.615	3.7	Higher ridership	\$ 0.615	0.6	Higher ridership		
Other Operating Revenue	NR	\$ 0.564	41.1	Favorable student fare reimbursement and Advertising	\$ 0.564	5.6	Favorable student fare reimbursement and Advertising		
Capital and Other Reimbursements	R	\$ 0.148	34.2	Prior period reimbursement	\$ 0.148	4.8	Prior period reimbursement		
Total Revenue Variance		\$ 1.327	7.2		\$ 1.327	1.2			
Payroll	NR	\$ 0.028	0.1	(a)	\$ 0.028	0.0	(a)		
Overtime	NR	\$ (0.925)	(25.6)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance	\$ (0.925)	(3.3)	Mainly due to coverage for vacancies and absences and the aging bus fleet's impact on bus maintenance		
Health and Welfare (including OPEB)	NR	\$ 0.112	2.0	(a)	\$ 0.112	0.3	(a)		
Pension	NR	\$ (0.116)	(3.2)	Actual payments greater than budget.	\$ (0.116)	(0.5)	Actual payments greater than budget.		
Other Fringe Benefits	NR	\$ 0.569	14.8	Timing of workers' compensation payments.	\$ 0.569	2.6	Timing of workers' compensation payments.		
Electric Power	NR	\$ 0.004	2.5	(a)	\$ 0.004	2.5	(a)		
Fuel	NR	\$ (0.066)	(2.2)	(a)	\$ (0.066)	(0.4)	(a)		
Insurance	NR	\$ (0.006)	(2.2)	(a)	\$ (0.006)	(0.4)	(a)		
Claims	NR	\$ 0.694	33.1	Timing of expenses	\$ 0.694	7.6	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 0.351	18.7	Timing of expenses	\$ 0.351	3.9	Timing of expenses		
Professional Service Contracts	NR	\$ (0.196)	(11.4)	Higher marketing, advertising & promotional expenses.	\$ (0.196)	(1.9)	Higher marketing, advertising & promotional expenses.		
Materials & Supplies	NR	\$ 0.741	29.8	Timing of expenses	\$ 0.741	4.0	Timing of expenses		
Other Business Expense	NR	\$ (0.201)	*	Higher office supplies and membership dues	\$ (0.201)	(11.8)	Higher office supplies and membership dues		
Depreciation	NR	\$ (0.880)	(27.9)	Non cash expense	\$ (0.880)	(3.8)	Non cash expense		
Other Post Employment Benefits	NR	\$ (15.979)	*	Adjustments to align OPEB actuals to 3rd party actual estimate by year end	\$ (15.979)	(47.0)	Adjustments to align OPEB actuals to 3rd party actual estimate by year end		
Environmental Remediation		\$ (0.514)	-	Non cash expense	\$ (0.514)	-	Non cash expense		
Payroll	R	\$ (0.081)	(41.8)	Prior period expenses	\$ (0.081)	(5.5)	Prior period expenses		
Health and Welfare	R	\$ 0.007	7.1		\$ 0.007	1.7			
Pension	R	\$ -	-	Timing of charges.	\$ -	-	Timing of charges.		
Other Fringe Benefits	R	\$ -	-		\$ -	-			
Maintenance and Other Operating Contracts	R	\$ 0.032	*	Timing of charges.	\$ 0.032	*	Timing of charges.		
Materials & Supplies	R	\$ (0.106)	*	Prior period expenses	\$ (0.106)	*	Prior period expenses		
Total Expense Variance		\$ (16.532)	(26.2)		\$ (16.532)	(4.6)			
Net Variance		\$ (15.205)	(34.1)		\$ (15.205)	(6.2)			

(a) - Variance less than 5%

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

(\$ in millions)

	June 2014				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 16.742	\$ 15.648	\$ (1.094)	(6.5)	\$ 98.341	\$ 97.247	\$ (1.094)	(1.1)	
Other Operating Revenue	1.373	2.151	0.778	56.7	10.141	10.919	0.778	7.7	
Capital and Other Reimbursements	1.210	0.517	(0.693)	(57.3)	5.188	4.495	(0.693)	(13.4)	
Total Receipts	\$ 19.325	\$ 18.316	\$ (1.009)	(5.2)	\$ 113.670	\$ 112.661	\$ (1.009)	(0.9)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 19.345	\$ 17.744	\$ 1.601	8.3	\$ 136.216	\$ 134.615	\$ 1.601	1.2	
Overtime	3.612	4.537	(0.925)	(25.6)	28.021	28.946	(0.925)	(3.3)	
Health and Welfare	3.397	3.074	0.323	9.5	30.391	30.068	0.323	1.1	
OPEB Current Payment	1.456	1.500	(0.044)	(3.0)	9.320	9.364	(0.044)	(0.5)	
Pensions	3.842	3.700	0.142	3.7	21.972	21.830	0.142	0.6	
Other Fringe Benefits	4.330	2.601	1.729	39.9	22.400	20.671	1.729	7.7	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 35.982	\$ 33.156	\$ 2.826	7.9	\$ 248.320	\$ 245.494	\$ 2.826	1.1	
<i>Non-Labor:</i>									
Electric Power	\$ 0.258	\$ -	\$ 0.258	100.0	\$ 0.402	\$ 0.144	\$ 0.258	64.2	
Fuel	3.240	3.001	0.239	7.4	19.878	19.639	0.239	1.2	
Insurance	0.541	0.028	0.513	94.8	3.049	2.536	0.513	16.8	
Claims	2.731	9.451	(6.720)	*	7.294	14.014	(6.720)	(92.1)	
Maintenance and Other Operating Contracts	2.864	1.112	1.752	61.2	12.046	10.294	1.752	14.5	
Professional Service Contracts	2.824	1.411	1.413	50.0	8.037	6.624	1.413	17.6	
Materials & Supplies	2.635	3.623	(0.988)	(37.5)	19.170	20.158	(0.988)	(5.2)	
Other Business Expenses	0.610	0.138	0.472	77.4	1.214	0.742	0.472	38.9	
Total Non-Labor Expenditures	\$ 15.703	\$ 18.764	\$ (3.061)	(19.5)	\$ 71.090	\$ 74.151	\$ (3.061)	(4.3)	
Other Expenditure Adjustments :									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 51.685	\$ 51.920	\$ (0.235)	(0.5)	\$ 319.410	\$ 319.645	\$ (0.235)	(0.1)	
Operating Cash Surplus/(Deficit)	\$ (32.360)	\$ (33.604)	\$ (1.244)	(3.8)	\$ (205.740)	\$ (206.984)	\$ (1.244)	(0.6)	

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	June 2014			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (1.094)	(6.5)	Delay in receipts.	\$ (1.094)	(1.1)	Delay in receipts.
Other Operating Revenue	0.778	56.7	Favorable students reimbursements and Advertising	0.778	7.7	Favorable students reimbursements and Advertising
Capital and Other Reimbursements	(0.693)	(57.3)	Timing of reimbursement receipts	(0.693)	(13.4)	Timing of reimbursement receipts
Total Receipts	\$ (1.009)	(5.2)		\$ (1.009)	(0.9)	
Payroll	\$ 1.601	8.3	Vacancies, RWA and delay in interagency billings	\$ 1.601	1.2	Vacancies, RWA and delay in interagency billings
Overtime	(0.925)	(25.6)	Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements	(0.925)	(3.3)	Mainly due to coverage for vacancies, absences, and over age bus maintenance requirements
Health and Welfare (including OPEB)	0.279	5.7	Delay in payments	0.279	0.7	Delay in payments
Pension	0.142	3.7	Delay in payments	0.142	0.6	Delay in payments
Other Fringe Benefits	1.729	39.9	Timing worker's compensation payments and related delays in payroll expenses	1.729	7.7	Timing worker's compensation payments and related delays in payroll expenses
GASB	-	-		-	-	
Electric Power	0.258	100.0	Timing of payments	0.258	64.2	Timing of payments
Fuel	0.239	7.4	Timing of payments	0.239	1.2	(a)
Insurance	0.513	94.8	Timing of payments/billings	0.513	16.8	Timing of payments/billings
Claims	(6.720)	*	\$12 million payout on a 2009 Bus accident case	(6.720)	(92.1)	\$12 million payout on a 2009 Bus accident case
Maintenance and Other Operating Contracts	1.752	61.2	Timing of payments	1.752	14.5	Timing of payments
Professional Service Contracts	1.413	50.0	Timing of payments	1.413	17.6	Timing of payments
Materials & Supplies	(0.988)	(37.5)	Payment for prior period expenses	(0.988)	(5.2)	Payment for prior period expenses
Other Business Expenditure	0.472	77.4	Timing of payments	0.472	38.9	Timing of payments
Total Expenditures	\$ (0.235)	(0.5)		\$ (0.235)	(0.1)	
Net Cash Variance	\$ (1.244)	(3.8)		\$ (1.244)	(0.6)	

(a) - Variance less than 5%

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

	June 2014				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ -	\$ (1.709)	\$ (1.709)	-	\$ 0.162	\$ (1.547)	\$ (1.709)	*	
Other Operating Revenue	-	0.214	0.214	-	0.072	0.286	0.214	*	
Capital and Other Reimbursements	0.777	(0.064)	(0.841)	*	2.126	1.285	(0.841)	(39.6)	
Total Receipts	\$ 0.777	\$ (1.559)	\$ (2.336)	*	\$ 2.360	\$ 0.024	\$ (2.336)	(99.0)	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 0.819	\$ 2.473	\$ 1.654	*	\$ (15.007)	\$ (13.353)	\$ 1.654	11.0	
Overtime	-	-	-	-	-	-	-	-	
Health and Welfare	0.873	1.033	0.160	18.3	(5.964)	(5.804)	0.160	2.7	
OPEB Current Payment	-	-	-	-	0.033	0.033	-	0.0	
Pensions	(0.226)	0.032	0.258	*	0.575	0.833	0.258	44.9	
Other Fringe Benefits	(0.458)	0.702	1.160	*	(0.066)	1.094	1.160	*	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	0.084	0.084	-	0.0	
Total Labor Expenditures	\$ 1.008	\$ 4.240	\$ 3.232	*	\$ (20.345)	\$ (17.113)	\$ 3.232	15.9	
<i>Non-Labor:</i>									
Traction and Propulsion Power	\$ (0.096)	\$ 0.158	0.254	*	\$ 0.531	\$ 0.785	0.254	47.8	
Fuel for Buses and Trains	(0.212)	0.093	0.305	*	(1.350)	(1.045)	0.305	22.6	
Insurance	(0.265)	0.254	0.519	*	(1.387)	(0.868)	0.519	37.4	
Claims	(0.637)	(8.051)	(7.414)	*	1.800	(5.614)	(7.414)	*	
Maintenance and Other Operating Contracts	(0.952)	0.417	1.369	*	(3.024)	(1.655)	1.369	45.3	
Professional Service Contracts	(1.102)	0.507	1.609	*	2.379	3.988	1.609	67.6	
Materials & Supplies	(0.104)	(1.727)	(1.623)	*	(0.065)	(1.688)	(1.623)	*	
Other Business Expenditures	(0.423)	0.250	0.673	*	0.487	1.160	0.673	*	
Total Non-Labor Expenditures	\$ (3.791)	\$ (8.099)	\$ (4.308)	*	\$ (0.629)	\$ (4.937)	\$ (4.308)	*	
Other Expenditure Adjustments :									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Gap Closing Expenditures :									
Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (2.783)	\$ (3.859)	\$ (1.076)	(38.7)	\$ (20.974)	\$ (22.050)	\$ (1.076)	(5.1)	
Depreciation Adjustment	3.155	4.035	0.880	27.9	23.302	24.182	0.880	3.8	
Other Post Employment Benefits	11.021	27.000	15.979	*	34.021	50.000	15.979	47.0	
Environmental Remediation	-	0.514	0.514	*	-	0.514	0.514	*	
Total Expenses/Expenditures	\$ 11.393	\$ 27.690	\$ 16.297	*	\$ 36.349	\$ 52.646	\$ 16.297	44.8	
Total Cash Conversion Adjustments	\$ 12.170	\$ 26.131	\$ 13.961	*	\$ 38.709	\$ 52.670	\$ 13.961	36.1	

NOTE: Totals may not add due to rounding

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

	<u>June 2014</u>			<u>Year-to-date as of June 2014</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.742	\$ 17.357	\$ 0.615	\$ 98.179	\$ 98.794	\$ 0.615
Total Farebox Revenue	\$ 16.742	\$ 17.357	\$ 0.615	\$ 98.179	\$ 98.794	\$ 0.615
Other Revenue	\$ 1.373	\$ 1.937	\$ 0.564	\$ 10.069	\$ 10.633	\$ 0.564
Capital & Other	0.433	0.581	0.148	3.062	3.210	0.148
Total Revenue	\$ 18.548	\$ 19.875	\$ 1.327	\$ 111.310	\$ 112.637	\$ 1.327
<u>Ridership</u>						
Fixed Route	10.372	10.558	0.186	61.345	61.529	0.184
Total Ridership	10.372	10.558	0.186	61.345	61.529	0.184

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
JUNE 2014

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	9	(3)	
Office of Management and Budget	14	12	2	
Technology & Information Services	16	16	-	
Material	18	14	4	
Controller	15	19	(4)	
Office of the President	6	4	2	
System Safety Administration	5	1	4	
Law	24	23	1	
Corporate Communications	3	3	-	
Labor Relations	4	3	1	
Strategic Office	12	12	-	
Non-Departmental	11	-	11	
Total Administration	137	119	18	Vacancies to be filled
Operations				
Buses	2,211	2,165	46	Bus Operators vacancies to be filled
Office of the Executive VP	1	4	(3)	
Safety & Training	28	93	(65)	Student Operators to fill vacancy
Road Operations	117	112	5	
Transportation Support	20	20	-	
Operations Planning	32	30	2	
Revenue Control	21	19	2	
Total Operations	2,430	2,443	(13)	
Maintenance				
Buses	765	734	31	
Maintenance Support/CMF	157	167	(10)	
Facilities	73	46	27	Vacancies Replaced by MOU
Supply Logistics	92	90	2	
Total Maintenance	1,087	1,037	50	
Capital Program Management	37	30	7	
Total Engineering/Capital	37	30	7	
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,709	3,645	64	
Non-Reimbursable	3,671	3,590	81	
Reimbursable	38	55	(17)	
Total Full-Time	3,694	3,629	65	
Total Full-Time Equivalents	15	16	(1)	

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

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	56	45	11	
Professional, Technical, Clerical	70	74	(4)	
Operational Hourlies	11	0	11	
Total Administration	137	119	18	Vacancies to be filled
Operations				
Managers/Supervisors	298	294	4	
Professional, Technical, Clerical	52	57	(5)	
Operational Hourlies	2,080	2,092	(12)	
Total Operations	2,430	2,443	(13)	
Maintenance				
Managers/Supervisors	207	200	7	
Professional, Technical, Clerical	17	18	(1)	
Operational Hourlies	863	819	44	
Total Maintenance	1,087	1,037	50	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	14	2	
Operational Hourlies	-	0	-	
Total Engineering/Capital	37	30	7	
Public Safety				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	596	566	30	
Professional, Technical, Clerical	159	166	(7)	
Operational Hourlies	2,954	2,913	41	
Total Baseline Positions	3,709	3,645	64	

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

	June						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	48,389	\$2.0	49,350	\$2.1	(961)	(\$0.1)	295,240	\$12.8	296,403	\$12.9	(1,163)	(\$0.1)
					-2.0%	-6.4%					-0.4%	-1.0%
<u>Unscheduled Service</u>	6,199	\$0.2	7,605	\$0.3	(1,407)	(0.1)	44,313	\$1.9	41,455	\$1.8	2,858	0.1
					-22.7%	-33.8%					6.5%	5.1%
<u>Programmatic/Routine Maintenance</u>	8,872	\$0.4	22,627	\$1.0	(13,755)	(0.6)	127,630	\$5.5	141,386	\$6.1	(13,755)	(0.6)
					-155.0%	-160.1%					-10.8%	-11.0%
<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	24,295	\$1.0	(6,075)	(0.2)	129,218	\$5.4	135,292	\$5.7	(6,075)	(0.2)
					-33.3%	-24.4%					-4.7%	-3.8%
<u>Weather Emergencies</u>	3,484	\$0.1	195	\$0.0	3,288	0.1	52,934	\$2.2	53,911	\$2.3	(977)	(0.1)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	274	\$0.0	201	\$0.0	72	0.0	963	\$0.0	891	\$0.0	72	0.0
					26.4%	38.0%					7.5%	12.2%
<u>Other</u>	1	\$0.0	668	\$0.0	(667)	(0.0)	3,793	\$0.2	4,460	\$0.2	(667)	(0.0)
					*	*					*	*
Subtotal	85,439	\$3.6	104,943	\$4.5	(19,504)	(\$0.9)	654,091	\$28.0	673,798	\$28.9	(19,707)	(\$0.9)
					-22.8%	-25.6%					-3.0%	-3.3%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	85,439	\$3.6	104,943	\$4.5	(19,504)	(\$0.9)	654,091	\$28.0	673,798	\$28.9	(19,707)	(\$0.9)
					-22.8%	-25.6%					-3.0%	-3.3%

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)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(961) -2.0%	(\$0.1) -6.4%		(1,163) -0.4%	(\$0.1) -1.0%	
<u>Unscheduled Service</u>	(1,407) -22.7%	(\$0.1) -33.8%		2,858 6.5%	\$0.1 5.1%	
<u>Programmatic/Routine Maintenance</u>	(13,755) -155.0%	(\$0.6) -160.1%	Maintenance work for accelerated completion of defects found on schedule inspection and the impact of aging bus fleet.	(13,755) -10.8%	(\$0.6) -11.0%	Maintenance work for accelerated completion of defects found on schedule inspection and the impact of aging bus fleet.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,075) -33.3%	(\$0.2) -24.4%	Vacancy and Absentee Coverage	(6,075) -4.7%	(\$0.2) -3.8%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	3,288 *	\$0.1 *		(977) *	(\$0.1) *	Impact of winter storms
<u>Safety/Security/Law Enforcement</u>	72 26.4%	\$0.0 38.0%		72 7.5%	\$0.0 12.2%	
<u>Other</u>	(667) *	(\$0.0) *		(667) *	(\$0.0) *	
Subtotal	(19,504) -22.8%	(\$0.9) -25.6%		(19,707) -3.0%	(\$0.9) -3.3%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(19,504)	(\$0.9)		(19,707)	(\$0.9)	

**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 work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u>, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i>
<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.

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$53.3	\$88.1	165
Design Completions	120.8	91.7	76
Awards	2,379.2	1,105.6	47
Substantial Completions	1,193.7	801.6	67
Closeouts	2,874.6	548.8	19

During July, NYCT awarded projects totaling \$241.5 million including:

- modernization of the interlocking at West 4th Street on the 6th Avenue Line in Manhattan;
- repair and resiliency projects to address damage due to flooding from Superstorm Sandy and;
- line structure overcoat painting from Broadway Junction to New Lots Avenue on the Canarsie Line in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$146.1 million including:

- the purchase of 28 non-revenue locomotives;
- the acceptance of 12 rail cars of a project to purchase 103 "A" Division Cars – R188 Option and;
- component repairs at various stations throughout Manhattan.

Also during July, NYCT started four design projects for \$9.7 million, completed six designs for \$6.0 million, and closed out two projects for \$7.2 million.

Capital Program Status
September 2014
(July 2014)

During July, NYCT awarded projects totaling \$241.5 million including a \$55.3 million project to modernize and improve the reliability of the West 4th Street interlocking on the 6th Avenue Line in Manhattan. Work will include replacement with a new solid state interlocking and the construction of a new relay room, train control room and ancillary rooms to house the new equipment. This project is necessary for the future implementation of Communications Based Train Control (CBTC) on this line.

Also during July, NYCT awarded four projects totaling \$46.7 million for repair and resiliency work to address damage due to flooding from Superstorm Sandy. These projects include the repair of three fan plants and two pump rooms in lower Manhattan. Fans protect passengers and employees in the event of a fire or smoke condition in the tunnels by directing heat and smoke away from trains and evacuation routes. Pumps are located at low points in the tunnels and serve to discharge water away from the right-of-way. In addition, two projects were awarded that seek to prevent damage to the transit system in the event of a future storm, including a project to seal and make watertight various manholes in lower Manhattan that are entry points to the transit system, and a project to provide near-term protection of the Coney Island Yard Complex in Brooklyn, until a permanent solution is implemented.

Additionally, NYCT awarded a \$27.1 million project to paint the elevated steel structure from Broadway Junction to New Lots Avenue on the Canarsie Line in Brooklyn. Overcoat painting plays an important role in extending the life of steel structures by serving as the first line of defense against corrosion. The work typically involves the scraping of all loose paint and the application of three coats of new paint to all steel surfaces.

During July, NYCT substantially completed projects totaling \$146.1 million including the purchase of 28 locomotives for \$109.3 million. These vehicles are part of NYCT's non-revenue fleet and are used to support maintenance of the transit system and to support construction projects.

Also during July, NYCT completed the acceptance of 12 new rail cars of a project to purchase 103 "A" Division Cars – R188 Option for \$31.7 million. Of the 103 cars in the project, 70 cars have been accepted to date. These CBTC-ready cars will run on the IRT on the numbered lines throughout the transit system. The acceptance of the additional cars in the contract will take place on a monthly basis throughout 2014 and 2015.

Additionally, NYCT substantially completed four station component projects in Manhattan for \$3.3 million. Station components addressed included the repair of the roof at the Delancey Street Station on the 6th Avenue Line, mezzanine repairs at the Essex Street Station on the Nassau Loop Line, and stair repairs at the 23rd Street Station on the 6th Avenue Line.

Also during July, NYCT started four design projects for \$9.7 million, completed six designs for \$6.0 million, and closed out two projects for \$7.2 million.

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

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

Project	Base Budget	Current Budget	Original Date	Months Delay
Automated Telephone Travel Information	\$2.8	\$2.8	06/2014	1
Yard Fencing: Rockaway Park	4.5	4.3	07/2014	0

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

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

July

Design Starts	\$1.0	1	\$9.7	4	1,003.5	400.0
Design Completions	27.1	20	6.0	6	22.0	30.0
Construction Awards	483.2	25	241.5	10	50.0	40.0
Substantial Completions	131.3	15	146.1	9	111.2	60.0
Closeouts	1,637.8	12	7.2	2	0.4	16.7

2014 Year-To-Date

Design Starts	\$53.3	30	\$88.1	40	165.2	133.3
Design Completions	120.8	90	91.7	54	75.9	60.0
Construction Awards	2,379.2	141	1,105.6	90	46.5	63.8
Substantial Completions	1,193.7	121	801.6	78	67.2	64.5
Closeouts	2,874.6	120	548.8	47	19.1	39.2

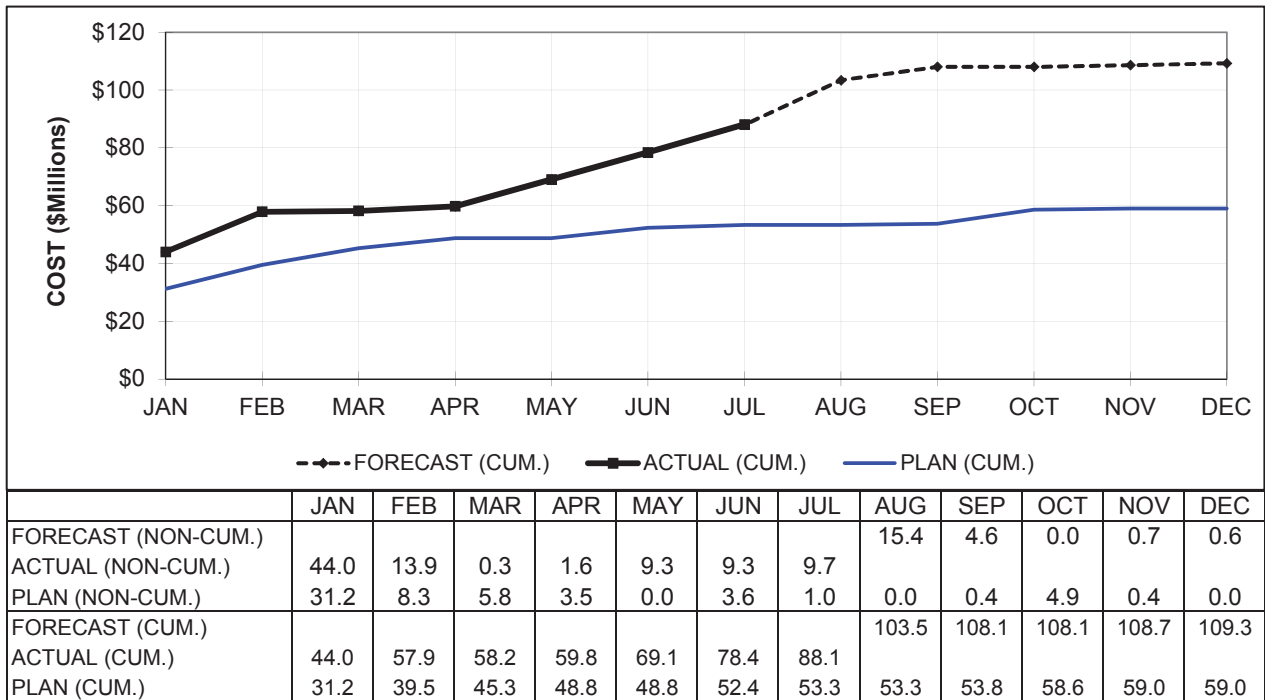
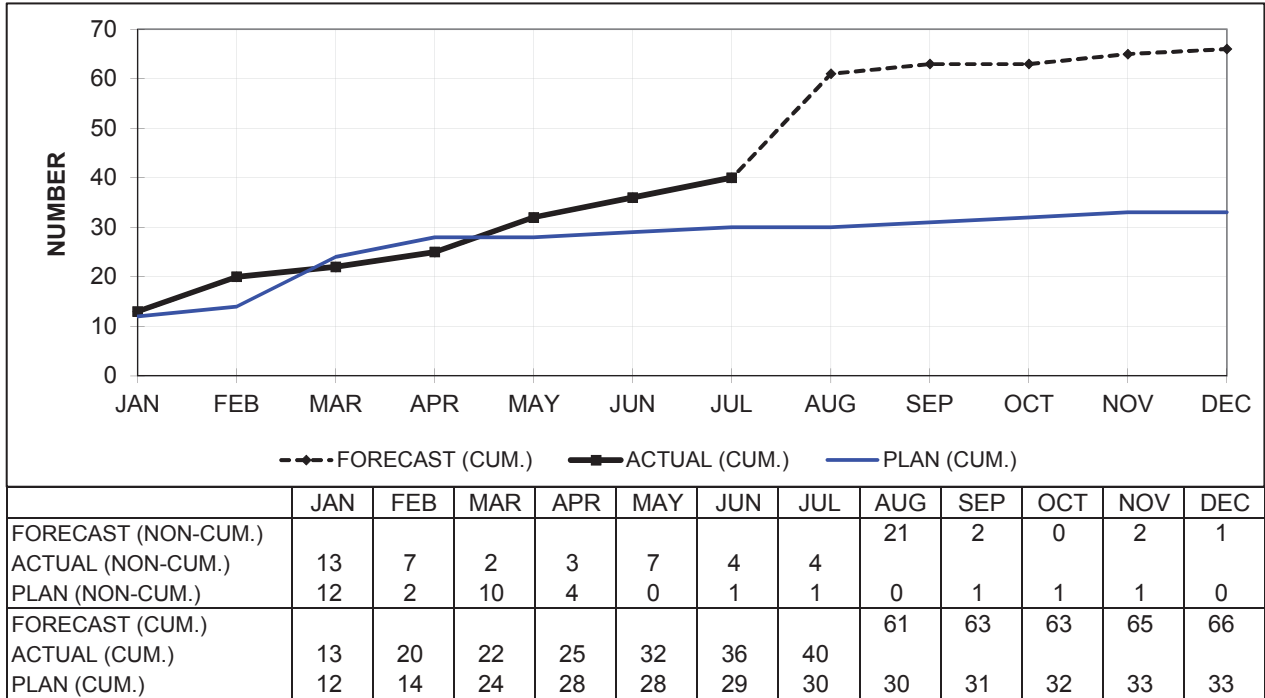
2014 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$109.3	66	185.3	200.0
Design Completions	177.1	129	197.7	135	111.6	104.7
Construction Awards	3,606.9	218	3,074.5	228	85.2	104.6
Substantial Completions	2,132.7	189	2,054.9	184	96.4	97.4
Closeouts	3,697.3	202	3,334.1	183	90.2	90.6

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

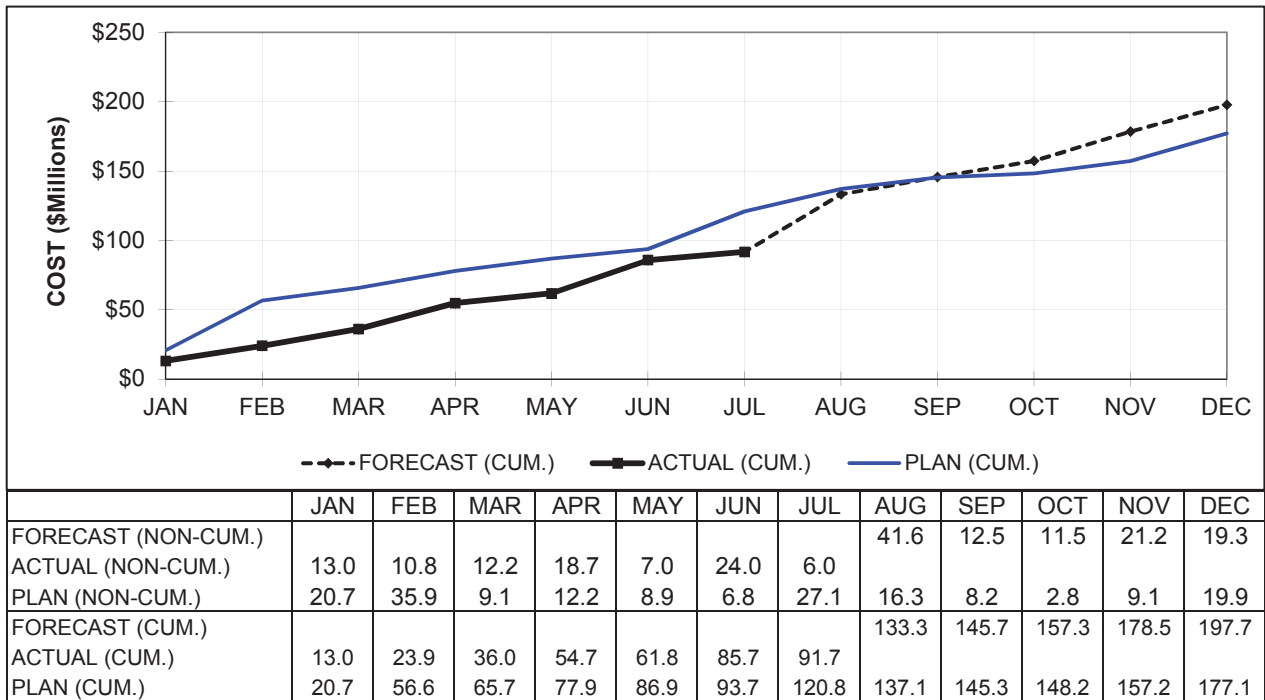
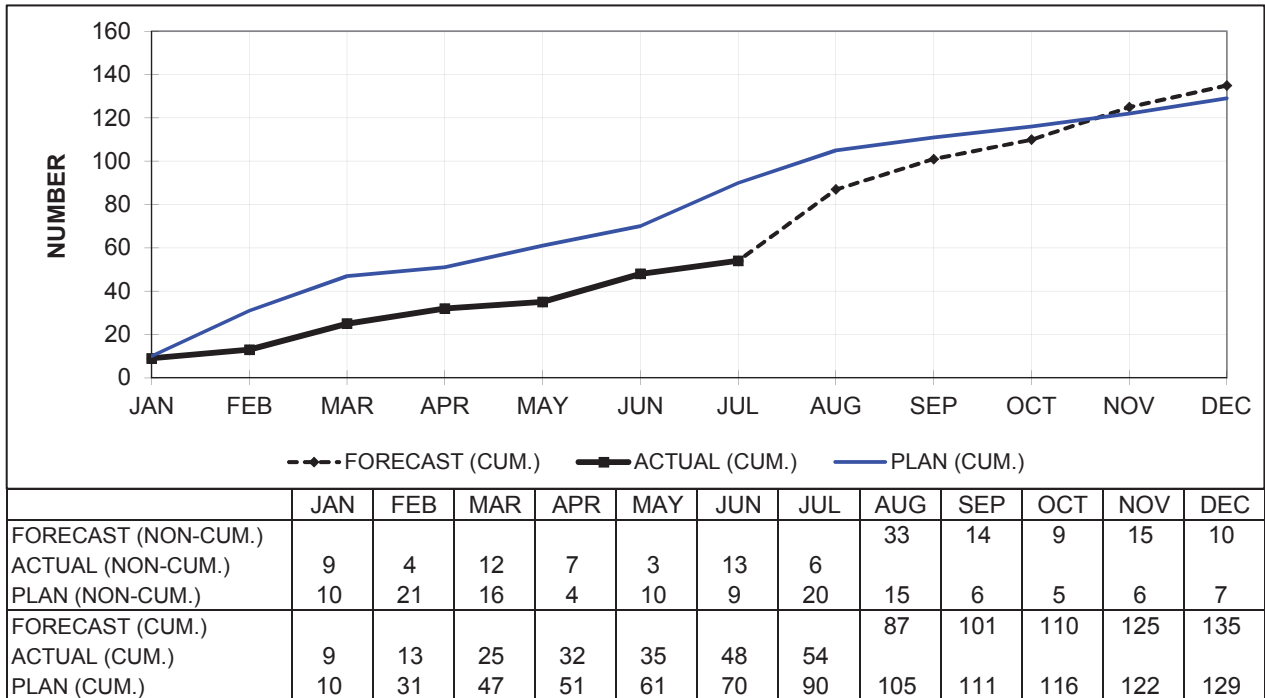
2014 Design Starts Charts

As of July 2014



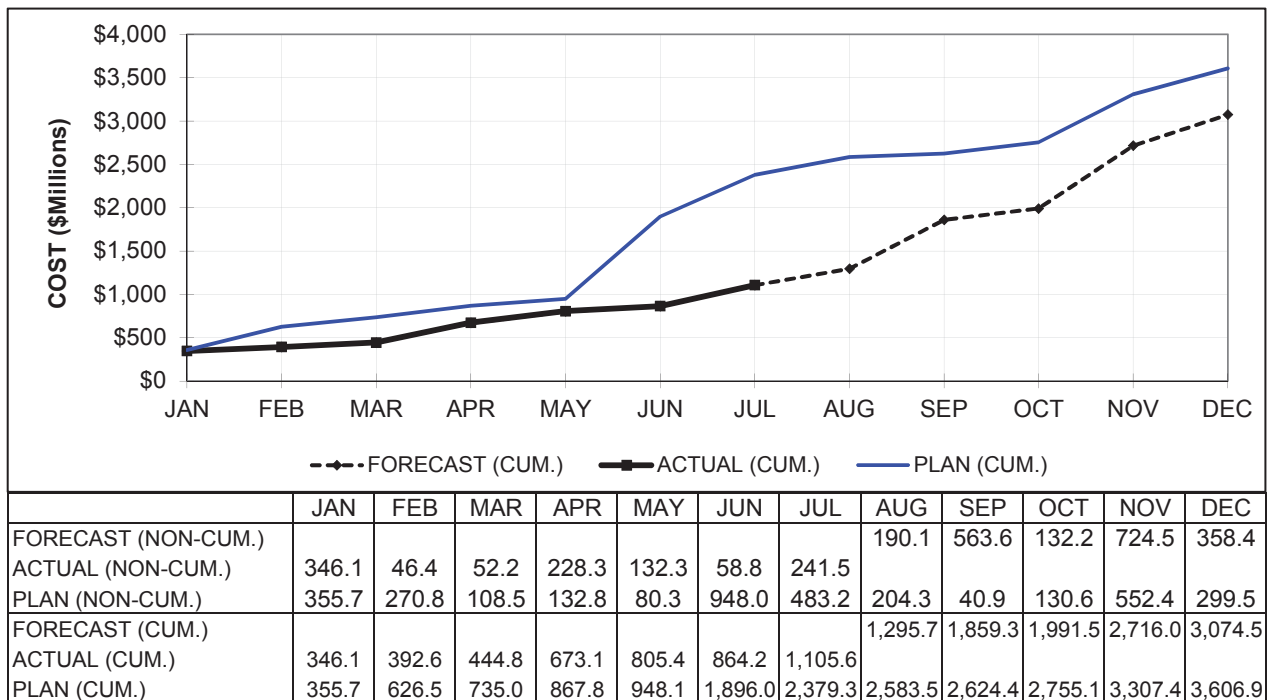
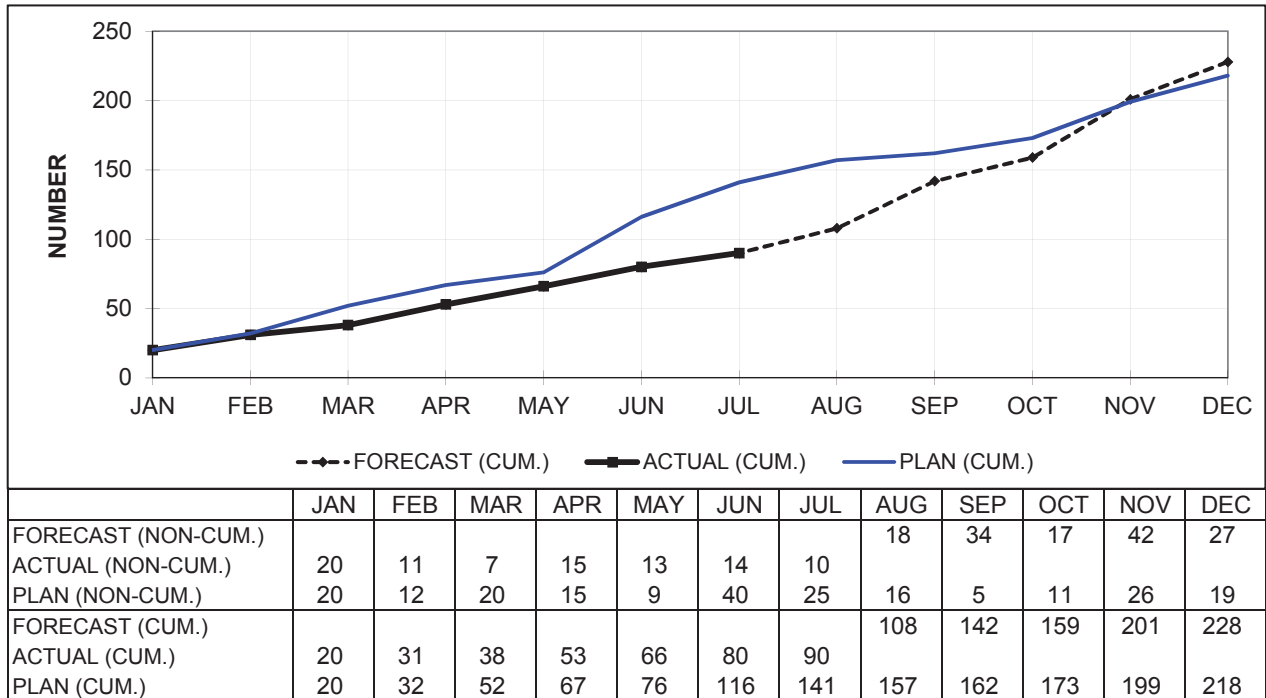
2014 Design Completions Charts

As of July 2014



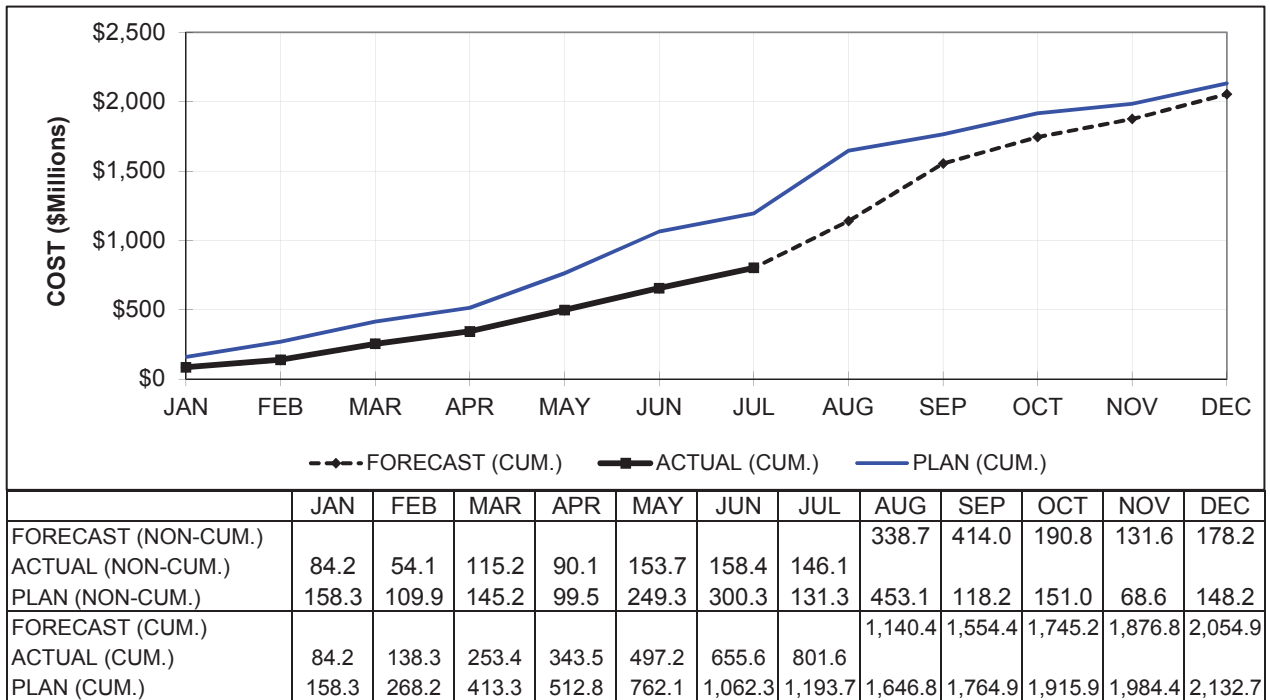
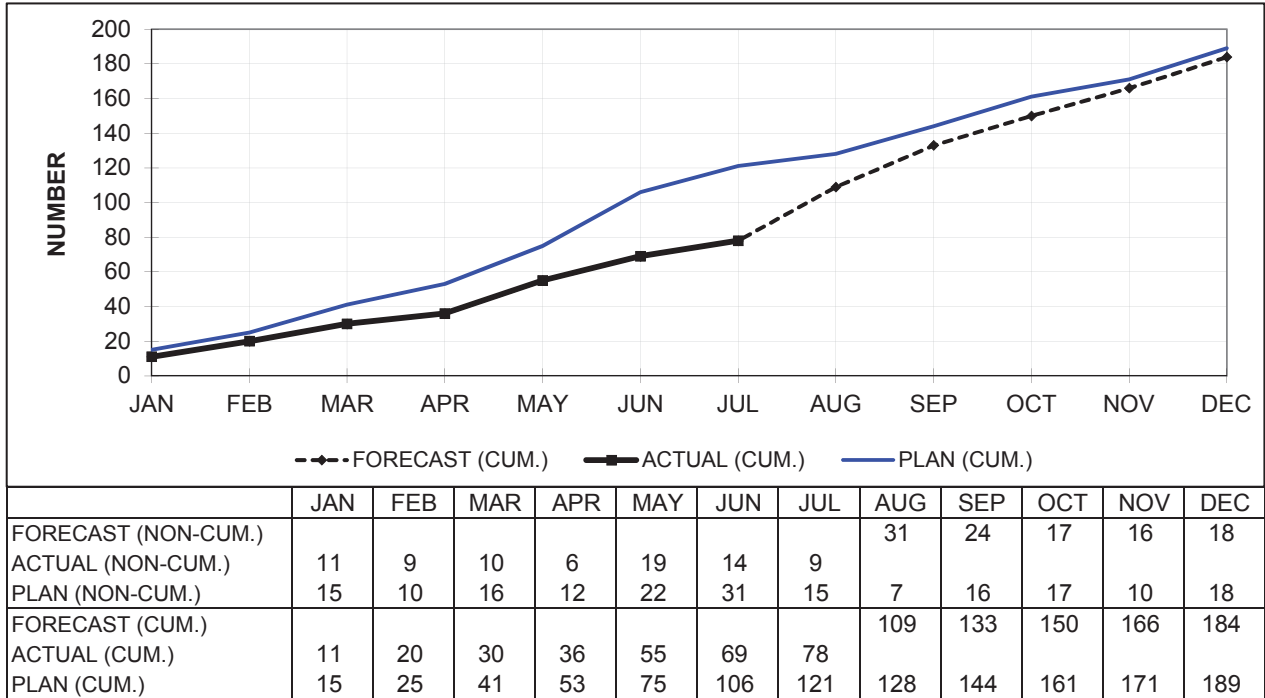
2014 Awards Charts

As of July 2014



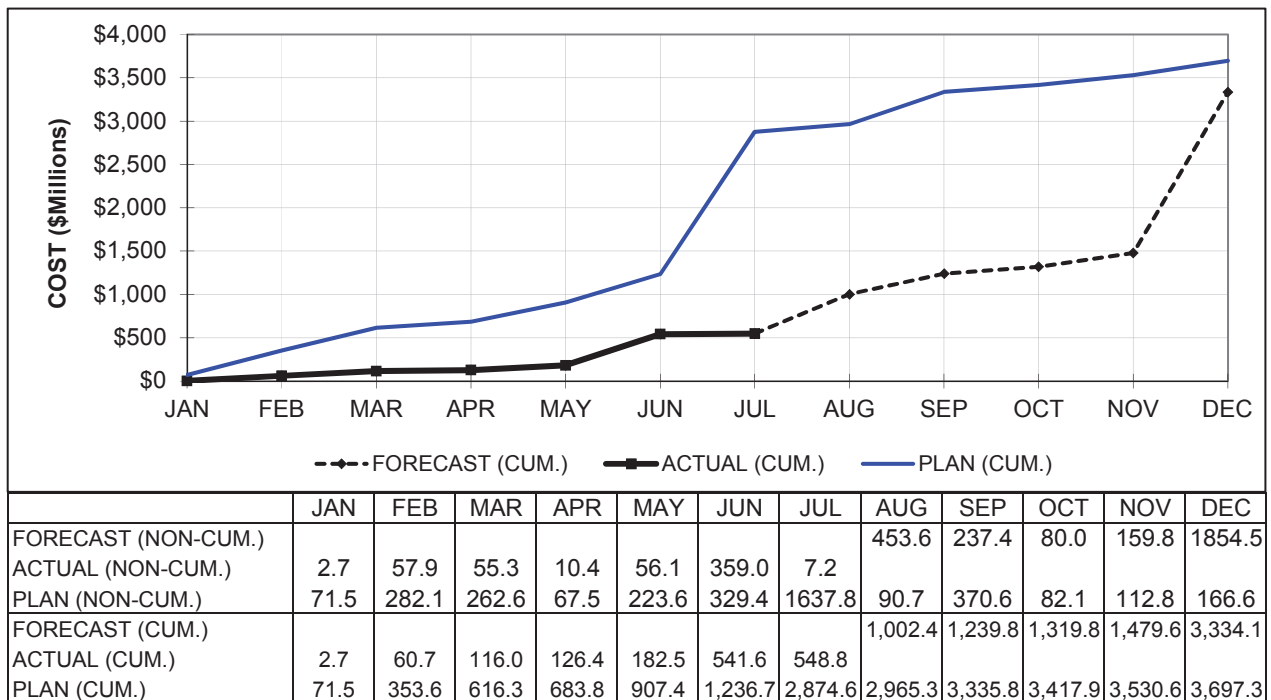
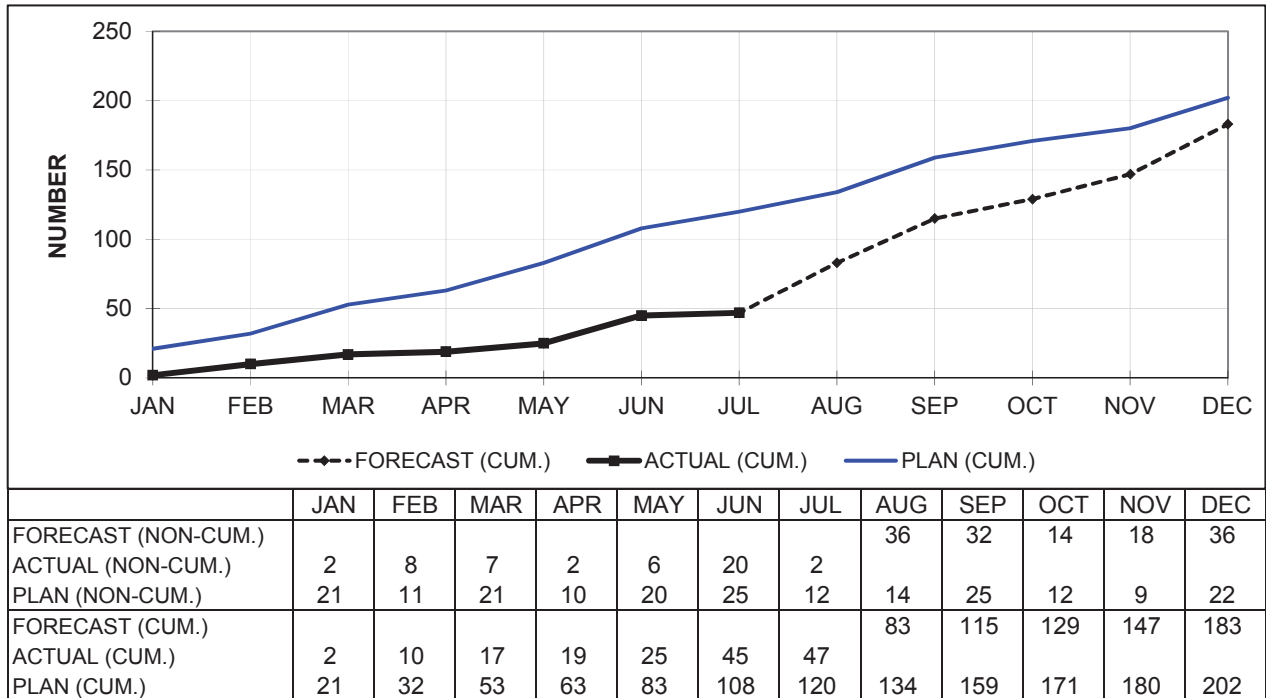
2014 Substantial Completions Charts

As of July 2014



2014 Closeouts Charts

As of July 2014



Report


PROCUREMENTS

The Procurement Agenda this month includes 13 actions for a proposed expenditure of \$146.1M.

Subject Request for Authorization to Award Various Procurements

Department Materiel Division – NYCT

Department Head Name Stephen M. Plochochi

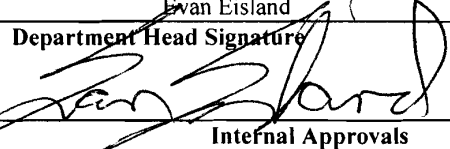
Department Head Signature


Project Manager Name Rose Davis

September 15, 2014





Department Law and Procurement – MTACC

Department Head Name Ewan Eisland

Department Head Signature


Internal Approvals

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	9/22/14			
2	Board	9/24/14			

	Approval		Approval
 President NYCT		 President MTACC	
 Executive VP		 President MTA Bus	
X Capital Prog. Mgt.		X Subways	
Law		X DDCR	

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

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:

	<u># of</u> <u>Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 0.2 M
• Harman Professional, Inc. \$ 0.2 M		
SUBTOTAL	1	\$ 0.2 M

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

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

NYC Transit proposes to award Competitive procurements in the following categories:			
<u>Schedules Requiring Majority Vote:</u>			
Schedule G: Miscellaneous Service Contracts	1	\$	0.3 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$	25.0 M
	SUBTOTAL		25.3 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:			
<u>Schedules Requiring Two-Thirds Vote:</u>			
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$	80.1 M
	SUBTOTAL		80.1 M
NYC Transit proposes to award Ratifications in the following categories:			
<u>Schedules Requiring Two-Thirds Vote:</u>			
Schedule D: Ratification of Completed Procurement Actions	1	\$	3.9 M
<u>Schedules Requiring Majority Vote:</u>			
Schedule K: Ratification of Completed Procurement Actions	2	\$	3.4 M
	SUBTOTAL		7.3 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	5		33.2 M
	SUBTOTAL		33.2 M
MTA Bus Company proposes to award Ratifications in the following categories: NONE			
	TOTAL		146.1 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.

SEPTEMBER 2014

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|---|------------------|--------------------------------------|
| 1. Harman Professional, Inc. | \$236,535 | <i>Staff Summary Attached</i> |
| Contract# C-34800 | | |
| Purchase of equipment to test and evaluate an Information Delivery System installed at the Stillwell Avenue Terminal. | | |

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Harman Professional, Inc. (Northridge, CA)
Description Purchase of equipment to test and evaluate an Information Delivery System installed at the Stillwell Avenue Terminal
Contract Term (including Options, if any) Evaluation for an Indefinite Period
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and evaluate

Contract Number C-34800	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$236,535
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to subdivision 9(d) of Public Authorities Law §1209 and approve the exercise of an option for the purchase of the Harman Information Delivery System (IDX) installed at the Stillwell Avenue Terminal. The statute states that the purchase cannot be awarded until 30 days after Board action. The purchase option will then be exercised with the vendor, Harman Professional, Inc. (Harman) in the amount of \$236,535. The Harman IDX is an audio and visual control system installed in a control room at the Stillwell Avenue Terminal. The Harman system (software and hardware) enables RTO personnel located in the Stillwell control room to produce specific messages for audio and/or visual display via the existing Public Address (PA) and Customer Information Screen (CIS) systems on the station platforms at Stillwell Avenue and 17 nearby stations.

The Stillwell Avenue Terminal is the largest above-ground station; its eight tracks and four platforms serve the D, F, N and Q Lines. Until last year, the Terminal still had a decades-old legacy customer information system. In 2013, to provide better customer information at the Stillwell Avenue Terminal, as well as the other 17 stations connected to the RTO control room located at the Terminal, NYC Transit negotiated the subject Loan Agreement, which requires the vendor to demonstrate, at no cost to NYC Transit, that its IDX product could be customized to control the decades-old legacy customer information system at the Stillwell Avenue Terminal and the newer, 1990s customer information systems existing at the other 17 stations controlled by RTO from the Stillwell Avenue Terminal control room.

Before negotiating the subject Loan Agreement, NYC Transit considered negotiating a non-competitive contract with another firm, Innovative Electronic Design (IED), the vendor of the software and hardware that controls the customer information systems existing at the other 17 stations. However, over 100 other stations are also equipped with control systems proprietary to IED and may require updating in a future Capital Program to provide customers with "Next Train Arrival" information. Accordingly, NYC Transit decided to take an alternate approach and work with another vendor to develop competition to IED. Harman was selected because it is the manufacturer of most of the PA/CIS equipment in the existing 1990s customer systems and committed to developing a control system (software and hardware) which could interface with the existing proprietary IED equipment.

In May 2013, NYC Transit executed the Loan Agreement under which Harman agreed to develop and provide, at no cost, a PA/CIS control system for NYC Transit to test and evaluate in operating service. NYC Transit forces installed the system. NYC Transit has evaluated the installed system in operating service and is pleased with its performance. In the event of a successful evaluation, the Loan Agreement provides an option to purchase the installed system for the negotiated cost of \$236,535, which covers the hardware, software development, a perpetual software license, and a two-year warranty covering any and all required maintenance, repair or replacement. The purchase option cost was determined to be fair and reasonable. The purchase will be awarded as Modification Number C-34800 to the Loan Agreement. Maintenance costs will be monitored during the warranty period and will be used to negotiate a long term agreement for maintenance after the two-year warranty period.

SEPTEMBER 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. TTA Systems, LLC \$273,186 (Est.) Staff Summary Attached
Six bids/low-bidder – Three-year contract
IFB# 75373
Repair and return of subway car truck frames.

L. Budget Adjustments to Estimated Quantity Contracts

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

2. STV Incorporated \$25,000,000 Staff Summary Attached
Four-year contract
Contract # CM-1411
Federally funded Indefinite Quantity Architectural/Engineering design services.

SEPTEMBER 2014



LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval.)

New Flyer of America, Inc. 78-month contract	\$80,072,520 (Aggregate Est.)	<u>Staff Summary Attached</u>
1. Contract# B40658	\$22,737,552.51 (Est.)	
2. Contract# B40659	\$57,334,967.52 (Est.)	

Furnish and deliver 45 low floor 40-foot standard diesel buses and 75 low floor 60-foot articulated diesel buses for MTA Bus Company.

Schedule G: Miscellaneous Service Contracts

Item Number: 1

Vendor Name (& Location) TTA Systems, LLC (Hornell, NY)
Description Repair and Return of Subway Car Truck Frames
Contract Term (including Options, if any) Three years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sealed bid

Contract Number IFB 75373	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$273,186 (Est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Joseph Leader	

Discussion:

This is a competitively-solicited miscellaneous service contract with TTA Systems, LLC (TTA) for the repair and return of approximately 54 cast iron and fabricated subway car truck frames in the estimated amount of \$273,186 for three years.

There are two types of truck frames used on NYC Transit subway cars; cast iron and fabricated. Cast iron frames are constructed using a molten metal molding process while fabricated truck frames are constructed using metal pieces welded together. The truck frame is the structural base to which key subway car components such as wheels, traction motors and brake equipment are mounted. Truck frames are regularly inspected by NYC Transit personnel. Stress from regular usage in revenue service, the weight of the components and the varying passenger weight loads can cause damage to the frames over time, requiring the performance of certain repairs. Only a small percentage of trucks are found to require repair and most of that work can be performed by NYC Transit in-house forces. Those truck frames that cannot be repaired by NYC Transit personnel are sent to the Contractor which has the expertise and equipment to perform extensive welding and heat treatment to effect the repairs and to conduct post-repair magnetic particle inspection. The work to be performed includes all labor, materials, equipment, incidentals and overhead costs, as well as transportation and delivery expenses required to repair this estimated contract quantity of 45 cast iron and nine fabricated truck frames which are used on various subway car classes.

Seventeen vendors were contacted during an extensive market survey and, following an on-site pre-bid conference, two bids were submitted. Many vendors cited their inability to perform this contract work while others cited current workloads among other reasons for not bidding. TTA is the incumbent for this contract and possesses both the facilities and the qualified personnel required to perform the work. TTA's bid is 38% lower than the second lowest bidder. TTA's unit price of \$5,059 for both types of truck frame repair is 27% higher than its unit price of \$3,972 on the previous contract that had a significantly higher estimated quantity of truck frames which was awarded over six years ago. This 27% increase can be attributed, in part, to increased fuel and transportation costs associated with transporting the truck frames to and from TTA's plant in Hornell, NY, as well as the substantial reduction in the estimated quantity of frames requiring repair since the prior contract. Based on this information and effective price competition, TTA's price is considered fair and reasonable.

Schedule L: Budget Adjustments to Estimated Quantity Contracts

L. Budget Adjustments to Estimated Quantity Contracts

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

<p>2. STV Incorporated</p> <p>Contract # CM-1411</p> <p>October 13, 2011 – October 12, 2016</p>	<p>Original Amount:</p> <p>Prior Modifications:</p> <p>Prior Budgetary Increases:</p> <p>Current Amount:</p> <p>This Request:</p> <p>% of This Request to Current Amount:</p> <p>% of Mods/Budget Adjustments (including This Request) to Original Amount:</p>	<p>\$ 25,000,000</p> <p>\$ 0</p> <p>\$ 0</p> <hr/> <p>\$ 25,000,000</p> <p>\$ 25,000,000</p> <p>100%</p> <p>100%</p>
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Discussion:


Superstorm Sandy necessitated a series of emergency assessments, design and repairs to restore service to the NYC Transit system. NYC Transit utilized existing Federally funded Indefinite Quantity Engineering Design Services contracts for the MTA Security Program (CM-1409, CM-1410, CM-1411 and CM-1412) to competitively award the initial design tasks for repair and resiliency of several NYC Transit locations, including various yards, stations and supporting facilities. In October 2013, six new competitive Indefinite Quantity Engineering Services contracts were awarded for new Sandy projects. Currently, a solicitation is pending to increase the pool of design consultants available for Sandy-related work.

Contract CM-1411 was awarded October 13, 2011 to STV Incorporated with a 60-month duration. Funding is identified on a per project basis. To date, ten task orders have been issued under Contract CM-1411, of which eight provide for Sandy-related designs. Currently, there are six pending revisions to add related design scope to existing Sandy tasks which will utilize most of the budgetary cap for CM-1411. This budget adjustment will increase the total contractual cap for Contract CM-1411 by \$25,000,000 to a total budget of \$50,000,000. The requested amount will restore the budget intended for the MTA Security Program but utilized instead for the Sandy Program. This budget adjustment will also provide for any Sandy-related design changes to ongoing task orders.

The Board previously approved budget adjustments of \$25,000,000 to CM-1409 and \$25,000,000 to CM-1412, in order to accommodate Sandy work issued to other consultants under this contract series. These increases are above and beyond the \$70,000,000 aggregate budget originally approved by the Board for security-related work. This requested budget adjustment will increase the total Sandy budgetary cap under this contract series to \$75,000,000.

Staff Summary



Item Number 1-2			
Division/Div. Head/Signature: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6/29/14 CC [Signature] 9-15-14	President, MTABC
2	Law, MTABC		
X			
3	Capital Budget		
X			
4	DDCR		
X			
5	EVP, MTABC		
CC [Signature] 9-15-14			

SUMMARY INFORMATION	
Vendor Name New Flyer of America, Inc.	Contract Number B40658 & B40659
Description Furnish and Deliver 45 Low Floor 40-foot Standard Diesel Buses (B40658) and 75 Low Floor 60-foot Articulated Diesel Buses (B40659).	
Total Amount \$80,072,520.03 (Est.) B40658 – \$22,737,552.51 New Flyer of America, Inc. B40659 – \$57,334,967.52 New Flyer of America, Inc.	
Contract Term (including Options, if any) 78 months from Notice of Award	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board approve the purchase, pursuant to subdivision 4 (g) of Section 1265-a of the Public Authorities Law, of 45 Low Floor 40-foot Standard Diesel Buses and 75 Low Floor 60-foot Articulated Diesel Buses for MTA Bus Company (MTABC) in the total amount of \$80,072,520.03 from New Flyer of America, Inc. (New Flyer).

DISCUSSION:

On June 5, 2013, the Board adopted a resolution authorizing the use of a competitive Request for Proposal (RFP) process in lieu of competitive bidding to award a contract for the purchase of 45 Low Floor 40-foot Standard Diesel Buses and a contract for 75 Low Floor 60-foot Articulated Diesel Buses.

The solicitation was advertised in February 2014 and was structured to enable NYC Transit, on behalf of MTABC, to award the requirements of both bus types to a single vendor or award each bus type to a separate vendor, whichever ensures the best value to the Authority. In addition to the advertisement, eight bus manufacturers were directly contacted. Pursuant to the statutory framework, the selection criteria, listed in descending order, were as follows: Overall Project Cost, Overall Quality of Proposer and Product and Other Relevant Matters. Delivery time was required to be completed within 130 weeks from Notice of Award. Selection Committee members were drawn from MTABC/ NYC Transit Department of Buses (DOB), Procurement, Capital Planning & Budget and Operations Planning.

Two low floor bus manufacturers, New Flyer and Nova Bus, a division of Prevost Car (US), Inc. (Nova Bus), attended the pre-proposal conference held on March 4, 2014. Initial proposals were received on April 23, 2014 from both New Flyer and Nova Bus.

After the Selection Committee reviewed the initial proposals, both New Flyer and Nova Bus were invited for oral presentations. Oral presentations and negotiations were conducted on a series of dates in May 2014 and centered on the current performance of each bus manufacturer's respective fleets of low floor 40-foot standard diesel buses and low floor 60-foot articulated diesel buses in NYC Transit, pricing, alternate proposals, and exceptions/deviations/clarifications to the technical specifications and the terms and conditions.

Best and Final Offers (BAFOs) were received from both New Flyer and Nova Bus on July 21, 2014. The Selection Committee reviewed the two BAFOs in accordance with the evaluation criteria and unanimously recommended award of both the contract for 45 Low Floor 40-foot Standard Diesel Buses and the contract for 75 Low Floor 60-foot Articulated Diesel Buses to New Flyer because its proposal offered the lowest price and the highest technical evaluation for each bus type. In addition, New Flyer offered a significantly better delivery schedule.

Staff Summary



Page 2 of 2

The award to New Flyer for the 45 Low Floor 40-foot Standard Diesel Buses will consist of \$22,332,015 (\$496,267 per bus) for the buses, \$143,439 for diagnostic tools and manuals, \$126,038 for an estimated quantity of training and \$136,061 for capital spares, for a total award amount of \$22,737,553. The total award amount is \$2,138,657 or 8.60% below New Flyer's initial proposal of \$24,876,210 and \$699,308 or 2.98% below the BAFO pricing provided by Nova Bus.

The award to New Flyer for the 75 Low Floor 60-foot Articulated Diesel Buses will consist of \$56,630,550 (\$755,074 per bus) for the buses, \$253,110 for qualification testing, diagnostic tools and manuals, \$210,479 for an estimated quantity of training and \$240,829 for capital spares, for a total award amount of \$57,334,968. The total award amount is \$2,381,432 or 3.99% below New Flyer's initial proposal of \$59,716,400 and \$1,195,715 or 2.04% below the BAFO pricing provided by Nova Bus.

The combined total award amount of \$80,072,520 results in a total savings of \$4,520,089 or 5.34% below the initial pricing received from New Flyer. It should be noted that the BAFO submitted by Nova Bus included a 0.54% discount off the unit price of each bus in the event it was awarded both bus types; this discount resulted in a total price of \$81,532,018. The total award amount to New Flyer is \$1,459,498 or 1.79% below the discounted BAFO pricing provided by Nova Bus.

New Flyer will manufacture four low floor 60-foot articulated diesel pilot buses (instead of the two pilot buses requested in the RFP) in order to expedite testing and accelerate the delivery of the production buses. One of the pilot buses will be used for in-service testing while the other three will be used for configuration audit and qualification testing. Manufacture of these four pilot buses is scheduled to be completed in June 2015. New Flyer is not required to provide any low floor 40-foot standard diesel pilot buses as these buses will be substantially similar to a previously procured fleet of buses being delivered concurrently from the same facility and therefore no qualification testing will be required; a lead bus will be manufactured in April 2015 which will be subjected to a configuration audit.

The delivery of the low floor 40-foot standard diesel production buses is scheduled to begin in June 2015 and scheduled to be completed in September 2015; 37 weeks before Nova Bus proposed to deliver its first production bus and 42 weeks before Nova Bus proposed to complete delivery of all of its 40-foot buses. The delivery of the low floor 60-foot articulated diesel production buses is scheduled to begin in October 2015 and scheduled to be completed in June 2016; 14 weeks before Nova Bus proposed to deliver its first production bus and 31 weeks before Nova Bus proposed to complete delivery of all of its 60-foot buses. The above delivery schedules are based on the assumption that Notice of Award will be issued on or before January 31, 2015. Note, these contracts are subject to review and approval of the Office of the NY State Comptroller (OSC) and award will not be made prior to this approval.

Procurement, DOB, MTABC and the Cost/Price Analysis Unit have determined the final prices to be fair and reasonable. There is reasonable assurance that New Flyer is financially qualified to perform these contracts; New Flyer has submitted a Letter of Guarantee from its parent, New Flyer Industries, guaranteeing New Flyer's performance under these contracts.

Payment Terms: There are no advance payments for these contracts, payments will be made as follows: 98% upon acceptance of buses, 1% upon acceptance of training deliverables, 1% upon receipt and acceptance of all other contract deliverables including manuals and other documentation.

TVM:

The Transit Vehicle Manufacturers (TVM) is a program whereby the FTA pre-approves vehicle manufacturers to bid or propose on federally funded vehicle procurements based on established guidelines to ensure Disadvantaged Business Enterprises (DBE) participation. As these contracts will be federally funded, the TVM program applies. New Flyer has furnished its TVM Certification of compliance with DBE Regulations in accordance with FTA guidelines.

IMPACT ON FUNDING:

These contracts will be funded with 80% FTA funds and 20% NYC Funds. Funds for this procurement have been approved in the MTA 2010-2014 Capital Program. WAR certificates will be secured prior to award.

ALTERNATIVES:

No alternative. MTABC needs to replace buses that have exceeded their 12-year useful life. There is no reason to believe that conducting another solicitation will result in lower pricing or better contract terms.

RECOMMENDATION:

It is recommended that the Board approve the purchase, pursuant to subdivision 4 (g) of Section 1265-a of the Public Authorities Law, of 45 Low Floor 40-foot Standard Diesel Buses and 75 Low Floor 60-foot Articulated Diesel Buses for MTABC in the total amount of \$80,072,520.03 from New Flyer of America, Inc.

SEPTEMBER 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

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

- | | | |
|---|--------------------|--------------------------------------|
| 1. CRC Associates, Inc.
Contract# C-52125 | \$3,898,000 | <u>Staff Summary Attached</u> |
| Furnish, install, and integrate an Electronic Security System at the Wall Street Station. | | |

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|--------------------|--------------------------------------|
| 2. JTJ Contracting, Inc.
Contract# P-36435.29 | \$1,981,760 | <u>Staff Summary Attached</u> |
| Modification to the contract for the rehabilitation of the Montague Tube, in order to furnish and inject an estimated 8,000 gallons of chemical grout into the Montague Tube. | | |
| 3. TC Electric, LLC
Contract# C-33850.33 | \$1,400,000 | <u>Staff Summary Attached</u> |
| Modification to the contract for the rehabilitation of the Steinway Tube Ducts and the construction of two Circuit Breaker Houses, in order to provide for the rehabilitation of the Steinway Tube pump rooms. | | |

SEPTEMBER 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|--|----------------------------|--|
| <p>1. AECOM*Arup, JV
 Contract# CM-1188.98</p> | <p>\$24,647,081</p> | <p><i><u>Staff Summary Attached</u></i></p> |
| <p>Modification to the contract for the preliminary and final engineering services for the Second Avenue Subway project; in order to add funding to provide additional Consultant Support During Construction and extend the contract term by an additional 24 months and 12 days.</p> | | |
| <p>2. Parsons Brinckerhoff, Quade & Douglas and Bovis Lend Lease LMB, Inc. a Joint Venture
 Contract# CM-1265.15</p> | <p>\$4,794,048</p> | <p><i><u>Staff Summary Attached</u></i></p> |
| <p>Modification to the contract for Construction Consultant Management Services for Fulton Street Transit Center, in order to provide additional construction and closeout support services and extend the contract term by 18 months.</p> | | |
| <p>3. Comstock-Skanska, J.V.
 Contract# C-26009.17</p> | <p>\$1,300,000</p> | <p><i><u>Staff Summary Attached</u></i></p> |
| <p>Modification to the contract for Track, Signal, Traction power, and Communication Systems of the Second Avenue Subway, in order to change Customer Assistance Intercoms (CAIs) located in various locations throughout the stations and change Elevator Cab/Landing Speaker Phones from analog-based to Internet Protocol (IP) based.</p> | | |
| <p>Judlau Contracting</p> | | |
| <p>4. Contract# C-26011.15</p> | <p>\$1,160,484</p> | <p><i><u>Staff Summary Attached</u></i></p> |
| <p>5. Contract# C-26011.34</p> | <p>\$1,330,000</p> | <p>↓
↓</p> |
| <p>Modification to the contract for the construction of the Second Avenue Subway – 72nd Street Station Finishes; in order to implement changes to the medium voltage switch gear and transformer equipment related to facility power; and for additional costs associated with the replacement of Rigid Galvanized Steel conduit with Intermediate Metal Conduit for fire-rated circuits.</p> | | |

Schedule D: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) CRC Associates, Inc. (South Plainfield, NJ)
Description Furnishing and Installing an Electronic Security System at the Wall Street Station
Contract Term (including Options, if any) Fourteen months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number C-52125	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$3,898,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Discussion:

It is requested that the Board formally ratify the award of this contract to CRC Associates, Inc. (CRC), a New York State certified MBE firm, to furnish, install, configure, test, and warrant an Electronic Security System (ESS) at the Wall Street Station on the 2/3 Lines in the Borough of Manhattan. The MTA Security Program is developing an integrated Inter-Agency ESS infrastructure to allow for commonality across all MTA agencies as well as direct communication to the NYC Police Department. The ESS is an infrastructure consisting of hardware and software that will integrate all NYC Transit legacy security subsystems as well as new applications onto a single platform.

Under Contract C-52125, the contractor will furnish, install, configure, test, and warrant ESS equipment at the Wall Street Station. This contract has been awarded pursuant to an Emergency Declaration signed by all agency presidents in December 2002. This contract was solicited using a publicly-advertised two-step selection process whereby interested bidders were evaluated and selected by NYC Transit based on their technical expertise and integrity. This pre-selection process affords NYC Transit the ability to control the distribution of its security sensitive information and have competition for this procurement. Twenty-eight contractors were identified as being capable of performing this work. All of the contractors were required to sign non-disclosure agreements prior to purchasing the bid documents.

Following advertisement, six bids were received. CRC submitted the lowest bid of \$3,898,000. The price was found to be fair and reasonable. CRC has several ongoing construction contracts and one pending award as a prime contractor with NYC Transit and has performed satisfactorily on a number of NYC Transit contracts in the past four years.

CRC has achieved its previous M/W/DBE goals on its previous MTA contracts.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location) JTJ Contracting, Inc. (College Point, NY)	
Rehabilitation of the Montague Tube	
Contract Term (including Options, if any) July 31, 2013 – March 30, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number P-36435	AWO/Mod. #: 29
Original Amount:	\$ 102,443,000
Prior Modifications:	\$ 1,944,131
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 104,387,131
This Request:	\$ 1,981,760
% of This Request to Current Amount:	1.9%
% of Modifications (including This Request) to Original Amount:	3.8%

Discussion:

This retroactive modification is for the furnishing and injection of an estimated 8,000 gallons of grout into the walls of the Montague Tube in the amount of \$1,981,760.

The contract is for the rehabilitation of the Montague Tube which was damaged by Superstorm Sandy. The scope of this contract requires the construction of new duct banks; circuit breaker houses; rehabilitation of track work; tunnel lighting; pump room; fan plant; and replacement of damaged parts and components at the Montague Furman and Broadway Park substations. The work also includes demolition of existing duct banks; removal and disposal of existing lighting conduits, wiring, fixtures; ballast; receptacles; power and communication cables including lead sheath cables; and installation of power and communications cables in the new duct banks.

The contract calls for injection of grout into the tube walls. When injected, the grout fills voids in the soil behind the tube walls and mitigates water infiltration. Since the extent of the voids behind the tube walls and the amount of grout needed to fill the voids cannot be known prior to construction, the contract calls for an estimated quantity of 4,000 gallons of grout to be furnished and injected. The contract provides a unit price line item for that work; the contractor bid \$400 per gallon. The contract calls for the unit price to be equitably adjusted, upward or downward, in the event the actual quantity differs from the estimated quantity by more than ten percent.

By February 2014, the contractor had injected the estimated quantity of 4,000 gallons. NYC Transit determined that an estimated additional 8,000 gallons would be required. On March 31, 2014, NYC Transit requested a proposal for furnishing and injecting the estimated additional 8,000 gallons. The contractor’s proposal was in the lump sum amount of \$2,972,364 (or about \$371.55 per gallon); NYC Transit’s estimate was in the lump sum amount of \$2,437,500 (or about \$304.69 per gallon). After negotiations, the lump sum amount of \$1,981,760.00 (or about \$247.72 per gallon) was agreed upon and found to be fair and reasonable. Savings of \$990,604 were achieved.

The rehabilitation of the Montague Tube continues to be a high priority project that is running twenty four hours a day and seven days a week to meet NYC Transit’s commitment to restore service between the boroughs. It was critical that the project schedule be maintained and all delays mitigated promptly. Therefore, as soon as it was known that additional grouting would be necessary, the Construction Manager verbally directed the contractor to proceed with the additional work. Subsequently, on May 14, 2014, the SVP & Chief Engineer approved a retroactive waiver to perform the additional grouting work.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location) TC Electric, LLC (College Point, NY)	
Rehabilitation of the Steinway Tube Duct and Construction of the Circuit Breaker House	
Contract Term (including Options, if any) January 6, 2012 – January 5, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiation
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number C-33850	AWO/Mod. #: 33
Original Amount:	\$ 23,100,000
Prior Modifications:	\$ 3,268,756
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 26,368,756
This Request:	\$ 1,400,000
% of This Request to Current Amount:	5.3%
% of Modifications (including This Request) to Original Amount:	20.2%

Discussion:

This retroactive modification is for the rehabilitation of Pump Rooms 3 and 4 in the Steinway Tube to be performed by TC Electric, LLC in the amount of \$1,400,000.

This contract is for rehabilitation of ducts in the Steinway Tube and the construction of two new circuit breaker houses in Queens. The work encompasses two ducts that run from an electrical substation near Grand Central Station in Manhattan to the Vernon-Jackson Station in Queens. The work in the Steinway Tube includes the demolition of existing duct banks and installation of new ducts encased in concrete; repair of deteriorated concrete; and furnishing and installation of conduit and cable. The contract provides for the furnishing and installation of new communications and fiber optic cable in the conduit between Grand Central and Jackson Avenue. The contract also provides for the construction of two circuit breaker houses with new equalizer circuit breakers and associated equipment at the Vernon-Jackson and Main Street Stations.

This retroactive modification addresses rehabilitation work in Pump Rooms 3 and 4 in the Steinway Tube. Pump Rooms are used to remove any water that might otherwise enter the tunnel. Pump Rooms 3 and 4 were originally scheduled to be rehabilitated during the 2015-2019 Capital Program, but because most of the work associated with this rehabilitation must be done under General Orders (GOs), it was decided to perform the work under the subject contract and utilize already scheduled GOs. Doing so allowed NYC Transit to eliminate future inconvenience to the riding public and safeguard the Steinway Tube against damage such as what was suffered during Superstorm Sandy. The new pumps also handle a higher volume of water, and the electrical panels and controls were elevated in order to protect them from potential water damage. This retroactive modification also led to cost savings as a result of removing the requirement for future GOs, elimination of the administrative costs associated with a new contract, and lowering construction costs as a result of consolidating the work.

In order to maximize the usage of these already scheduled GOs and avoid any delay in the project, the SVP & Chief Engineer approved a Retroactive Memorandum on April 21, 2014. The CM directed the contractor to proceed with the work on April 22, 2014.

The contractor's proposal was \$1,775,728; NYC Transit estimate was \$1,529,428. An agreement was reached on a lump sum price of \$1,400,000, which is considered to be fair and reasonable. Savings of \$375,728 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) AECOM*ARUP, Joint Venture (New York, NY)
Preliminary and final engineering services for the Second Avenue Subway project
Contract Term (including Options, if any) December 20, 2001 – December 19, 2014
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiation
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Local funding
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number CM-1188	AWO/Mod. #: 98
Original Amount:	\$ 200,478,227
Option Amount:	\$ 150,400,897
Total Amount:	\$ 350,879,124
Prior Modifications:	\$ 71,450,314
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 422,329,438
This Request:	\$ 24,647,081
% of This Request to Current Amount:	5.8%
% of Modifications (including This Request) to Original Amount:	27.4%

Discussion:

This retroactive modification will add \$24,647,081 in funding and extend Consultant Support During Construction (CSDC) services with AECOM*ARUP, Joint Venture (AAJV) from December 19, 2014 through December 31, 2016, consistent with the approved Second Avenue Subway (SAS) construction schedule.

This is a design services contract for the SAS which consists of 10 contracts valued at approximately \$2.8B. The base contract provided preliminary engineering (PE) for the segments running from 125th Street to Midtown, Midtown to Lower Manhattan, and support service during the construction phase for tunnel boring machine activities. The contract also included an option in the amount of \$150M for final design of Phase One and related construction support services, which was exercised.

Modification No. 85, previously approved by the Board, extended this contract to December 19, 2014. At that time, the Board was advised that a subsequent modification for CSDC through the remaining construction would be forthcoming when more definitive information became available to make a more accurate assessment of the additional CSDC effort. Under this Modification No. 98, additional funding will allow AAJV to provide ongoing CSDC consisting of: A) standard CSDC services which includes review of submittals, requests for information, waivers, non-conformance reports, and overall day-to-day management of CSDC activities; and B) enhanced CSDC consisting of: 1) Specialty Technical Services (STS) supporting the Construction Management System (CMS) and the Electronic Data Management System (EDMS) for the SAS project which was not part of the base contract or option, and 2) support for additional unforeseen field designs.

Contract funding was exhausted at the end of June 2014. Retroactive approval for this Modification No. 98 was received from the MTACC President on June 20, 2014. Funding was exhausted due to an increase in submittals and field design requests by the SAS construction office that far exceeded the estimated amount of submittals mutually forecast by AAJV and the SAS Program Office in Modification No. 85. The increase in submittals (2,000 more than forecast) results primarily from two factors: 1) a larger number of interfaces than anticipated among the three Station Finishes contracts, the 63rd St. Rehab contract and the Systems contract and 2) a greater than anticipated number of design changes from unforeseen field conditions encountered during construction.

AAJV submitted a cost proposal of \$26,986,499. After negotiations AAJV submitted a Best and Final Offer (BAFO) in the amount of \$24,647,081, which reflects a decrease of 8.7% from their original proposal and is 3.5% less than the revised MTACC estimate. The BAFO reflects the incorporation of MTA Audit recommended overhead rates as well as \$1.74M in negotiated savings from reductions in contractual labor rates, fixed fee, reduced hours and other markups. Procurement and MTACC concur that AAJV's BAFO is fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location) Parsons Brinckerhoff, Quade & Douglas and Bovis Lend Lease LMB, Inc., A Joint Venture (New York, NY)
Description Construction Consultant Management Services for Fulton Street Transit Center
Contract Term (including Options, if any) March 29, 2004 – June 30, 2014
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number	AWO/Mod. #
CM-1265	15
Original Amount:	\$ 18,972,397
Prior Modifications:	\$ 25,496,305
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 44,468,702
This Request:	\$ 4,794,048 (NTE)
% of This Request to Current Amount:	10.8%
% of Modifications (including This Request) to Original Amount:	159.7%

Discussion:

This retroactive modification with Parsons Brinckerhoff, Quade & Douglas and Bovis Lend Lease LMB, Inc. (PB/Bovis JV) is for additional construction and closeout support services for Fulton Center (FC) in the not-to-exceed amount of \$4,794,048, and will extend the contract duration by 18 months from July 1, 2014 to December 31, 2015.

The base contract is for overall consultant construction management (CCM) services for the FC project and is tied to the construction schedule. The CCM under direction of MTACC provides the following services: project constructability review, review of contract packaging, assistance with cost estimating, coordination with user departments and outside agencies, assistance as technical advisor, construction inspection, acquisition of permits and in-house services, review and support of beneficial use and substantial completion requirements and more.

Under this Modification No. 15, PB/Bovis JV will provide additional CCM services for the remaining five FC contracts. Four of the FC contracts: 4B A/C Mezzanine Reconstruction and J/M/Z Vertical Circulation, 4CD 4/5 Fulton St. Station Rehab and Dey St. Headhouse, 4E Dey St. Concourse, R/W Underpass and Platform, and 4G Corbin Building Restoration are in the closeout phase and one, 4F FC Enclosure is nearing construction completion with a forecasted substantial completion date of December 30, 2014. The FC Enclosure is the largest contract in the FC Project and its ongoing work is integral to the closeout of the other four contracts.

The FC Enclosure is still under construction due to the reprogramming of space into commercial tenant, retail and public spaces and for the implementation of the MTA-initiated Technology Enhancement Program, both of which were not in the original design scope. The Enhancement Program encompasses revised architectural finishing, electronic signage, way finding, advertising panels, additional mechanical/electrical services, structural upgrade, additional electronic security measures including cameras and a new security control room. A total of 27 full-time employees (FTEs) are needed from July 1, 2014 through December 31, 2014, which has been reduced from 42 FTEs previously utilized on the project. Of the 27 FTEs, 15 are inspectors working two shifts plus weekends, and the remaining 12 are various support engineers and managers. From January 1, 2015 through December 31, 2015, this staffing will be further reduced to 7 FTEs for remaining closeout support functions.

PB/Bovis JV submitted a cost proposal of \$4,911,287. After negotiations, PB/Bovis JV submitted a Best and Final Offer (BAFO) of \$4,794,048, which reflects a decrease of 2.4% from their original proposal and is 1.1% lower than the MTACC revised estimate. The BAFO reflects a reduced annual escalation rate to 1.3%. Procurement and MTACC concur that PB/Bovis JV's BAFO is fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location) Comstock-Skanska, J.V. (New York, NY)	
Track, Signal, Traction Power, Communications Systems, Second Avenue Subway	
Contract Term (including Options, if any) January 18, 2012 – August 18, 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26009	AWO/Mod. #: 17
Original Amount:	\$ 261,900,000
Prior Modifications:	\$ 3,180,631
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 265,080,631
This Request:	\$ 1,300,000
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	1.7%

Discussion:

This retroactive modification is to change Customer Assistance Intercoms (CAIs) located in various locations throughout the stations and change Elevator Cab/Landing Speaker Phones from analog-based to Internet Protocol (IP) based for the Second Avenue Subway Project.

This contract is for the supply and installation of systems including Track, Train Signals, Communications, and Traction Power for the Second Avenue Line from 63rd Street/Lexington Avenue to 105th Street/2nd Avenue. The work to be performed under this contract includes: installation of Low-Vibration Track with an aluminum third rail; a relay-based block wayside signaling system; standard NYC Transit communication systems including SONET, Public Address, Customer Information Signs, CCTV, emergency alarms, radio wireless systems, fire alarms, and an Emergency Booth Communication system; and a Traction Power System including traction power distribution, conversion to DC power and three new substations. The work also includes the modification of existing facilities and systems to interface with the Second Avenue Subway systems.

The contract requires the furnishing and installation of analog-based intercoms, speakers and CCTV cameras in the Second Avenue Subway 63rd, 72nd, 86th and 96th Street Stations. In order to comply with NYC Transit’s new digital standard, this modification includes the substitution of all analog-based CAIs and Elevator Cab/Landing Speaker Phones with 32 IP-based HelpPoints, 10 IP-based CAIs, and 35 IP-based Elevator Cab/Landing Speaker Phones. This modification also includes the furnishing and installation of seven Rugged Ethernet switches and the deletion of approximately 36,000 linear feet of CAT 6 Ethernet cable. In order to mitigate potential delays, it was necessary to proceed with a portion of the work on a retroactive basis. Retroactive approval was obtained from the MTACC President on March 10, 2014 to direct the contractor to procure two of each of the HelpPoints, CAIs and Elevator Cab/Landing Speaker Phones, in order to start the factory acceptance testing prior to approval of this modification.

The contractor’s proposal was \$1,368,252. The MTACC estimate is \$1,235,876. Negotiations resulted in agreement on a net lump sum price of \$1,300,000, which is considered fair and reasonable. Savings of \$68,252 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4-5

Vendor Name (& Location) Judlau Contracting, Inc. (College Point, NY)
Second Avenue Subway – 72 nd Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances
Contract Term (including Options, if any) February 14, 2013 – November 13, 2015
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number C-26011	AWO/Mod. #: 15 & 34
Original Amount:	\$ 247,048,405
Option 1	\$ 3,934,595
Option 2	\$ 1,270,000
Option 3	\$ 6,100,000
Total Amount:	\$ 258,353,000
Prior Modifications:	\$ 891,140
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 259,244,140
This Request:	
Mod. 15: \$1,160,484	\$
Mod. 34: \$1,330,000	2,490,484
% of This Request to Current Amount:	1.0%
% of Modifications (including This Request) to Original Amount:	1.4%

Discussion:

These retroactive modifications are for changes to the medium voltage switch gear and transformer equipment related to facility power; and for additional costs associated with the replacement of Rigid Galvanized Steel (RGS) conduit with Intermediate Metal Conduit (IMC) for fire-rated circuits.

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 15

The contract requires Con Edison service for facility power at the 72nd 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. In accordance with Con Edison’s specifications for High Tension Service, a preliminary submission was made after award of the 72nd Street Station Contract. Con Edison’s comments predominantly addressed changes associated with the switchgear and transformer equipment, grounding and the requirement for two new battery rooms in the North and South ancillary spaces. Due to the lead time associated with the switchgear and transformer equipment and the potential schedule impact, MTACC decided to address only the changes associated with the switchgear and transformer equipment in this modification. This modification addresses revisions to the dimensions of the high tension switchgear equipment and changes to the switchgear configuration and incoming feeders in the substations to achieve Con Edison-required separation clearances between switchgear lineups. This modification also includes additional protective relaying for the transformers; and equipment provisions for the two new battery rooms including battery chargers, panels and breakers. Work associated with grounding changes and construction of the new battery rooms, including architectural work, doors, eye wash, water mist systems and exhaust fans will be addressed in other modifications. It appears this modification may be the result of a design error/omission. In order to mitigate potential schedule delays, the contractor was directed to proceed with the work in April 2014 with subsequent approval from the MTACC President. The contractor’s proposal was \$1,450,995.

Schedule K: Ratification of Completed Procurement Actions



MTACC's revised estimate is \$1,324,593. Negotiations resulted in agreement on a lump sum price of \$1,160,484, which is considered fair and reasonable. Savings of \$290,511 were achieved.

Modification 34

This is another of several modifications across various Second Avenue Subway contracts resulting from Underwriters Laboratory's (UL) de-certification of fire resistive cable due to its failure to meet a one-hour fire resistive rating when encased in RGS conduit. After commissioning its own series of fire tests in order to avoid significant delays to the Second Avenue Subway Project, MTACC determined that the use of IMC conduit provided adequate time for safe evacuation from the station. MTACC's recommendation for the use of IMC for power circuits in the 96th, 86th, and 72nd Street stations was approved by NYC Transit's Code Compliance, CPM, Maintenance of Way, System Safety and Subways Departments. This modification provides for the replacement of approximately 70,000 linear feet of RGS conduit in various sizes with IMC including stainless steel fittings, pull boxes and splice boxes. All cable will remain as specified in the contract. In order to mitigate schedule delays, retroactive approval was obtained from the MTACC President on May 8, 2014. The contractor's proposal was \$1,515,679. MTACC's revised estimate is \$1,375,035. Negotiations resulted in agreement on a net lump sum price of \$1,330,000, which is considered fair and reasonable. Savings of \$185,679 were achieved.

The remaining schedule impact of both modifications is currently under review and will be addressed in subsequent modifications.

Report



SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE
NOTIFICATION SERVICE REVISION
BxM1, BxM2, BxM11 and BxM18
NON-STOP TRAVEL PATH REVISION in
EAST HARLEM, MANHATTAN**

SERVICE ISSUE:

The BxM1, BxM2, BxM11 and BxM18 provide premium fare express bus service between the Bronx and Manhattan. All four express bus routes travel on East 106th Street in East Harlem, Manhattan as they move between 2nd/3rd Avenues and Madison/5th Avenues on their non-stop travel paths.

The New York City Department of Transportation (NYCDOT) has recently reduced the number of through travel lanes on East 106th Street from two to one in each direction. These roadway changes have led to increased traffic congestion and delays on East 106th Street. Consistent with the nature of express bus service, speed and reliability are key components to attracting ridership, and continued use of East 106th Street would subject these bus routes to congestion, delay, and poor reliability.

RECOMMENDED SOLUTION:

To provide more reliable service and to avoid congestion and delays along East 106th Street that has developed due to the recent street changes made by NYCDOT, revise the non-stop travel paths of the BxM1, BxM2, BxM11 and BxM18 to use East 116th Street instead of East 106th Street to transition between 2nd/3rd Avenues and Madison/5th Avenues. This revision would not affect any bus stops along the routes.

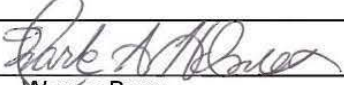
ESTIMATED IMPACT:

The net result of the recommended revision would be no change in annual operating cost because the travel distance and scheduled travel time would remain the same. However, reliability would be improved, which would encourage ridership and revenue.

PLANNED IMPLEMENTATION:

October 2014

Staff Summary

Subject	BxM1, BxM2, BxM11 and BxM18 Non-Stop Travel Path Revision in East Harlem, Manhattan
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	August 29, 2014
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	President		9/1/14
3	Executive Vice President		9/1/14
2	VP, Government and Community Relations		9/1/14
1	Vice President, Operations Planning		9/5/14

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the non-stop travel paths of the BxM1, BxM2, BxM11 and BxM18 express bus routes through East Harlem, Manhattan. These routes were formerly operated by Liberty Lines and transitioned to MTA Bus on January 3, 2005.

DISCUSSION:

The BxM1, BxM2, BxM11 and BxM18 provide premium fare express bus service between the Bronx and Manhattan. The BxM1, BxM2 and BxM18 operate to/from Riverdale in the Bronx, and the BxM11 operates to/from Wakefield in the Bronx. These routes operate a total one-way distance of approximately 15 to 19 miles.

All four express bus routes travel on East 106th Street in East Harlem to transition between 2nd/3rd Avenues and Madison/5th Avenues on their non-stop travel paths. The New York City Department of Transportation (NYCDOT) has recently revised East 106th Street from two travel lanes and curbside parking in each direction to one travel lane, a bicycle lane, a center painted median with left turn lanes, and curbside parking. At major intersections, raised pedestrian refuge islands were also constructed in the medians.

These roadway changes have led to increased traffic congestion and delays on East 106th Street. Consistent with the nature of express bus service, speed and reliability are key components to attracting ridership, and continued use of East 106th Street would subject these bus routes to increased congestion,

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

delays and poor reliability. Due to the decrease in maneuvering space, these buses also block traffic as they wait to turn at the shortened left turn lanes.

To provide more reliable service, it is recommended to revise the non-stop travel paths of the BxM1, BxM2, BxM11 and BxM18 to utilize East 116th Street instead of East 106th Street. East 116th Street is wider with two travel lanes in each direction and is primarily a commercial corridor. East 116th Street is also used by other MTA Bus express and NYC Transit local bus routes. This revised travel path would provide more reliable service.

The southbound BxM2, BxM11 and BxM18 would travel non-stop south on 2nd Avenue, west on East 116th Street, and south on 5th Avenue. After crossing East 106th Street on 5th Avenue, they would resume their regular routes. The northbound BxM2, BxM11 and BxM18 would travel non-stop north on Madison Avenue, east on East 116th Street, and north on 3rd Avenue where they would resume their regular routes. See Map 1 for the BxM2, BxM11 and BxM18 travel path revisions.

The southbound BxM1 would travel non-stop south on 2nd Avenue, west on East 116th Street, and south on Lexington Avenue. After crossing East 106th Street on Lexington Avenue, it would resume its regular route. The northbound BxM1 travel path is unchanged and will remain on 3rd Avenue through East Harlem. See Map 2 for the BxM1 travel path.

As these revisions are along the non-stop travel path for all routes, this revision would not affect any bus stops. Additionally, there would be no change to travel distance or scheduled travel time.

RECOMMENDATION:

To provide more reliable service and to avoid the traffic congestion and associated delays that has developed along East 106th Street following the recent street changes made by NYCDOT, revise the non-stop travel paths of the BxM1, BxM2, BxM11 and BxM18 to use East 116th Street instead of East 106th Street to transition between 2nd/3rd Avenues and Madison/5th Avenues. This revision would not affect any bus stops along the routes.

ALTERNATIVES:

The only alternative would be to leave the current BxM1, BxM2, BxM11 and BxM18 travel paths unchanged. This would forgo the opportunity to provide a more reliable trip for customers on a street with less congestion.

IMPACT ON FUNDING:

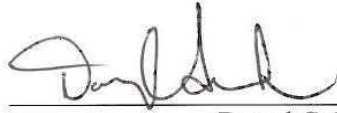
The net result of the recommended revision would be no change in annual operating cost because the travel distance and scheduled travel time would remain the same. However, reliability would be improved, which would encourage ridership and revenue.

Staff Summary

IMPLEMENTATION:

October 2014

Approved:

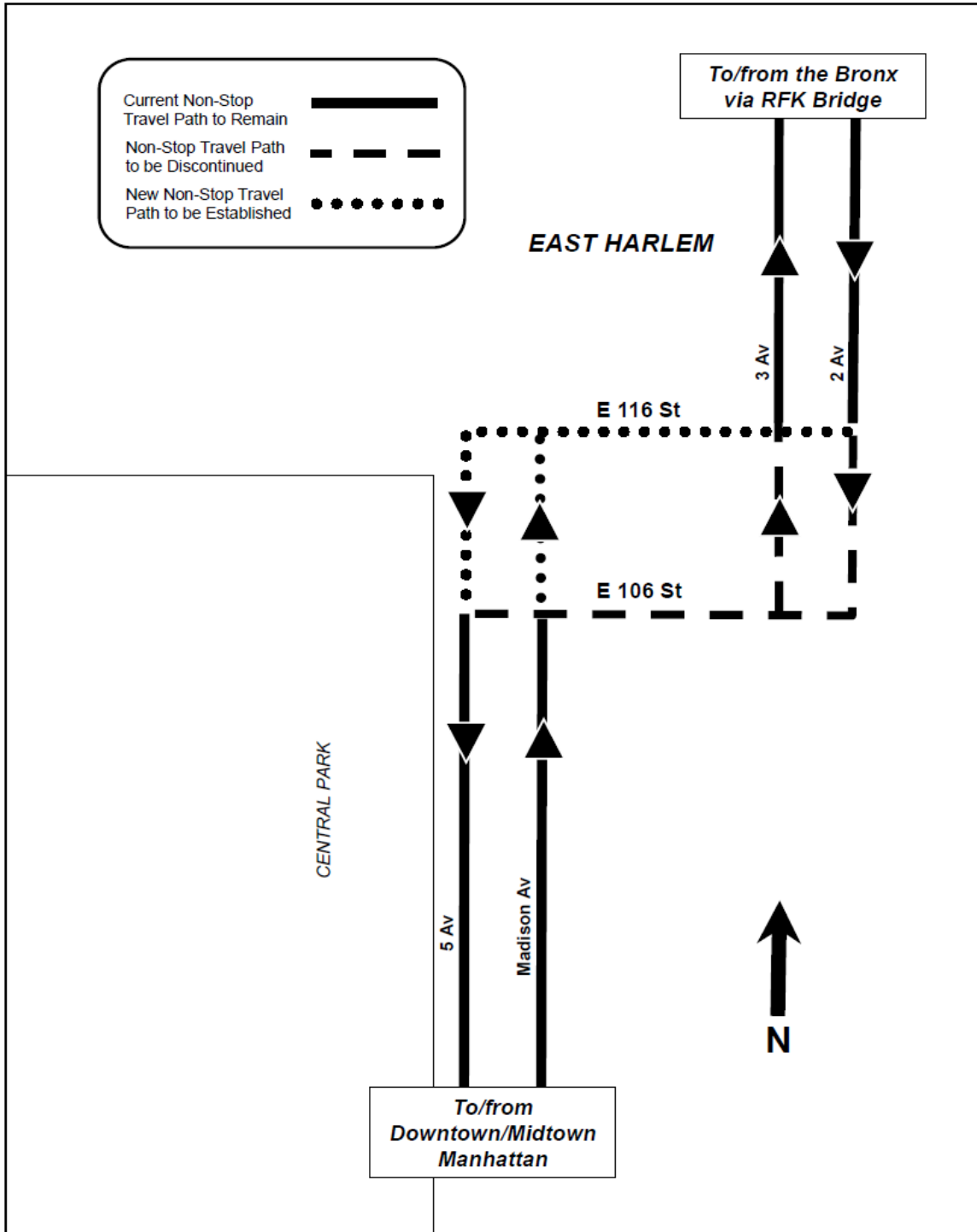


Darryl C. Irick
President

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

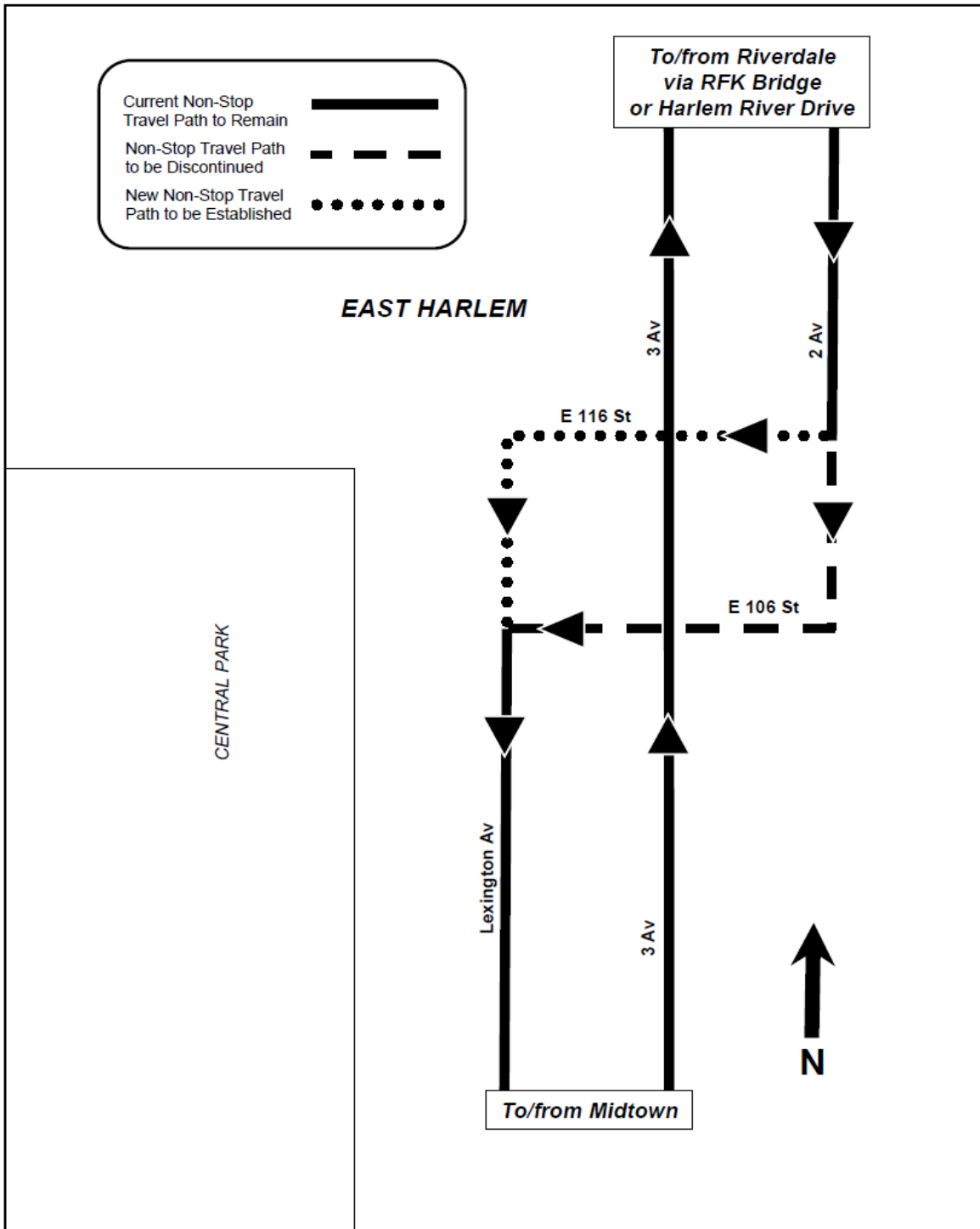
BxM2, BxM11, BxM18 Non-Stop Travel Path Revision Map 1



Staff Summary

BxM1 Non-Stop Southbound Travel Path Revision

Map 2



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>July 2013</u>	<u>July 2014*</u>	<u>Difference</u>
Cash	3.1%	2.8%	(0.3%)
Single-Ride Ticket	1.0%	0.9%	(0.1%)
Bonus Pay-Per-Ride	44.4%	43.9%	(0.5%)
Non-Bonus Pay-Per-Ride	3.5%	3.5%	0.0%
7-Day Farecard	19.5%	21.0%	1.5%
30-Day Farecard	<u>28.5%</u>	<u>27.9%</u>	(0.6%)
Total	100.0%	100.0%	

* Preliminary

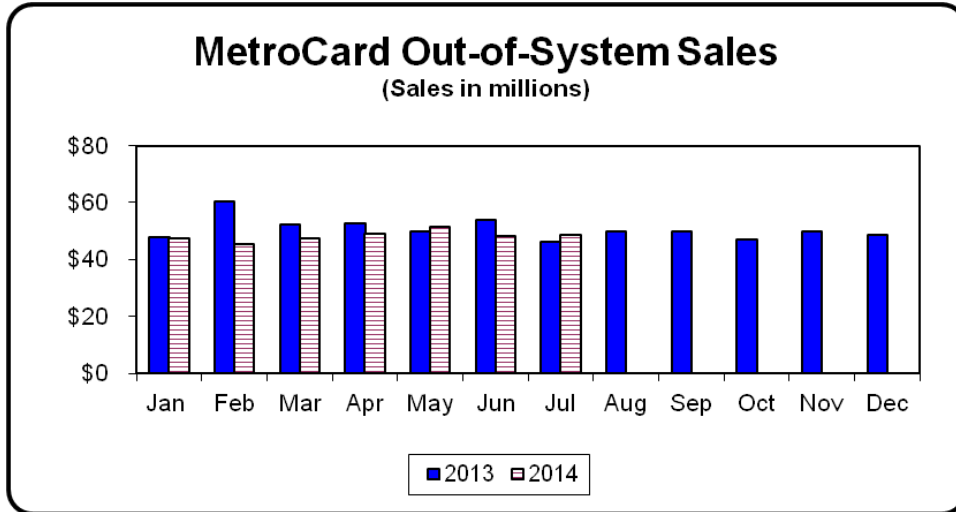
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in July 2014 was 4,234, a 0.21 percent increase from the same period last year. The average value of a credit issued was \$68.92.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$48.7 million in July 2014, a 5.2 percent increase compared to July of 2013. Year-to-date sales totaled \$338.4 million, a 6.8 percent decrease compared to the same period last year.



Retail Sales

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

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 164,845 MetroCards valued at approximately \$14.5 million were made in July 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$84.85. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 59,353 for July 2014, generating an additional \$6.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$153 million, a 7.0 percent decrease when compared to last year.

Mobile Sales Program

In July 2014, the Mobile Sales unit completed 189 site visits, of which 133 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$119,000 in revenue was generated. In July 2014, the Mobile Sales unit assisted and enabled 1,794 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at Access - VR (Garden City).

Reduced-Fare Program

During July 2014 enrollment in the Reduced-Fare Program increased by 7,516 new customers, while 1,409 customers left the program. The total number of customers in the program is 910,394. Seniors account for 742,617 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 167,777 customers. Of those, a total of 36,405 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.5 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In July 2014, the EasyPay Reduced Fare program enrollment totaled 140,030 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$1.9 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In July 2014, the EasyPay Xpress PPR program enrollment totaled 68,614 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.1 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$60.

EasyPay Xpress Unlimited Program

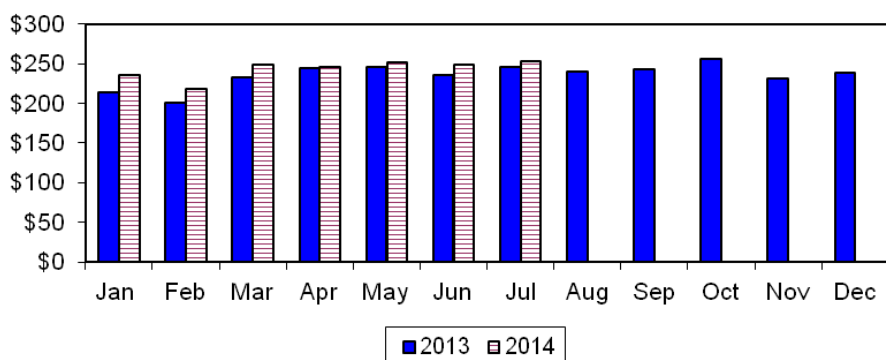
In July 2014, the EasyPay Xpress Unlimited program enrollment totaled 13,074 accounts. During this month, active Xpress Unlimited customers accounted for approximately 613,000 subway and local bus rides with \$1.2 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during July 2014 totaled \$252.9 million, on a base of 16.2 million customer transactions. This represents a 5.1 percent increase in year-to-date vending machine sales compared to the same period last year. During July 2014, MEMs accounted for 2,162,023 transactions resulting in \$51,903,295 in sales. Debit/credit card purchases accounted for 74.3 percent of total vending machine revenue, while cash purchases accounted for 25.7 percent. Debit/credit card transactions account for 49.1 percent of total vending machine transactions, while cash transactions account for 50.9 percent. The average credit sale was \$26.95, more than three times the average cash sale of \$7.84. The average debit sale was \$18.94.

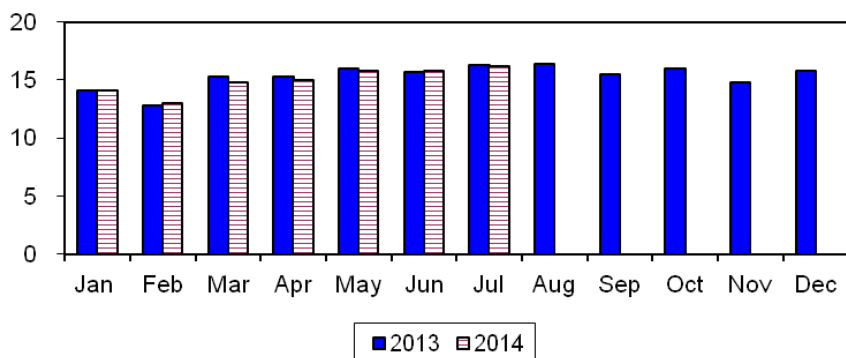
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



Report



SPECIAL REPORTS AND PRESENTATIONS: MTA NEW YORK CITY TRANSIT 2014 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA New York City Transit's 2014 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast*
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<u>Farebox Revenue:</u>													
Subway	\$244.475	\$231.761	\$275.965	\$261.654	\$268.794	\$262.425	\$265.863	\$255.546	\$264.438	\$277.874	\$250.830	\$263.750	\$3,123.375
Bus	70.800	68.009	85.963	79.155	81.609	79.004	82.219	80.024	82.331	84.826	75.125	77.380	946.445
Paratransit	1.210	1.107	1.391	1.417	1.362	1.509	1.492	1.423	1.481	1.585	1.462	1.554	16.993
Fare Media Liability	3.435	3.435	3.435	8.435	8.435	6.052	6.052	6.052	6.052	6.052	6.052	6.051	69.538
Farebox Revenue	\$319.920	\$304.312	\$366.754	\$350.661	\$360.200	\$348.990	\$355.626	\$343.045	\$354.302	\$370.337	\$333.469	\$348.735	\$4,156.351
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	8.428	7.156	8.927	7.545	9.042	6.081	2.695	2.125	6.512	9.408	7.767	8.330	84.016
Paratransit Reimbursement	17.693	12.846	15.378	14.711	15.880	14.324	14.324	14.324	14.324	14.324	14.324	13.728	176.180
Other	11.151	11.475	18.533	13.410	12.242	18.861	11.825	11.825	11.825	11.825	11.825	54.887	199.684
Other Operating Revenue	\$37.272	\$31.477	\$42.838	\$35.666	\$37.164	\$39.266	\$28.844	\$28.274	\$32.661	\$35.557	\$33.916	\$76.945	\$459.880
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$357.192	\$335.789	\$409.592	\$386.327	\$397.364	\$388.256	\$384.470	\$371.319	\$386.963	\$405.894	\$367.385	\$425.680	\$4,616.231
Operating Expenses													
<u>Labor:</u>													
Payroll	256.451	220.180	239.289	243.092	287.207	242.164	257.626	255.562	250.696	255.609	258.185	273.407	3,039.468
Overtime	43.235	38.575	34.510	33.998	30.475	32.373	33.672	32.118	30.110	31.455	29.965	34.577	405.064
Total Salaries & Wages	299.686	258.755	273.799	277.090	317.682	274.538	291.298	287.680	280.806	287.065	288.149	307.985	3,444.532
Health and Welfare	52.413	57.596	39.077	64.776	48.397	62.260	55.824	59.573	59.208	55.774	59.366	76.567	690.831
OPEB Current Payment	28.772	23.948	26.532	29.846	32.445	30.665	27.495	29.342	29.162	27.471	29.240	25.547	340.466
Pensions	17.787	17.797	17.786	17.785	17.783	19.567	743.682	28.576	19.677	19.677	19.677	20.170	959.963
Other Fringe Benefits	28.386	25.020	24.693	24.440	25.510	25.129	26.361	25.202	24.958	23.867	24.762	25.863	304.192
Total Fringe Benefits	127.358	124.361	108.088	136.847	124.135	137.621	853.363	142.693	133.004	126.789	133.045	148.148	2,295.452
Reimbursable Overhead	(11.202)	(12.491)	(17.393)	(18.024)	(26.761)	(17.096)	(17.001)	(17.097)	(16.873)	(15.607)	(14.055)	(14.466)	(198.066)
Total Labor Expenses	\$415.842	\$370.625	\$364.494	\$395.913	\$415.056	\$395.063	\$1,127.659	\$413.276	\$396.937	\$398.247	\$407.140	\$441.666	\$5,541.918
<u>Non-Labor:</u>													
Electric Power	24.886	26.068	24.795	37.077	27.135	26.685	28.183	27.786	26.872	27.200	26.793	31.374	334.855
Traction	18.016	20.232	18.716	28.219	20.707	20.790	21.814	21.503	20.800	21.055	20.745	25.124	257.721
Non-Traction	6.870	5.836	6.079	8.858	6.428	5.895	6.369	6.283	6.072	6.145	6.048	6.250	77.134
Fuel	15.130	15.394	17.675	14.580	16.112	12.629	12.204	11.998	12.096	12.671	12.975	14.561	168.024
Revenue	11.515	10.176	11.562	11.432	13.308	11.638	11.691	11.556	11.656	12.084	11.494	11.902	140.014
Non-Revenue	3.615	5.218	6.113	3.148	2.804	0.991	0.513	0.442	0.440	0.587	1.481	2.659	28.010
Insurance	5.672	5.673	5.672	5.607	5.640	5.770	5.676	5.676	5.676	5.676	5.676	5.676	68.090
Claims	7.640	7.640	7.641	7.640	7.640	8.068	8.068	8.068	8.068	8.068	8.068	8.068	94.676
Paratransit Service Contracts	27.967	28.482	31.211	28.493	30.905	33.580	33.308	32.251	33.209	34.887	33.177	34.535	382.004
Mtce. and Other Operating Contracts	14.921	12.675	14.342	18.093	18.097	16.432	15.176	18.321	15.955	15.268	15.263	16.232	190.774
Professional Service Contracts	18.116	10.358	11.973	16.495	(11.320)	10.102	13.909	10.500	10.141	15.634	12.779	18.667	137.353
Materials & Supplies	28.909	18.871	26.013	30.789	23.407	22.672	24.856	24.407	24.356	24.386	24.578	30.516	303.759
Other Business Expenses	4.772	5.962	4.831	4.580	6.520	8.706	8.196	6.171	6.958	7.172	6.957	7.232	78.057
Total Non-Labor Expenses	\$148.013	\$131.123	\$144.153	\$163.354	\$124.136	\$144.642	\$149.575	\$145.178	\$143.331	\$150.961	\$146.266	\$166.860	\$1,757.592
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$563.855	\$501.748	\$508.647	\$559.267	\$539.192	\$539.705	\$1,277.234	\$558.454	\$540.268	\$549.208	\$553.406	\$608.526	\$7,299.510
Depreciation	120.718	120.684	120.273	120.332	130.455	131.000	132.000	133.000	133.000	134.000	134.000	134.872	1,544.334
OPEB Account	0.000	0.000	390.673	0.118	0.000	387.000	0.000	0.000	387.000	0.000	0.000	389.306	1,554.097
Total Expenses	\$684.573	\$622.432	\$1,019.593	\$679.717	\$669.647	\$1,057.705	\$1,409.234	\$691.454	\$1,060.268	\$683.208	\$687.406	\$1,132.704	\$10,397.941
Net Surplus/(Deficit)	(\$327.381)	(\$286.643)	(\$610.001)	(\$293.390)	(\$272.283)	(\$669.449)	(\$1,024.764)	(\$320.135)	(\$673.305)	(\$277.314)	(\$320.021)	(\$707.024)	(\$5,781.710)

-January through May represents actual results

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast*
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	61.746	66.809	79.632	81.223	110.705	75.876	102.615	77.922	75.838	75.624	70.212	72.595	950.797
Total Revenue	\$61.746	\$66.809	\$79.632	\$81.223	\$110.705	\$75.876	\$102.615	\$77.922	\$75.838	\$75.624	\$70.212	\$72.595	\$950.797
Expenses													
Labor:													
Payroll	25.171	24.542	29.228	29.532	37.786	32.496	32.672	33.095	32.031	37.612	34.675	35.285	384.124
Overtime	5.740	6.775	10.454	10.784	16.539	6.321	6.341	6.403	6.084	0.445	0.460	0.492	76.837
Total Salaries & Wages	30.911	31.317	39.682	40.316	54.325	38.816	39.013	39.497	38.115	38.057	35.135	35.777	460.961
Health and Welfare	1.684	2.072	2.201	1.474	1.972	2.209	2.541	2.541	2.541	2.541	2.541	2.635	26.950
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.354	0.353	0.354	0.353	0.354	0.370	24.881	0.370	0.370	0.370	0.370	0.370	28.868
Other Fringe Benefits	8.350	8.733	10.968	11.182	15.704	10.892	13.232	10.429	10.064	11.108	10.078	10.608	131.348
Total Fringe Benefits	10.388	11.158	13.523	13.009	18.030	13.470	40.654	13.340	12.974	14.019	12.988	13.613	187.166
Reimbursable Overhead	11.202	12.491	17.393	18.024	26.761	17.096	17.001	17.097	16.873	15.607	14.055	14.466	198.066
Total Labor Expenses	\$52.501	\$54.966	\$70.598	\$71.349	\$99.116	\$69.383	\$96.668	\$69.934	\$67.962	\$67.682	\$62.178	\$63.856	\$846.193
Non-Labor:													
Electric Power	0.029	0.025	0.025	0.042	0.028	0.015	0.014	0.015	0.014	0.015	0.014	0.015	0.252
Traction	0.029	0.025	0.025	0.042	0.028	0.015	0.014	0.015	0.014	0.015	0.014	0.015	0.252
Non-Traction	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	0.000
Fuel	0.002	0.001	0.002	0.001	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.004	0.023
Revenue	0.002	0.001	0.002	0.001	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.004	0.023
Non-Revenue	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.722)	0.000
Mtce. and Other Operating Contracts	2.729	2.718	3.107	3.188	3.187	2.415	2.013	1.995	1.886	1.863	2.015	1.915	29.031
Professional Service Contracts	1.123	3.656	1.240	2.394	2.162	1.566	0.727	0.752	0.870	0.772	0.747	1.770	17.779
Materials & Supplies	4.792	4.950	4.371	3.158	5.624	5.027	4.948	4.982	4.849	5.047	5.014	5.501	58.263
Other Business Expenses	0.570	0.493	0.289	0.369	0.586	(2.531)	(1.758)	0.242	0.255	0.242	0.242	0.257	(0.744)
Total Non-Labor Expenses	\$9.245	\$11.843	\$9.034	\$9.874	\$11.589	\$6.493	\$5.947	\$7.988	\$7.876	\$7.942	\$8.034	\$8.739	\$104.604
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$61.746	\$66.809	\$79.632	\$81.223	\$110.705	\$75.876	\$102.615	\$77.922	\$75.838	\$75.624	\$70.212	\$72.595	\$950.797
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$61.746	\$66.809	\$79.632	\$81.223	\$110.705	\$75.876	\$102.615	\$77.922	\$75.838	\$75.624	\$70.212	\$72.595	\$950.797
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-January through May represents actual results

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast*
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
<u>Farebox Revenue:</u>													
Subway	\$244.475	\$231.761	\$275.965	\$261.654	\$268.794	\$262.425	\$265.863	\$255.546	\$264.438	\$277.874	\$250.830	\$263.750	\$3,123.375
Bus	70.800	68.009	85.963	79.155	81.609	79.004	82.219	80.024	82.331	84.826	75.125	77.380	946.445
Paratransit	1.210	1.107	1.391	1.417	1.362	1.509	1.492	1.423	1.481	1.585	1.462	1.554	16.993
Fare Media Liability	3.435	3.435	3.435	8.435	8.435	6.052	6.052	6.052	6.052	6.052	6.052	6.051	69.538
Farebox Revenue	\$319.920	\$304.312	\$366.754	\$350.661	\$360.200	\$348.990	\$355.626	\$343.045	\$354.302	\$370.337	\$333.469	\$348.735	\$4,156.351
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	8.428	7.156	8.927	7.545	9.042	6.081	2.695	2.125	6.512	9.408	7.767	8.330	84.016
Paratransit Reimbursement	17.693	12.846	15.378	14.711	15.880	14.324	14.324	14.324	14.324	14.324	14.324	13.728	176.180
Other	11.151	11.475	18.533	13.410	12.242	18.861	11.825	11.825	11.825	11.825	11.825	54.887	199.684
Other Operating Revenue	\$37.272	\$31.477	\$42.838	\$35.666	\$37.164	\$39.266	\$28.844	\$28.274	\$32.661	\$35.557	\$33.916	\$76.945	\$459.880
Capital and Other Reimbursements	61.746	66.809	79.632	81.223	110.705	75.876	102.615	77.922	75.838	75.624	70.212	72.595	950.797
Total Revenue	\$418.938	\$402.598	\$489.224	\$467.550	\$508.069	\$464.132	\$487.085	\$449.241	\$462.801	\$481.518	\$437.597	\$498.275	\$5,567.028
Expenses													
<u>Labor:</u>													
Payroll	281.622	244.722	268.517	272.624	324.993	274.660	290.298	288.657	282.726	293.222	292.859	308.692	3,423.592
Overtime	48.975	45.350	44.964	44.782	47.014	38.694	40.013	38.520	36.194	31.900	30.425	35.069	481.901
Total Salaries & Wages	330.597	290.072	313.481	317.406	372.007	313.354	330.311	327.177	318.921	325.121	323.285	343.761	3,905.493
Health and Welfare	54.097	59.668	41.278	66.250	50.369	64.469	58.365	62.114	61.748	58.315	61.907	79.202	717.781
OPEB Current Payment	28.772	23.948	26.532	29.846	32.445	30.665	27.495	29.342	29.162	27.471	29.240	25.547	340.466
Pensions	18.141	18.150	18.140	18.138	18.137	19.937	768.563	28.946	20.046	20.046	20.046	20.540	988.831
Other Fringe Benefits	36.736	33.753	35.661	35.622	41.214	36.021	39.593	35.631	35.022	34.975	34.840	36.471	435.540
Total Fringe Benefits	137.746	135.519	121.611	149.856	142.165	151.092	894.016	156.033	145.979	140.808	146.033	161.761	2,482.618
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$468.343	\$425.591	\$435.092	\$467.262	\$514.172	\$464.446	\$1,224.327	\$483.210	\$464.899	\$465.929	\$469.318	\$505.522	\$6,388.111
<u>Non-Labor:</u>													
Electric Power	24.915	26.093	24.820	37.119	27.163	26.700	28.198	27.801	26.886	27.216	26.807	31.389	335.107
Traction	18.045	20.257	18.741	28.261	20.735	20.805	21.828	21.518	20.814	21.070	20.759	25.139	257.972
Non-Traction	6.870	5.836	6.079	8.858	6.428	5.895	6.370	6.283	6.072	6.146	6.048	6.250	77.135
Fuel	15.132	15.395	17.677	14.581	16.114	12.631	12.205	12.000	12.098	12.673	12.977	14.564	168.047
Revenue	11.517	10.177	11.564	11.433	13.310	11.640	11.693	11.558	11.658	12.086	11.496	11.906	140.038
Non-Revenue	3.615	5.218	6.113	3.148	2.804	0.991	0.512	0.442	0.440	0.587	1.481	2.658	28.009
Insurance	5.672	5.673	5.672	5.607	5.640	5.770	5.676	5.676	5.676	5.676	5.676	5.676	68.090
Claims	7.640	7.640	7.641	7.640	7.640	8.068	8.068	8.068	8.068	8.068	8.068	8.068	94.676
Paratransit Service Contracts	27.967	28.482	31.211	29.215	30.905	33.580	33.308	32.251	33.209	34.887	33.177	33.813	382.004
Mtce. and Other Operating Contracts	17.650	15.393	17.449	21.281	21.284	18.846	17.189	20.316	17.840	17.131	17.278	18.147	219.805
Professional Service Contracts	19.239	14.014	13.213	18.889	(9.158)	11.668	14.635	11.252	11.011	16.406	13.526	20.438	155.132
Materials & Supplies	33.701	23.821	30.384	33.947	29.031	27.699	29.804	29.388	29.205	29.433	29.592	36.017	362.022
Other Business Expenses	5.342	6.455	5.120	4.949	7.106	6.175	6.438	6.414	7.213	7.414	7.200	7.488	77.313
Total Non-Labor Expenses	\$157.258	\$142.966	\$153.187	\$173.228	\$135.725	\$151.135	\$155.521	\$153.166	\$151.207	\$158.903	\$154.299	\$175.599	\$1,862.196
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses													
before Depreciation, OPEB	\$625.601	\$568.557	\$588.279	\$640.490	\$649.897	\$615.581	\$1,379.849	\$636.376	\$616.106	\$624.832	\$623.618	\$681.121	\$8,250.307
Depreciation	120.718	120.684	120.273	120.332	130.455	131.000	132.000	133.000	133.000	134.000	134.000	134.872	1,544.334
OPEB Account	0.000	0.000	390.673	0.118	0.000	387.000	0.000	0.000	387.000	0.000	0.000	389.306	1,554.097
Total Expenses	\$746.319	\$689.241	\$1,099.225	\$760.940	\$780.352	\$1,133.581	\$1,511.849	\$769.376	\$1,136.106	\$758.832	\$757.618	\$1,205.299	\$11,348.738
Net Surplus/(Deficit)	(\$327.381)	(\$286.643)	(\$610.001)	(\$293.390)	(\$272.283)	(\$669.449)	(\$1,024.764)	(\$320.135)	(\$673.305)	(\$277.314)	(\$320.021)	(\$707.024)	(\$5,781.710)

-January through May represents actual results

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast
Cash Receipts and Expenditures *
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$333.500	\$320.857	\$335.090	\$361.250	\$350.442	\$347.157	\$355.812	\$341.551	\$351.373	\$371.400	\$330.748	\$342.634	\$4,141.814
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	0.000	0.000	0.000	0.000	6.313	30.000	13.766	6.312	0.000	6.313	0.000	21.312	84.016
Paratransit Reimbursement	6.704	4.946	2.046	3.594	2.917	73.458	3.800	3.800	57.249	3.800	3.800	13.338	179.452
Other	2.996	3.024	3.267	3.772	3.549	10.418	3.382	3.382	3.382	3.382	3.382	55.670	99.606
Other Operating Revenue	\$9.700	\$7.970	\$5.313	\$7.366	\$12.779	\$113.876	\$20.948	\$13.494	\$60.631	\$13.495	\$7.182	\$90.320	\$363.074
Capital and Other Reimbursements	82.092	79.709	45.993	55.333	90.986	95.876	122.615	97.922	95.838	95.624	95.212	117.646	1,074.846
Total Receipts	\$425.292	\$408.536	\$386.396	\$423.949	\$454.207	\$556.909	\$499.375	\$452.967	\$507.842	\$480.519	\$433.142	\$550.600	\$5,579.734
Expenditures													
Labor:													
Payroll	347.450	253.823	244.615	243.324	347.963	239.314	390.652	257.081	357.996	277.286	270.724	414.115	3,644.343
Overtime	57.304	39.809	42.399	41.100	60.196	34.876	51.407	35.124	44.776	30.257	28.088	47.277	512.614
Total Salaries & Wages	404.754	293.632	287.014	284.424	408.159	274.190	442.059	292.205	402.773	307.542	298.813	461.392	4,156.957
Health and Welfare	52.572	33.984	49.475	72.746	42.330	64.469	58.365	62.114	61.748	58.315	61.907	94.307	712.331
OPEB Current Payment	28.772	23.948	26.532	29.846	32.445	30.665	27.495	29.342	29.162	27.471	29.240	25.547	340.466
Pensions	77.149	77.225	77.224	77.222	77.221	79.097	84.536	93.355	84.455	84.455	84.455	84.953	981.348
Other Fringe Benefits	40.310	29.235	32.266	31.120	40.870	29.718	44.552	29.512	37.875	30.170	29.514	41.154	416.296
Total Fringe Benefits	198.803	164.392	185.497	210.934	192.866	203.949	214.948	214.323	213.240	200.411	205.117	245.962	2,450.441
GASB Account	6.332	5.876	4.924	5.423	6.093	5.399	0.000	0.000	0.000	0.000	0.000	0.000	34.047
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$609.889	\$463.900	\$477.435	\$500.781	\$607.118	\$483.538	\$657.007	\$506.528	\$616.013	\$507.954	\$503.929	\$707.354	\$6,641.445
Non-Labor:													
Electric Power	26.831	26.197	25.582	38.484	28.431	25.926	27.424	27.028	26.113	26.442	26.033	30.615	335.107
Traction	19.961	20.361	19.503	29.626	22.003	20.031	21.054	20.744	20.040	20.296	19.985	24.365	257.969
Non-Traction	6.870	5.836	6.079	8.858	6.428	5.895	6.370	6.284	6.073	6.146	6.048	6.250	77.138
Fuel	16.568	16.605	14.876	14.869	15.131	12.752	12.327	12.121	12.220	12.794	13.098	14.686	168.047
Revenue	12.953	11.387	8.763	11.721	12.327	11.761	11.814	11.679	11.779	12.207	11.617	12.027	140.035
Non-Revenue	3.615	5.218	6.113	3.148	2.804	0.991	0.513	0.442	0.441	0.587	1.481	2.659	28.012
Insurance	7.219	0.000	4.610	2.091	19.779	0.131	(0.022)	18.008	(0.022)	4.106	5.299	10.833	72.033
Claims	4.224	7.898	9.117	7.997	7.556	7.051	7.051	7.051	7.051	7.051	7.051	7.051	86.148
Paratransit Service Contracts	33.327	25.531	30.676	28.281	30.691	32.530	33.028	31.971	32.929	34.607	32.897	33.537	380.004
Mtce. and Other Operating Contracts	16.564	14.142	17.438	18.418	17.406	20.498	18.677	21.804	19.328	18.619	18.764	28.406	230.065
Professional Service Contracts	13.417	11.820	10.199	15.025	14.336	12.852	10.885	10.502	10.261	12.656	12.776	19.531	154.259
Materials & Supplies	29.454	30.454	32.515	34.150	43.502	29.620	23.950	23.534	23.351	23.579	23.738	30.175	348.022
Other Business Expenditures	5.128	6.074	6.396	6.360	6.701	5.291	6.438	6.414	7.213	7.414	7.200	7.097	77.726
Total Non-Labor Expenditures	\$152.732	\$138.721	\$151.409	\$165.675	\$183.533	\$146.651	\$139.759	\$158.433	\$138.444	\$147.268	\$146.855	\$181.931	\$1,851.411
Other Expenditure Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$762.621	\$602.621	\$628.844	\$666.456	\$790.651	\$630.188	\$796.765	\$664.961	\$754.457	\$655.222	\$650.784	\$889.285	\$8,492.856
Net Cash Deficit	(\$337.329)	(\$194.085)	(\$242.448)	(\$242.507)	(\$336.444)	(\$73.279)	(\$297.391)	(\$211.994)	(\$246.614)	(\$174.703)	(\$217.642)	(\$338.685)	(\$2,913.122)

*January through May represents actual results

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast*
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$13.580	\$16.545	(\$31.664)	\$10.589	(\$9.758)	(\$1.833)	\$0.186	(\$1.494)	(\$2.929)	\$1.063	(\$2.721)	(\$6.101)	(\$14.537)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(8.428)	(7.156)	(8.927)	(7.545)	(2.729)	23.919	11.071	4.187	(6.512)	(3.095)	(7.767)	12.982	0.000
Paratransit Reimbursement	(10.989)	(7.900)	(13.332)	(11.117)	(12.963)	59.134	(10.524)	(10.524)	42.925	(10.524)	(10.524)	(0.390)	3.272
Other	(8.155)	(8.451)	(15.266)	(9.638)	(8.693)	(8.443)	(8.443)	(8.443)	(8.443)	(8.443)	(8.443)	0.783	(100.078)
Other Operating Revenue	(\$27.572)	(\$23.507)	(\$37.525)	(\$28.300)	(\$24.385)	\$74.610	(\$7.896)	(\$14.780)	\$27.970	(\$22.062)	(\$26.734)	\$13.375	(\$96.806)
Capital and Other Reimbursements	20.346	12.900	(33.639)	(25.890)	(19.719)	20.000	20.000	20.000	20.000	20.000	25.000	45.051	124.049
Total Receipt Adjustments	\$6.354	\$5.938	(\$102.828)	(\$43.601)	(\$53.862)	\$92.777	\$12.290	\$3.726	\$45.041	(\$0.999)	(\$4.455)	\$52.325	\$12.706
Expenditures													
<u>Labor:</u>													
Payroll	(65.828)	(9.101)	23.902	29.300	(22.970)	35.346	(100.354)	31.576	(75.270)	15.936	22.135	(105.423)	(220.751)
Overtime	(8.329)	5.541	2.565	3.682	(13.182)	3.818	(11.394)	3.396	(8.582)	1.643	2.337	(12.208)	(30.713)
Total Salaries & Wages	(74.157)	(3.560)	26.467	32.982	(36.152)	39.164	(111.748)	34.972	(83.852)	17.579	24.472	(117.631)	(251.464)
Health and Welfare	1.525	25.684	(8.197)	(6.496)	8.039	0.000	0.000	0.000	0.000	0.000	0.000	(15.105)	5.450
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(59.008)	(59.075)	(59.084)	(59.084)	(59.084)	(59.160)	684.027	(64.409)	(64.409)	(64.409)	(64.409)	(64.413)	7.483
Other Fringe Benefits	(3.574)	4.518	3.395	4.502	0.344	6.303	(4.959)	6.119	(2.853)	4.805	5.326	(4.683)	19.244
Total Fringe Benefits	(61.057)	(28.873)	(63.886)	(61.078)	(50.701)	(52.857)	679.068	(58.290)	(67.262)	(59.604)	(59.083)	(84.201)	32.177
GASB Account	(6.332)	(5.876)	(4.924)	(5.423)	(6.093)	(5.399)	0.000	0.000	0.000	0.000	0.000	0.000	(34.047)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$141.546)	(\$38.309)	(\$42.343)	(\$33.519)	(\$92.946)	(\$19.092)	\$567.320	(\$23.318)	(\$151.114)	(\$42.025)	(\$34.611)	(\$201.832)	(\$253.334)
<u>Non-Labor:</u>													
Electric Power	(1.916)	(0.104)	(0.762)	(1.365)	(1.268)	0.774	0.774	0.774	0.774	0.774	0.774	0.774	0.000
Traction	(1.916)	(0.104)	(0.762)	(1.365)	(1.268)	0.774	0.774	0.774	0.774	0.774	0.774	0.774	0.000
Non-Traction	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000
Fuel	(1.436)	(1.210)	2.801	(0.288)	0.983	(0.121)	(0.121)	(0.121)	(0.121)	(0.121)	(0.121)	(0.121)	0.000
Revenue	(1.436)	(1.210)	2.801	(0.288)	0.983	(0.121)	(0.121)	(0.121)	(0.121)	(0.121)	(0.121)	(0.121)	0.000
Non-Revenue	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000
Insurance	(1.547)	5.673	1.062	3.516	(14.139)	5.639	5.698	(12.332)	5.698	1.570	0.377	(5.157)	(3.943)
Claims	3.416	(0.258)	(1.476)	(0.357)	0.084	1.017	1.017	1.017	1.017	1.017	1.017	1.017	8.528
Paratransit Service Contracts	(5.360)	2.951	0.535	0.934	0.214	1.050	0.280	0.280	0.280	0.280	0.280	0.276	2.000
Mtce. and Other Operating Contracts	1.086	1.251	0.011	2.863	3.878	(1.651)	(1.488)	(1.488)	(1.488)	(1.488)	(1.486)	(10.260)	(10.260)
Professional Service Contracts	5.822	2.194	3.014	3.864	(23.494)	(1.184)	3.750	0.750	0.750	3.750	0.750	0.907	0.873
Materials & Supplies	4.247	(6.633)	(2.131)	(0.203)	(14.471)	(1.921)	5.854	5.854	5.854	5.854	5.854	5.842	14.000
Other Business Expenditures	0.214	0.381	(1.276)	(1.411)	0.405	0.883	0.000	0.000	0.000	0.000	0.000	0.391	(0.413)
Total Non-Labor Expenditures	\$4.526	\$4.245	\$1.778	\$7.553	(\$47.808)	\$4.485	\$15.763	(\$5.267)	\$12.763	\$11.635	\$7.444	(\$6.332)	\$10.785
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	(\$137.020)	(\$34.064)	(\$40.565)	(\$25.966)	(\$140.754)	(\$14.607)	\$583.083	(\$28.585)	(\$138.351)	(\$30.390)	(\$27.167)	(\$208.164)	(\$242.549)
Total Cash Conversion Adj. before Depreciation, OPEB	(\$130.666)	(\$28.126)	(\$143.393)	(\$69.567)	(\$194.616)	\$78.170	\$595.373	(\$24.859)	(\$93.310)	(\$31.389)	(\$31.622)	(\$155.839)	(\$229.843)
Depreciation Adjustment	120.718	120.684	120.273	120.332	130.455	131.000	132.000	133.000	133.000	134.000	134.000	134.872	1,544.334
OPEB Account	0.000	0.000	390.673	0.118	0.000	387.000	0.000	0.000	387.000	0.000	0.000	389.306	1,554.097
Total Cash Conversion Adjustments	(\$9.948)	\$92.558	\$367.553	\$50.883	(\$64.161)	\$596.170	\$727.373	\$108.141	\$426.690	\$102.611	\$102.378	\$368.339	\$2,868.588

-January through May represents actual results

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA NEW YORK CITY TRANSIT
 2014 July Financial Plan
 Overtime - Non-Reimbursable/Reimbursable Basis
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
Scheduled Service	\$10.1	\$8.8	\$9.7	\$9.7	\$9.7	\$9.8	\$9.3	\$9.1	\$9.6	\$10.2	\$9.2	\$9.9	\$115.0
Unscheduled Service	\$7.7	\$7.4	\$10.3	\$7.5	\$11.8	\$8.5	\$9.4	\$9.1	\$7.3	\$8.7	\$8.4	\$9.9	\$106.0
Programmatic/Routine Maintenance	\$12.0	\$8.4	\$9.9	\$9.4	\$10.0	\$10.2	\$11.3	\$10.2	\$9.5	\$10.4	\$10.2	\$10.8	\$122.3
Unscheduled Maintenance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9
Vacancy/Absentee Coverage	\$1.9	\$3.1	\$2.9	\$4.9	\$1.4	\$2.4	\$2.4	\$2.4	\$2.4	\$0.3	\$0.3	\$0.3	\$24.4
Weather Emergencies	\$8.6	\$10.8	\$2.6	\$0.5	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$1.7	\$24.8
Safety/Security/Law Enforcement	\$0.0	\$0.0	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$3.4
Other	\$2.7	\$0.1	(\$1.1)	\$1.7	(\$3.9)	\$1.3	\$1.0	\$1.0	\$1.0	\$1.6	\$1.7	\$1.8	\$8.3
Sub-Total	\$43.2	\$38.6	\$34.5	\$34.0	\$30.5	\$32.4	\$33.7	\$32.1	\$30.1	\$31.5	\$30.1	\$34.6	\$405.1
REIMBURSABLE OVERTIME	\$5.7	\$6.8	\$10.5	\$10.8	\$16.5	\$6.3	\$6.3	\$6.4	\$6.1	\$0.4	\$0.5	\$0.5	\$76.8
TOTAL NR & R OVERTIME	\$48.8	\$45.4	\$45.0	\$44.8	\$47.0	\$38.7	\$40.0	\$38.5	\$36.2	\$31.9	\$30.6	\$35.1	\$481.9

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast**
Ridership/Utilization
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	137.104	129.798	148.400	147.926	152.780	146.167	144.008	137.549	147.135	156.582	139.959	145.737	1,733.145
Bus	<u>51.002</u>	<u>48.253</u>	<u>59.238</u>	<u>56.943</u>	<u>59.972</u>	<u>56.118</u>	<u>54.766</u>	<u>52.616</u>	<u>58.523</u>	<u>62.221</u>	<u>54.102</u>	<u>55.319</u>	<u>669.073</u>
Subtotal	188.106	178.051	207.638	204.869	212.752	202.285	198.774	190.165	205.658	218.803	194.061	201.056	2,402.218
Paratransit*	0.662	0.614	0.778	0.768	0.776	0.829	0.820	0.782	0.814	0.871	0.804	0.854	9.372
Total Ridership	188.768	178.665	208.416	205.637	213.528	203.114	199.594	190.947	206.472	219.674	194.865	201.910	2,411.590
Farebox Revenue (excluding fare media liability)													
Subway	244.475	231.761	275.965	261.654	268.794	262.425	265.863	255.546	264.438	277.874	250.830	263.750	3,123.375
Bus	<u>70.800</u>	<u>68.009</u>	<u>85.963</u>	<u>79.155</u>	<u>81.609</u>	<u>79.004</u>	<u>82.219</u>	<u>80.024</u>	<u>82.331</u>	<u>84.826</u>	<u>75.125</u>	<u>77.380</u>	<u>946.445</u>
Subtotal	315.275	299.770	361.928	340.809	350.403	341.429	348.082	335.570	346.769	362.700	325.955	341.130	4,069.820
Paratransit	1.210	1.107	1.391	1.417	1.362	1.509	1.492	1.423	1.481	1.585	1.462	1.554	16.993
Total Farebox Revenue	316.485	300.877	363.319	342.226	351.765	342.938	349.574	336.993	348.250	364.285	327.417	342.684	4,086.813

* Paratransit ridership includes guests and personal care attendants.

**These projections capture service and safety investments that were reported below-the-baseline in the 2014 Mid-Year Forecast.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast*
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	56	58	59	59	59	58	58	57	57	60	60	60
Law	263	260	260	260	259	270	278	278	278	278	278	278
Office of the EVP	38	39	38	40	41	42	42	42	42	42	42	42
Human Resources	240	254	244	244	245	219	219	219	219	219	219	219
Office of Management and Budget	36	37	35	35	36	40	40	40	40	40	40	40
Capital Planning & Budget	28	28	27	29	29	33	33	33	33	33	33	33
Corporate Communications	236	241	242	241	243	256	262	262	262	262	262	262
Technology & Information Services	422	423	422	422	420	447	447	447	447	447	447	447
Non-Departmental	-	-	-	-	-	(120)	(100)	(100)	(100)	(100)	(100)	(100)
Labor Relations	86	86	86	85	87	96	96	96	96	96	96	96
Material	238	240	242	243	245	254	254	255	255	289	290	290
Controller	138	137	132	130	131	137	137	137	137	137	137	137
Total Administration	1,781	1,803	1,787	1,788	1,795	1,732	1,766	1,766	1,766	1,803	1,804	1,804
Operations												
Subways Rapid Transit Operations	7,515	7,555	7,537	7,621	7,772	7,684	7,598	7,684	7,694	7,692	7,728	7,730
Subways Operations Support	364	366	361	346	371	369	369	369	369	369	369	369
Subways Stations	2,589	2,592	2,562	2,585	2,589	2,596	2,576	2,576	2,624	2,612	2,612	2,632
Sub-total - Subways	10,468	10,513	10,460	10,552	10,732	10,649	10,543	10,629	10,687	10,673	10,709	10,731
Buses	10,364	10,407	10,450	10,458	10,572	10,494	10,504	10,504	10,629	10,597	10,597	10,763
Paratransit	193	192	192	196	200	212	214	214	214	214	214	213
Operations Planning	391	403	402	397	393	418	404	404	404	404	404	404
Revenue Control	430	426	426	420	421	443	436	436	436	444	444	448
Total Operations	21,846	21,941	21,930	22,023	22,318	22,216	22,101	22,187	22,370	22,332	22,368	22,559
Maintenance												
Subways Operations Support	191	194	202	193	195	202	202	202	202	202	202	200
Subways Engineering	318	318	337	332	332	325	338	338	338	338	338	338
Subways Car Equipment	4,205	4,228	4,233	4,253	4,254	4,307	4,291	4,291	4,300	4,300	4,309	4,317
Subways Infrastructure	1,419	1,405	1,432	1,417	1,414	1,442	1,444	1,443	1,481	1,481	1,481	1,476
Subways Elevator & Escalators	372	369	355	362	368	393	393	393	400	400	400	401
Subways Stations	3,465	3,451	3,490	3,485	3,522	3,532	3,556	3,578	3,642	3,633	3,657	3,637
Subways Track	2,689	2,693	2,714	2,695	2,724	2,725	2,766	2,766	2,767	2,787	2,793	2,793
Subways Power	595	593	568	568	565	600	602	602	624	624	624	624
Subways Signals	1,395	1,384	1,382	1,377	1,369	1,412	1,412	1,412	1,427	1,464	1,479	1,530
Subways Electronics Maintenance	1,394	1,386	1,404	1,407	1,422	1,464	1,491	1,491	1,505	1,505	1,505	1,495
Sub-total - Subways	16,043	16,021	16,117	16,089	16,165	16,402	16,495	16,516	16,686	16,734	16,788	16,811
Buses	3,729	3,743	3,705	3,765	3,763	3,768	3,775	3,775	3,805	3,835	3,855	3,790
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	553	554	557	562	560	565	565	565	565	565	565	561
System Safety	84	84	82	80	79	91	91	91	91	91	91	91
Total Maintenance	20,546	20,539	20,598	20,633	20,704	20,963	21,063	21,084	21,284	21,362	21,436	21,390
Engineering/Capital												
Capital Program Management	1,259	1,276	1,288	1,295	1,291	1,274	1,274	1,274	1,274	1,274	1,274	1,274
Total Engineering/Capital	1,259	1,276	1,288	1,295	1,291	1,274	1,274	1,274	1,274	1,274	1,274	1,274
Public Safety												
Security	577	572	575	580	599	627	628	628	638	638	638	630
Total Public Safety	577	572	575	580	599	627	628	628	638	638	638	630
Total Positions	46,009	46,131	46,178	46,319	46,707	46,812	46,832	46,939	47,332	47,409	47,520	47,657
Non-Reimbursable	42,508	42,280	42,020	42,000	41,310	41,937	41,999	42,024	42,594	42,649	42,760	42,940
Reimbursable	3,501	3,851	4,158	4,319	5,397	4,875	4,833	4,915	4,738	4,760	4,760	4,717
Total Full-Time	45,782	45,892	45,925	46,066	46,445	46,646	46,674	46,781	47,174	47,251	47,362	47,499
Total Full-Time Equivalents	227	239	253	253	262	166	158	158	158	158	158	158

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2014 Mid-Year Forecast*
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	566	565	560	560	558	557	558	558	558	578	578	615
Professional, Technical, Clerical	1,192	1,215	1,204	1,206	1,215	1,144	1,157	1,157	1,157	1,174	1,175	1,138
Operational Hourlies	23	23	23	22	22	31	51	51	51	51	51	51
Total Administration	1,781	1,803	1,787	1,788	1,795	1,732	1,766	1,766	1,766	1,803	1,804	1,804
Operations												
Managers/Supervisors	2,470	2,482	2,484	2,503	2,512	2,575	2,529	2,529	2,578	2,578	2,572	2,664
Professional, Technical, Clerical	473	471	472	475	474	489	481	481	481	481	481	485
Operational Hourlies	18,903	18,988	18,974	19,045	19,332	19,152	19,091	19,177	19,311	19,273	19,315	19,410
Total Operations	21,846	21,941	21,930	22,023	22,318	22,216	22,101	22,187	22,370	22,332	22,368	22,559
Maintenance												
Managers/Supervisors	3,692	3,669	3,709	3,719	3,729	3,839	3,891	3,890	3,923	3,940	3,946	3,869
Professional, Technical, Clerical	971	972	986	996	1,002	1,043	1,048	1,048	1,048	1,048	1,048	1,044
Operational Hourlies	15,883	15,898	15,903	15,918	15,973	16,081	16,124	16,146	16,313	16,374	16,442	16,477
Total Maintenance	20,546	20,539	20,598	20,633	20,704	20,963	21,063	21,084	21,284	21,362	21,436	21,390
Engineering/Capital												
Managers/Supervisors	307	309	316	317	315	329	329	329	329	329	329	329
Professional, Technical, Clerical	950	965	970	976	974	943	943	943	943	943	943	943
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,259	1,276	1,288	1,295	1,291	1,274	1,274	1,274	1,274	1,274	1,274	1,274
Public Safety												
Managers/Supervisors	220	220	219	223	243	253	254	254	254	254	254	254
Professional, Technical, Clerical	31	31	31	32	32	40	40	40	40	40	40	40
Operational Hourlies	326	321	325	325	324	334	334	334	344	344	344	336
Total Public Safety	577	572	575	580	599	627	628	628	638	638	638	630
Total Positions												
Managers/Supervisors	7,255	7,245	7,288	7,322	7,357	7,553	7,561	7,560	7,642	7,679	7,679	7,731
Professional, Technical, Clerical	3,617	3,654	3,663	3,685	3,697	3,659	3,669	3,669	3,669	3,686	3,687	3,650
Operational Hourlies	35,137	35,232	35,227	35,312	35,653	35,600	35,602	35,710	36,021	36,044	36,154	36,276
Total Positions	46,009	46,131	46,178	46,319	46,707	46,812	46,832	46,939	47,332	47,409	47,520	47,657

* For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

Report



SPECIAL REPORTS AND PRESENTATIONS: MTA STATEN ISLAND RAILWAY 2014 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Staten Island Railway's 2014 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2014 Mid-Year Forecast *
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.436	\$0.420	\$0.492	\$0.489	\$0.503	\$0.499	\$0.508	\$0.492	\$0.509	\$0.535	\$0.463	\$0.451	\$5.797
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.257	0.183	0.235	0.190	0.235	0.198	0.199	0.199	0.200	0.200	0.200	2.047	4.343
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.693	\$0.603	\$0.727	\$0.679	\$0.738	\$0.697	\$0.707	\$0.691	\$0.709	\$0.735	\$0.663	\$2.498	\$10.140
Operating Expenses													
Labor:													
Payroll	\$1.401	\$0.882	\$1.427	\$1.695	\$3.258	\$1.239	\$1.858	\$1.239	\$1.351	\$1.351	\$1.352	\$1.969	19.022
Overtime	0.539	0.297	0.197	0.135	0.330	0.110	0.110	0.110	0.245	0.245	0.245	0.247	2.810
Health and Welfare	0.044	0.420	0.500	0.314	(0.041)	0.452	0.400	0.400	0.400	0.400	0.400	0.400	4.089
OPEB Current Payment	0.011	0.214	0.000	0.061	0.441	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.874
Pensions	0.475	0.475	0.475	0.475	0.475	0.482	0.482	0.482	0.482	0.482	0.482	0.484	5.751
Other Fringe Benefits	0.246	0.073	0.278	0.455	0.361	0.163	0.217	0.150	0.169	0.169	0.170	0.237	2.688
Reimbursable Overhead	(0.032)	(0.027)	(0.040)	(0.069)	(0.124)	(0.273)	(0.273)	(0.273)	(0.273)	(0.273)	(0.273)	(0.275)	(2.205)
Total Labor Expenses	\$2.684	\$2.334	\$2.837	\$3.066	\$4.700	\$2.194	\$2.815	\$2.129	\$2.395	\$2.395	\$2.397	\$3.083	\$33.029
Non-Labor:													
Electric Power	\$0.360	\$0.391	\$0.573	\$0.571	\$0.131	\$0.569	\$0.569	\$0.569	\$0.569	\$0.569	\$0.569	\$0.572	\$6.012
Fuel	0.047	0.090	0.038	0.058	0.043	0.012	0.012	0.012	0.012	0.012	0.012	0.011	0.359
Insurance	0.266	0.085	0.280	0.096	0.022	0.085	0.085	0.085	0.085	0.085	0.085	0.086	1.345
Claims	0.002	0.002	0.002	0.002	0.002	0.010	0.010	0.010	0.010	0.011	0.011	0.011	0.083
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.087	0.678	0.039	0.052	0.096	0.298	0.298	0.298	0.399	0.399	0.399	0.398	3.441
Professional Service Contracts	0.001	0.021	0.036	0.082	0.067	0.074	0.074	0.074	0.074	0.074	0.074	0.076	0.727
Materials & Supplies	0.253	0.118	0.091	0.113	0.161	0.116	0.116	0.116	0.237	0.238	0.238	0.237	2.034
Other Business Expenses	0.008	0.025	0.016	0.015	0.020	0.000	0.000	0.000	0.000	0.000	0.000	(0.254)	(0.170)
Total Non-Labor Expenses	\$1.024	\$1.410	\$1.075	\$0.989	\$0.542	\$1.164	\$1.164	\$1.164	\$1.386	\$1.388	\$1.388	\$1.137	\$13.831
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.708	\$3.744	\$3.912	\$4.055	\$5.242	\$3.358	\$3.979	\$3.293	\$3.781	\$3.783	\$3.785	\$4.220	\$46.860
Depreciation	0.763	0.762	0.473	0.740	0.742	0.688	0.688	0.688	0.688	0.688	0.688	0.692	8.300
OPEB Obligation	-	-	0.564	-	-	0.579	-	-	0.579	-	-	0.578	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$4.471	\$4.506	\$4.949	\$4.795	\$5.984	\$4.625	\$4.667	\$3.981	\$5.048	\$4.471	\$4.473	\$5.490	\$57.460
Net Surplus/(Deficit)	(\$3.778)	(\$3.903)	(\$4.222)	(\$4.116)	(\$5.246)	(\$3.928)	(\$3.960)	(\$3.290)	(\$4.339)	(\$3.736)	(\$3.810)	(\$2.992)	(\$47.320)

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2014 Mid-Year Forecast *
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue													\$0.000
Toll Revenue													-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.088	0.090	0.129	0.235	0.187	0.773	0.773	0.773	0.773	0.773	0.773	0.683	6.049
Total Revenue	\$0.088	\$0.090	\$0.129	\$0.235	\$0.187	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.683	\$6.049
Expenses													
Labor:													
Payroll	\$0.042	\$0.047	\$0.029	\$0.087	\$0.045	\$0.314	\$0.314	\$0.314	\$0.314	\$0.314	\$0.314	\$0.315	\$2.449
Overtime	0.012	0.003	0.031	0.029	0.013	0.088	0.088	0.088	0.088	0.088	0.088	0.091	0.707
Health and Welfare	-	-	-	-	-	0.074	0.074	0.074	0.074	0.074	0.074	0.073	0.517
OPEB Current Payment	0.002	0.002	0.002	0.001	(0.002)	-	-	-	-	-	-	(0.005)	-
Pensions	-	-	-	-	-	0.013	0.013	0.013	0.013	0.013	0.013	0.016	0.094
Other Fringe Benefits	-	-	-	-	-	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.077
Reimbursable Overhead	0.032	0.027	0.040	0.069	0.124	0.273	0.273	0.273	0.273	0.273	0.273	0.275	2.205
Total Labor Expenses	\$0.088	\$0.079	\$0.102	\$0.186	\$0.180	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.776	\$6.049
Non-Labor:													
Electric Power	\$0.000	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance													-
Claims													-
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts													-
Professional Service Contracts													-
Materials & Supplies	-	0.010	0.027	0.049	0.007							(0.093)	-
Other Business Expenses													-
Total Non-Labor Expenses	\$0.000	\$0.011	\$0.027	\$0.049	\$0.007	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.093)	\$0.000
Other Expenses Adjustments:													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.088	\$0.090	\$0.129	\$0.235	\$0.187	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.683	\$6.049
Depreciation													-
Total Expenses	\$0.088	\$0.090	\$0.129	\$0.235	\$0.187	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.773	\$0.683	\$6.049
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2014 Mid-Year Forecast *
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.436	\$0.420	\$0.492	\$0.489	\$0.503	\$0.499	\$0.508	\$0.492	\$0.509	\$0.535	\$0.463	\$0.451	\$5.797
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.257	0.183	0.235	0.190	0.235	0.198	0.199	0.199	0.200	0.200	0.200	2.047	4.343
Capital and Other Reimbursements	0.088	0.090	0.129	0.235	0.187	0.773	0.773	0.773	0.773	0.773	0.773	0.683	6.049
Total Revenue	\$0.781	\$0.693	\$0.856	\$0.914	\$0.925	\$1.470	\$1.480	\$1.464	\$1.482	\$1.508	\$1.436	\$3.181	\$16.189
Expenses													
Labor:													
Payroll	\$1.443	\$0.929	\$1.456	\$1.782	\$3.303	\$1.553	\$2.172	\$1.553	\$1.665	\$1.665	\$1.666	\$2.284	\$21.471
Overtime	0.551	0.300	0.228	0.164	0.343	0.198	0.198	0.198	0.333	0.333	0.333	0.338	3.517
Health and Welfare	0.044	0.420	0.500	0.314	(0.041)	0.526	0.474	0.474	0.474	0.474	0.474	0.473	4.606
OPEB Current Payment	0.013	0.216	0.002	0.062	0.439	0.021	0.021	0.021	0.021	0.021	0.021	0.016	0.874
Pensions	0.475	0.475	0.475	0.475	0.475	0.495	0.495	0.495	0.495	0.495	0.495	0.500	5.845
Other Fringe Benefits	0.246	0.073	0.278	0.455	0.361	0.174	0.228	0.161	0.180	0.180	0.181	0.248	2.765
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$2.772	\$2.413	\$2.939	\$3.252	\$4.880	\$2.967	\$3.588	\$2.902	\$3.168	\$3.168	\$3.170	\$3.859	\$39.078
Non-Labor:													
Electric Power	\$0.360	\$0.392	\$0.573	\$0.571	\$0.131	\$0.569	\$0.569	\$0.569	\$0.569	\$0.569	\$0.569	\$0.571	\$6.012
Fuel	0.047	0.090	0.038	0.058	0.043	0.012	0.012	0.012	0.012	0.012	0.012	0.011	0.359
Insurance	0.266	0.085	0.280	0.096	0.022	0.085	0.085	0.085	0.085	0.085	0.085	0.086	1.345
Claims	0.002	0.002	0.002	0.002	0.002	0.010	0.010	0.010	0.010	0.011	0.011	0.011	0.083
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.087	0.678	0.039	0.052	0.096	0.298	0.298	0.298	0.399	0.399	0.399	0.398	3.441
Professional Service Contracts	0.001	0.021	0.036	0.082	0.067	0.074	0.074	0.074	0.074	0.074	0.074	0.076	0.727
Materials & Supplies	0.253	0.128	0.118	0.162	0.168	0.116	0.116	0.116	0.237	0.238	0.238	0.144	2.034
Other Business Expenses	0.008	0.025	0.016	0.015	0.020	0.000	0.000	0.000	0.000	0.000	0.000	(0.254)	(0.170)
Total Non-Labor Expenses	\$1.024	\$1.421	\$1.102	\$1.038	\$0.549	\$1.164	\$1.164	\$1.164	\$1.386	\$1.388	\$1.388	\$1.043	\$13.831
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.796	\$3.834	\$4.041	\$4.290	\$5.429	\$4.131	\$4.752	\$4.066	\$4.554	\$4.556	\$4.558	\$4.903	\$52.909
Depreciation	\$0.763	\$0.762	\$0.473	\$0.740	\$0.742	\$0.688	\$0.688	\$0.688	\$0.688	\$0.688	\$0.688	\$0.692	\$8.300
OPEB Obligation	0.000	0.000	0.564	0.000	0.000	0.579	0.000	0.000	0.579	0.000	0.000	0.578	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$4.559	\$4.596	\$5.078	\$5.030	\$6.171	\$5.398	\$5.440	\$4.754	\$5.821	\$5.244	\$5.246	\$6.173	\$63.509
Net Surplus/(Deficit)	(\$3.778)	(\$3.903)	(\$4.222)	(\$4.116)	(\$5.246)	(\$3.928)	(\$3.960)	(\$3.290)	(\$4.339)	(\$3.736)	(\$3.810)	(\$2.992)	(\$47.320)

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2014 Mid-Year Forecast *
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.454	\$0.435	\$0.419	\$0.494	\$0.489	\$0.432	\$0.432	\$0.432	\$0.432	\$0.432	\$0.432	\$0.431	\$5.314
Vehicle Toll Revenue	0.000	-	-	-	-	-	-	-	-	-	-	-	0.000
Other Operating Revenue	0.679	0.004	0.967	0.004	0.000	0.345	0.345	0.345	0.345	0.345	0.345	2.002	5.726
Capital and Other Reimbursements	0.374	0.248	0.041	0.063	0.608	0.866	0.866	0.866	0.866	0.866	0.866	0.868	7.398
Total Receipts	\$1.507	\$0.687	\$1.427	\$0.561	\$1.097	\$1.643	\$1.643	\$1.643	\$1.643	\$1.643	\$1.643	\$3.301	\$18.438
Expenditures													
Labor:													
Payroll	\$1.634	\$0.751	\$0.792	\$1.493	\$1.312	\$1.700	\$2.300	\$1.700	\$1.812	\$1.812	\$1.813	\$7.567	24.686
Overtime	0.309	0.348	0.223	0.163	0.320	0.272	0.272	0.272	0.407	0.407	0.407	0.411	3.811
Health and Welfare	0.003	0.000	0.006	0.420	0.004	0.596	0.596	0.596	0.596	0.596	0.596	0.597	4.606
OPEB Current Payment	0.011	0.006	0.008	0.012	0.005	0.119	0.119	0.119	0.119	0.119	0.119	0.118	0.874
Pensions	0.000	0.000	1.500	0.500	0.500	0.726	0.726	0.726	0.726	0.726	0.726	0.729	7.585
Other Fringe Benefits	0.073	0.049	0.046	0.072	0.040	0.220	0.220	0.220	0.239	0.239	0.240	0.241	1.899
GASB Account	0.000	0.000	0.000	0.000	0.000	0.587	0.000	0.000	0.000	0.000	0.000	0.000	0.587
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$2.030	\$1.154	\$2.575	\$2.660	\$2.181	\$4.220	\$4.233	\$3.633	\$3.899	\$3.899	\$3.901	\$9.663	\$44.048
Non-Labor:													
Electric Power	\$0.290	\$0.765	\$0.392	\$0.572	\$0.001	\$0.642	\$0.642	\$0.642	\$0.642	\$0.642	\$0.642	\$0.640	\$6.512
Fuel	\$0.008	\$0.009	\$0.024	\$0.048	\$0.025	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	\$0.035	0.359
Insurance	0.114	0.220	0.002	0.039	0.015	0.190	0.190	0.190	0.190	0.190	0.190	0.192	1.722
Claims	-	-	-	-	-	0.012	0.012	0.012	0.012	0.012	0.012	0.011	0.083
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.074	0.804	0.071	0.104	0.107	0.269	0.269	0.269	0.369	0.369	0.369	0.367	3.441
Professional Service Contracts	0.016	0.069	0.006	0.069	0.025	0.077	0.077	0.077	0.078	0.078	0.078	0.077	0.727
Materials & Supplies	0.449	0.060	0.044	0.187	0.138	0.196	0.196	0.196	0.317	0.317	0.317	0.317	2.734
Other Business Expenses	0.001	0.001	0.001	0.003	0.001	-	-	-	-	-	-	(0.177)	(0.170)
Total Non-Labor Expenditures	\$0.952	\$1.928	\$0.540	\$1.022	\$0.312	\$1.421	\$1.421	\$1.421	\$1.643	\$1.643	\$1.643	\$1.462	\$15.408
Other Expenditure Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$2.982	\$3.082	\$3.115	\$3.682	\$2.493	\$5.641	\$5.654	\$5.054	\$5.542	\$5.542	\$5.544	\$11.125	\$59.456
Net Cash Deficit	(\$1.475)	(\$2.395)	(\$1.688)	(\$3.121)	(\$1.396)	(\$3.998)	(\$4.011)	(\$3.411)	(\$3.899)	(\$3.899)	(\$3.901)	(\$7.824)	(\$41.018)

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2014 Mid-Year Forecast *
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.018	\$0.015	(\$0.073)	\$0.005	(\$0.014)	(\$0.067)	(\$0.076)	(\$0.060)	(\$0.077)	(\$0.103)	(\$0.031)	(\$0.020)	(\$0.483)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Other Operating Revenue	0.422	\$ (0.179)	0.732	\$ (0.186)	\$ (0.235)	0.147	0.146	0.146	0.145	0.145	0.145	\$ (0.045)	1.383
Capital and Other Reimbursements	0.286	0.158	\$ (0.088)	\$ (0.172)	0.421	0.093	0.093	0.093	0.093	0.093	0.093	0.185	1.348
Total Receipts	\$0.726	(\$0.006)	\$0.571	(\$0.353)	\$0.172	\$0.173	\$0.163	\$0.179	\$0.161	\$0.135	\$0.207	\$0.120	\$2.248
Expenditures													
Labor:													
Payroll	(\$0.191)	\$0.178	\$0.664	\$0.289	\$1.991	(\$0.147)	(\$0.128)	(\$0.147)	(\$0.147)	(\$0.147)	(\$0.147)	(\$5.283)	(\$3.215)
Overtime	0.242	(0.048)	0.005	0.001	0.023	(0.074)	(0.074)	(0.074)	(0.074)	(0.074)	(0.074)	(0.073)	(0.294)
Health and Welfare	0.041	0.420	0.494	(0.106)	(0.045)	(0.070)	(0.122)	(0.122)	(0.122)	(0.122)	(0.122)	(0.124)	0.000
OPEB Current Payment	0.002	0.210	(0.006)	0.050	0.434	(0.098)	(0.098)	(0.098)	(0.098)	(0.098)	(0.098)	(0.102)	0.000
Pensions	0.475	0.475	(1.025)	(0.025)	(0.025)	(0.231)	(0.231)	(0.231)	(0.231)	(0.231)	(0.231)	(0.229)	(1.740)
Other Fringe Benefits	0.173	0.024	0.232	0.383	0.321	(0.046)	0.008	(0.059)	(0.059)	(0.059)	(0.059)	0.007	0.866
GASB Account	0.000	0.000	0.000	0.000	0.000	(0.587)	0.000	0.000	0.000	0.000	0.000	0.000	(0.587)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.742	\$1.259	\$0.364	\$0.592	\$2.699	(\$1.253)	(\$0.645)	(\$0.731)	(\$0.731)	(\$0.731)	(\$0.731)	(\$5.804)	(\$4.970)
Non-Labor:													
Electric Power	\$0.070	(\$0.373)	\$0.181	(\$0.001)	\$0.130	(\$0.073)	(\$0.073)	(\$0.073)	(\$0.073)	(\$0.073)	(\$0.073)	(\$0.069)	(\$0.500)
Fuel	0.039	0.081	0.014	0.010	0.018	(0.023)	(0.023)	(0.023)	(0.023)	(0.023)	(0.023)	(0.024)	0.000
Insurance	0.152	(0.135)	0.278	0.057	0.007	(0.105)	(0.105)	(0.105)	(0.105)	(0.105)	(0.105)	(0.106)	(0.377)
Claims	0.002	0.002	0.002	0.002	0.002	(0.002)	(0.002)	(0.002)	(0.002)	(0.001)	(0.001)	0.000	(0.000)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.013	(0.126)	(0.032)	(0.052)	(0.011)	0.029	0.029	0.029	0.030	0.030	0.030	0.031	0.000
Professional Service Contracts	(0.015)	(0.048)	0.030	0.013	0.042	(0.003)	(0.003)	(0.003)	(0.004)	(0.004)	(0.004)	(0.001)	(0.000)
Materials & Supplies	(0.196)	0.068	0.074	(0.025)	0.030	(0.080)	(0.080)	(0.080)	(0.080)	(0.079)	(0.079)	(0.173)	(0.700)
Other Business Expenditures	0.007	0.024	0.015	0.012	0.019	0.000	0.000	0.000	0.000	0.000	0.000	(0.077)	0.000
Total Non-Labor Expenditures	\$0.072	(\$0.507)	\$0.562	\$0.016	\$0.237	(\$0.257)	(\$0.257)	(\$0.257)	(\$0.257)	(\$0.255)	(\$0.255)	(\$0.419)	(\$1.577)
Other Expenditures Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$1.540	\$0.746	\$1.497	\$0.255	\$3.108	(\$1.337)	(\$0.739)	(\$0.809)	(\$0.827)	(\$0.851)	(\$0.779)	(\$6.103)	(\$4.299)
Depreciation Adjustment	0.763	0.762	0.473	0.740	0.742	0.688	0.688	0.688	0.688	0.688	0.688	0.692	8.300
OPEB Obligation	0.000	0.000	0.564	0.000	0.000	0.579	0.000	0.000	0.579	0.000	0.000	0.578	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2.303	\$1.508	\$2.534	\$0.995	\$3.850	(\$0.070)	(\$0.051)	(\$0.121)	\$0.440	(\$0.163)	(\$0.091)	(\$4.833)	\$6.301

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST*
RIDERSHIP/(UTILIZATION)
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.357	0.316	0.374	0.361	0.387	0.370	0.328	0.312	0.394	0.434	0.361	0.363	4.357
Total Ridership	0.357	0.316	0.374	0.361	0.387	0.370	0.328	0.312	0.394	0.434	0.361	0.363	4.357

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2014 Mid-Year Forecast *
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	14	14	14	14	13	13	13	13	13	13	13	13
General Office	6	6	7	6	6	6	6	6	6	6	6	6
Purchasing/Stores	5	5	4	4	4	6	6	6	6	6	6	6
Total Administration	25	25	25	24	23	25	25	25	25	25	25	25
Operations												
Transportation	91	88	92	92	93	95	95	95	95	95	95	95
Maintenance												
Mechanical	40	40	43	43	43	43	43	43	43	43	43	43
Electronic/Electrical	13	13	13	13	13	15	15	15	15	15	15	15
Power/Signals	25	25	23	23	22	26	26	26	26	26	26	26
Maintenance of Way	46	46	46	46	46	46	46	46	46	46	46	46
Infrastructure	27	27	24	24	24	25	25	25	25	25	25	25
Total Maintenance	151	151	149	149	148	155	155	155	155	155	155	155
Public Safety												
Sandy Recovery	5	5	18	18	24	26	26	26	26	26	26	34
Total Baseline Positions	272	269	284	283	288	301	301	301	301	301	301	309
<i>Non-Reimbursable</i>	264	261	263	262	261	272	272	272	272	272	272	272
<i>Reimbursable</i>	8	8	21	21	27	29	29	29	29	29	29	37
<i>Total Full-Time</i>	272	269	284	283	288	301	301	301	301	301	301	309
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2014 Mid-Year Forecast *
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	13	14	16	16	15	14	14	14	14	14	14	14
Professional, Technical, Clerical	12	11	9	8	8	11	11	11	11	11	11	11
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	25	25	25	24	23	25	25	25	25	25	25	25
Operations												
Managers/Supervisors	5	2	2	2	2	5	5	5	5	5	5	5
Professional, Technical, Clerical	-	2	2	2	2	3	3	3	3	3	3	3
Operational Hourlies	86	84	88	88	89	87	87	87	87	87	87	87
Total Operations	91	88	92	92	93	95	95	95	95	95	95	95
Maintenance												
Managers/Supervisors	8	12	12	12	12	8	8	8	8	8	8	8
Professional, Technical, Clerical	2	2	2	2	2	3	3	3	3	3	3	3
Operational Hourlies	141	137	135	135	134	144	144	144	144	144	144	144
Total Maintenance	151	151	149	149	148	155	155	155	155	155	155	155
Engineering/Capital												
Managers/Supervisors	1	1	3	3	2	4	4	4	4	4	4	4
Professional, Technical, Clerical	2	2	2	2	2	2	2	2	2	2	2	2
Operational Hourlies	2	2	13	13	20	20	20	20	20	20	20	28
Total Engineering/Capital	5	5	18	18	24	26	26	26	26	26	26	34
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Baseline Positions												
Managers/Supervisors	27	29	33	33	31	31	31	31	31	31	31	31
Professional, Technical, Clerical	16	17	15	14	14	19	19	19	19	19	19	19
Operational Hourlies	229	223	236	236	243	251	251	251	251	251	251	259
Total Positions	272	269	284	283	288	301	301	301	301	301	301	309

*For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

Report



SPECIAL REPORTS AND PRESENTATIONS: MTA BUS COMPANY 2014 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Bus Company's 2014 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA BUS COMPANY
July Financial Plan - 2014 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$14,909	\$14,576	\$17,717	\$16,845	\$17,390	\$16,742	\$17,363	\$16,797	\$17,278	\$17,972	\$15,833	\$16,388	\$199,810
Toll Revenue													-
Other Operating Revenue	1,634	1,324	1,837	1,674	2,227	1,373	1,504	1,373	1,438	1,504	1,308	9,312	26,508
Capital and Other Reimbursements													-
Total Revenue	\$16,543	\$15,900	\$19,554	\$18,519	\$19,617	\$18,115	\$18,867	\$18,170	\$18,716	\$19,476	\$17,141	\$25,700	\$226,318
Operating Expenses													
Labor:													
Payroll	\$20,810	\$17,897	\$19,805	\$20,640	\$20,622	\$19,970	\$21,234	\$19,570	\$20,502	\$21,234	\$20,038	\$20,034	\$242,356
Overtime	4,846	4,767	4,881	4,995	4,918	3,612	3,732	3,732	3,612	3,732	3,612	3,730	50,169
Health and Welfare	3,801	4,078	3,959	4,005	4,008	4,172	4,569	4,172	4,370	4,569	3,973	4,570	50,246
OPEB Current Payment	1,501	1,501	1,501	1,500	1,894	1,894	1,456	1,595	1,525	1,595	1,387	1,594	18,505
Pensions	3,794	3,794	3,700	3,704	3,701	3,585	3,927	3,585	3,756	3,927	3,414	3,928	44,815
Other Fringe Benefits	3,636	3,224	3,174	3,781	4,423	3,840	4,206	3,840	4,023	4,206	3,657	4,206	46,216
Reimbursable Overhead													-
Total Labor Expenses	\$38,388	\$35,261	\$37,020	\$38,625	\$39,566	\$36,635	\$39,263	\$36,355	\$37,788	\$39,263	\$36,081	\$38,062	\$452,307
Non-Labor:													
Electric Power	\$0,144	\$0,141	\$0,137	\$0,193	\$0,156	\$0,162	\$0,177	\$0,162	\$0,169	\$0,177	\$0,154	\$0,177	\$1,949
Fuel	3,174	2,741	3,188	3,332	3,065	3,028	3,317	3,028	3,172	3,317	2,884	3,314	37,560
Insurance	0,277	0,277	0,278	0,277	0,277	0,276	0,303	0,276	0,290	0,303	0,263	0,303	3,400
Claims	1,469	1,331	1,400	1,400	1,400	2,094	2,293	2,094	2,194	2,293	1,994	2,294	22,256
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	0,724	1,275	1,872	1,533	1,706	1,880	2,059	1,880	1,969	2,059	1,790	2,058	20,805
Professional Service Contracts	2,033	1,453	1,824	1,627	1,757	1,722	1,886	1,722	1,804	1,886	1,640	1,886	21,240
Materials & Supplies	3,205	2,528	3,375	3,712	3,248	2,485	2,721	2,485	2,603	2,721	2,366	2,721	34,170
Other Business Expenses	0,210	0,258	0,380	0,394	0,272	0,187	0,205	0,187	0,196	0,205	0,179	0,207	2,880
Total Non-Labor Expenses	\$11,236	\$10,004	\$12,454	\$12,468	\$11,881	\$11,834	\$12,961	\$11,834	\$12,397	\$12,961	\$11,270	\$12,960	\$144,260
Other Expenses Adjustments:													
Other													-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses before Non-Cash Liability Adjs.	\$49,624	\$45,265	\$49,474	\$51,093	\$51,447	\$48,469	\$52,224	\$48,189	\$50,185	\$52,224	\$47,351	\$51,022	\$596,567
Depreciation	3,934	4,139	4,015	4,035	4,024	3,155	3,155	3,155	3,155	3,155	3,155	3,158	42,235
OPEB Obligation	4,600	4,600	4,600	4,600	4,600	11,021	11,021	11,021	11,021	11,021	11,021	11,024	100,150
Environmental Remediation													-
Total Expenses	\$58,158	\$54,004	\$58,089	\$59,728	\$60,071	\$62,645	\$66,400	\$62,365	\$64,361	\$66,400	\$61,527	\$65,204	\$738,952
Baseline Net Surplus/(Deficit)	(\$41,615)	(\$38,104)	(\$38,535)	(\$41,209)	(\$40,454)	(\$44,530)	(\$47,533)	(\$44,195)	(\$45,645)	(\$46,924)	(\$44,386)	(\$39,504)	(\$512,634)

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

MTA BUS COMPANY
July Financial Plan - 2014 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue													\$0.000
Toll Revenue													-
Other Operating Revenue													-
Capital and Other Reimbursements	0.237	0.576	0.979	0.466	0.371	0.433	0.433	0.433	0.433	0.433	0.433	0.436	5.663
Total Revenue	\$0.237	\$0.576	\$0.979	\$0.466	\$0.371	\$0.433	\$0.433	\$0.433	\$0.433	\$0.433	\$0.433	\$0.436	\$5.663
Expenses													
Labor:													
Payroll	\$0.071	\$0.263	\$0.578	\$0.206	\$0.153	\$0.194	\$0.212	\$0.194	\$0.203	\$0.212	\$0.185	\$0.213	\$2.684
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.021	0.072	0.107	0.059	0.047	0.098	0.108	0.098	0.103	0.108	0.094	0.108	1.023
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.022	0.056	0.107	0.029	0.024	0.031	0.034	0.031	0.033	0.034	0.030	0.034	0.465
Other Fringe Benefits	0.010	0.056	0.106	0.029	0.023	0.032	0.035	0.032	0.033	0.035	0.030	0.035	0.456
Reimbursable Overhead	-	0.069	-	0.002	0.013	-	-	-	-	-	-	-	(0.084)
Total Labor Expenses	\$0.124	\$0.516	\$0.898	\$0.325	\$0.260	\$0.355	\$0.389	\$0.355	\$0.372	\$0.389	\$0.339	\$0.306	\$4.628
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	0.032	0.032	0.032	0.032	0.032	0.032	0.031	0.223
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.113	0.060	0.081	0.141	0.111	0.046	0.012	0.046	0.029	0.012	0.062	0.099	0.812
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.113	\$0.060	\$0.081	\$0.141	\$0.111	\$0.078	\$0.044	\$0.078	\$0.061	\$0.044	\$0.094	\$0.130	\$1.035
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.237	\$0.576	\$0.979	\$0.466	\$0.371	\$0.433	\$0.433	\$0.433	\$0.433	\$0.433	\$0.433	\$0.436	\$5.663
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$0.237	\$0.576	\$0.979	\$0.466	\$0.371	\$0.433	\$0.433	\$0.433	\$0.433	\$0.433	\$0.433	\$0.436	\$5.663
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

MTA BUS COMPANY
July Financial Plan - 2014 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$14.909	\$14.576	\$17.717	\$16.845	\$17.390	\$16.742	\$17.363	\$16.797	\$17.278	\$17.972	\$15.833	\$16.388	\$199.810
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.634	1.324	1.837	1.674	2.227	1.373	1.504	1.373	1.438	1.504	1.308	9.312	26.508
Capital and Other Reimbursements	0.237	0.576	0.979	0.466	0.371	0.433	0.433	0.433	0.433	0.433	0.433	0.436	5.663
Total Revenue	\$16.780	\$16.476	\$20.533	\$18.985	\$19.988	\$18.548	\$19.300	\$18.603	\$19.149	\$19.909	\$17.574	\$26.136	\$231.981
Expenses													
Labor:													
Payroll	\$20.881	\$18.160	\$20.383	\$20.846	\$20.775	\$20.164	\$21.446	\$19.764	\$20.705	\$21.446	\$20.223	\$20.247	\$245.040
Overtime	4.846	4.767	4.881	4.995	4.918	3.612	3.732	3.732	3.612	3.732	3.612	3.730	50.169
Health and Welfare	3.822	4.150	4.066	4.064	4.055	4.270	4.677	4.270	4.473	4.677	4.067	4.678	51.269
OPEB Current Payment	1.501	1.501	1.501	1.500	1.894	1.456	1.595	1.456	1.525	1.595	1.387	1.594	18.505
Pensions	3.816	3.850	3.807	3.733	3.725	3.616	3.961	3.616	3.789	3.961	3.444	3.962	45.280
Other Fringe Benefits	3.646	3.280	3.280	3.810	4.446	3.872	4.241	3.872	4.056	4.241	3.687	4.241	46.672
Reimbursable Overhead	-	0.069	-	0.002	0.013	-	-	-	-	-	-	(0.084)	-
Total Labor Expenses	\$38.512	\$35.777	\$37.918	\$38.950	\$39.826	\$36.990	\$39.652	\$36.710	\$38.160	\$39.652	\$36.420	\$38.368	\$456.935
Non-Labor:													
Electric Power	\$0.144	\$0.141	\$0.137	\$0.193	\$0.156	\$0.162	\$0.177	\$0.162	\$0.169	\$0.177	\$0.154	\$0.177	\$1.949
Fuel	3.174	2.741	3.188	3.332	3.065	3.028	3.317	3.028	3.172	3.317	2.884	3.314	37.560
Insurance	0.277	0.277	0.278	0.277	0.277	0.276	0.303	0.276	0.290	0.303	0.263	0.303	3.400
Claims	1.469	1.331	1.400	1.400	1.400	2.094	2.293	2.094	2.194	2.293	1.994	2.294	22.256
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.724	1.275	1.872	1.533	1.706	1.912	2.091	1.912	2.001	2.091	1.822	2.089	21.028
Professional Service Contracts	2.033	1.453	1.824	1.627	1.757	1.722	1.886	1.722	1.804	1.886	1.640	1.886	21.240
Materials & Supplies	3.318	2.588	3.456	3.853	3.359	2.531	2.733	2.531	2.632	2.733	2.428	2.820	34.982
Other Business Expenses	0.210	0.258	0.380	0.394	0.272	0.187	0.205	0.187	0.196	0.205	0.179	0.207	2.880
Total Non-Labor Expenses	\$11.349	\$10.064	\$12.535	\$12.609	\$11.992	\$11.912	\$13.005	\$11.912	\$12.458	\$13.005	\$11.364	\$13.090	\$145.295
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$49.861	\$45.841	\$50.453	\$51.559	\$51.818	\$48.902	\$52.657	\$48.622	\$50.618	\$52.657	\$47.784	\$51.458	\$602.230
Depreciation	3.934	4.139	4.015	4.035	4.024	3.155	3.155	3.155	3.155	3.155	3.155	3.158	42.235
OPEB Obligation	4.600	4.600	4.600	4.600	4.600	11.021	11.021	11.021	11.021	11.021	11.021	11.024	100.150
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$58.395	\$54.580	\$59.068	\$60.194	\$60.442	\$63.078	\$66.833	\$62.798	\$64.794	\$66.833	\$61.960	\$65.640	\$744.615
Baseline Net Surplus/(Deficit)	(\$41.615)	(\$38.104)	(\$38.535)	(\$41.209)	(\$40.454)	(\$44.530)	(\$47.533)	(\$44.195)	(\$45.645)	(\$46.924)	(\$44.386)	(\$39.504)	(\$512.633)

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

MTA BUS COMPANY
July Financial Plan - 2014 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$15.805	\$14.320	\$15.488	\$19.982	\$16.004	\$16.742	\$17.363	\$16.797	\$17.278	\$17.972	\$15.833	\$17.026	\$200.610
Vehicle Toll Revenue													-
Other Operating Revenue	0.419	2.465	0.395	3.639	1.850	\$1.373	\$1.504	\$1.373	\$1.438	\$1.504	\$1.308	\$10.020	27.288
Capital and Other Reimbursements	0.931	0.375	0.182	0.987	1.503	\$1.210	\$1.210	\$1.210	\$1.210	\$1.210	\$1.210	\$1.210	12.449
Total Receipts	\$17.155	\$17.160	\$16.065	\$24.608	\$19.357	\$19.325	\$20.077	\$19.380	\$19.926	\$20.686	\$18.351	\$28.256	\$240.347
Expenditures													
Labor:													
Payroll	\$18.256	\$17.963	\$17.023	\$41.349	\$22.280	\$19.345	\$19.345	\$19.345	\$19.345	\$29.017	\$19.345	\$37.004	\$279.616
Overtime	4.846	4.769	4.881	4.995	4.918	3.612	3.732	3.732	3.612	3.732	3.612	3.728	50.169
Health and Welfare	3.277	3.191	7.698	8.237	4.591	3.397	3.397	3.397	3.397	3.397	3.397	3.482	50.858
OPEB Current Payment	1.681	1.501	1.501	1.500	1.681	1.456	1.595	1.456	1.525	1.595	1.387	1.627	18.505
Pensions	3.231	3.794	3.700	3.704	3.701	3.842	3.842	3.842	3.842	3.842	3.842	3.925	45.107
Other Fringe Benefits	2.603	3.150	3.309	5.173	3.835	4.330	4.330	4.330	4.330	4.330	4.330	4.373	48.423
GASB Account													2.586
Reimbursable Overhead													-
Total Labor Expenditures	\$33.894	\$34.368	\$38.112	\$64.958	\$41.006	\$35.982	\$36.241	\$36.102	\$36.051	\$45.913	\$35.913	\$56.725	\$495.264
Non-Labor:													
Electric Power	\$0.144	\$0.000	\$0.000	\$0.000	\$0.000	\$0.258	\$0.258	\$0.258	\$0.258	\$0.258	\$0.258	\$0.257	\$1.949
Fuel	3.773	2.943	3.804	3.001	3.117	3.240	3.240	3.240	3.240	3.240	3.240	3.242	39.320
Insurance	2.398	-	0.110			0.541	0.541	0.541	0.541	0.541	0.541	0.540	6.294
Claims	1.915	0.642	0.715	0.732	0.559	2.731	2.731	2.731	2.731	2.731	2.731	2.731	23.680
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	1.261	0.863	1.299	4.323	1.436	2.864	2.864	2.864	2.864	2.864	2.864	2.862	29.228
Professional Service Contracts	1.757	0.543	1.842	0.508	0.563	2.824	2.824	2.824	2.824	2.824	2.824	3.358	25.515
Materials & Supplies	3.604	2.283	3.178	4.723	2.747	2.635	2.637	2.635	2.635	2.635	2.635	2.635	34.982
Other Business Expenses	0.228	0.142	0.107	0.052	0.075	0.610	0.610	0.610	0.610	0.610	0.610	0.610	4.874
Total Non-Labor Expenditures	\$15.080	\$7.416	\$11.055	\$13.339	\$8.497	\$15.703	\$15.705	\$15.703	\$15.703	\$15.703	\$15.703	\$16.235	\$165.842
Other Expenditure Adjustments:													
Other													-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$48.974	\$41.784	\$49.167	\$78.297	\$49.503	\$51.685	\$51.946	\$51.805	\$51.754	\$61.616	\$51.616	\$72.960	\$661.106
Baseline Net Cash Deficit	(\$31.819)	(\$24.624)	(\$33.102)	(\$53.689)	(\$30.146)	(\$32.360)	(\$31.869)	(\$32.425)	(\$31.828)	(\$40.930)	(\$33.265)	(\$44.704)	(\$420.759)

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

MTA BUS COMPANY
July Financial Plan - 2014 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.896	(\$0.256)	(\$2.229)	\$3.137	(\$1.386)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.638	\$0.800
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(1.215)	1.141	(1.442)	1.965	(0.377)	-	-	-	-	-	-	0.708	0.780
Capital and Other Reimbursements	0.694	(0.201)	(0.797)	0.521	1.132	0.777	0.777	0.777	0.777	0.777	0.777	0.774	6.786
Total Receipts	\$0.375	\$0.684	(\$4.468)	\$5.623	(\$0.631)	\$0.777	\$0.777	\$0.777	\$0.777	\$0.777	\$0.777	\$2.120	\$8.366
Expenditures													
Labor:													
Payroll	\$2.625	\$0.197	\$3.360	(\$20.503)	(\$1.505)	\$0.819	\$2.101	\$0.419	\$1.360	(\$7.571)	\$0.878	(\$16.757)	(\$34.576)
Overtime	-	(0.002)	-	-	-	-	-	-	-	-	-	0.002	0.000
Health and Welfare	0.545	0.959	(3.632)	(4.173)	(0.536)	0.873	1.280	0.873	1.076	1.280	0.670	1.196	0.411
OPEB Current Payment	(0.180)	-	-	-	0.213	-	-	-	-	-	-	(0.033)	(0.000)
Pensions	0.585	0.056	0.107	0.029	0.024	(0.226)	0.119	(0.226)	(0.053)	0.119	(0.398)	0.037	0.173
Other Fringe Benefits	1.043	0.130	(0.029)	(1.363)	0.611	(0.458)	(0.089)	(0.458)	(0.274)	(0.089)	(0.643)	(0.132)	(1.751)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(2.586)	(2.586)
Reimbursable Overhead	-	0.069	-	0.002	0.013	-	-	-	-	-	-	(0.084)	-
Total Labor Expenditures	\$4.618	\$1.409	(\$0.194)	(\$26.008)	(\$1.180)	\$1.008	\$3.411	\$0.608	\$2.109	(\$6.261)	\$0.507	(\$18.357)	(\$38.329)
Non-Labor:													
Electric Power	\$0.000	\$0.141	\$0.137	\$0.193	\$0.156	(\$0.096)	(\$0.081)	(\$0.096)	(\$0.089)	(\$0.081)	(\$0.104)	(\$0.080)	\$0.000
Fuel	(0.599)	(0.202)	(0.616)	0.331	(0.052)	(0.212)	0.077	(0.212)	(0.068)	0.077	(0.356)	0.072	(1.760)
Insurance	(2.121)	0.277	0.168	0.277	(0.265)	(0.265)	(0.238)	(0.265)	(0.251)	(0.238)	(0.278)	(0.237)	(2.894)
Claims	(0.446)	0.689	0.685	0.668	0.841	(0.637)	(0.438)	(0.637)	(0.537)	(0.438)	(0.737)	(0.437)	(1.424)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.537)	0.412	0.573	(2.790)	0.270	(0.952)	(0.773)	(0.952)	(0.863)	(0.773)	(1.042)	(0.773)	(8.200)
Professional Service Contracts	0.276	0.910	(0.018)	1.119	1.194	(1.102)	(0.938)	(1.102)	(1.020)	(0.938)	(1.184)	(1.472)	(4.275)
Materials & Supplies	(0.286)	0.305	0.278	(0.870)	0.612	(0.104)	0.096	(0.104)	(0.003)	0.096	(0.207)	0.185	(0.000)
Other Business Expenditures	(0.018)	0.116	0.273	0.342	0.197	(0.423)	(0.405)	(0.423)	(0.414)	(0.405)	(0.431)	(0.403)	(1.994)
Total Non-Labor Expenditures	(\$3.731)	\$2.648	\$1.480	(\$0.730)	\$3.495	(\$3.791)	(\$2.700)	(\$3.791)	(\$3.245)	(\$2.698)	(\$4.339)	(\$3.145)	(\$20.547)
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$1.262	\$4.741	(\$3.182)	(\$21.115)	\$1.684	(\$2.006)	\$1.488	(\$2.406)	(\$0.359)	(\$8.182)	(\$3.055)	(\$19.382)	(\$50.511)
Depreciation Adjustment	3.934	4.139	4.015	4.035	4.024	3.155	3.155	3.155	3.155	3.155	3.155	3.158	42.235
OPEB Obligation	4.600	4.600	4.600	4.600	4.600	11.021	11.021	11.021	11.021	11.021	11.021	11.024	100.150
-	-	-	-	-	-	-	-	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$9.796	\$13.480	\$5.433	(\$12.480)	\$10.308	\$12.170	\$15.664	\$11.770	\$13.817	\$5.994	\$11.121	(\$5.200)	\$91.874

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

MTA Bus Company
July Financial Plan - 2014 Mid-Year Forecast
Overtime Decomposition Allocation
(\$ in millions)

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$ 2.021	\$ 1.943	\$ 2.081	\$ 2.345	\$ 2.403	\$ 2.005	\$ 2.072	\$ 2.072	\$ 2.005	\$ 2.072	\$ 2.005	\$ 2.072	\$ 25.097
<u>Unscheduled Service</u>	\$ 0.262	\$ 0.334	\$ 0.306	\$ 0.346	\$ 0.359	\$ 0.248	\$ 0.256	\$ 0.256	\$ 0.248	\$ 0.256	\$ 0.248	\$ 0.256	\$ 3.375
<u>Programmatic/Routine Maintenance</u>	\$ 0.933	\$ 0.818	\$ 1.118	\$ 1.168	\$ 1.051	\$ 0.374	\$ 0.386	\$ 0.386	\$ 0.374	\$ 0.386	\$ 0.374	\$ 0.386	\$ 7.755
<u>Unscheduled Maintenance</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<u>Vacancy/Absentee Coverage</u>	\$ 0.735	\$ 0.773	\$ 1.006	\$ 1.037	\$ 1.056	\$ 0.840	\$ 0.868	\$ 0.868	\$ 0.840	\$ 0.868	\$ 0.840	\$ 0.868	\$ 10.602
<u>Weather Emergencies</u>	\$ 0.849	\$ 0.847	\$ 0.305	\$ 0.060	\$ 0.009	\$ 0.116	\$ 0.120	\$ 0.120	\$ 0.116	\$ 0.120	\$ 0.116	\$ 0.120	\$ 2.896
<u>Safety/Security/Law Enforcement</u>	\$ 0.006	\$ 0.006	\$ 0.006	\$ 0.006	\$ 0.007	\$ 0.014	\$ 0.014	\$ 0.014	\$ 0.014	\$ 0.014	\$ 0.014	\$ 0.014	\$ 0.128
<u>Other</u>	\$ 0.040	\$ 0.046	\$ 0.059	\$ 0.034	\$ 0.034	\$ 0.015	\$ 0.015	\$ 0.015	\$ 0.015	\$ 0.015	\$ 0.015	\$ 0.015	\$ 0.316
Sub-Total	\$4.846	\$4.767	\$4.881	\$4.995	\$4.918	\$3.612	\$3.732	\$3.732	\$3.612	\$3.732	\$3.612	\$3.732	\$50.169
REIMBURSABLE OVERTIME	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL NR & R OVERTIME	\$4.846	\$4.767	\$4.881	\$4.995	\$4.918	\$3.612	\$3.732	\$3.732	\$3.612	\$3.732	\$3.612	\$3.732	\$50.169

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

MTA BUS COMPANY
July Financial Plan - 2014 Mid-Year Forecast
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.437	8.990	10.800	10.559	11.187	10.372	10.096	9.672	10.770	11.490	9.960	10.128	123.461
Baseline Total Ridership	9.437	8.990	10.800	10.559	11.187	10.372	10.096	9.672	10.770	11.490	9.960	10.128	123.461
<u>FAREBOX REVENUE</u>													
Fixed Route	15.020	14.465	17.717	16.845	17.390	16.742	17.363	16.797	17.278	17.973	15.833	16.388	199.811
Baseline Total Revenue	\$15.020	\$14.465	\$17.717	\$16.845	\$17.390	\$16.742	\$17.363	\$16.797	\$17.278	\$17.973	\$15.833	\$16.388	\$199.811

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

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	6	6	6	6	6	6	6	6	6	6	6	6
Office of Management and Budget	14	14	14	14	14	14	14	14	14	14	14	14
Technology & Information Services	16	16	16	16	16	16	16	16	16	16	16	16
Materiel	18	18	18	18	18	18	19	19	19	19	19	19
Controller	15	15	15	15	15	15	15	15	15	15	15	15
Office of the President	6	6	6	6	6	6	6	6	6	6	6	6
Sytem Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	24	24	24	24	24	24	24	24	24	24	24	24
Corporate Communications	3	3	3	3	3	3	3	3	3	3	3	3
Strategic Office	12	12	12	12	12	12	12	12	12	12	12	12
Non-Departmental	11	11	11	11	11	11	11	11	11	11	11	11
Labor Relations	4	4	4	4	4	4	4	4	4	4	4	4
Total Administration	137	137	137	137	137	137	138	138	138	138	138	138
Operations												
Buses	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211	2,211
Office of the Executive Vice President, Regional	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	28	28	28	28	28	28	31	31	31	31	31	31
Road Operations	117	117	117	117	117	117	117	117	117	117	117	117
Transportation Support	20	20	20	20	20	20	20	20	20	20	20	20
Operations Planning	32	32	32	32	32	32	32	32	32	32	32	32
Revenue Control	21	21	21	21	21	21	21	21	21	21	21	21
Total Operations	2,430	2,430	2,430	2,430	2,430	2,430	2,433	2,433	2,433	2,433	2,433	2,433
Maintenance												
Buses	765	765	765	765	765	765	769	769	769	769	769	769
Maintenance Support/CMF	157	157	157	157	157	157	158	158	158	158	158	158
Facilities	73	73	73	73	73	73	73	73	73	73	73	73
Supply Logistics	92	92	92	92	92	92	92	92	92	92	92	92
Total Maintenance	1,087	1,087	1,087	1,087	1,087	1,087	1,092	1,092	1,092	1,092	1,092	1,092
Engineering/Capital												
Capital Program Management	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Office of the Senior Vice President	18	18	18	18	18	18	18	18	18	18	18	18
Total Positions	3,709	3,709	3,709	3,709	3,709	3,709	3,718	3,718	3,718	3,718	3,718	3,718
<i>Non-Reimbursable</i>	3,671	3,671	3,671	3,671	3,671	3,671	3,680	3,680	3,680	3,680	3,680	3,680
<i>Reimbursable</i>	38	38	38	38	38	38	38	38	38	38	38	38
<i>Total Full-Time</i>	3,694	3,694	3,694	3,694	3,694	3,694	3,703	3,703	3,703	3,703	3,703	3,703
<i>Total Full-Time Equivalents</i>	15	15	15	15	15	15	15	15	15	15	15	15

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

MTA BUS COMPANY
July Financial Plan - 2014 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	56	56	56	56	56	56	57	57	57	57	57	57
Professional, Technical, Clerical	70	70	70	70	70	70	70	70	70	70	70	70
Operational Hourlies	11	11	11	11	11	11	11	11	11	11	11	11
Total Administration	137	137	137	137	137	137	138	138	138	138	138	138
Operations												
Managers/Supervisors	298	298	298	298	298	298	301	301	301	301	301	301
Professional, Technical, Clerical	52	52	52	52	52	52	52	52	52	52	52	52
Operational Hourlies	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080
Total Operations	2,430	2,430	2,430	2,430	2,430	2,430	2,433	2,433	2,433	2,433	2,433	2,433
Maintenance												
Managers/Supervisors	207	207	207	207	207	207	212	212	212	212	212	212
Professional, Technical, Clerical	17	17	17	17	17	17	17	17	17	17	17	17
Operational Hourlies	863	863	863	863	863	863	863	863	863	863	863	863
Total Maintenance	1,087	1,087	1,087	1,087	1,087	1,087	1,092	1,092	1,092	1,092	1,092	1,092
Engineering/Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Managers/Supervisors	14	14	14	14	14	14	14	14	14	14	14	14
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	18	18	18	18	18	18	18	18	18	18	18	18
Total Baseline Positions												
Managers/Supervisors	596	596	596	596	596	596	605	605	605	605	605	605
Professional, Technical, Clerical	159	159	159	159	159	159	159	159	159	159	159	159
Operational Hourlies	2,954	2,954	2,954	2,954	2,954	2,954	2,954	2,954	2,954	2,954	2,954	2,954
Total Baseline Positions	3,709	3,709	3,709	3,709	3,709	3,709	3,718	3,718	3,718	3,718	3,718	3,718

For reporting purposes, baseline projections include service and safety investments that were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for First Half 2014 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 54 indicators: 17 for subway cars, 16 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 54 indicators, 41 indicators remained unchanged, one (1) indicator showed an improvement while 12 declined when comparing First Half 2014 and First Half 2013. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Out of the 54 passenger environment indicators, one (1) improved and 12 declined when comparing the 1st Half 2014 to 1st Half 2013.

IMPROVEMENTS

Stations	2013 1st Half	2014 1st Half	Net Change
Station Control Areas with a Correct Subway Map Available	75%	88%	+13%

DECLINES

Subway Cars			
Litter Conditions in Cars - in service (% none and light)	94%	91%	-3%
Floor and Seat Cleanliness Conditions in Cars - in service (% none and light)	94%	90%	-4%
Cars with No Interior Graffiti	98%	95%	-3%

Stations			
Litter Conditions in Stations - Early AM (% none and light) includes Trackbed	80%	71%	-9%
<i>without Trackbed</i>	<i>91%</i>	<i>83%</i>	<i>-8%</i>
Floors and Seats Cleanliness in Stations - Early AM (% none and light)	89%	84%	-5%
Litter Conditions in Stations - daytime (% none and light) includes Trackbed	75%	67%	-8%
<i>without Trackbed</i>	<i>86%</i>	<i>81%</i>	<i>-5%</i>
Floors and Seats Cleanliness in Stations - Daytime (% none and light)	90%	83%	-7%

SIR Cars			
Litter Conditions in Cars - in service (% none and light)	97%	87%	-10%
Floors and Seats Cleanliness in Cars - in service (% none and light)	97%	87%	-10%
Cars with No Scratchtied Windows	95%	86%	-9%
Cars with Public Address Announcements	82%	62%	-20%
Climate Control Conditions in Cars	97%	85%	-12%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. 14 remained statistically unchanged while three (3) showed a decline when comparing the 1st half 2014 to the 1st half 2013. The table below depicts the results for the 1st half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2012		2013				2014		
		2nd Half		1st Half		2nd Half		1st Half		
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service	
Cleanliness and Appearance										
Litter Conditions in Cars	% None	96	65	92	69	93	64	90	61	
<i>Presence of Litter</i>	% Light	3	27	6	25	5	28	7	30	
	% Moderate	0	1	0	1	1	2	1	1	
	% Heavy	1	7	2	5	1	6	2	8	
<i>See Chart 1</i>										
	Cleanliness of Car Floors and Seats	% None	98	87	95	87	97	87	88	76
	<i>Degree of Dirtiness</i>	% Light	1	5	3	7	1	5	8	14
		% Moderate	0	1	1	0	1	2	2	2
% Heavy		1	7	1	6	1	6	2	8	
<i>See Chart 2</i>										
	% Cars with No Interior Graffiti		99		98		98		95	
	% Cars with No Exterior Graffiti		99		99		99		97	
	% Cars with No Graffiti Windows		99		100		100		99	
% Cars with No Scratchtied Windows		93		95		96		93		
% Cars with No Clouded Windows		97		98		99		99		
% Cars with No Broken or Cracked Windows		100		100		100		100		

Customer Information								
% Cars with All System Maps Correct/Legible		97		97		97		96
% Cars with All Signage Correct		99		98		99		96
% Cars with Public Address Announcements		90		91		92		91
<i>Automated Announcements</i>		99		99		100		99
<i>Conductor Announcements</i>		78		81		82		80

Functioning Equipment								
% Cars with No Broken Door Panels		100		100		100		99
Lighting Conditions in Cars ¹		99		99		99		99
Climate Control Conditions in Cars ²		91		94		96		95

Operations								
% Conductors in Proper Uniform		100		100		100		100

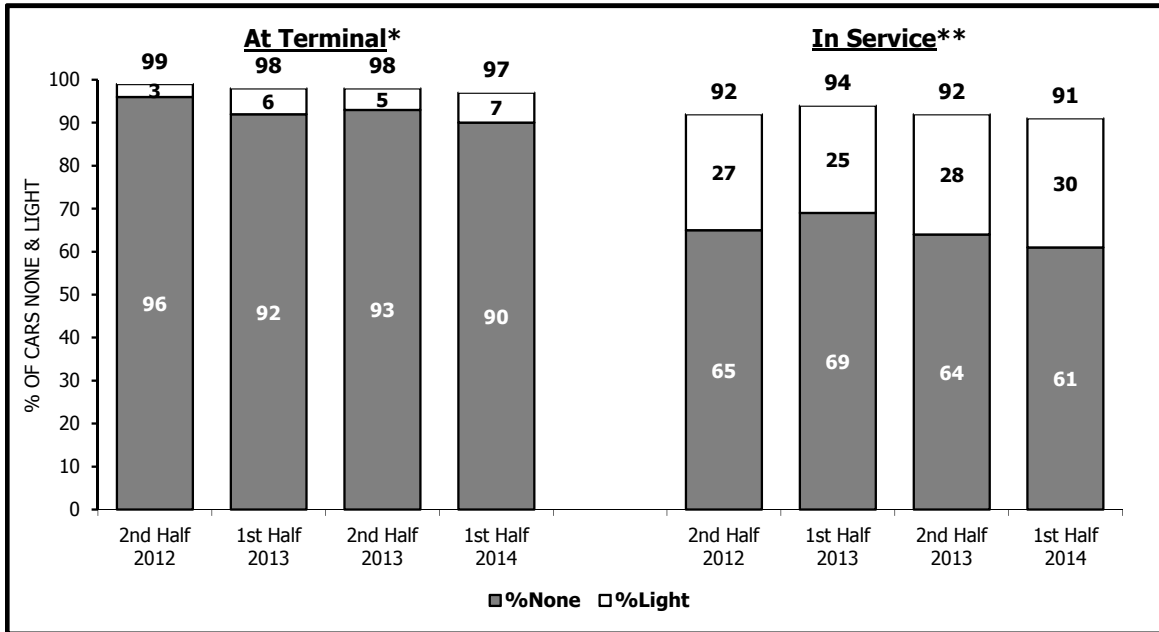
¹% cars with at least 90% of lights on.

²% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

**Passenger Environment Survey
Litter Conditions in Subway Cars**



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2014 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

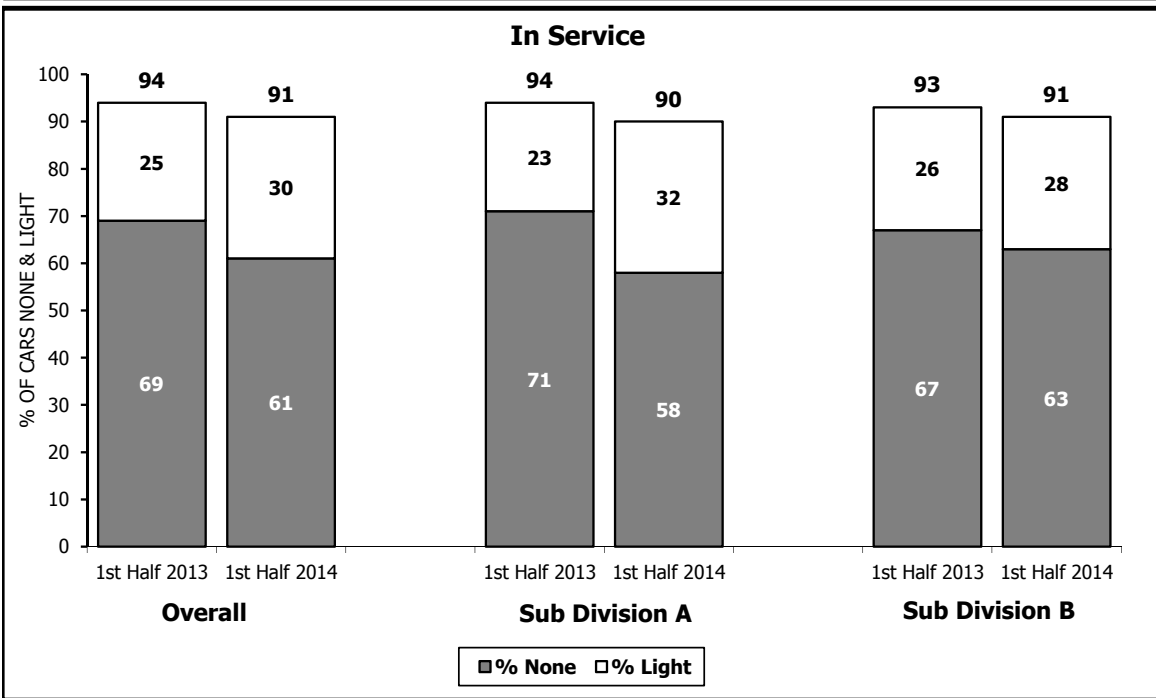
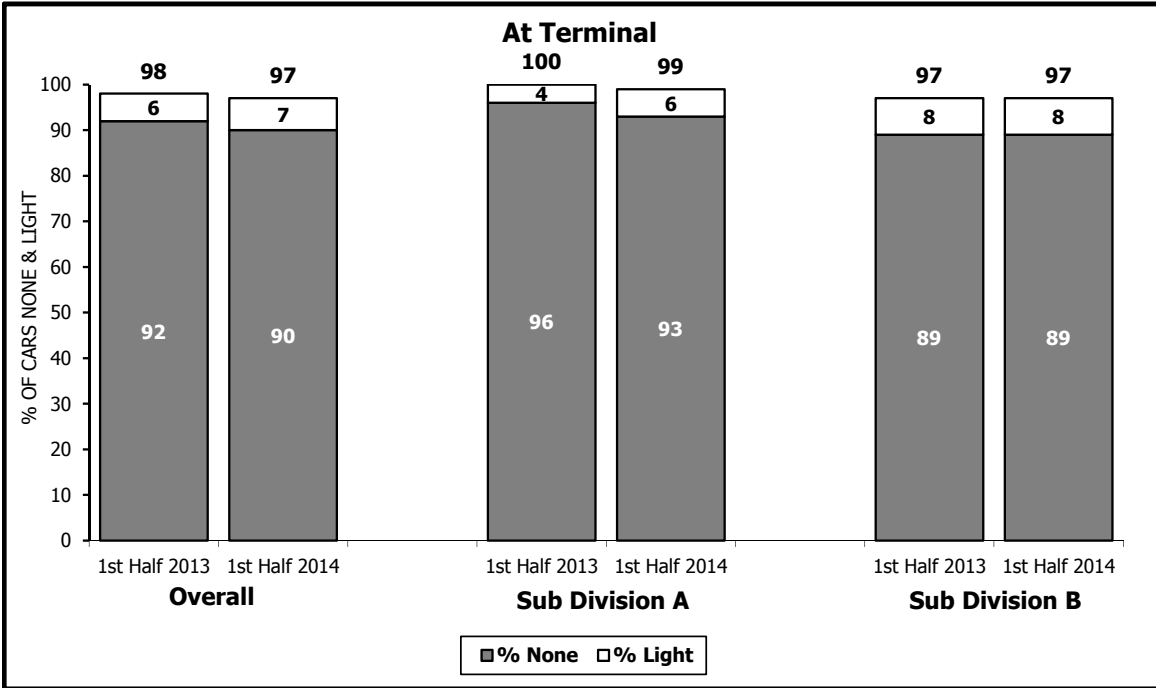
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	90%	7%	1%	2%	61%	30%	1%	8%
2nd Half 2013	93%	5%	1%	1%	64%	28%	2%	6%
1st Half 2013	92%	6%	0%	2%	69%	25%	1%	5%
2nd Half 2012	96%	3%	0%	1%	65%	27%	1%	7%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

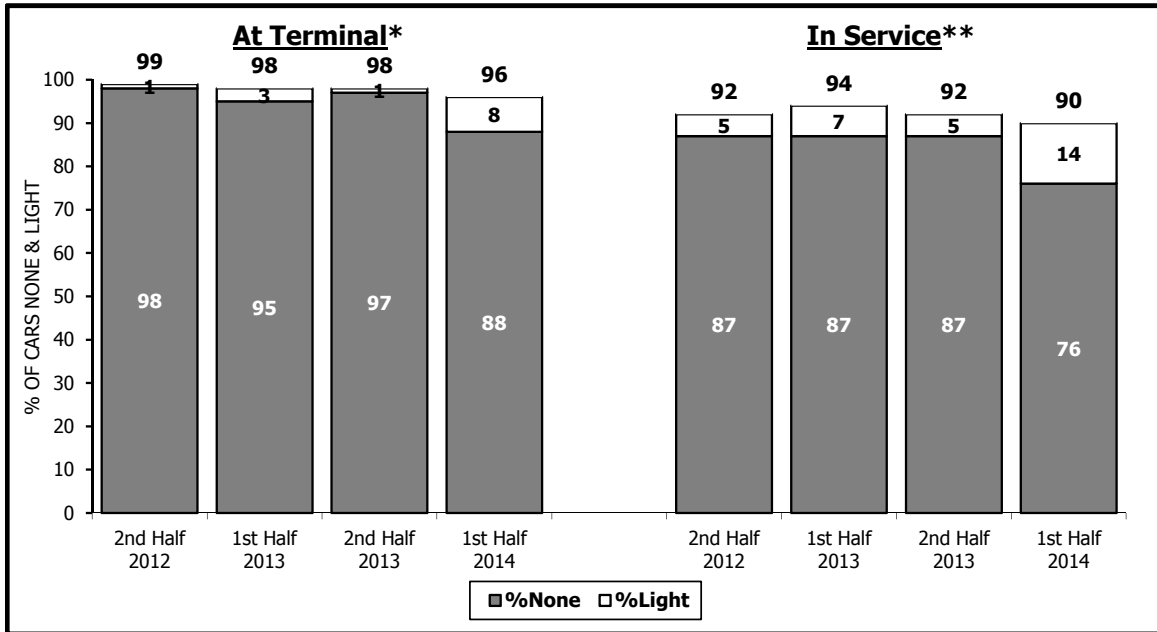
1st Half 2014 vs. 1st Half 2013: The "At Terminal" results (-1%) remained statistically unchanged while the "In Service" results (-3%) showed a statistically significant decrease.

Passenger Environment Survey
Subway Car Litter Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street
 Sub Division B : A B C D E F G J Z L M N O R S-Franklin

**Passenger Environment Survey
Cleanliness Conditions in Subway Cars**



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2014 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

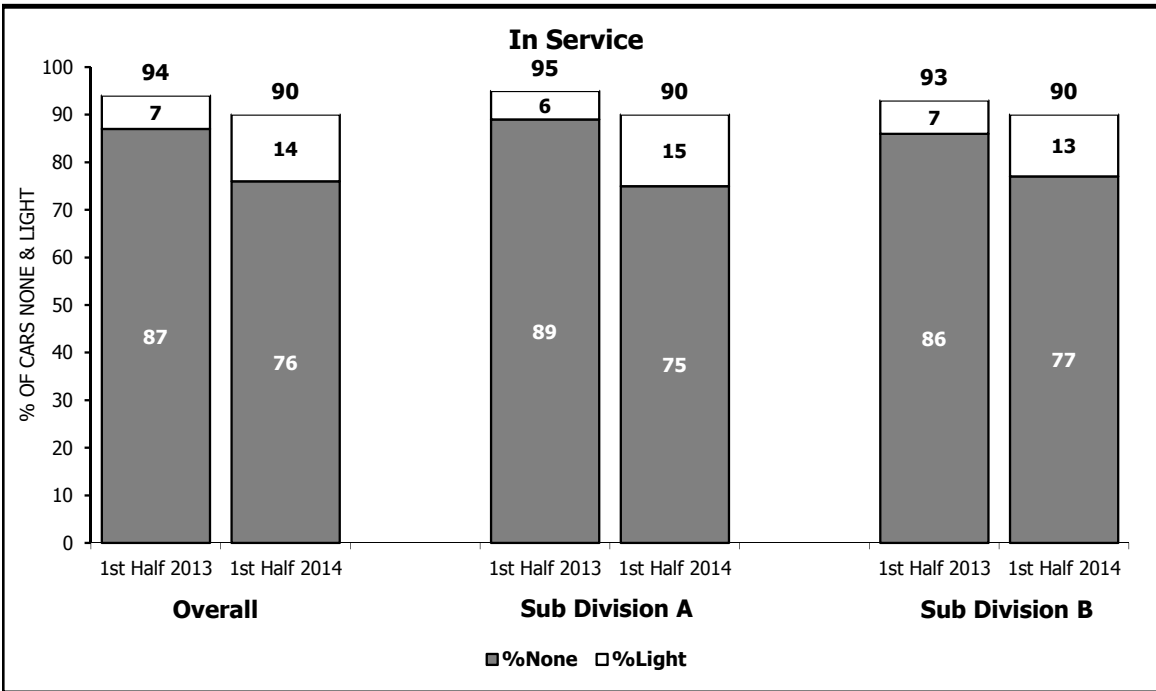
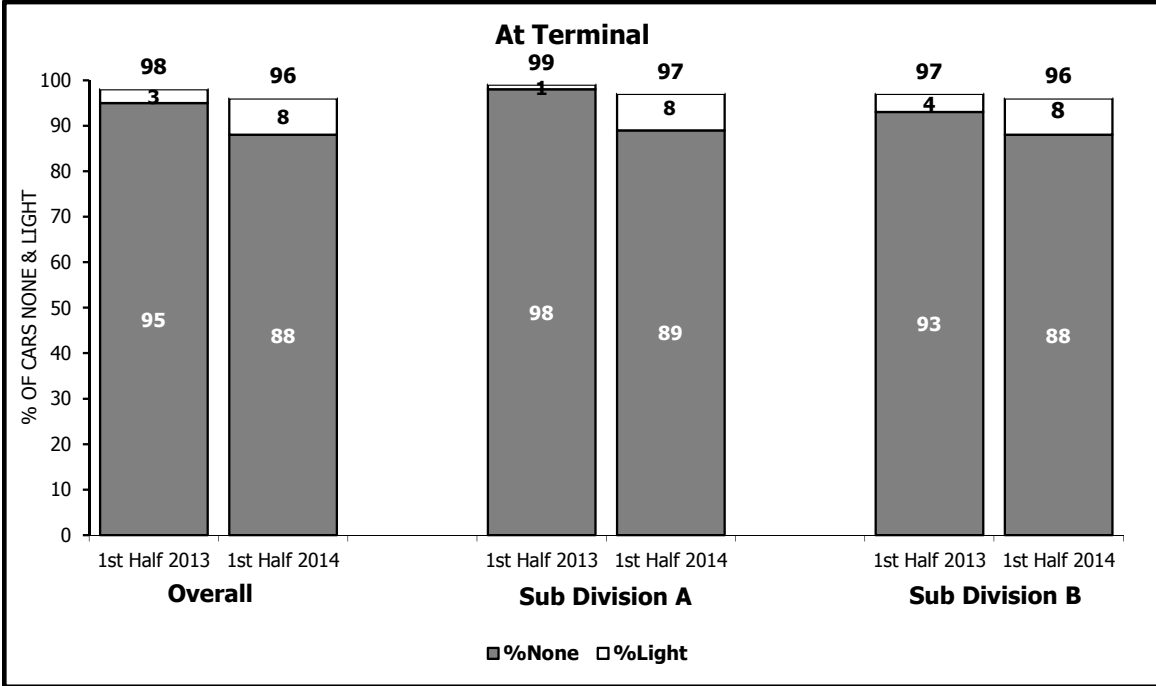
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	88%	8%	2%	2%	76%	14%	2%	8%
2nd Half 2013	97%	1%	1%	1%	87%	5%	2%	6%
1st Half 2013	95%	3%	1%	1%	87%	7%	0%	6%
2nd Half 2012	98%	1%	0%	1%	87%	5%	1%	7%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: The "At Terminal" results (-2%) remained statistically unchanged while the "In Service" results (-4%) showed a statistically significant decrease.

Passenger Environment Survey
Subway Car Cleanliness Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street
 Sub Division B : A B C D E F G J Z L M N O R S-Franklin

Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light

Line	at terminal*		in service	
	1st Half 2013	1st Half 2014	1st Half 2013	1st Half 2014
①	99%	100%	97%	88%
②	100%	99%	94%	89%
③	100%	100%	95%	92%
④	99%	99%	96%	91%
⑤	100%	99%	94%	93%
⑥	99%	95%	88%	85%
⑦	100%	99%	97%	95%
Ⓢ 42nd St.	-	-	98%	93%
Sub Division A	100%	99%	94%	90%
Ⓐ	96%	98%	95%	94%
Ⓑ	96%	99%	85%	96%
Ⓒ	100%	99%	97%	95%
Ⓓ	97%	97%	91%	93%
Ⓔ	99%	99%	97%	92%
Ⓕ	99%	92%	96%	91%
Ⓢ Fkln	-		97%	92%
Ⓖ	97%	98%	95%	95%
Ⓙ	98%	97%	96%	89%
Ⓛ	99%	96%	95%	92%
Ⓜ	92%	98%	92%	92%
Ⓝ	98%	92%	88%	82%
Ⓞ	95%	90%	92%	83%
Ⓡ	96%	99%	94%	91%
Sub Division B	97%	97%	93%	91%
Systemwide	98%	97%	94%	91%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Subway Car Cleanliness Conditions by Line % None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2013</u>	<u>1st Half 2014</u>	<u>1st Half 2013</u>	<u>1st Half 2014</u>
①	99%	99%	97%	88%
②	100%	99%	94%	89%
③	99%	99%	94%	92%
④	99%	95%	97%	88%
⑤	95%	90%	96%	93%
⑥	99%	96%	88%	86%
⑦	100%	98%	97%	95%
Ⓢ 42nd St.	-	-	98%	94%
Sub Division A	99%	97%	95%	90%
Ⓐ	97%	98%	97%	94%
Ⓑ	97%	93%	85%	91%
Ⓒ	100%	99%	96%	95%
Ⓓ	99%	97%	89%	94%
Ⓔ	99%	99%	98%	92%
Ⓕ	99%	94%	96%	86%
Ⓢ Fkln	-	-	97%	93%
Ⓖ	97%	99%	96%	95%
Ⓙ	94%	93%	97%	87%
Ⓛ	98%	97%	94%	91%
Ⓜ	94%	97%	92%	89%
Ⓝ	96%	94%	90%	84%
Ⓞ	96%	93%	94%	88%
Ⓡ	96%	93%	92%	86%
Sub Division B	97%	96%	93%	90%
Systemwide	98%	96%	94%	90%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 16 indicators. Of the 16 indicators, 11 remained statistically unchanged while one (1) showed an increase and four (4) declined when comparing the 1st half 2014 to the 1st half 2013. The table below depicts the results for the 1st half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012		2013				2014	
		2nd Half		1st Half		2nd Half		1st Half	
		Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Cleanliness and Appearance									
Litter Conditions in Stations	% None	1	3	6	6	3	3	2	3
<i>Presence of Litter</i> <i>See Chart 3</i>	<i>Includes Trackbed component</i> % Light	76	59	74	69	78	73	69	64
	% Moderate	22	35	19	23	18	23	26	30
	% Heavy	1	3	1	2	1	1	3	3
	<i>Measured without Trackbed component</i> % None	42	24	49	34	52	35	35	31
<i>See Chart 4</i>	% Light	46	55	42	52	38	50	48	50
	% Moderate	11	19	9	12	9	14	15	17
	% Heavy	1	2	0	2	1	1	2	2
	Floor and Seat Cleanliness Conditions in Stations	% None	51	46	52	55	61	60	48
<i>Degree of Dirtiness</i> <i>See Chart 5</i>	% Light	36	38	37	35	29	29	36	33
	% Moderate	12	14	11	9	10	10	14	15
	% Heavy	1	2	0	1	0	1	2	2
	Graffiti Conditions in Stations	% None	84		91		93		83
<i>Presence of Graffiti</i>	% Light	16		9		7		16	
	% Moderate	0		0		0		1	
	% Heavy	0		0		0		0	

Customer Information

% Stations with Legible/Correct System Maps	53	52	53	52
% Stations with Correct Passenger Information Center (PIC)	96	98	96	96
% Station Control Areas with a Correct Subway Map Available	85	75	84	88

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	98	99	100	98
% Escalators/Elevators in Operation	99	97	99	98
% Station Control Areas with Working Booth Microphone	99	99	100	100
% Trash Receptacles Usable in Stations	100	100	100	100
% Working Turnstiles in Stations	99	99	100	99
% Working MetroCard Vending Machines	98	98	98	99

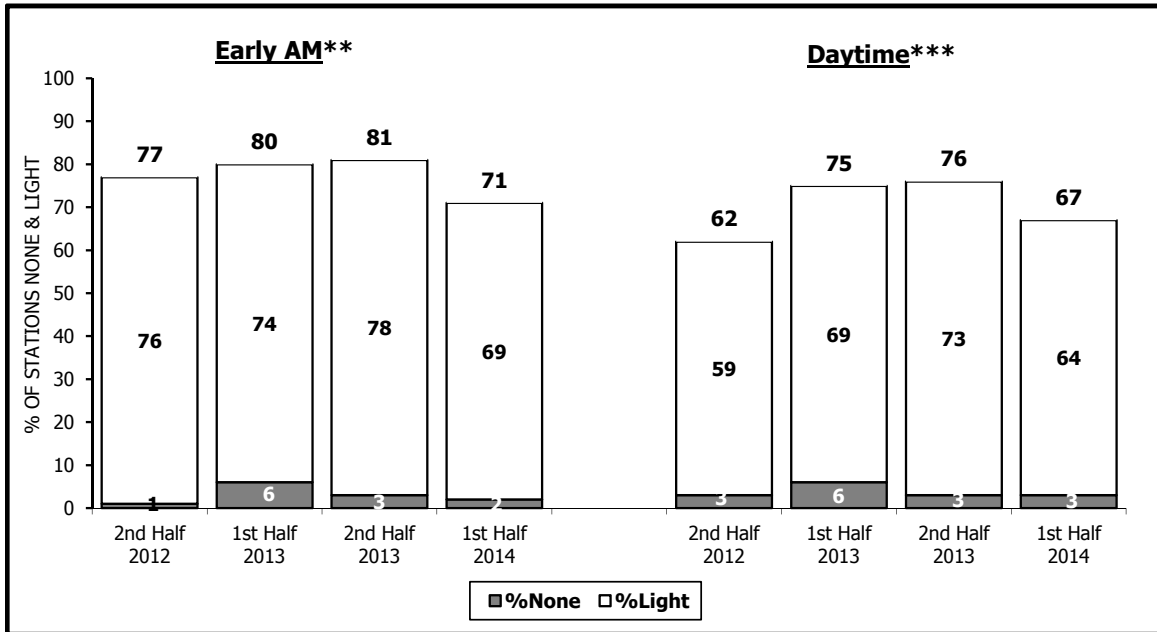
Operations

% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	96	97	98	97

Early AM - Surveyed before heavy passenger utilization (pre-AM Peak).

Daytime - Surveyed after heavy passenger utilization (post AM Peak).

**Passenger Environment Survey
Litter Conditions in Stations* (includes Trackbed)**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.
 ** Measured before heavy passenger utilization (pre-AM Peak).
 *** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2014 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

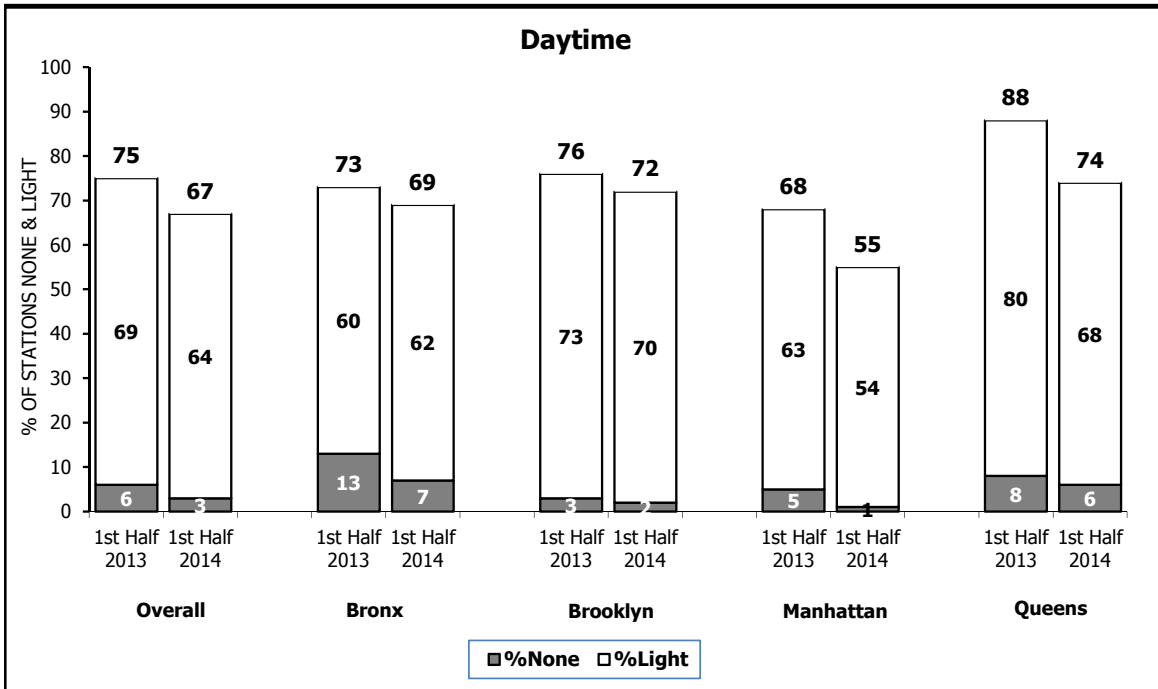
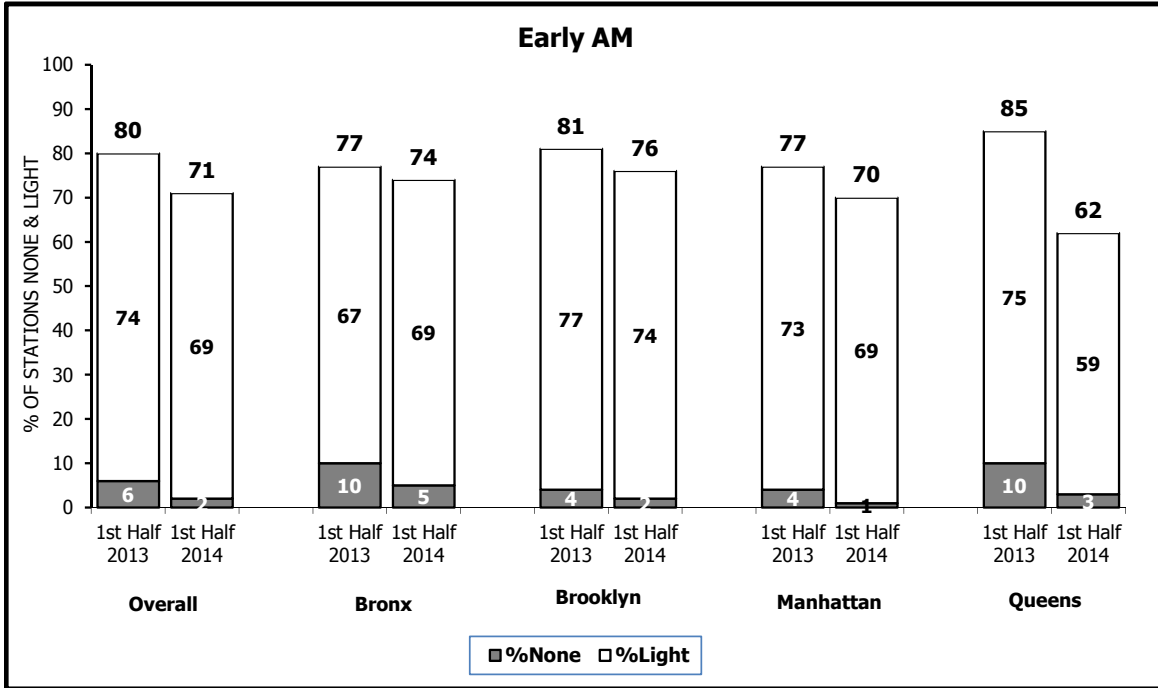
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	2%	69%	26%	3%	3%	64%	30%	3%
2nd Half 2013	3%	78%	18%	1%	3%	73%	23%	1%
1st Half 2013	6%	74%	19%	1%	6%	69%	23%	2%
2nd Half 2012	1%	76%	22%	1%	3%	59%	35%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: both the "Early AM" results (-9%) and the "Daytime" results (-8%) showed a statistically significant decrease.

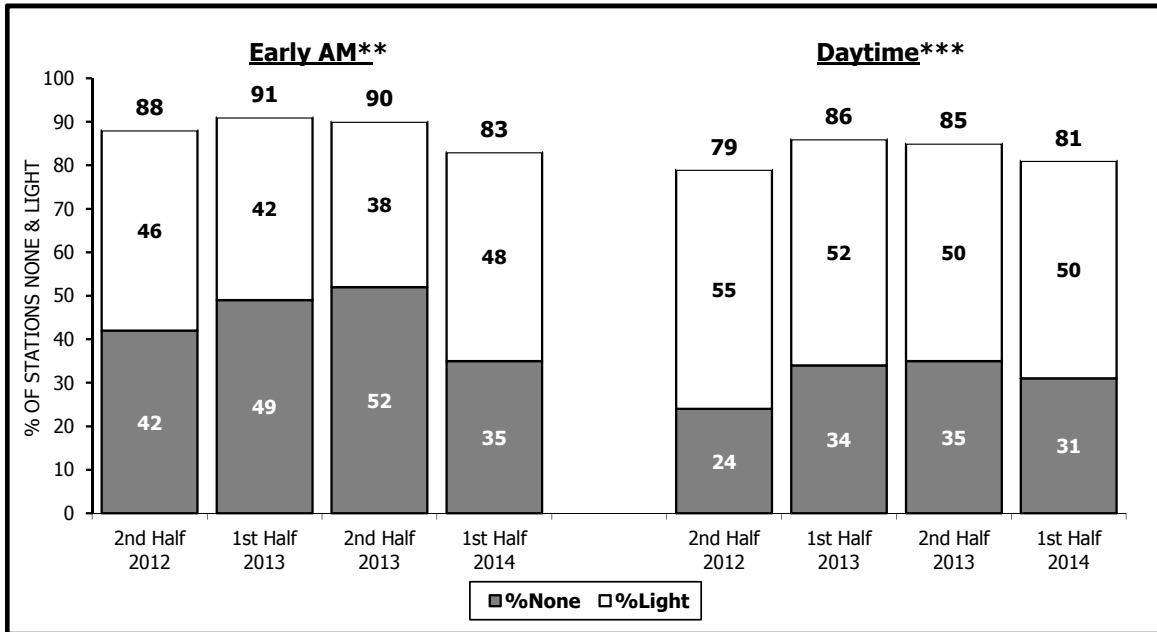
Passenger Environment Survey

Litter Conditions by Borough* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

**Passenger Environment Survey
Litter Conditions in Stations* (without Trackbed)**



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.
 ** Measured before heavy passenger utilization (pre-AM Peak).
 *** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2014 Annual Goals: (% none & light) Early AM: 87.0% Daytime: 81.0%

Semi-Annual Results

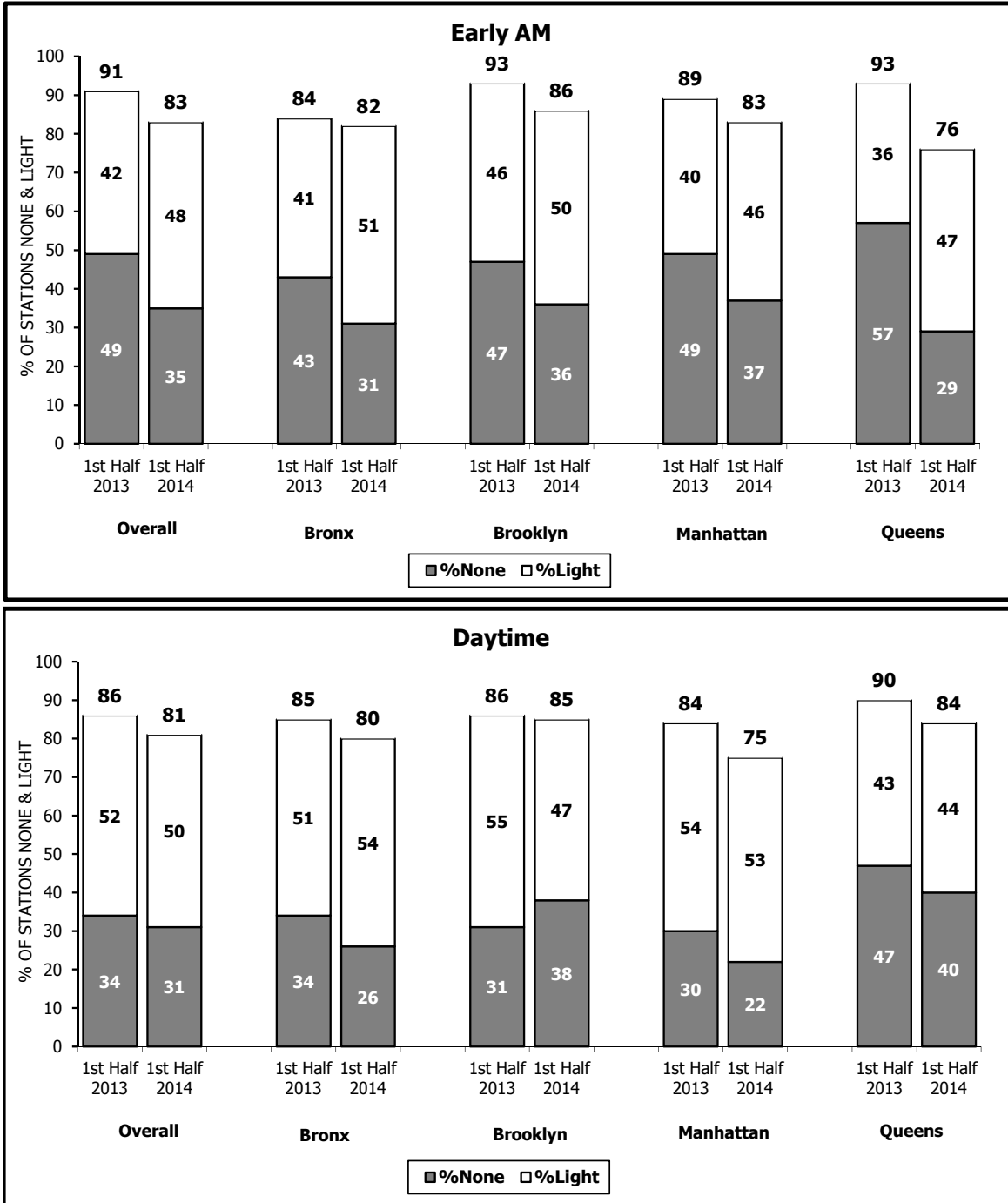
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	35%	48%	15%	2%	31%	50%	17%	2%
2nd Half 2013	52%	38%	9%	1%	35%	50%	14%	1%
1st Half 2013	49%	42%	9%	0%	34%	52%	12%	2%
2nd Half 2012	42%	46%	11%	1%	24%	55%	19%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: both the "Early AM" results (-8%) and the "Daytime" results (-5%) showed a statistically significant decrease.

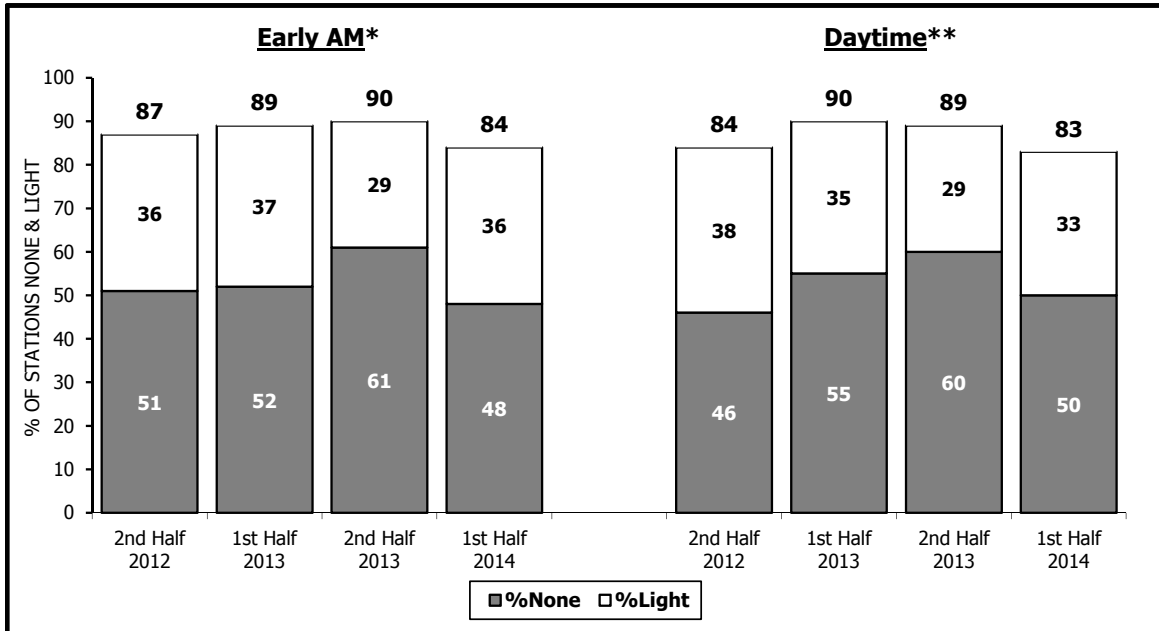
Passenger Environment Survey

Litter Conditions by Borough* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

**Passenger Environment Survey
Cleanliness Conditions in Stations**



* Measured before heavy passenger utilization (pre-AM Peak).

** Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2014 Annual Goals: (% none & light) Early AM: 90.0% Daytime: 87.0%

Semi-Annual Results

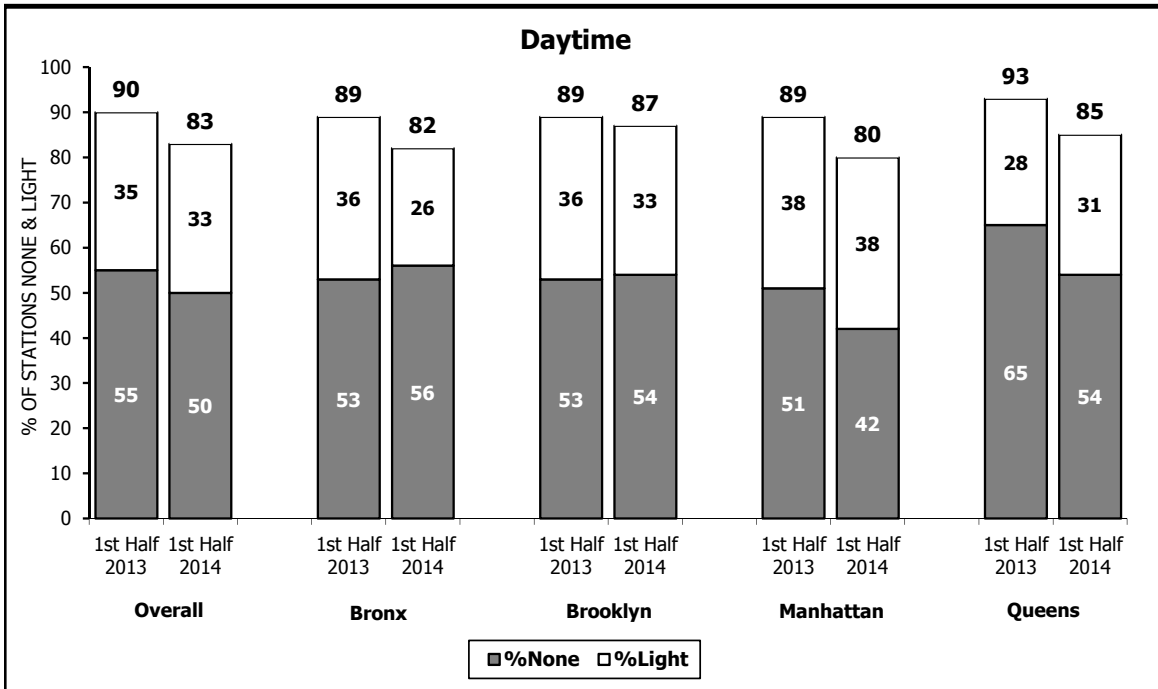
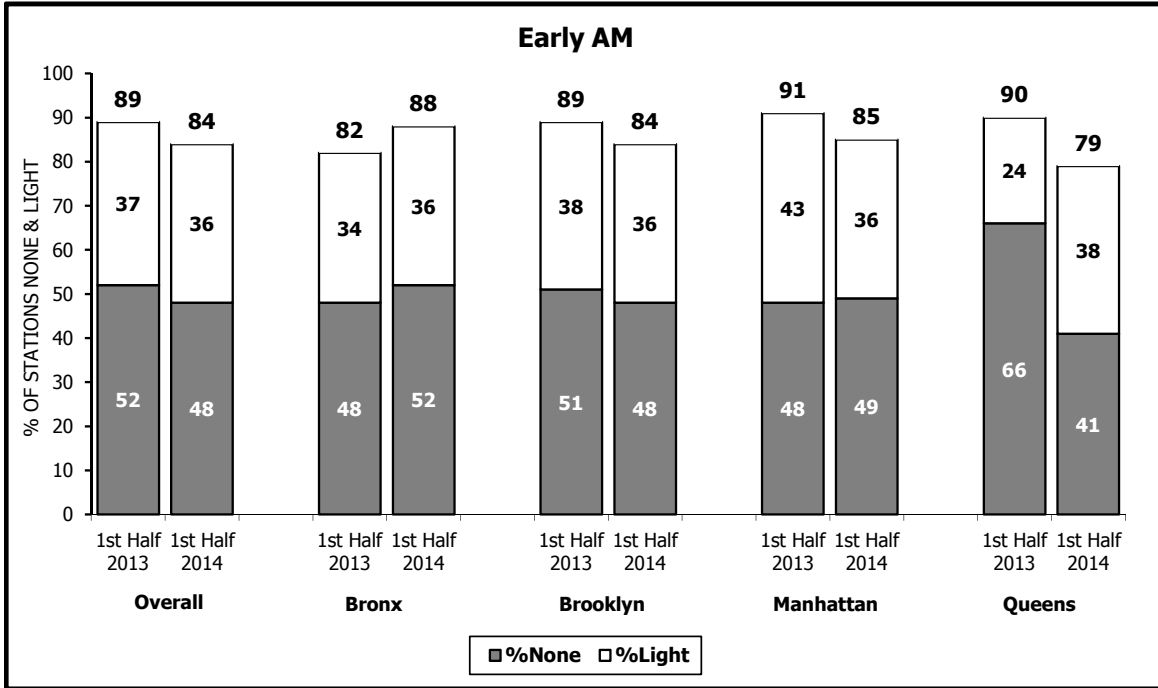
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	48%	36%	14%	2%	50%	33%	15%	2%
2nd Half 2013	61%	29%	10%	0%	60%	29%	10%	1%
1st Half 2013	52%	37%	11%	0%	55%	35%	9%	1%
2nd Half 2012	51%	36%	12%	1%	46%	38%	14%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: both the "Early AM" results (-5%) and the "Daytime" results (-7%) showed a statistically significant decrease.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 11 remained statistically unchanged while five (5) showed a decrease when comparing the 1st half 2014 to the 1st half 2013. The table below depicts the results for the 1st half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012		2013		2014			
		2nd Half		1st Half		1st Half			
		at terminal	in service	at terminal	in service	at terminal	in service		
Cleanliness and Appearance									
Litter Conditions in Cars	% None	83	67	95	83	98	83	88	68
<i>Presence of Litter</i>	% Light	13	24	4	14	2	15	7	19
	<i>See Chart 6</i>								
	% Moderate	1	1	0	0	0	0	0	0
	% Heavy	3	8	1	3	0	2	5	13
Cleanliness of Car Floors and Seats	% None	93	81	95	95	91	90	81	79
<i>Degree of Dirtiness</i>	% Light	4	10	4	2	9	8	14	8
	<i>See Chart 7</i>								
	% Moderate	0	1	0	0	0	0	0	0
	% Heavy	3	8	1	3	0	2	5	13
% Cars with No Interior Graffiti		98		96		100		92	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		100		99		100		97	
% Cars with No Scratchtied Windows		90		95		87		86	
% Cars with No Clouded Windows		97		100		100		100	
% Cars with No Broken or Cracked Windows		100		100		100		99	

Customer Information					
% Cars with All System Maps Correct/Legible		99	100	100	100
% Cars with Public Address Announcements		78	82	77	62

Functioning Equipment					
% Cars with No Broken Door Panels		100	98	100	100
Lighting Conditions in Cars ¹		100	100	100	100
Climate Control Conditions in Cars ²		84	97	93	85

Operations					
% Conductors in Proper Uniform		100	97	100	100

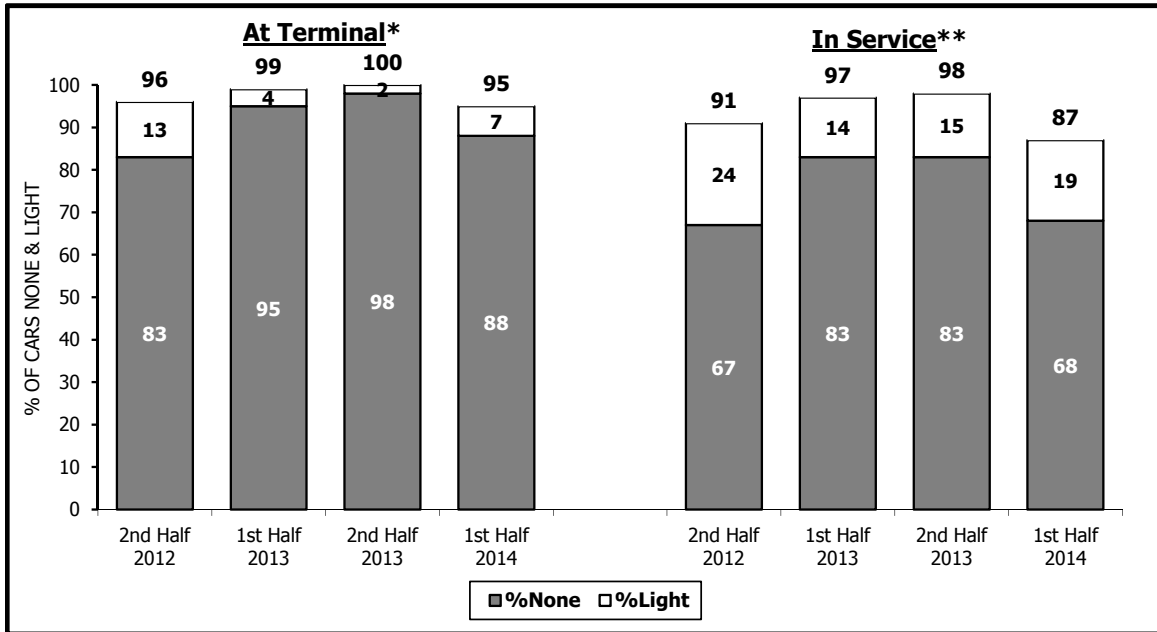
¹ % cars with at least 90% of lights on.

² % cars with average interior temperature between 58°F and 78°F

At Terminal - Surveyed at St. George terminal with cleaners present.

In Service - Surveyed while in service.

**Passenger Environment Survey
Litter Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

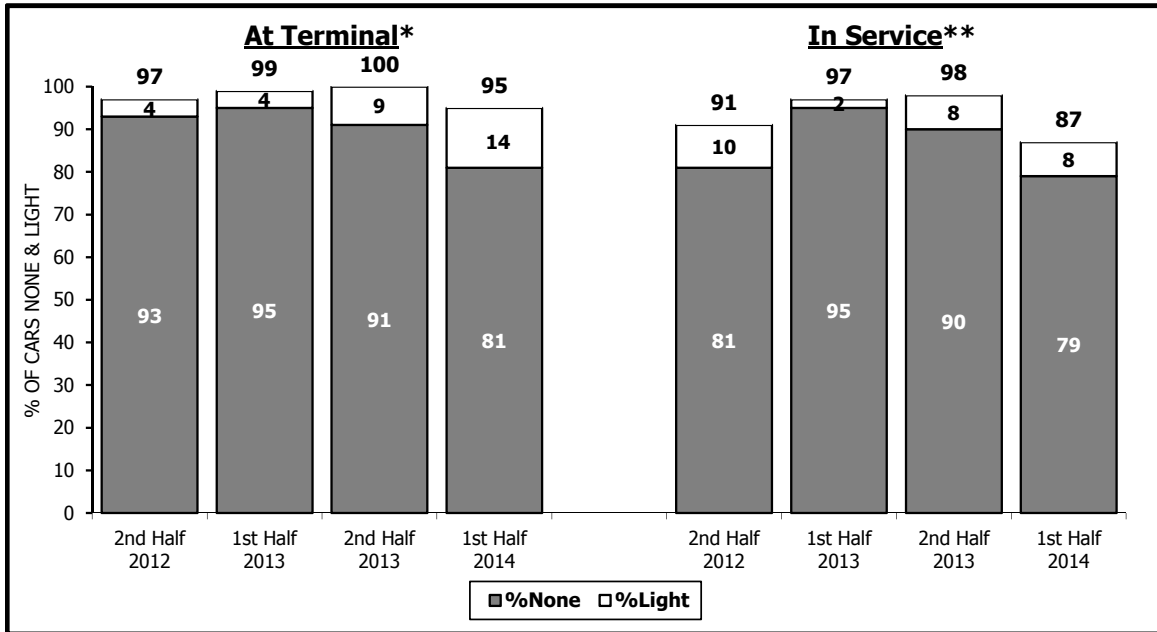
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	88%	7%	0%	5%	68%	19%	0%	13%
2nd Half 2013	98%	2%	0%	0%	83%	15%	0%	2%
1st Half 2013	95%	4%	0%	1%	83%	14%	0%	3%
2nd Half 2012	83%	13%	1%	3%	67%	24%	1%	8%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: the "At Terminal" results (-4%) remained statistically unchanged while the "In Service" results (-10%) showed a statistically significant decrease.

**Passenger Environment Survey
Cleanliness Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	81%	14%	0%	5%	79%	8%	0%	13%
2nd Half 2013	91%	9%	0%	0%	90%	8%	0%	2%
1st Half 2013	95%	4%	0%	1%	95%	2%	0%	3%
2nd Half 2012	93%	4%	0%	3%	81%	10%	1%	8%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: the "At Terminal" results (-4%) remained statistically unchanged while the "In Service" results (-10%) showed a statistically significant decrease.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. All remained statistically unchanged when comparing the 1st half 2014 to the 1st half 2013. The table below depicts the results for the 1st half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2012	2013		2014
			2nd Half	1st Half	2nd Half	1st Half
Cleanliness and Appearance						
Litter Conditions in Stations	% None		15	30	5	25
<i>Presence of Litter</i> <i>See Chart 8</i>	Includes Trackbed component	% Light	57	45	67	45
		% Moderate	28	25	28	22
		% Heavy	0	0	0	8
		% None	50	58	59	41
	Measured without Trackbed component	% Light	44	33	33	41
		% Moderate	6	9	8	11
		% Heavy	0	0	0	7
		% None	54	61	65	48
<i>Floor and Seat Cleanliness Conditions in Stations</i> <i>Degree of Dirtiness</i> <i>See Chart 9</i>	% Light	39	30	27	35	
	% Moderate	7	9	8	9	
	% Heavy	0	0	0	8	
	% None	91	85	81	79	
<i>Graffiti Conditions in Stations</i> <i>Presence of Graffiti</i>	% Light	8	10	19	14	
	% Moderate	1	5	0	7	
	% Heavy	0	0	0	0	
	% None	91	85	81	79	

Customer Information

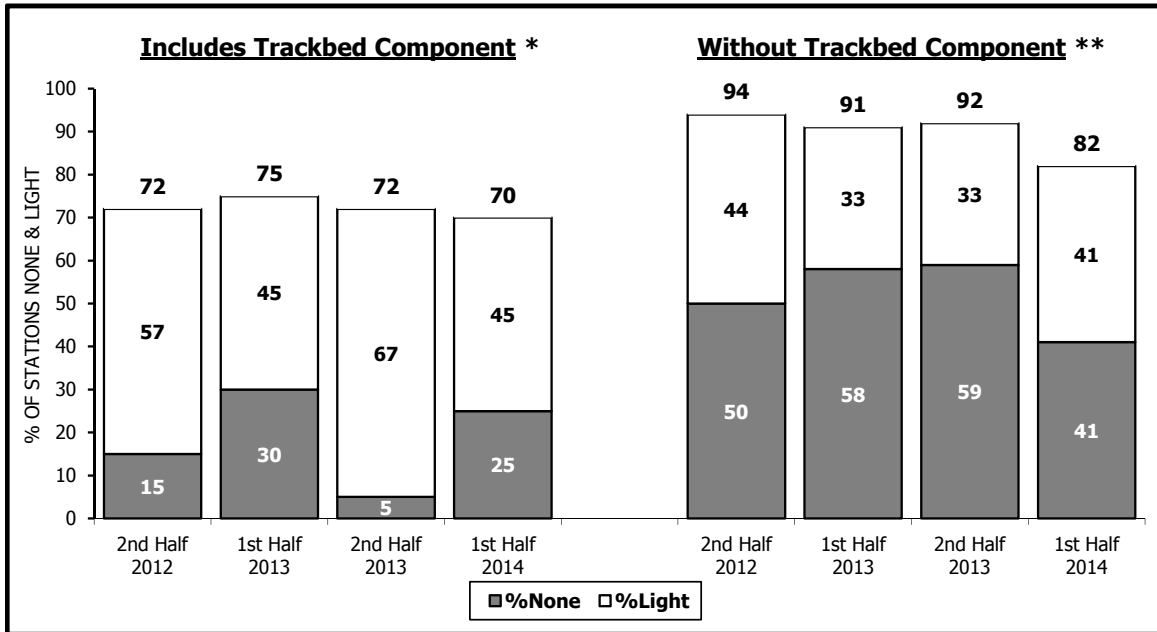
% Stations with Correct Customer Information Center (CIC)	100	98	95	98
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Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	100	99
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All surveys done after heavy passenger utilization (post AM Peak).

**Passenger Environment Survey
Litter Conditions in Staten Island Railway (SIR) Stations**



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

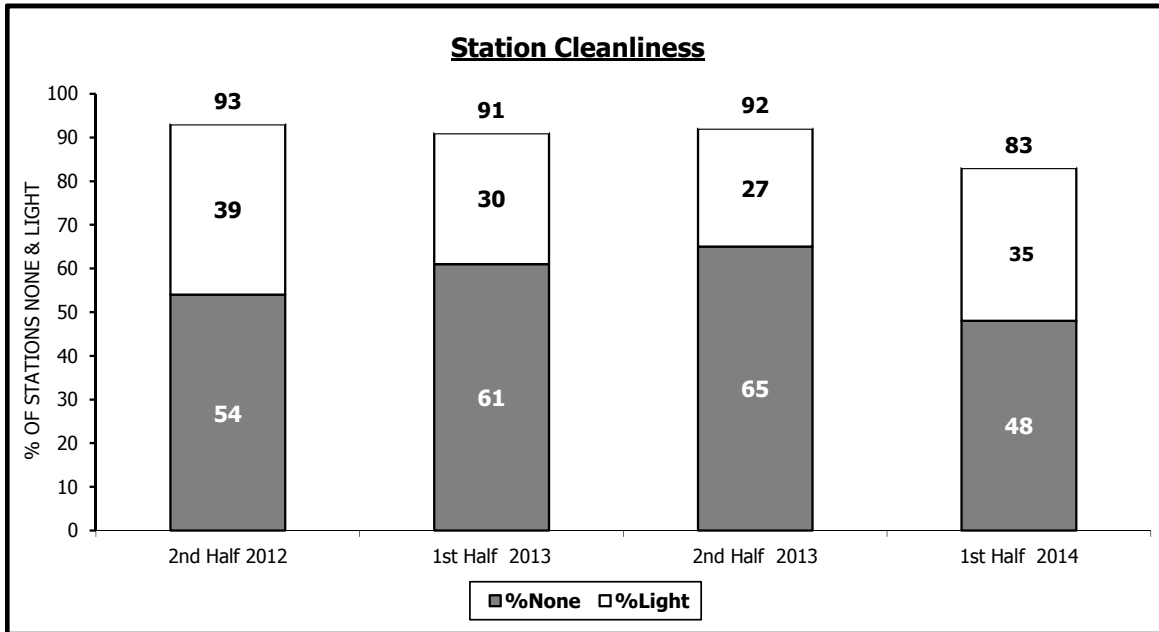
Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	25%	45%	22%	8%	41%	41%	11%	7%
2nd Half 2013	5%	67%	28%	0%	59%	33%	8%	0%
1st Half 2013	30%	45%	25%	0%	58%	33%	9%	0%
2nd Half 2012	15%	57%	28%	0%	50%	44%	6%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: Both Litter results, with and without Trackbed component remained statistically unchanged.

**Passenger Environment Survey
Cleanliness Conditions in Staten Island Railway (SIR) Stations**



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2014	48%	35%	9%	8%
2nd Half 2013	65%	27%	8%	0%
1st Half 2013	61%	30%	9%	0%
2nd Half 2012	54%	39%	7%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: the Cleanliness results remained statistically unchanged.

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, January - June 2014, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured weekdays between 7am and midnight. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (which includes nine associated limited-stop service and four select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 32 indicators remained statistically unchanged while two (2) increased and four (4) declined when comparing First Half 2014 and First Half 2013. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for First Half 2014 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Bus Wait Assessment showed a statistically significant decline (-1.4%), from 81.2% in the First Half 2013 to 79.8% in the First Half 2014. Out of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained statistically unchanged while two (2) increased and four (4) declined when comparing the First Half 2013 to First Half 2014.

IMPROVEMENTS

Local Buses	2013 1st Half	2014 1st Half	Net Change
Buses with No Scratchtied Windows	88%	91%	+3%
Buses Displaying a Correct/Legible Bus Map	55%	81%	+26%

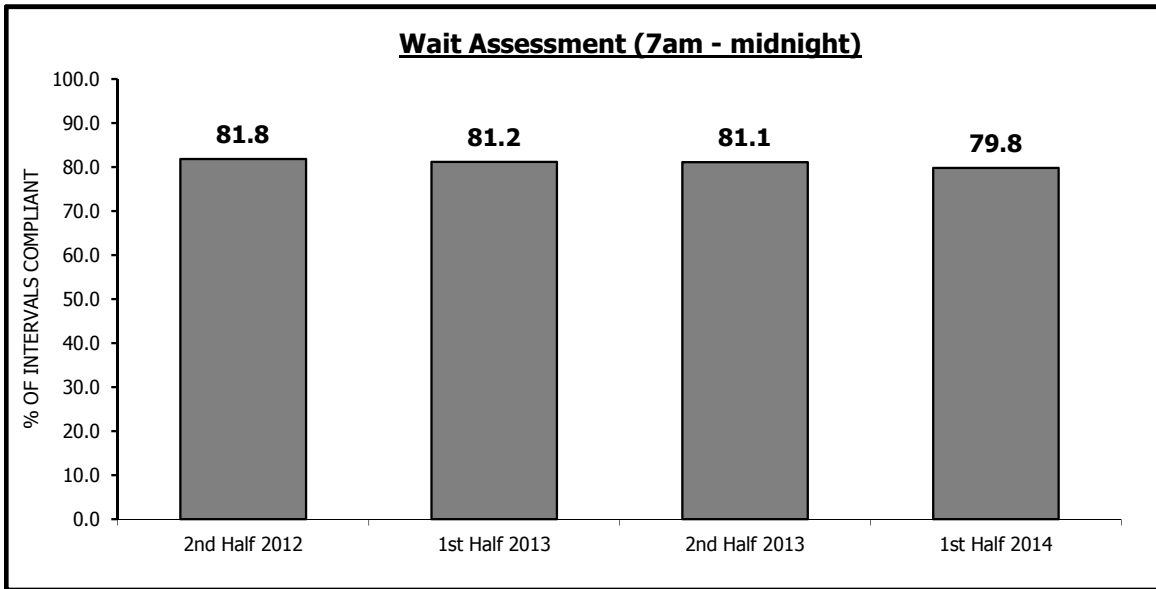
DECLINES

Local Buses	2013 1st Half	2014 1st Half	Net Change
Litter Conditions on Buses (In Service)	88%	84%	-4%
Cleanliness Conditions on Buses (In Service)	88%	83%	-5%
Buses with No Interior Graffiti	92%	88%	-4%

Express Buses

Litter Conditions on Express Buses (In Service)	93%	90%	-3%
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Bus Performance Indicator



Definition

Wait Assessment is measured weekdays between 7:00 a.m. and midnight. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (which includes nine associated limited-stop service and four select bus service routes)

2014 Annual Goals: Wait Assessment: 81.4%

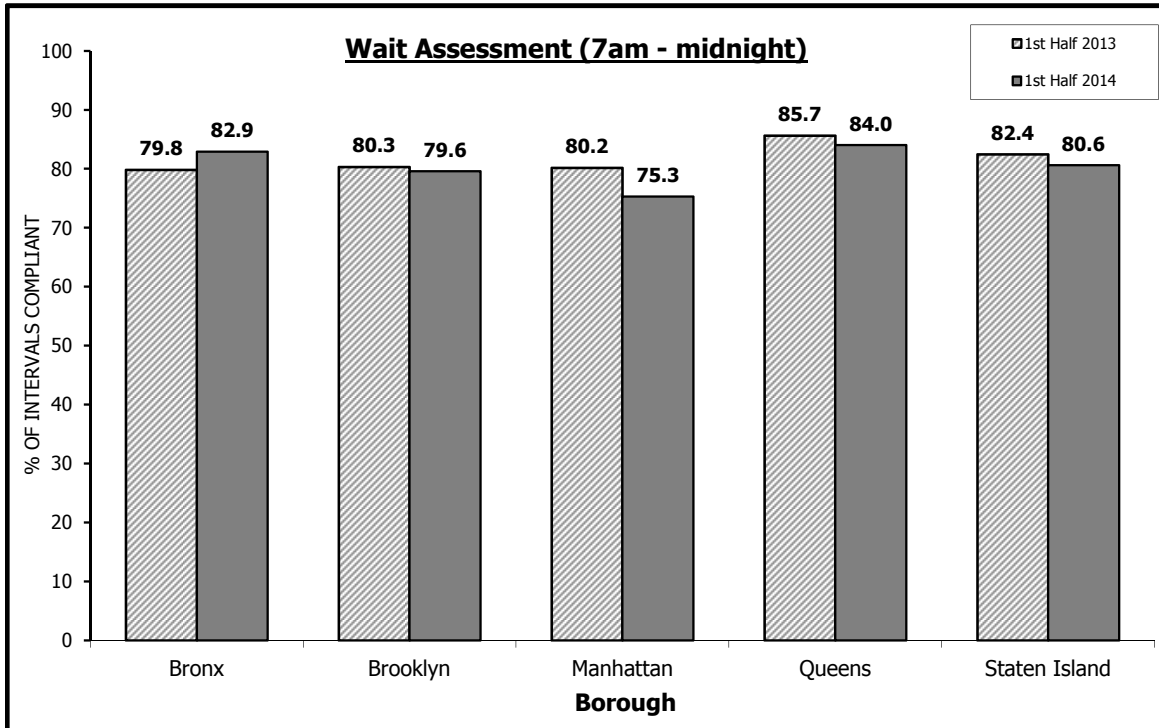
Semi-Annual Results

Wait Assessment
1st Half 2014 79.8%
2nd Half 2013 81.1%
1st Half 2013 81.2%
2nd Half 2012 81.8%

Discussion of Results: an increase/decrease of less than 1% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: Bus Wait Assessment showed a statistically significant decline -1.4% when comparing the 1st Half 2014 to the 1st Half 2013.

Bus Performance Indicator



Bus Performance Indicator

Route	2012	2013		2014
	2nd Half	1st Half	2nd Half	1st Half
Bronx	81.7%	79.8%	83.1%	82.9%
Bx1/2	79.7%	78.5%	80.7%	81.6%
Bx1/2 Ltd.	81.4%	78.3%	82.2%	82.8%
Bx9	87.2%	82.2%	86.6%	84.5%
Bx12	83.6%	83.1%	86.6%	82.6%
SBS12	85.0%	86.0%	87.3%	86.5%
Bx15	N/A	N/A	76.8%	78.8%
Bx15 Ltd.	N/A	N/A	76.0%	75.6%
Bx19	82.2%	81.1%	80.5%	82.6%
Bx36 ¹	80.7%	78.6%	82.4%	81.4%
Bx40/42	85.3%	83.1%	83.8%	84.0%
Bx41 ¹	78.0%	75.8%	86.2%	85.8%
SBS41	N/A	N/A	87.6%	89.0%
Brooklyn	81.9%	80.3%	79.3%	79.6%
B6	82.8%	84.2%	79.8%	80.9%
B6 Ltd.	87.8%	86.5%	81.2%	81.2%
B15	79.6%	82.0%	78.7%	76.1%
B35	80.4%	79.5%	83.6%	79.9%
B35 Ltd.	85.2%	80.0%	82.9%	79.3%
B41	78.7%	76.3%	77.4%	76.5%
B41 Ltd.	81.4%	76.6%	78.0%	76.6%
B44	78.6%	74.9%	69.5%	74.6%
SBS44	N/A	N/A	N/A	86.9%
B46	79.9%	80.1%	80.4%	78.7%
B46 Ltd.	83.4%	82.2%	83.6%	80.1%
B63	82.1%	83.7%	82.1%	83.8%

¹ Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

Bus Performance Indicator (continued)

Route	2012	2013		2014
	2nd Half	1st Half	2nd Half	1st Half
Manhattan	80.8%	80.2%	79.0%	75.3%
M1 ¹	82.4%	77.0%	73.6%	73.6%
M2 ²	76.6%	76.4%	78.2%	73.1%
M3	79.0%	76.5%	75.6%	71.8%
M4 ¹	74.4%	71.3%	69.9%	71.4%
M7	77.3%	80.9%	78.6%	72.3%
M10/20	85.6%	86.5%	82.6%	81.8%
M14	85.1%	86.8%	84.7%	82.0%
M15	75.2%	77.0%	77.4%	67.0%
SBS15	83.0%	81.2%	81.0%	67.3%
M31	81.5%	83.7%	80.1%	75.6%
M50	82.8%	87.6%	86.9%	85.8%
M66	86.1%	84.5%	80.2%	79.3%
M86	85.7%	84.5%	84.5%	80.6%
M101/2/3	70.0%	68.4%	68.2%	68.0%
M101 Ltd	76.0%	77.2%	77.0%	71.2%
M104	80.0%	82.9%	85.1%	83.9%
Queens	87.3%	85.7%	85.6%	84.0%
Q43 ¹	89.0%	89.4%	88.5%	85.3%
Q44/20	89.7%	87.4%	86.8%	85.5%
Q44 Ltd.	84.1%	85.1%	87.8%	82.2%
Q46 ¹	88.2%	88.4%	84.4%	84.5%
Q58	85.4%	83.5%	83.0%	83.0%
Q83 ¹	90.1%	86.6%	87.2%	86.9%
Q85 ¹	82.9%	79.0%	81.4%	80.3%
Staten Island	79.5%	82.4%	80.9%	80.6%
S44 ¹	81.1%	81.4%	77.8%	81.4%
S48 ¹	79.4%	84.1%	82.1%	85.1%
S53 ¹	89.3%	92.8%	90.4%	85.9%
S74 ¹	72.6%	74.2%	74.6%	73.8%
S76 ¹	77.3%	80.8%	80.9%	79.6%
S78	71.6%	77.7%	75.7%	72.8%
SBS79	82.8%	86.0%	85.0%	85.7%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

²This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. 21 remained statistically unchanged while two (2) showed an increase and three (3) showed a decline when comparing the 1st Half 2014 to the 1st Half 2013. The table below depicts the results for the 1st Half 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012		2013				2014	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	92	43	89	50	92	39	89	37
<i>Presence of Litter</i>	% Light	8	41	10	38	7	45	10	47
	% Moderate	0	3	0	2	0	3	0	4
	% Heavy	0	13	1	10	1	13	1	12
	<i>See Chart 1</i>								
Exterior Dirt Condition of Buses	% None	100	98	100	99	100	98	96	92
<i>Degree of Dirtiness</i>	% Light	0	2	0	1	0	2	4	7
	% Moderate	0	0	0	0	0	0	0	1
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	98	80	94	84	95	80	93	71
<i>Degree of Dirtiness</i>	% Light	2	5	5	4	4	5	5	12
	% Moderate	0	2	0	2	0	2	1	4
	% Heavy	0	13	1	10	1	13	1	13
	<i>See Chart 2</i>								
% Buses with No Damaged Panels		98		96		96		97	
% Buses with No Cracked Windows		99		100		100		100	
% Buses with No Scratchtied Windows		86		88		88		91	
% Buses with No Clouded Windows		96		95		95		95	
% Buses with No Interior Graffiti		95		92		94		88	
% Buses with No Exterior Graffiti		96		95		95		97	

Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	100	100	100	100
% Bus Announcements that are Understandable/Correct	62	55	49	53
% Buses with Priority Seating Stickers	97	97	98	97
% Buses Displaying a Correct/Legible Bus Map ¹	79	55	59	81

Functioning Equipment

Climate Control Conditions in Buses ¹	90	95	93	95
% Buses with Operative Kneeling Feature	100	100	100	100
% Buses with Operative Wheelchair Lift	98	99	99	98
% Buses with Operating Windows	96	96	94	97
% Buses with Operative Rear Door	100	100	100	100

Operations

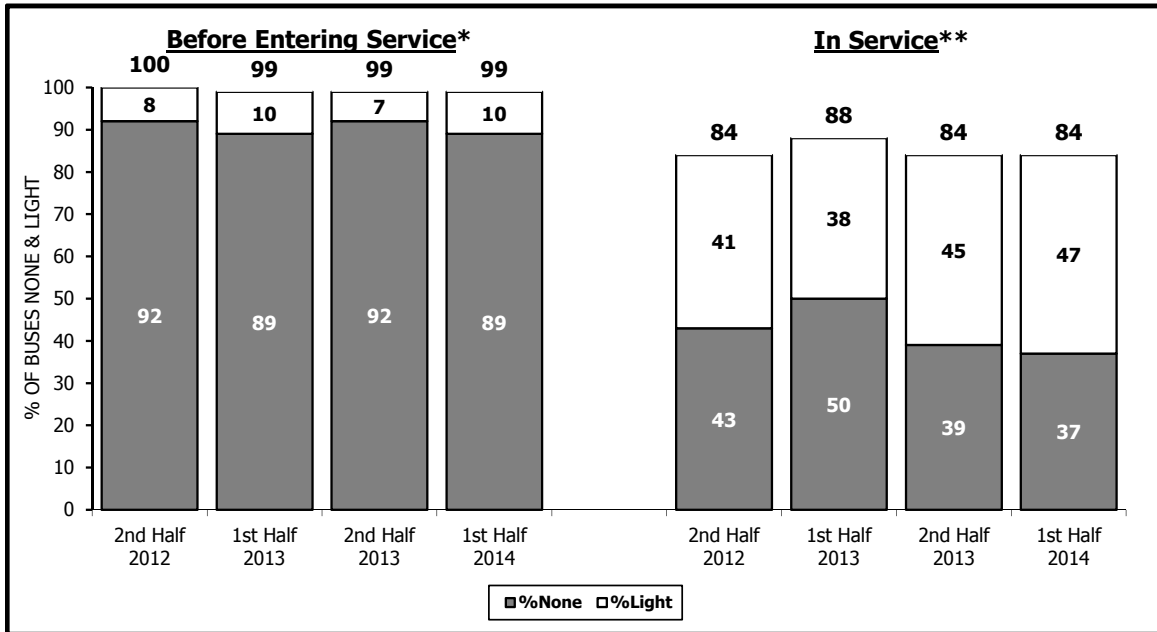
% Bus Stops where Buses Board/Discharge Passengers Appropriately	98	97	98	98
% Bus Operators in Proper Uniform	100	100	100	100
% Bus Operators Properly Displaying Badges	99	99	100	98

¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

**Passenger Environment Survey
Litter Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2014 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

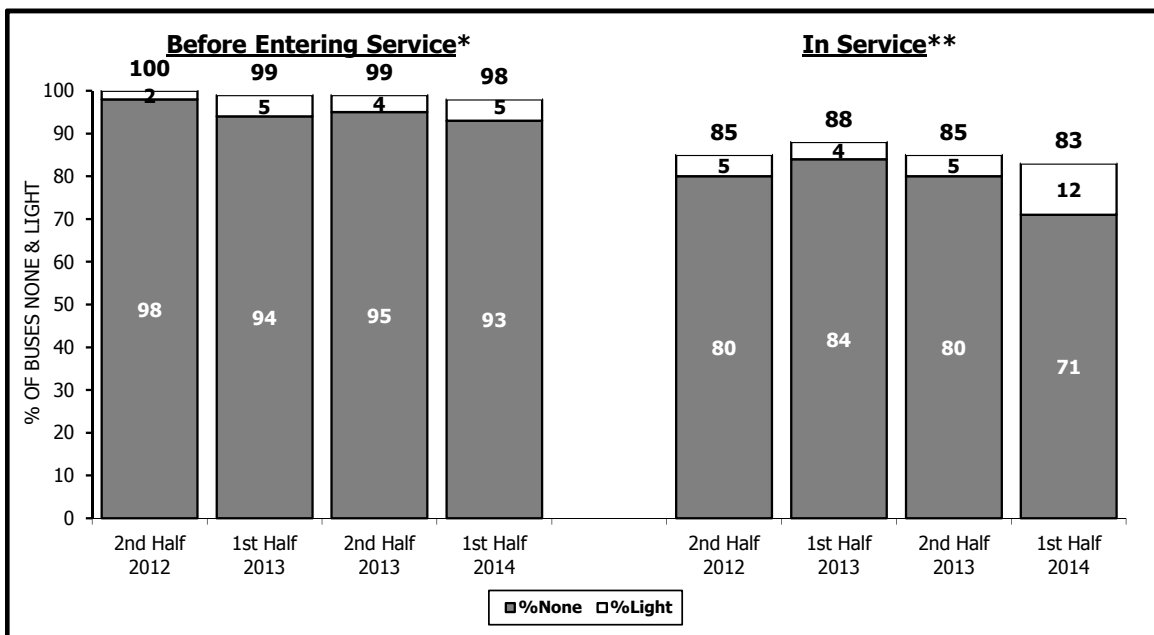
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	89%	10%	0%	1%	37%	47%	4%	12%
2nd Half 2013	92%	7%	0%	1%	39%	45%	3%	13%
1st Half 2013	89%	10%	0%	1%	50%	38%	2%	10%
2nd Half 2012	92%	8%	0%	0%	43%	41%	3%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a decline (-4%) when comparing the 1st Half 2014 to the 1st Half 2013.

**Passenger Environment Survey
Cleanliness Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2014 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	93%	5%	1%	1%	71%	12%	4%	13%
2nd Half 2013	95%	4%	0%	1%	80%	5%	2%	13%
1st Half 2013	94%	5%	0%	1%	84%	4%	2%	10%
2nd Half 2012	98%	2%	0%	0%	80%	5%	2%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a decline (-5%) when comparing the 1st Half 2014 to the 1st Half 2013.

Passenger Environment Survey

Express Bus Results

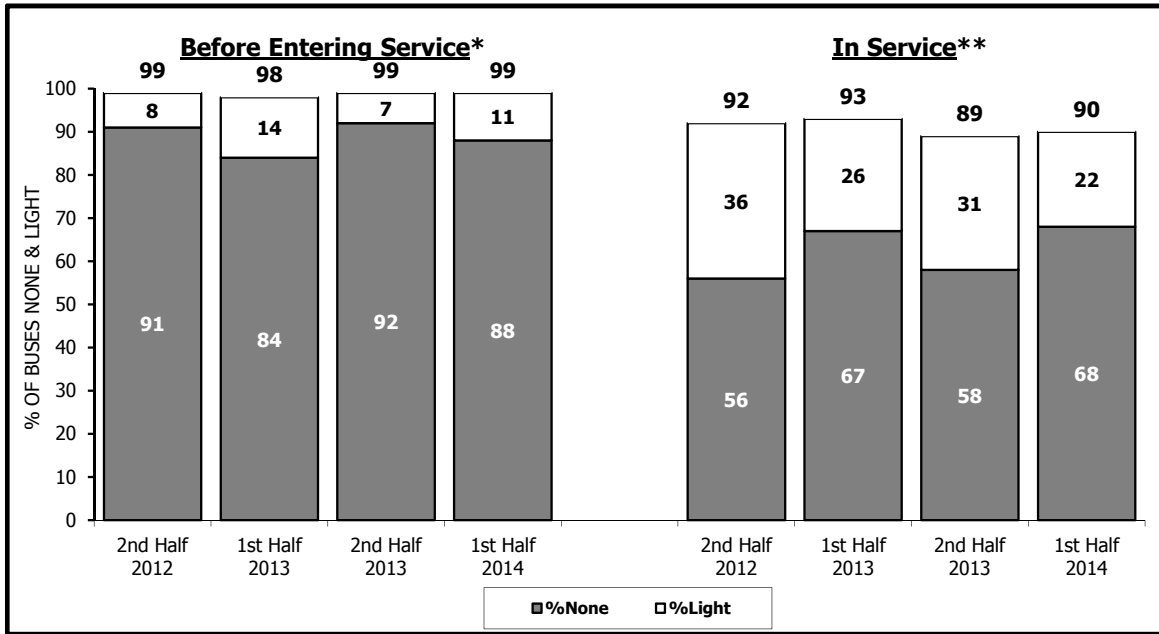
The Express Bus PES consists of 12 indicators, of which 11 remained statistically unchanged while one (1) showed a decline when comparing the 1st Half 2014 to the 1st Half 2013. The table below depicts the results for the 1st Half 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012		2013				2014	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	91	56	84	67	92	58	88	68
<i>Presence of Litter</i>	% Light	8	36	14	26	7	31	11	22
	% Moderate	0	2	0	2	0	2	0	2
	% Heavy	1	6	2	5	1	9	1	8
<i>See Chart 3</i>									
Exterior Dirt Condition of Buses	% None	100	99	99	97	100	97	95	92
<i>Degree of Dirtiness</i>	% Light	0	1	1	2	0	2	5	6
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	1	0	1	0	2
Cleanliness of Bus Interior	% None	98	90	96	91	98	85	95	85
<i>Degree of Dirtiness</i>	% Light	1	4	2	3	1	4	4	7
	% Moderate	0	0	0	0	0	2	0	1
	% Heavy	1	6	2	6	1	9	1	7
<i>See Chart 4</i>									
% Buses with No Damaged Panels		100		100		99		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		97		98		98		96	
% Buses with No Exterior Graffiti		100		100		100		100	
Functioning Equipment									
% of Operative Reading Lights on Buses		94		93		92		95	
% of Operative Reclining Seats on Buses		97		96		95		96	

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

**Passenger Environment Survey
Litter Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2014 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

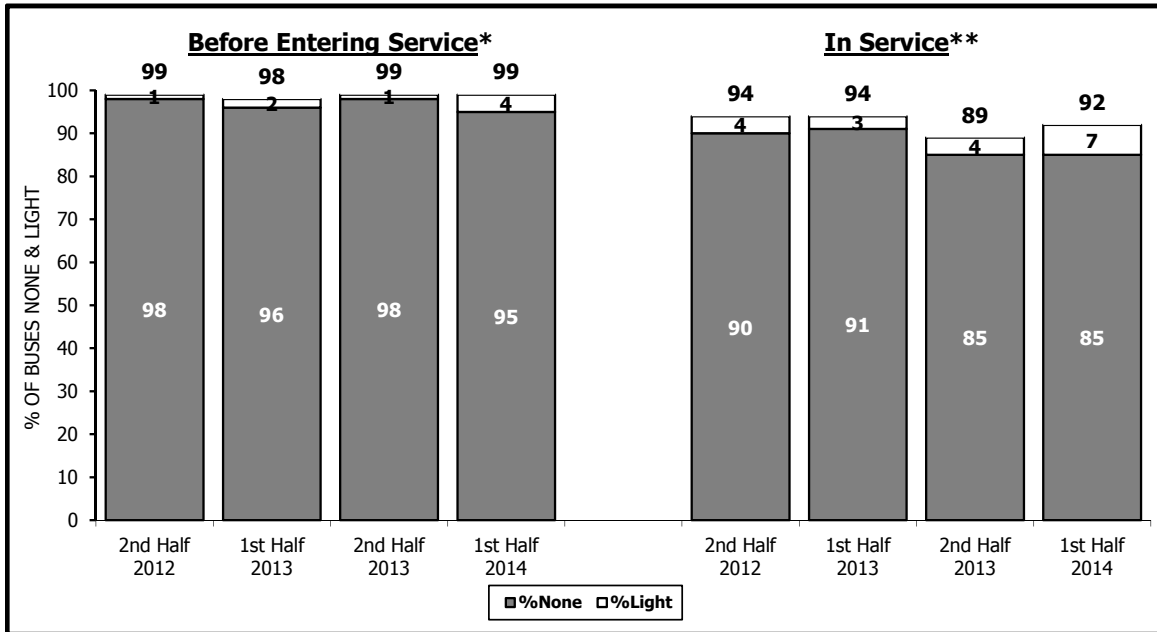
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	88%	11%	0%	1%	68%	22%	2%	8%
2nd Half 2013	92%	7%	0%	1%	58%	31%	2%	9%
1st Half 2013	84%	14%	0%	2%	67%	26%	2%	5%
2nd Half 2012	91%	8%	0%	1%	56%	36%	2%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a decline (-3%) when comparing the 1st Half 2014 to the 1st Half 2013.

**Passenger Environment Survey
Cleanliness Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2014 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	95%	4%	0%	1%	85%	7%	1%	7%
2nd Half 2013	98%	1%	0%	1%	85%	4%	2%	9%
1st Half 2013	96%	2%	0%	2%	91%	3%	0%	6%
2nd Half 2012	98%	1%	0%	1%	90%	4%	0%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 1st Half 2014 to the 1st Half 2013.

Report



Bus Company

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis for the most recent half-year, January - June 2014, and the previous three half-year periods.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for Local Buses and 12 for Express Buses.

Of the 26 local bus indicators, three (3) improved, two (2) declined and twenty one (21) remained unchanged when comparing First Half 2014 and First Half 2013. Of the 12 express bus indicators, four (4) declined and eight (8) remained the same. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for First Half 2014 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Out of the 38 indicators, 29 indicators remained statistically the same, 3 indicators improved and 6 indicators declined when comparing the First Half 2014 to the First Half 2013.

Improved

Local Buses	1st Half 2014	1st Half 2013
Buses with No Scratchtied Windows	99%	87%
Bus Announcements that are Understandable/Correct	56%	34%
Buses Displaying a Correct/Legible Bus Map	77%	45%

Declined

Local Buses		
Cleanliness of Bus Interior (In Service)	90%	93%
Buses with No Interior Graffiti	91%	94%

Express Buses		
Exterior Dirt Conditions on Buses (Before Entering Service)	95%	98%
Cleanliness of Bus Interior (Before Entering Service)	95%	98%
Operative Reading Lights	84%	93%
Operative Reclining Seats	82%	95%

Passenger Environment Survey

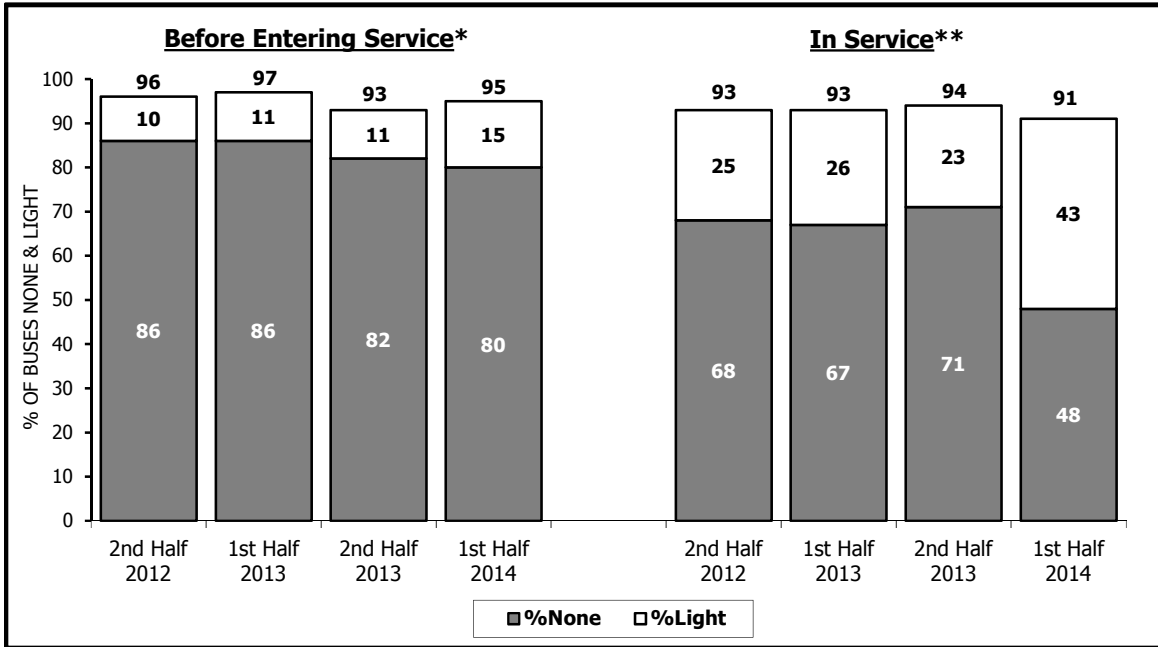
Local Bus Results

The Local Bus PES consists of 26 indicators. Three (3) improved, two (2) declined and twenty-one (21) remained statistically unchanged when comparing the 1st Half 2014 to the 1st Half 2013. The table below shows the results for the 1st Half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012		2013				2014	
		2nd half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	86	68	86	67	82	71	80	48
<i>Presence of Litter</i>	% Light	10	25	11	26	11	23	15	43
	% Moderate	1	2	1	1	2	1	2	1
	% Heavy	3	5	2	6	5	5	3	8
<i>See Chart 1</i>									
Exterior Dirt Condition of Buses	% None	95	97	93	96	93	97	83	84
<i>Degree of Dirtiness</i>	% Light	4	3	7	3	6	3	16	15
	% Moderate	1	0	0	1	1	0	1	1
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	89	92	85	88	77	90	82	85
<i>Degree of Dirtiness</i>	% Light	5	3	11	5	11	4	12	5
	% Moderate	2	0	2	2	6	2	3	2
	% Heavy	4	5	2	5	6	4	3	8
<i>See Chart 2</i>									
% Buses with No Damaged Panels		99		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		83		87		82		99	
% Buses with No Clouded Windows		99		100		100		100	
% Buses with No Interior Graffiti		93		94		94		91	
% Buses with No Exterior Graffiti		100		100		100		100	
Customer Information									
% Buses with Readable/Correct Front Sign		100		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100		100	
% Buses with Correct Rear Sign		100		100		100		99	
% Bus Announcements that are Understandable/Correct		34		34		50		56	
% Buses with Priority Seating Stickers		100		99		100		98	
% Buses Displaying a Correct/Legible Bus Map		75		45		3		77	
Functioning Equipment									
Climate Control Conditions in Buses ¹		89		97		93		97	
% Buses with Operative Kneeling Feature		100		98		98		98	
% Buses with Operative Wheelchair Lift		98		95		96		95	
% Buses with Operating Windows		100		100		97		100	
% Buses with Operative Rear Door		99		100		99		100	
Operations									
% Bus Stops where Buses Board/Discharge									
Passengers Appropriately		100		99		100		100	
% Bus Operators in Proper Uniform		100		100		100		100	
% Bus Operators Properly Displaying Badges		99		100		100		100	

¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.
Before Service - Surveyed at the depot before going into service. In Service - Surveyed at terminals while in service.

**Passenger Environment Survey
Litter Conditions on Local Buses**



* Measured at the depot before going into service.
 ** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

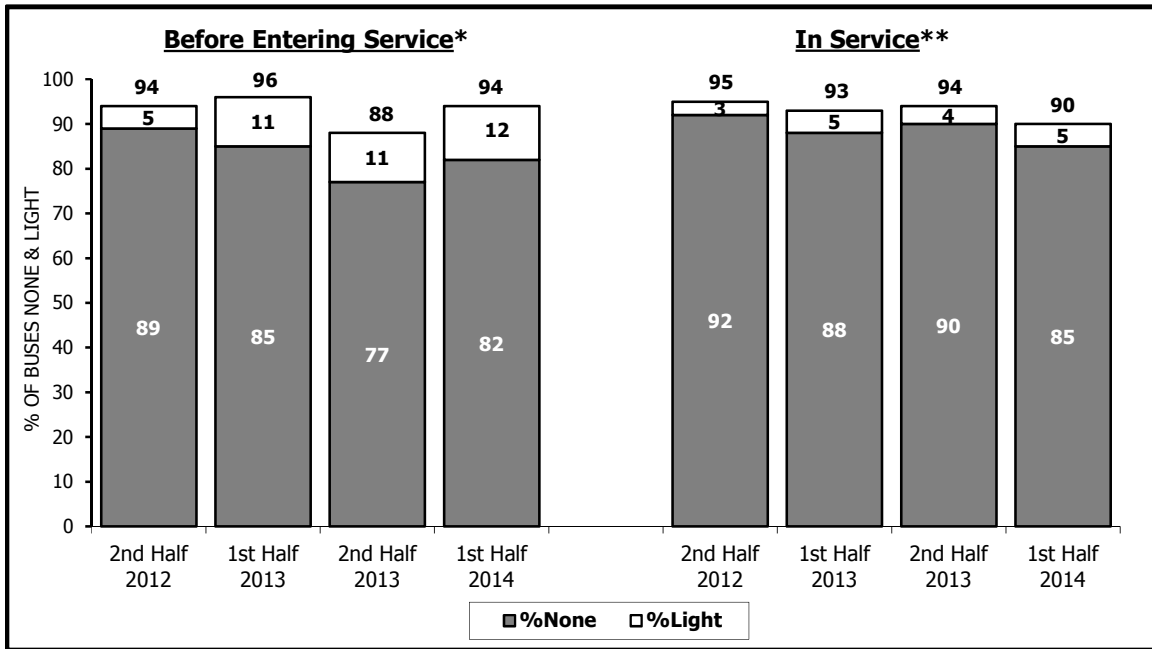
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	80%	15%	2%	3%	48%	43%	1%	8%
2nd Half 2013	82%	11%	2%	5%	71%	23%	1%	5%
1st Half 2013	86%	11%	1%	2%	67%	26%	1%	6%
2nd Half 2012	86%	10%	1%	3%	68%	25%	2%	5%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged when comparing the 1st Half 2014 to the 1st Half 2013.

**Passenger Environment Survey
Cleanliness Conditions on Local Buses**



* Measured at the depot before going into service.
 ** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g. rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	82%	12%	3%	3%	85%	5%	2%	8%
2nd Half 2013	77%	11%	6%	6%	90%	4%	2%	4%
1st Half 2013	85%	11%	2%	2%	88%	5%	2%	5%
2nd Half 2012	89%	5%	2%	4%	92%	3%	0%	5%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a statistically significant decline (-3%) when comparing the 1st Half 2014 to the 1st Half 2013.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which eight (8) remained statistically unchanged while four (4) showed a statistically significant decline when comparing the 1st Half 2014 to the 1st Half 2013. The table below depicts the results for the 1st Half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2012		2013		2014				
		2nd Half		1st Half		2nd Half		1st Half		
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service	
Cleanliness and Appearance										
Litter Conditions in Buses	% None	90	92	87	84	83	92	85	85	
<i>Presence of Litter</i>	% Light	9	6	12	14	13	6	12	11	
	% Moderate	0	1	0	0	1	1	1	1	
	% Heavy	1	1	1	2	3	1	2	3	
<i>See Chart 3</i>										
	Exterior Dirt Condition of Buses	% None	91	98	88	100	82	98	79	91
	<i>Degree of Dirtiness</i>	% Light	8	2	10	0	14	2	16	8
		% Moderate	1	0	2	0	4	0	5	1
% Heavy		0	0	0	0	0	0	0	0	
Cleanliness of Bus Interior	% None	91	98	90	98	85	97	85	94	
	<i>Degree of Dirtiness</i>	% Light	7	1	8	0	9	2	10	2
		% Moderate	1	0	1	0	3	1	2	1
		% Heavy	1	1	1	2	3	0	3	3
% Buses with No Damaged Panels		99		100		99		100		
% Buses with No Cracked Windows		100		100		100		100		
% Buses with No Interior Graffiti		100		100		100		99		
% Buses with No Exterior Graffiti		100		100		100		100		

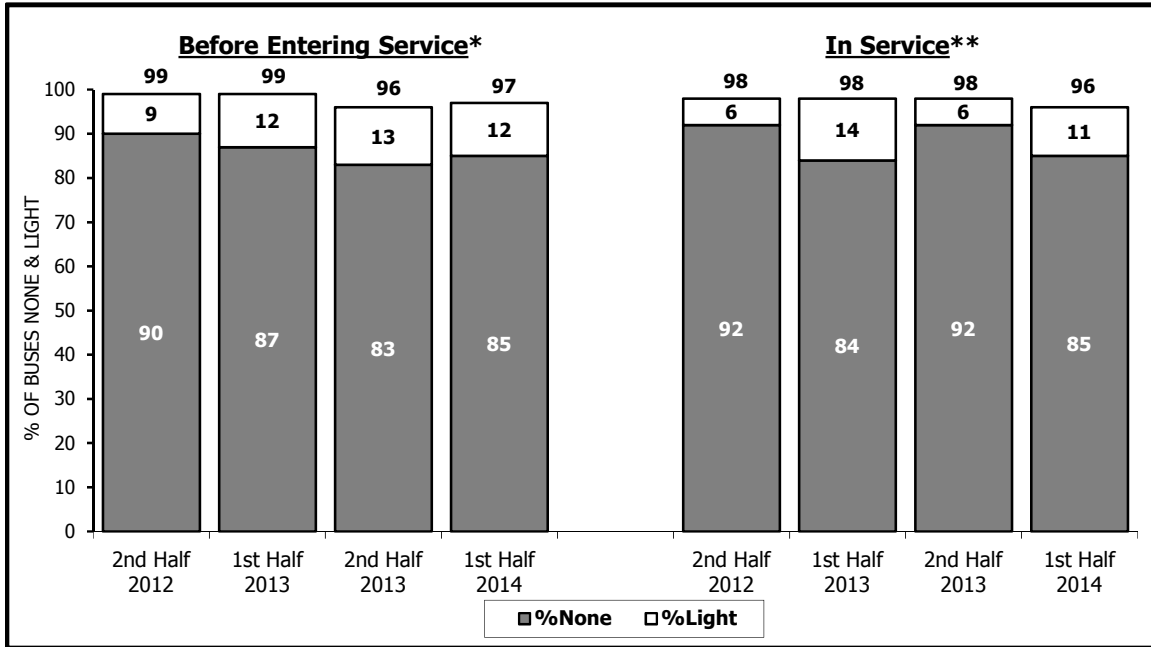
Functioning Equipment

% of Operative Reading Lights on Buses	95	93	84	84
% of Operative Reclining Seats on Buses	89	95	86	82

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

**Passenger Environment Survey
Litter Conditions on Express Buses**



* Measured at the depot before going into service.
 ** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

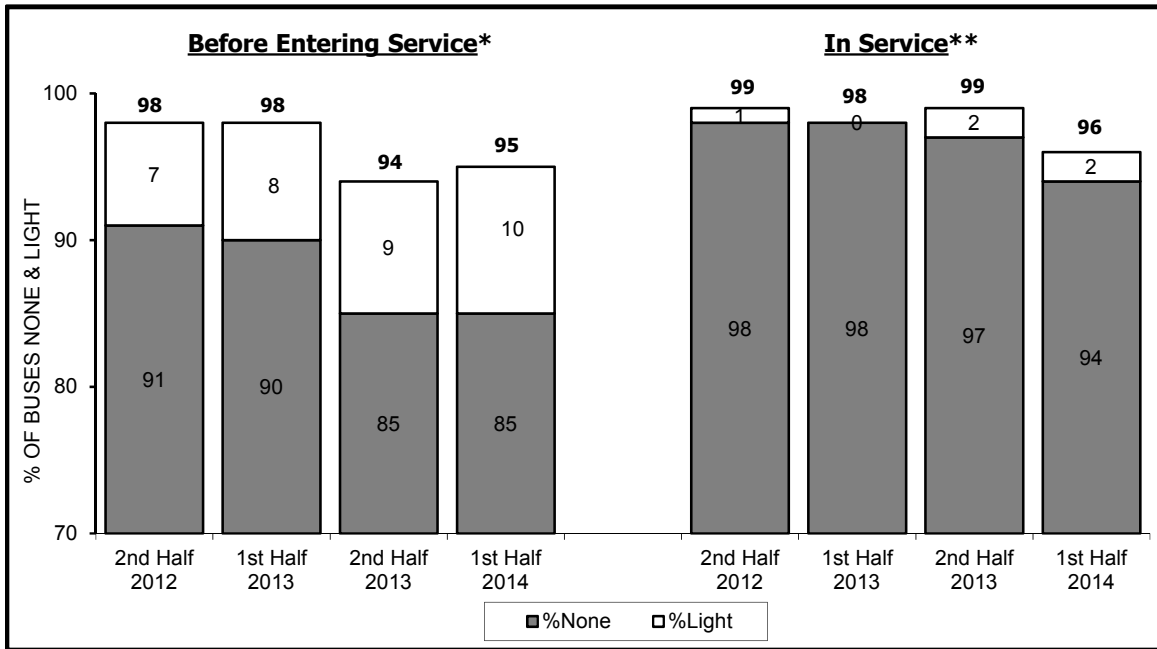
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	85%	12%	1%	2%	85%	11%	1%	3%
2nd Half 2013	83%	13%	1%	3%	92%	6%	1%	1%
1st Half 2013	87%	12%	0%	1%	84%	14%	0%	2%
2nd Half 2012	90%	9%	0%	1%	92%	6%	1%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2014 vs. 1st Half 2013: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged when comparing the 1st Half 2014 to the 1st Half 2013.

**Passenger Environment Survey
Cleanliness Conditions on Express Buses**



* Measured at the depot before going into service.
 ** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

- None**- basically dirt free;
- Light**- Occasional "ground in" spots, but generally clean;
- Moderate**- Dingy floor, one or two sticky dry spots;
- Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2014	85%	10%	2%	3%	94%	2%	1%	3%
2nd Half 2013	85%	9%	3%	3%	97%	2%	1%	0%
1st Half 2013	90%	8%	1%	1%	98%	0%	0%	2%
2nd Half 2012	91%	7%	1%	1%	98%	1%	0%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

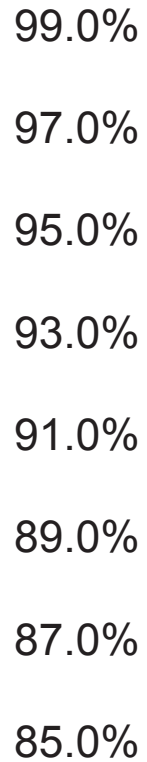
1st Half 2014 vs. 1st Half 2013: the "Before Entering Service" results showed a statistically significant decline (-3%) while the "In Service" results remained statistically unchanged when comparing the 1st Half 2014 to the 1st Half 2013.

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Second Quarter - 2014

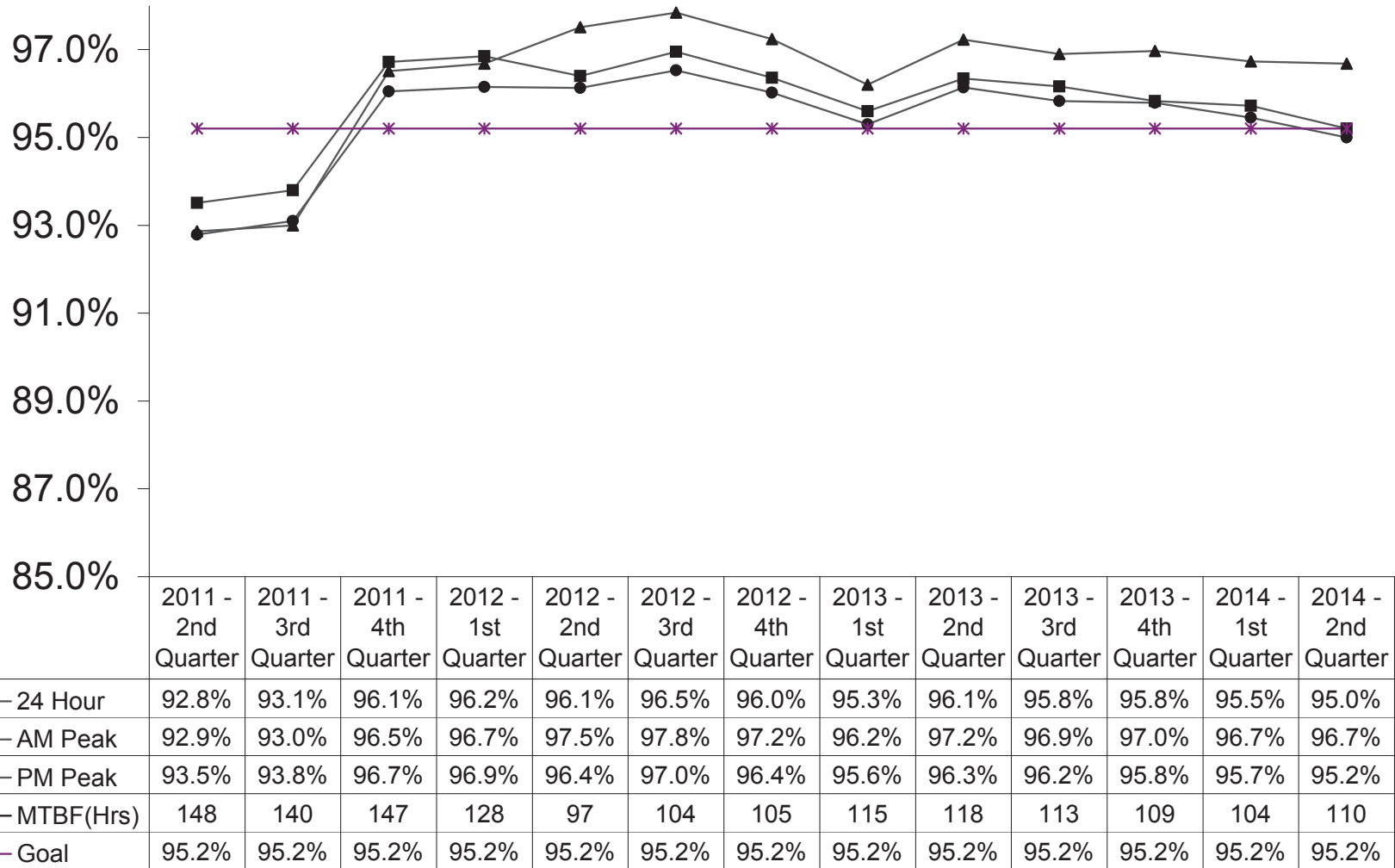
Passenger Elevator 2014 2nd Quarter Availability



	2011 - 2nd Quarter	2011 - 3rd Quarter	2011 - 4th Quarter	2012 - 1st Quarter	2012 - 2nd Quarter	2012 - 3rd Quarter	2012 - 4th Quarter	2013 - 1st Quarter	2013 - 2nd Quarter	2013 - 3rd Quarter	2013 - 4th Quarter	2014 - 1st Quarter	2014 - 2nd Quarter
● 24 Hour	95.3%	95.6%	97.0%	98.1%	97.8%	97.4%	97.5%	97.3%	97.6%	97.3%	96.9%	96.7%	96.0%
▲ AM Peak	95.9%	96.2%	97.8%	98.7%	98.6%	98.2%	98.2%	98.1%	98.6%	98.2%	97.8%	97.7%	97.0%
■ PM Peak	95.7%	96.0%	97.5%	98.7%	98.2%	97.9%	98.0%	97.9%	98.2%	98.0%	97.5%	97.3%	96.7%
— MTBF(Hrs)	404	358	378	458	421	385	404	342	375	347	300	325	394
* Goal	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%

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

Escalator 2014 2nd Quarter Availability



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

Elevator and Escalator Quarterly Performance Summary Second Quarter - 2014

Elevator Performance

Borough	No. Units	Avg Age	2014 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	26	9.8	98.3%	98.9%	99.0%	259	158	101	16
Brooklyn	54	8.5	94.7%	96.0%	95.2%	586	323	263	24
Manhattan	103	11.2	95.7%	96.6%	96.5%	1386	825	561	51
Queens	34	11.4	96.9%	97.9%	97.8%	415	240	175	14
System	217	10.2	96.0%	97.0%	96.7%	2646	1546	1100	105

Escalator Performance

Borough	No. Units	Avg Age	2014 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	15.1	93.4%	95.3%	92.8%	458	366	92	0
Brooklyn	33	13.2	91.9%	93.9%	90.9%	1258	1041	217	0
Manhattan	87	13.0	95.5%	97.2%	96.0%	3616	1968	1648	0
Queens	44	13.0	96.9%	98.2%	97.5%	1022	779	243	0
System	176	13.6	95.0%	96.7%	95.2%	6354	4154	2200	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator											
Quarterly Performance By Borough											
Second Quarter - 2014											
Borough:		Bronx									
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	EL127	9	Simpson St 2 5	94.2%	94.9%	94.4%	97.0%	18	14	4	0
2	EL138	6	Pelham Pkwy 2 5	94.4%	94.6%	95.0%	98.5%	18	15	3	4
3	EL133	12	161 St-Yankee Stadium 4	96.0%	97.4%	97.7%	99.1%	16	8	8	2
4	EL184	7	231st St 1	97.3%	97.2%	98.6%	99.4%	10	9	1	0
5	EL188	8	Fordham Rd 4	97.7%	99.6%	99.9%	98.2%	15	9	6	1
6	EL129	17	3rd Ave-149 St 2 5	97.8%	98.4%	99.9%	99.4%	13	10	3	1
7	EL182	7	Gun Hill Rd 2 5	97.8%	98.2%	98.5%	96.1%	18	13	5	2
8	EL136	6	Pelham Pkwy 2 5	98.2%	98.9%	98.9%	99.7%	13	11	2	1
9	EL132	12	161 St-Yankee Stadium 4	98.3%	97.9%	98.6%	98.2%	8	4	4	0
10	EL183	7	Gun Hill Rd 2 5	98.5%	99.7%	99.1%	94.1%	15	8	7	0
11	EL186	8	Fordham Rd 4	98.6%	98.7%	98.7%	98.5%	8	4	4	1
12	EL128	8	Simpson St 2 5	98.7%	99.2%	98.3%	97.8%	11	7	4	1
13	EL192	7	233rd St 2 5	98.8%	99.5%	98.5%	93.7%	12	7	5	1
14	EL131	12	161 St-Yankee Stadium 4 B D	98.8%	98.8%	100.0%	98.9%	10	5	5	0
15	EL187	8	Fordham Rd 4	98.8%	99.8%	99.9%	98.4%	7	3	4	1
16	EL134	12	161 St-Yankee Stadium B D	98.9%	99.9%	99.2%	97.8%	10	4	6	0
17	EL121	24	Pelham Bay Park 6	99.0%	99.2%	99.9%	98.6%	12	8	4	0
18	EL194	7	233rd St 2 5	99.1%	100.0%	99.6%	99.0%	6	3	3	0
19	EL122	24	Pelham Bay Park 6	99.1%	100.0%	99.4%	98.2%	6	2	4	0
20	EL185	7	231st St 1	99.1%	100.0%	100.0%	99.3%	4	0	4	0
21	EL135	12	161 St-Yankee Stadium B D	99.2%	100.0%	99.1%	99.1%	7	4	3	1
22	EL160	2	180th Street 2 5	99.2%	100.0%	100.0%	99.4%	5	2	3	0
23	EL159	2	180th Street 2 5	99.4%	100.0%	100.0%	99.1%	4	2	2	0
24	EL130	17	3rd Ave-149 St 2 5	99.5%	99.8%	100.0%	99.2%	4	3	1	0
25	EL137	6	Pelham Pkwy 2 5	99.5%	99.9%	100.0%	99.7%	4	2	2	0
26	EL193	7	233rd St 2 5	99.5%	99.6%	100.0%	99.1%	5	1	4	0
	26	9.8	Elevator Subtotal:	98.3%	98.9%	99.0%	98.3%	259	158	101	16
1	ES121	24	Pelham Bay Park 6	77.0%	77.5%	76.2%	97.0%	12	8	4	0
2	ES108	21	Intervale Av 2 5	89.7%	92.4%	88.0%	81.0%	38	33	5	0
3	ES106	9	West Farms Sq-E Tremont Av 2 5	92.0%	93.5%	91.2%	94.2%	53	45	8	0
4	ES113	12	161 St-Yankee Stadium 4	93.4%	99.5%	97.4%	90.3%	85	79	6	0
5	ES120	24	Pelham Bay Park 6	94.2%	95.8%	95.6%	67.5%	21	15	6	0
6	ES111	13	Parkchester 6	94.6%	95.3%	95.8%	97.5%	35	21	14	0
7	ES105	8	Gun Hill Rd 2 5	95.6%	98.8%	88.1%	96.5%	54	47	7	0
8	ES104	8	Gun Hill Rd 2 5	96.3%	96.3%	93.2%	96.2%	44	36	8	0
9	ES122	18	Pelham Pkwy 2 5	96.7%	97.6%	96.6%	92.2%	29	21	8	0
10	ES114	15	161 St-Yankee Stadium 4	96.8%	99.1%	95.7%	97.4%	37	30	7	0
11	ES112	12	Norwood-205 St D	96.9%	99.1%	97.4%	93.7%	33	22	11	0
12	ES123	17	Pelham Pkwy 2 5	97.4%	98.9%	98.4%	96.2%	17	9	8	0
	12	15.1	Escalator Subtotal:	93.4%	95.3%	92.8%	91.6%	458	366	92	0
*Note the number of entrapments are included in the non scheduled outages count.											

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

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
			1	EL104	10	191 St 1	32.0%	30.4%	34.2%		98.7%
2	EL721	0	Fulton St A C J Z 2 3 4 5	56.2%	55.9%	55.7%	0.0%	17	13	4	2
3	EL244	12	Grand Central-42 St 7	59.2%	60.9%	59.7%	93.1%	43	25	18	2
4	EL120	28	190 St A	76.9%	77.2%	76.6%	97.9%	27	21	6	0
5	EL325	12	Canal St 6	82.1%	83.5%	82.4%	98.0%	11	8	3	0
6	EL277	4	59th St-Columbus Circle A B C D 1	90.1%	90.0%	90.7%	96.3%	18	11	7	4
7	EL711	6	Bowling Green 4 5	91.7%	93.2%	92.1%	99.3%	24	22	2	0
8	EL119	28	181 St A	92.2%	94.4%	92.6%	94.4%	20	12	8	0
9	EL125	10	125 St 4 5 6	92.3%	92.8%	93.3%	98.0%	14	10	4	3
10	EL245	9	Lexington Av-53 St E M	92.7%	95.1%	94.4%	97.6%	16	10	6	0
11	EL402	24	Lexington Av-63 St F	92.9%	97.2%	94.3%	93.2%	31	24	7	0
12	EL142	8	125 St A B C D	93.4%	93.6%	94.4%	99.1%	21	15	6	1
13	EL204	23	Grand Central-42 St 4 5 6 7 S	94.2%	96.2%	94.2%	98.4%	21	13	8	0
14	EL237	14	66 St-Lincoln Center 1	94.4%	95.1%	95.6%	98.8%	11	4	7	0
15	EL202	13	51 St 6	94.9%	96.5%	95.6%	96.4%	31	21	10	2
16	EL114	16	168 St 1	95.0%	94.5%	95.3%	94.6%	14	10	4	3
17	EL230	11	Times Sq-42 St N Q R	95.2%	94.3%	96.3%	99.2%	20	14	6	1
18	EL206	23	Grand Central-42 St 4 5 6	95.3%	96.7%	95.6%	96.0%	8	4	4	1
19	EL111	16	168 St 1	95.4%	96.3%	97.4%	95.8%	21	14	7	0
20	EL201	13	51 St 6	95.7%	97.5%	97.8%	99.4%	13	4	9	0
21	EL213	20	34 St-Herald Sq B D F M N Q R	96.0%	97.4%	95.5%	97.3%	16	7	9	1
22	EL232	7	Times Sq-42 St 1 2 3 7	96.0%	95.8%	97.6%	93.2%	16	12	4	1
23	EL103	10	191 St 1	96.2%	96.2%	98.1%	98.6%	25	16	9	1
24	EL281	5	57 St-7 Av N Q R	96.2%	95.7%	97.8%	99.0%	60	55	5	0
25	EL219	14	14 St-Union Sq N Q R	96.4%	97.8%	96.2%	98.4%	16	7	9	0
26	EL109	14	181 St 1	96.5%	97.2%	96.6%	96.9%	13	9	4	1
27	EL333	9	West 4 St A B C D E F M	96.7%	98.9%	98.0%	97.2%	13	7	6	0
28	EL710	6	Bowling Green 4 5	96.8%	98.0%	99.4%	98.7%	20	14	6	1
29	EL116	9	190 St A	96.9%	96.5%	96.7%	97.0%	18	12	6	1
30	EL141	7	168 St A C	97.0%	98.5%	96.5%	93.6%	13	7	6	0
31	EL225	12	34 St-Penn Station C E	97.0%	98.7%	96.7%	98.6%	9	7	2	0
32	EL723	0	Fulton St 2 3	97.1%	97.2%	97.1%	0.0%	8	3	5	0
33	EL211	20	34 St-Herald Sq N Q R	97.1%	97.3%	98.5%	99.7%	25	19	6	1
34	EL145	3	96th St 231	97.1%	99.2%	94.8%	99.3%	14	12	2	3
35	EL324	12	Canal St 6	97.2%	98.3%	98.4%	90.9%	14	9	5	1
36	EL180	6	135 St 2 3	97.3%	98.0%	97.8%	99.6%	8	4	4	0
37	EL328	1	Bleecker St D F B M 6	97.3%	99.7%	98.8%	97.2%	13	6	7	0
38	EL123	24	175 St A	97.4%	99.9%	96.2%	99.1%	17	12	5	2
39	EL335	9	West 4 St A B C D E F M	97.5%	98.9%	99.3%	97.5%	13	5	8	0
40	EL316	21	Brooklyn Bridge 4 5 6	97.6%	99.1%	98.8%	96.5%	9	4	5	1
41	EL106	11	191 St 1	97.6%	98.4%	98.9%	94.6%	13	6	7	0
42	EL107	14	181 St 1	97.6%	97.2%	100.0%	85.0%	20	16	4	2
43	EL334	9	West 4 St A B C D E F M	97.6%	98.6%	98.9%	98.2%	9	3	6	0
44	EL124	24	175 St A	97.6%	97.1%	100.0%	97.9%	22	17	5	1

Elevator and Escalator												
Quarterly Performance By Borough												
Second Quarter - 2014												
Borough:		Manhattan										
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments		
			24 Hr	AM	PM		24 Hr	Non Scheduled	Scheduled			
				Peak	Peak							
45	EL217	14	14 St-Union Sq	L N Q R	97.8%	99.8%	98.1%	98.8%	12	5	7	0
46	EL148	14	Inwood-207 St	A	97.8%	98.5%	99.6%	98.0%	32	24	8	0
47	EL210	20	34 St-Herald Sq	B D F M	97.9%	98.5%	98.4%	83.7%	16	10	6	2
48	EL117	11	181 St	A	97.9%	99.2%	99.3%	96.8%	11	3	8	0
49	EL314	21	Brooklyn Bridge	4 5 6	97.9%	99.7%	100.0%	98.7%	14	8	6	0
50	EL280	4	59th St-Columbus Circle	A B C D 1	98.0%	99.0%	98.9%	98.1%	11	5	6	1
51	EL115	13	190 St	A	98.0%	99.3%	97.3%	98.2%	15	10	5	0
52	EL113	16	168 St	1	98.1%	98.0%	97.5%	98.4%	15	10	5	1
53	EL226	12	34 St-Penn Station	C E	98.1%	98.2%	98.2%	98.8%	9	6	3	1
54	EL233	7	Times Sq-42 St	1 2 3	98.2%	97.5%	98.8%	93.4%	20	17	3	0
55	EL227	12	34 St-Penn Station	A	98.2%	98.9%	98.4%	97.5%	7	2	5	0
56	EL209	20	34 St-Herald Sq	B D F M	98.2%	98.4%	98.9%	99.7%	14	5	9	1
57	EL329	1	Bleecker St	D F B M 6	98.3%	100.0%	100.0%	98.4%	10	2	8	0
58	EL108	14	181 St	1	98.3%	98.7%	99.7%	94.2%	14	9	5	0
59	EL229	11	Times Sq-42 St	N Q R	98.3%	98.9%	98.9%	99.3%	8	3	5	0
60	EL338	5	Chambers St	1 2 3	98.4%	99.5%	100.0%	99.8%	9	6	3	0
61	EL149	14	Inwood-207 St	A	98.4%	99.7%	99.7%	98.3%	11	5	6	0
62	EL234	5	47-50 Sts-Rockefeller Center	B D F M	98.4%	99.6%	99.2%	99.0%	13	9	4	0
63	EL240	10	72 St	1 2 3	98.5%	99.7%	100.0%	99.0%	12	2	10	0
64	EL315	21	Brooklyn Bridge	4 5 6	98.5%	100.0%	99.6%	98.2%	9	3	6	0
65	EL228	12	34 St-Penn Station	C E	98.6%	98.9%	100.0%	99.1%	7	5	2	1
66	EL278	4	59th St-Columbus Circle	A B C D 1	98.6%	99.1%	98.8%	98.9%	8	3	5	0
67	EL222	11	14 St	A C E	98.6%	99.4%	99.5%	98.9%	14	9	5	0
68	EL140	7	168 St	A C	98.6%	99.3%	98.7%	97.7%	11	5	6	0
69	EL118	9	181 St	A	98.6%	100.0%	99.9%	98.1%	8	1	7	0
70	EL279	4	59th St-Columbus Circle	A B C D 1	98.6%	99.7%	99.7%	93.2%	10	4	6	0
71	EL223	11	14 St	A C E	98.6%	100.0%	99.4%	99.2%	8	3	5	1
72	EL238	14	66 St-Lincoln Center	1	98.7%	100.0%	98.9%	98.9%	8	3	5	0
73	EL215	14	34 St-Penn Station	2 3	98.7%	100.0%	100.0%	98.8%	8	3	5	0
74	EL218	14	14 St-Union Sq	L	98.7%	100.0%	99.6%	96.5%	10	4	6	0
75	EL332	1	Bleecker St	D F B M 6	98.7%	99.7%	100.0%	98.9%	8	2	6	0
76	EL105	11	191 St	1	98.7%	99.9%	99.5%	94.8%	12	5	7	0
77	EL224	11	8 Av	L	98.7%	99.1%	99.5%	98.6%	11	7	4	0
78	EL139	7	168 St	1 A C	98.7%	100.0%	99.6%	96.6%	9	4	5	0
79	EL110	14	181 St	1	98.8%	100.0%	99.5%	98.1%	11	5	6	1
80	EL732	6	Fulton St	2 3	98.8%	99.7%	99.4%	99.6%	9	6	3	0
81	EL126	24	125 St	4 5 6	98.8%	99.3%	99.2%	97.2%	8	5	3	1
82	EL112	16	168 St	1	98.9%	99.8%	99.8%	98.9%	14	9	5	1
83	EL235	5	47-50 Sts-Rockefeller Center	B D F M	98.9%	100.0%	99.7%	99.0%	8	4	4	0
84	EL178	0	Dyckman St	1	98.9%	99.8%	99.0%	0.0%	11	6	5	0
85	EL719	0	Fulton St	A C J Z 2 3 4 5	98.9%	100.0%	99.9%	0.0%	7	3	4	0
86	EL239	10	72 St	1 2 3	98.9%	100.0%	100.0%	99.6%	7	1	6	0
87	EL205	23	Grand Central-42 St	4 5 6	99.0%	100.0%	100.0%	98.3%	8	2	6	0
88	EL236	5	47-50 Sts-Rockefeller Center	B D F M	99.0%	99.4%	100.0%	99.4%	6	1	5	0
89	EL212	20	34 St-Herald Sq	N Q R	99.0%	100.0%	100.0%	99.5%	9	3	6	0
90	EL401	24	Lexington Av-63 St	F	99.1%	98.9%	100.0%	99.0%	7	2	5	0
91	EL143	8	125 St	A B C D	99.1%	99.8%	99.1%	97.7%	15	10	5	0
92	EL722	0	Fulton St	J Z	99.1%	100.0%	99.6%	0.0%	5	2	3	0
93	EL331	1	Bleecker St	D F B M 6	99.2%	99.7%	100.0%	94.9%	6	3	3	0
94	EL214	10	34 St-Penn Station	1	99.2%	100.0%	100.0%	99.4%	4	0	4	0
95	EL146	3	96th St 231		99.2%	100.0%	100.0%	99.0%	9	7	2	0
96	EL330	1	Bleecker St	D F B M 6	99.2%	100.0%	99.5%	97.5%	8	4	4	1
97	EL221	11	14 St/8 Av	A C E L	99.2%	100.0%	100.0%	98.3%	6	1	5	0
98	EL216	10	34 St-Penn Station	1	99.3%	100.0%	100.0%	99.3%	4	0	4	0
99	EL144	8	125 St	A B C D	99.3%	100.0%	100.0%	99.4%	5	1	4	0
100	EL220	14	14 St-Union Sq	N Q R	99.4%	99.8%	99.6%	94.0%	9	4	5	0

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

Borough: Manhattan											
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
			101	EL336	5	Chambers St ①②③	99.5%	100.0%	100.0%		97.1%
102	EL181	6	135 St ②③	99.5%	100.0%	99.8%	98.7%	4	2	2	0
103	EL337	5	Chambers St ①②③	99.7%	100.0%	99.8%	99.6%	4	2	2	0
103	11.2	Elevator Subtotal:		95.7%	96.6%	96.5%	97.4%	1386	825	561	51

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

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr.	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	ES369	5	South Ferry 1	60.2%	60.8%	60.0%	90.5%	26	23	3	0
2	ES236	6	34 St-Herald Sq B D F M	80.7%	83.1%	80.9%	97.0%	34	21	13	0
3	ES311	12	Whitehall St R	83.6%	86.1%	80.4%	94.2%	61	56	5	0
4	ES328	15	Delancey St F	88.7%	91.9%	89.0%	93.8%	72	64	8	0
5	ES118	17	181 St A	89.1%	91.3%	91.5%	98.0%	31	15	16	0
6	ES367	0	Fulton St A C J Z 2 3 4 5	89.7%	93.1%	90.8%	0.0%	28	23	5	0
7	ES231	7	34 St-Herald Sq B D F M	90.3%	94.1%	91.1%	94.9%	49	33	16	0
8	ES211	16	59 St 4 5 6	91.5%	93.5%	92.9%	97.1%	38	30	8	0
9	ES403	24	Lexington Av-63 St F	91.5%	92.4%	91.1%	66.0%	34	27	7	0
10	ES404	24	Lexington Av-63 St F	91.8%	92.3%	91.8%	97.9%	7	5	2	0
11	ES338	10	Bowling Green 4 5	91.8%	93.2%	90.0%	98.0%	47	43	4	0
12	ES217	7	Times Sq-42 St 7	92.8%	96.7%	93.5%	97.0%	53	42	11	0
13	ES214	16	59 St 4 5 6	92.8%	97.2%	93.4%	98.6%	62	53	9	0
14	ES351	14	Whitehall St R	93.7%	96.5%	91.3%	93.7%	23	17	6	0
15	ES336	11	Bowling Green 4 5	93.7%	95.9%	93.0%	98.5%	52	48	4	0
16	ES102	12	125 St 1	93.8%	96.6%	90.7%	93.9%	51	48	3	0
17	ES234	6	34 St-Herald Sq B D F M	93.9%	96.4%	94.4%	98.3%	55	37	18	0
18	ES117	17	181 St A	94.5%	94.7%	98.4%	90.9%	52	39	13	0
19	ES246	17	Lexington Av-53 St E M	94.5%	98.9%	95.7%	98.9%	157	50	107	0
20	ES255	25	Grand Central-42 St 4 5 6 7 S	94.6%	98.4%	95.3%	96.8%	157	29	128	0
21	ES232	7	34 St-Herald Sq B D F M	94.9%	99.3%	95.8%	95.4%	62	46	16	0
22	ES326	15	West 4 St A B C D E F M	94.9%	97.9%	94.1%	96.0%	31	27	4	0
23	ES222	7	34 St-Herald Sq B D F M N O R	95.2%	93.9%	95.4%	98.7%	69	62	7	0
24	ES325	15	West 4 St A B C D E F M	95.2%	96.1%	97.1%	96.0%	40	37	3	0
25	ES341	10	Bowling Green 4 5	95.3%	99.7%	91.8%	97.3%	45	39	6	0
26	ES115	13	145 St B D	95.4%	96.6%	95.2%	97.5%	18	13	5	0
27	ES204	14	Grand Central-42 St 7	95.5%	97.8%	96.4%	96.6%	182	59	123	0
28	ES329	0	East Broadway F	95.5%	97.9%	97.3%	0.0%	26	14	12	0
29	ES206	13	Grand Central-42 St 7	95.5%	98.4%	98.2%	93.6%	143	22	121	0
30	ES368	0	Fulton St A C J Z 2 3 4 5	95.6%	96.4%	96.1%	0.0%	15	9	6	0
31	ES342	9	Bowling Green 4 5	95.6%	99.1%	95.6%	98.2%	40	35	5	0
32	ES233	6	34 St-Herald Sq B D F M	95.6%	96.6%	96.7%	97.0%	50	36	14	0
33	ES205	13	Grand Central-42 St 7	95.7%	99.2%	96.9%	96.5%	45	33	12	0
34	ES208	13	Grand Central-42 St 7	95.9%	98.8%	96.5%	98.2%	136	9	127	0
35	ES235	6	34 St-Herald Sq B D F M	96.1%	99.3%	97.1%	96.4%	43	17	26	0
36	ES103	18	125 St 1	96.1%	94.6%	97.7%	98.0%	48	42	6	0
37	ES408	24	Lexington Av-63 St F	96.2%	96.9%	98.1%	93.9%	20	16	4	0
38	ES269	10	Lexington Av-53 St E M	96.2%	98.8%	95.4%	95.4%	46	36	10	0
39	ES244	17	Lexington Av-53 St E M	96.3%	97.1%	92.3%	96.3%	120	19	101	0
40	ES218	8	Times Sq-42 St 7	96.5%	99.1%	99.2%	96.9%	39	32	7	0
41	ES343	11	Bowling Green 4 5	96.6%	99.9%	96.3%	96.0%	27	23	4	0
42	ES339	10	Bowling Green 4 5	96.8%	98.1%	96.6%	98.2%	30	25	5	0
43	ES402	24	Lexington Av-63 St F	96.8%	97.8%	97.8%	98.6%	24	19	5	0
44	ES101	12	125 St 1	96.8%	98.0%	95.8%	95.5%	41	38	3	0
45	ES215	17	Lexington Av-59 St N Q R	96.9%	95.6%	96.9%	98.0%	57	49	8	0
46	ES119	17	181 St A	97.0%	97.1%	99.2%	97.0%	23	11	12	0

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

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr.	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
47	ES249	11	Lexington Av-59 St NQR	97.0%	98.5%	97.8%	95.5%	29	18	11	0
48	ES207	13	Grand Central-42 St 7	97.0%	99.5%	99.0%	97.7%	152	21	131	0
49	ES229	7	34 St-Herald Sq BD FM	97.1%	98.6%	99.2%	94.1%	36	24	12	0
50	ES224	7	34 St-Herald Sq BD FM NQR	97.1%	98.3%	97.9%	98.9%	29	24	5	0
51	ES301	14	Park Pl 23	97.2%	97.4%	98.0%	97.5%	14	11	3	0
52	ES213	15	59 St 456	97.2%	99.5%	97.7%	98.4%	40	30	10	0
53	ES340	9	Bowling Green 45	97.2%	99.5%	97.2%	98.3%	17	10	7	0
54	ES302	14	Park Pl 23	97.3%	98.7%	98.5%	98.1%	24	11	13	0
55	ES221	7	34 St-Herald Sq BD FM NQR	97.4%	98.8%	95.2%	98.7%	39	34	5	0
56	ES243	17	Lexington Av-53 St EM	97.4%	98.7%	98.6%	97.4%	29	20	9	0
57	ES238	15	7 Av BDE	97.5%	99.9%	99.6%	94.6%	34	13	21	0
58	ES405	24	Lexington Av-63 St F	97.6%	98.6%	97.4%	98.3%	27	21	6	0
59	ES327	15	Delancey St F	97.6%	98.9%	97.8%	97.6%	20	13	7	0
60	ES256	25	Grand Central-42 St 4567S	97.7%	99.1%	98.6%	99.0%	18	7	11	0
61	ES230	7	34 St-Herald Sq BD FM	97.7%	99.0%	99.4%	97.9%	39	29	10	0
62	ES337	11	Bowling Green 45	97.7%	98.8%	99.3%	99.0%	18	13	5	0
63	ES370	5	South Ferry 1	97.8%	98.3%	98.8%	97.5%	10	6	4	0
64	ES334	0	Bowery JZ	97.8%	99.8%	98.6%	0.0%	19	9	10	0
65	ES248	11	Lexington Av-59 St NQR	97.8%	98.6%	99.1%	93.1%	20	11	9	0
66	ES345	18	Bowling Green 45	97.9%	99.7%	100.0%	95.7%	13	6	7	0
67	ES401	24	Lexington Av-63 St F	98.1%	100.0%	97.2%	95.2%	13	8	5	0
68	ES209	12	Grand Central-42 St 7	98.2%	100.0%	99.7%	98.5%	22	7	15	0
69	ES116	12	145 St BD	98.2%	98.9%	100.0%	98.7%	8	4	4	0
70	ES239	15	5 Av-53 St EM	98.2%	99.9%	99.4%	98.2%	19	9	10	0
71	ES406	24	Lexington Av-63 St F	98.2%	98.4%	100.0%	94.6%	14	9	5	0
72	ES240	15	5 Av-53 St EM	98.2%	100.0%	99.0%	98.2%	106	4	102	0
73	ES212	15	59 St 456	98.2%	99.9%	99.4%	98.3%	15	8	7	0
74	ES407	24	Lexington Av-63 St F	98.4%	100.0%	98.9%	99.0%	10	6	4	0
75	ES312	0	Whitehall St R	98.5%	99.9%	97.8%	0.0%	11	7	4	0
76	ES216	7	Times Sq-42 St 7	98.5%	99.8%	100.0%	98.0%	15	7	8	0
77	ES241	16	5 Av-53 St EM	98.5%	99.0%	98.2%	96.5%	109	30	79	0
78	ES242	16	5 Av-53 St EM	98.6%	100.0%	100.0%	95.7%	23	9	14	0
79	ES410	24	Lexington Av-63 St F	98.6%	100.0%	100.0%	98.3%	10	6	4	0
80	ES409	24	Lexington Av-63 St F	98.6%	100.0%	99.6%	98.3%	6	2	4	0
81	ES237	15	7 Av BDE	98.8%	100.0%	99.6%	98.3%	12	2	10	0
82	ES245	17	Lexington Av-53 St EM	98.8%	99.9%	100.0%	94.1%	27	20	7	0
83	ES210	12	Grand Central-42 St 7	98.8%	100.0%	100.0%	98.6%	13	2	11	0
84	ES300	1	Bleecker St DFBM6	98.9%	98.9%	98.2%	95.3%	14	12	2	0
85	ES203	14	Grand Central-42 St 7	99.0%	99.9%	99.9%	98.6%	11	5	6	0
86	ES252	25	51 St 6	99.1%	100.0%	99.8%	96.8%	8	1	7	0
87	ES223	7	34 St-Herald Sq BD FM NQR	99.3%	99.3%	99.1%	99.5%	14	8	6	0
87	13.0	Escalator Subtotal:		95.5%	97.2%	96.0%	96.5%	3616	1968	1648	0

*Note the number of entrapments are included in the non scheduled outage count.

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

Borough: Brooklyn											
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr.	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	EL311	13	Clark St 2 3	0.0%	0.0%	0.0%	96.1%	1	1	0	0
2	EL340	14	Franklin Av C S	61.5%	62.6%	62.2%	98.7%	14	8	6	0
3	EL342	8	Euclid Av A C	87.7%	89.4%	87.7%	96.1%	34	28	6	1
4	EL323	9	Crown Hts-Utica Av 3 4	90.1%	93.3%	91.0%	98.7%	30	19	11	1
5	EL393	11	Flushing Av J M	91.7%	93.7%	93.0%	92.6%	23	17	6	1
6	EL343	8	Euclid Av A C	92.4%	96.1%	90.8%	97.7%	30	24	6	0
7	EL701	8	Coney Island-Stillwell Av D F N Q	93.7%	95.6%	93.6%	95.6%	8	2	6	0
8	EL302	10	Pacific St-Atlantic Av D N R	93.8%	95.3%	94.5%	99.1%	6	2	4	1
9	EL306	10	Atlantic Av 2 3	94.9%	100.0%	95.8%	97.9%	18	15	3	4
10	EL394	11	Flushing Av J M	95.1%	96.1%	95.7%	97.9%	11	5	6	0
11	EL318	19	Borough Hall 2 3 4 5	95.1%	96.5%	95.7%	98.3%	16	11	5	1
12	EL344	0	Utica Ave A C	95.4%	96.8%	97.1%	0.0%	9	7	2	1
13	EL396	6	Myrtle-Wyckoff Avs L M	95.9%	97.6%	95.6%	99.0%	11	6	5	1
14	EL309	13	Court St R	96.0%	97.1%	97.9%	96.4%	22	16	6	3
15	EL319	16	Brooklyn College-Flatbush Av 2 5	96.5%	98.9%	97.8%	95.3%	17	10	7	0
16	EL312	13	Clark St 2 3	96.6%	97.8%	98.8%	96.7%	17	12	5	1
17	EL370	9	DeKalb Av B Q R	96.6%	99.5%	97.2%	99.7%	15	6	9	1
18	EL702	8	Coney Island-Stillwell Av D F N Q	96.7%	99.2%	96.5%	99.2%	14	7	7	1
19	EL303	10	Pacific St-Atlantic Av D N R	96.7%	100.0%	95.9%	98.6%	10	6	4	1
20	EL708	4	Jay St A C F R	96.7%	97.8%	96.5%	97.5%	7	3	4	0
21	EL391	9	Marcy Av J M Z	96.8%	97.6%	97.4%	97.9%	15	10	5	0
22	EL392	9	Marcy Av J M Z	97.7%	99.2%	99.2%	97.9%	12	8	4	3
23	EL339	14	Franklin Av C S	97.7%	98.9%	97.1%	97.6%	9	4	5	0
24	EL378	1	Bay Parkway D	97.8%	98.8%	98.9%	99.2%	7	4	3	0
25	EL371	9	DeKalb Av B Q R	98.1%	100.0%	99.5%	98.9%	15	6	9	0
26	EL308	13	Court St R	98.2%	98.9%	98.6%	97.3%	10	4	6	1
27	EL373	5	Church Av F G	98.2%	99.8%	99.0%	99.7%	13	8	5	0
28	EL707	4	Jay St A C F R	98.4%	98.6%	97.5%	99.5%	12	9	3	1
29	EL376	1	Bay Parkway D	98.5%	100.0%	97.9%	98.6%	9	6	3	0
30	EL320	15	Church Av 2 5	98.5%	99.0%	98.9%	96.4%	10	5	5	0
31	EL322	9	Crown Hts-Utica Av 3 4	98.5%	99.8%	98.8%	98.9%	9	2	7	0
32	EL382	11	Prospect Park B Q S	98.7%	100.0%	99.1%	99.0%	12	6	6	0
33	EL310	13	Clark St 2 3	98.7%	100.0%	100.0%	97.9%	7	2	5	0
34	EL321	15	Church Av 2 5	98.7%	99.7%	100.0%	97.8%	9	2	7	0
35	EL307	10	Atlantic Av B Q	98.7%	100.0%	99.6%	99.1%	7	3	4	0
36	EL317	19	Borough Hall 2 3 4 5	98.8%	99.6%	100.0%	98.8%	10	4	6	0
37	EL346	0	Utica Ave A C	98.8%	98.4%	100.0%	0.0%	6	4	2	0
38	EL372	9	DeKalb Av B Q R	98.8%	100.0%	99.0%	99.8%	6	1	5	0
39	EL301	10	Pacific St-Atlantic Av D N R	98.8%	100.0%	100.0%	99.0%	5	2	3	0
40	EL397	6	Myrtle-Wyckoff Avs L	98.9%	98.8%	100.0%	98.4%	7	3	4	0
41	EL383	11	Prospect Park B Q S	98.9%	100.0%	98.9%	97.5%	8	3	5	0
42	EL375	5	Church Av F G	98.9%	100.0%	100.0%	98.8%	6	0	6	0
43	EL374	5	Church Av F G	98.9%	100.0%	100.0%	99.3%	6	0	6	0
44	EL341	8	Euclid Av A C	99.0%	99.9%	100.0%	96.4%	11	2	9	0
45	EL761	2	Kings Highway B Q	99.0%	99.3%	97.0%	99.6%	5	4	1	1
46	EL304	10	Atlantic Av 2 3	99.0%	99.9%	99.2%	98.9%	7	2	5	0

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

Borough: Brooklyn											
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM		24 Hr	Total	Non Scheduled		Scheduled
				Peak	Peak						
47	EL706	4	Jay St (A C F R)	99.2%	99.8%	99.3%	99.0%	9	6	3	0
48	EL398	6	Myrtle-Wyckoff Aves (M)	99.3%	100.0%	100.0%	98.9%	5	2	3	0
49	EL395	11	Flushing Av (J M)	99.3%	100.0%	100.0%	99.2%	5	1	4	0
50	EL760	2	Kings Highway (B Q)	99.4%	100.0%	99.9%	99.1%	5	1	4	0
51	EL377	1	Bay Parkway (D)	99.4%	99.9%	100.0%	99.5%	4	1	3	0
52	EL305	10	Atlantic Av (4 5)	99.4%	99.8%	100.0%	99.0%	4	0	4	0
53	EL709	3	Jay St (A C F R)	99.4%	100.0%	100.0%	99.3%	3	0	3	0
54	EL345	0	Utica Ave (A C)	99.6%	97.9%	100.0%	0.0%	5	3	2	0
54	8.5	Elevator Subtotal:		94.7%	96.0%	95.2%	98.2%	586	323	263	24

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

Borough: Brooklyn											
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
			1	ES333	11		Myrtle-Wyckoff Avs L M	59.3%	61.1%		60.0%
2	ES350	17	High St A C	71.6%	72.0%	72.1%	98.9%	14	10	4	0
3	ES349	15	Smith 9th St F G	72.3%	75.9%	67.9%	97.3%	44	35	9	0
4	ES335	10	West 8 St-NY Aquarium F Q	82.6%	82.8%	78.5%	92.8%	47	40	7	0
5	ES357	3	Jay St A C F R	85.3%	87.5%	87.2%	92.8%	45	29	16	0
6	ES324	14	High St A C	87.6%	89.6%	89.1%	97.9%	63	60	3	0
7	ES307	14	Lawrence St R	87.7%	96.5%	76.2%	92.3%	108	103	5	0
8	ES346	11	Brighton Beach B Q	88.1%	90.0%	85.1%	87.5%	132	124	8	0
9	ES318	14	Jay St A C F	89.6%	92.7%	88.4%	98.5%	43	37	6	0
10	ES332	11	Myrtle-Wyckoff Avs L M	92.5%	95.8%	92.2%	94.7%	38	34	4	0
11	ES320	16	Jay St A C F	93.5%	94.5%	93.7%	98.4%	25	17	8	0
12	ES304	12	President St 2 5	93.7%	94.0%	93.1%	93.3%	74	66	8	0
13	ES309	14	DeKalb Av B Q R	93.9%	97.5%	92.1%	98.3%	26	22	4	0
14	ES356	3	Jay St A C F R	94.4%	96.2%	93.1%	98.7%	43	31	12	0
15	ES316	14	Smith 9th St F G	94.6%	98.5%	88.5%	97.3%	54	47	7	0
16	ES348	15	Smith 9th St F G	94.7%	99.5%	91.5%	83.5%	41	29	12	0
17	ES330	17	Broadway Junction A C J L Z	95.3%	98.8%	96.6%	88.3%	48	37	11	0
18	ES313	14	Smith 9th St F G	95.9%	98.6%	95.1%	99.2%	31	28	3	0
19	ES315	14	Smith 9th St F G	96.0%	98.1%	93.8%	99.3%	33	27	6	0
20	ES352	14	Franklin Av S	96.0%	96.9%	96.3%	94.1%	43	40	3	0
21	ES303	10	Borough Hall 2 3 4 5	96.3%	98.5%	94.4%	91.8%	27	21	6	0
22	ES322	16	High St A C	96.3%	97.0%	96.7%	92.5%	18	14	4	0
23	ES347	17	Broadway Junction A C J L Z	96.8%	99.6%	96.2%	96.5%	36	28	8	0
24	ES305	10	Court St R	96.9%	96.5%	98.2%	96.0%	24	18	6	0
25	ES323	15	High St A C	96.9%	96.4%	97.9%	98.4%	27	20	7	0
26	ES331	18	Broadway Junction A C J L Z	97.0%	98.9%	96.2%	97.3%	27	20	7	0
27	ES314	14	Smith 9th St F G	97.3%	99.9%	95.7%	98.2%	27	23	4	0
28	ES306	10	Court St R	97.8%	99.4%	98.1%	97.6%	15	9	6	0
29	ES310	12	Atlantic Av B Q	97.8%	98.7%	98.3%	97.4%	29	19	10	0
30	ES319	16	Jay St A C F	98.4%	99.2%	97.9%	98.5%	18	12	6	0
31	ES321	16	High St A C	98.7%	98.8%	99.8%	98.5%	14	11	3	0
32	ES308	14	DeKalb Av B Q R	98.8%	100.0%	99.2%	97.6%	8	4	4	0
33	ES317	14	Jay St A C F	99.0%	99.9%	100.0%	98.7%	10	4	6	0
33	13.2	Escalator Subtotal:		91.9%	93.9%	90.9%	95.6%	1258	1041	217	0
*Note the number of entrapments are included in the non scheduled outage count.											

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

Borough: Queens											
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	EL427	7	Junction Blvd 7	87.5%	89.0%	88.9%	94.1%	15	12	3	0
2	EL406	24	21 St-Queensbridge F	90.2%	91.2%	91.1%	98.1%	7	5	2	0
3	EL434	5	Kew Gardens-Union Tpke E F	93.4%	94.8%	96.0%	98.3%	14	9	5	2
4	EL426	7	Junction Blvd 7	94.6%	96.2%	95.8%	98.4%	36	27	9	1
5	EL414	14	Flushing-Main St 7	94.8%	95.9%	96.7%	96.7%	15	9	6	0
6	EL412	25	Jamaica Center E J Z	95.0%	95.9%	96.9%	96.2%	20	11	9	0
7	EL437	0	Forest Hills E F M R	95.1%	95.3%	95.3%	0.0%	10	8	2	1
8	EL435	5	Kew Gardens-Union Tpke E F	95.4%	97.1%	96.7%	97.4%	10	1	9	0
9	EL408	25	Jamaica-Van Wyck E	95.9%	98.7%	95.8%	98.3%	18	8	10	1
10	EL497	2	Mott Avenue A	96.2%	97.2%	96.1%	98.5%	19	16	3	3
11	EL405	24	21 St-Queensbridge F	96.2%	98.7%	97.4%	98.3%	25	20	5	0
12	EL425	7	Junction Blvd 7	96.5%	98.3%	97.4%	98.5%	23	12	11	0
13	EL439	0	Forest Hills E F M R	96.8%	96.0%	97.4%	0.0%	2	1	1	0
14	EL436	5	Kew Gardens-Union Tpke E F	97.1%	98.5%	99.1%	96.3%	19	9	10	1
15	EL413	25	Jamaica Center E J Z	97.1%	99.2%	98.0%	94.7%	21	12	9	0
16	EL411	25	Sutphin Blvd-Archer Av-JFK E J Z	97.3%	99.9%	96.8%	97.8%	12	4	8	0
17	EL423	8	74 St-Broadway 7	97.6%	98.4%	98.9%	98.2%	10	5	5	0
18	EL420	8	74 St-Broadway 7	97.6%	99.6%	99.5%	95.3%	23	17	6	0
19	EL409	25	Jamaica-Van Wyck E	98.0%	98.4%	100.0%	86.1%	12	4	8	0
20	EL404	24	Roosevelt Island F	98.1%	98.6%	98.9%	93.5%	11	7	4	1
21	EL431	8	Jamaica-179 St F	98.2%	98.0%	98.9%	98.7%	7	3	4	0
22	EL433	9	Jamaica-179 St F	98.3%	99.7%	100.0%	98.0%	8	2	6	1
23	EL421	8	Jackson Hts-Roosevelt Av E F M R	98.4%	98.5%	100.0%	88.5%	8	4	4	1
24	EL447	3	CitiCorp/Court Square 7 E G	98.4%	98.0%	97.5%	99.0%	9	7	2	1
25	EL432	8	Jamaica-179 St F	98.5%	99.4%	100.0%	98.7%	8	2	6	0
26	EL403	24	Roosevelt Island F	98.5%	99.8%	99.3%	96.2%	10	4	6	0
27	EL422	8	Jackson Hts-Roosevelt Av E F M R	98.8%	99.6%	100.0%	98.8%	10	5	5	0
28	EL430	8	Queens Plaza E M R	99.0%	99.5%	99.2%	99.2%	6	2	4	0
29	EL438	0	Forest Hills E F M R	99.0%	99.0%	100.0%	0.0%	4	2	2	0
30	EL498	2	Mott Avenue A	99.1%	100.0%	97.9%	99.1%	6	5	1	0
31	EL407	24	21 St-Queensbridge F	99.1%	99.7%	100.0%	98.8%	7	3	4	0
32	EL446	3	CitiCorp/Court Square 7 E G	99.3%	100.0%	100.0%	97.8%	4	2	2	1
33	EL428	8	Queens Plaza E M R	99.7%	100.0%	100.0%	97.7%	4	2	2	0
34	EL429	8	Queens Plaza E M R	99.7%	100.0%	100.0%	99.5%	2	0	2	0
34	11.4	Elevator Subtotal:		96.9%	97.9%	97.8%	96.9%	415	240	175	14

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

Borough: Queens											
Unit ID	Age (Yrs)	Station	2014 2nd Quarter Availability			2013 2nd Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	ES456	15	Flushing-Main St 7	89.0%	93.2%	88.7%	95.0%	38	30	8	0
2	ES430	6	Jamaica-Van Wyck E	91.2%	93.0%	92.0%	97.4%	20	12	8	0
3	ES439	6	Jamaica Center E J Z	93.1%	94.3%	92.7%	99.2%	31	26	5	0
4	ES450	14	74 St-Broadway 7	93.8%	94.2%	93.8%	92.8%	53	46	7	0
5	ES440	5	Jamaica Center E J Z	94.0%	96.8%	93.4%	98.5%	35	29	6	0
6	ES453	22	74 St-Broadway 7	94.5%	97.3%	91.7%	98.7%	34	25	9	0
7	ES457	15	Flushing-Main St 7	94.9%	95.7%	96.6%	96.6%	29	21	8	0
8	ES422	24	21 St-Queensbridge F	95.1%	95.3%	95.9%	98.1%	22	16	6	0
9	ES449	14	74 St-Broadway 7	95.6%	96.8%	97.3%	92.3%	23	19	4	0
10	ES451	16	74 St-Broadway 7	95.8%	97.7%	95.0%	99.0%	15	9	6	0
11	ES431	6	Jamaica-Van Wyck E	96.2%	94.9%	99.6%	97.9%	23	15	8	0
12	ES455	15	Flushing-Main St 7	96.4%	99.4%	96.2%	84.6%	28	18	10	0
13	ES452	22	74 St-Broadway 7	96.7%	97.9%	96.8%	97.9%	24	18	6	0
14	ES448	14	Woodside-61 St 7	96.8%	98.3%	95.6%	94.3%	25	14	11	0
15	ES447	6	Jamaica Center E J Z	96.9%	98.4%	99.1%	98.1%	35	31	4	0
16	ES446	5	Jamaica Center E J Z	97.1%	98.8%	97.5%	96.8%	33	26	7	0
17	ES437	25	Sutphin Blvd-Archer Av-JFK E J Z	97.1%	99.0%	98.5%	98.4%	38	32	6	0
18	ES441	6	Jamaica Center E J Z	97.2%	98.5%	97.4%	98.2%	16	11	5	0
19	ES412	5	Roosevelt Island F	97.4%	97.7%	99.1%	98.7%	19	14	5	0
20	ES427	25	Jamaica-Van Wyck E	97.4%	99.6%	98.7%	98.5%	18	12	6	0
21	ES445	5	Jamaica Center E J Z	97.5%	99.8%	98.9%	97.5%	26	19	7	0
22	ES414	6	Roosevelt Island F	97.5%	98.8%	98.9%	98.5%	19	14	5	0
23	ES419	6	Roosevelt Island F	97.5%	98.4%	97.6%	99.0%	30	27	3	0
24	ES421	24	21 St-Queensbridge F	97.6%	98.4%	96.8%	94.2%	19	14	5	0
25	ES434	25	Sutphin Blvd-Archer Av-JFK E J Z	97.6%	100.0%	96.9%	98.5%	26	21	5	0
26	ES436	25	Sutphin Blvd-Archer Av-JFK E J Z	97.7%	99.8%	97.9%	97.2%	19	13	6	0
27	ES435	25	Sutphin Blvd-Archer Av-JFK E J Z	97.8%	100.0%	98.5%	99.0%	23	18	5	0
28	ES417	5	Roosevelt Island F	97.9%	97.9%	98.1%	96.6%	20	17	3	0
29	ES424	24	21 St-Queensbridge F	97.9%	98.6%	99.2%	98.1%	17	13	4	0
30	ES415	5	Roosevelt Island F	97.9%	98.9%	98.0%	98.4%	20	15	5	0
31	ES425	24	21 St-Queensbridge F	98.0%	98.6%	98.4%	98.6%	23	19	4	0
32	ES420	5	Roosevelt Island F	98.0%	98.4%	97.0%	99.4%	22	19	3	0
33	ES416	17	Roosevelt Island F	98.1%	99.6%	99.2%	96.2%	13	7	6	0
34	ES429	5	Jamaica-Van Wyck E	98.1%	98.9%	99.8%	98.2%	15	8	7	0
35	ES438	5	Jamaica Center E J Z	98.2%	99.1%	99.4%	97.3%	37	33	4	0
36	ES428	5	Jamaica-Van Wyck E	98.3%	100.0%	99.8%	96.6%	15	8	7	0
37	ES426	24	21 St-Queensbridge F	98.6%	99.2%	99.9%	98.8%	17	14	3	0
38	ES442	6	Jamaica Center E J Z	98.7%	99.6%	99.7%	98.7%	10	6	4	0
39	ES418	6	Roosevelt Island F	98.7%	99.4%	99.7%	98.1%	15	11	4	0
40	ES413	17	Roosevelt Island F	98.7%	99.4%	100.0%	99.0%	15	10	5	0
41	ES423	24	21 St-Queensbridge F	98.8%	99.2%	100.0%	98.4%	16	12	4	0
42	ES411	6	Roosevelt Island F	98.8%	99.9%	100.0%	88.9%	14	11	3	0
43	ES444	5	Jamaica Center E J Z	98.8%	100.0%	98.8%	98.3%	11	8	3	0
44	ES443	5	Jamaica Center E J Z	99.4%	100.0%	100.0%	97.7%	21	18	3	0
44	13.0	Escalator Subtotal:		96.9%	98.2%	97.5%	97.1%	1022	779	243	0
*Note the number of entrapments are included in the non scheduled outage count.											

2014 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BROOKLYN			
EL311	Clark St ② ③	0.0%	This elevator has been out of service since 3/25/14 as a result of stress fractures (cracks) in the structure of the brake drum/drive sheave. The scope of the required repair is beyond the capability of our in house personnel; so a contractor was hired to perform the repair. The replacement brake drum/drive sheave is being fabricated and the current estimated return to service date is 8/31/14.
EL340	Franklin Av ④ ⑤	61.5%	This elevator was out of service from 5/22/14 thru 6/23/14 as a result of a water condition that caused a flood in the elevator pit; the water caused an electrical malfunction. The control conduit and wiring was relocated and replaced. The machine was tested and returned to service.
MANHATTAN			
EL104	191 St ①	32.0%	This elevator was out of service from 5/1/14 thru 6/25/14 as a result of a voltage drop in the "safety circuit" which caused a drive fault. The cause of the voltage drop was difficult to identify so a contractor was procured to assist in house personnel with troubleshooting. After extensive testing it was determined that shorted wiring in the car position indicator light circuit was causing the voltage drop. The damaged wiring was replaced; the elevator was tested and returned to service.
EL721	Fulton St ① ② ③ ④ ⑤	56.2%	This elevator was out of service from 4/29/14 thru 5/14/14 to allow the contractor to replace a defective power supply and soft starter unit (warranty repair). The components were replaced a full load weight test was performed and the elevator was returned to service. This elevator was out of service again from 6/13/14 thru 7/2/14 to allow the contractor to adjust the hydraulic control valve (warranty repair). The valve was adjusted ; the machine was tested and returned to service.
EL244	Grand Central-42 St ⑦	59.2%	This elevator was out of service on multiple occasions as a result of water leaking into the shaft thru the structure of the hoistway wall. Station maintenance personnel installed drip pans and curtains to divert the water from the top of car and other electrical components. The Department of Environmental Protection identified a leaking pipe in the area and completed repairs. The elevator was tested and returned to service.
EL120	190 St ①	76.9%	This elevator was out of service from 5/27/14 thru 6/13/14 due to problems associated with door operations. The front and rear door operator motors and door circuit control transformer were replaced. The elevator was tested and returned to service.
EL325	Canal St ⑥	82.1%	This elevator was out of service from 6/13/14 thru 6/27/14 due to a defective hydraulic control valve. The control valve and the hydraulic fluid was replaced. The elevator was tested and returned to service.

2014 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES121	Pelham Bay Park G	77.0%	This escalator was out of service from 4/24/14 thru 5/2/14 due to a worn step-chain. The step chain and steps were replaced; the escalator was tested and returned to service.
BROOKLYN			
ES333	Myrtle-Wyckoff Avs L M	59.3%	This escalator has been out of service since 5/29/14 due to a defective emergency brake. The emergency brake manufactured by Svenborg is not in stock and has a long lead time for manufacturing of a replacement. The defective brake was sent to the vendor for overhaul. The repairs were completed and the escalator was returned to service on 7/14/14.
ES335	West 8 St-NY Aquarium F G	82.6%	This escalator was out of service from 3/27/14 thru 4/8/14 due to defective missing step assemblies. The upper and lower missing step assemblies were replaced; the escalator was tested and returned to service.
ES349	Smith 9th St F G	72.3%	This escalator was out of service from 3/26/14 thru 4/21/14 due to damaged step tracks caused by a step crash. The right and left side step load tracks and turn around track were replaced. The safety circuit input card and damaged steps were also replaced. The escalator was tested and returned to service.
ES350	High St A C	71.6%	This escalator was out of service from 5/17/14 thru 6/8/14 due to a defective drive motor. The drive motor and main line circuit breaker were replaced. The escalator was tested and returned to service.
MANHATTAN			
ES236	34 St-Herald Sq B D F M	80.7%	This escalator was out of service from 6/11/14 thru 6/25/14 due to the failure of the gear case. The defective gear case was overhauled by the machine shop vendor and reinstalled. The escalator was tested and returned to service.
ES311	Whitehall St R	83.6%	This escalator was out of service on multiple occasions due to the steps impacting and damaging the lower landing comb segments. The step guide tracks and lower landing comb plate were adjusted. The escalator was tested and returned to service.
ES369	South Ferry 1	60.2%	This escalator has been out of service since 5/28/14 due to a defective brake motor. The required replacement brake is not in stock; the manufacture indicates that it will take twelve weeks to manufacture a new brake. The existing brake was rebuilt and the repairs were completed. The escalator was returned to service on 7/16/14.

2014 2ND QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL128	Simpson St ② ⑤	1	The entrapment that occurred on 6/11/14 was a result of an electrical power loss. The main circuit breaker located in the electrical distribution room was found in the tripped position. The circuit breaker was reset; the elevator was tested and returned to service.
EL129	3rd Ave-149 St ② ⑤	1	The entrapment that occurred on 4/23/14 was a result of an open circuit caused by a glass panel switch (cab glass panels open for cleaning). The glass panel switch was adjusted and the contacts were cleaned; the elevator was tested and returned to service.
EL133	161 St-Yankee Stadium ④	2	The entrapment the occurred on 5/14/14 was caused by a defective lower landing slow down limit switch. The lower landing slow down limit switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/18/14 was a result of a defective upper landing door reopening device. The door reopening device was replaced and the door operator linkage arm was adjusted. The elevator was tested and returned to service.
EL135	161 St-Yankee Stadium B D	1	The entrapment that occurred on 4/8/14 was a result of the lower landing hatch doors not opening properly because the lower landing clutch assembly was out of adjustment. The clutch assembly was adjusted; the elevator was tested and returned to service.
EL136	Pelham Pkwy ② ⑤	1	The entrapment that occurred on 6/2/14 was a result of the hydraulic fluid overheating because the oil cooler motor was defective. The oil cooler was repaired; the elevator was tested and returned to service.
EL138	Pelham Pkwy ② ⑤	4	The four entrapments that occurred were a result of a blown fuse in the door operator circuit. The fuse was blowing as a result of the door restricted opening device intermittently binding and preventing the doors from opening; The restrictor was adjusted; the door operator fuse was replaced; the circuit was checked. The elevator was tested and returned to service.
EL182	Gun Hill Rd ② ⑤	2	The two entrapments that occurred on 6/23/14 & 6/24/14 were a result of the car not running straight due to worn guide shoes. The upper and lower car guide shoes were replaced. The elevator was tested and returned to service.
EL186	Fordham Rd ④	1	The entrapment that occurred on 5/18/14 was a result of debris (rock) stuck under the upper level hoistway door. The debris was removed; the elevator was tested and returned to service.
EL187	Fordham Rd ④	1	The entrapment the occurred on 4/3/14 was caused by a defective lower landing slow down limit switch. The lower landing slow down limit switch was replaced; the elevator was tested and returned to service.
EL188	Fordham Rd ④	1	The entrapment that occurred on 4/16/14 was a result of an open circuit caused by a glass panel switch (cab glass panels open for cleaning). The glass panel switch was repaired and adjusted; the elevator was tested and returned to service.
EL192	233rd St ② ⑤	1	The entrapment that occurred on 6/20/14 was a result of a blown fuse in the door operator circuit. The door operator fuse was replaced; and the stop roller was adjusted to prevent over travel. The elevator was tested and returned to service.

2014 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL302	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 6/17/14 was a result of a defective drive motor. The drive motor and hydraulic pump was replaced; the elevator was tested and returned to service.
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 5/30/14 was a result of debris in the upper level hatch door saddle preventing the doors from closing completely. The debris was removed and the lower level release roller assembly was replaced; the elevator was tested and returned to service.
EL306	Atlantic Av 2 3	4	The four entrapments that occurred were a result of an intermittent failure of the lower landing gate switch. The defective gate switch and the lower landing release roller assembly was replaced. The elevator was tested and returned to service.
EL308	Court St R	1	The entrapment that occurred on 5/14/14 was a result of the lower landing left side hatch door interlock contacts not making a proper connection. The interlock was adjusted; the elevator was tested and returned to service.
EL309	Court St R	3	The entrapment that occurred on 4/18/14 was a result of improper tension on the lower landing left side door closer spring. The tension was adjusted; the elevator was tested and returned to service. MOW Control operator # 88 reported passengers were entrapped on 5/7/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 6/18/14 was a result of the doors not closing completely due to debris in the hatch door saddles. The hatch door saddles were cleaned; the elevator was tested and returned to service.
EL312	Clark St 2 3	1	The entrapment that occurred on 4/9/14 was a result of the activation of the motor overload relay. The overload relay was reset; the elevator was tested and returned to service.
EL318	Borough Hall 2 3 4 5	1	The entrapment that occurred on 4/19/14 was a result of a defective control valve operating coil. The defective coils were replaced; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av 3 4	1	The entrapment that occurred on 5/15/14 was the result of the middle landing release roller assembly being out of adjustment. The release roller assembly was adjusted; the elevator was tested and returned to service.
EL342	Euclid Av A C	1	The entrapment that occurred on 5/9/14 was a result of the upper landing doors not opening because of a lack of hydraulic fluid in the door operator. The proper amount of hydraulic fluid was added to the door operator; the elevator was tested and returned to service.
EL344	Utica Ave A C	1	The entrapment that occurred on 6/20/14 was a result of the lower landing hatch door interlock contacts not making a proper connection because the contact base was broken. The interlock contact base was replaced; the elevator was tested and returned to service.
EL370	DeKalb Av B Q R	1	The entrapment that occurred on 6/3/14 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the elevator was tested and returned to service.

2014 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL392	Marcy Av J M Z	3	The entrapment that occurred on 4/28/14 was a result of debris in the hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service. Station Supervisor McLehnon reported passengers were entrapped on 5/24/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 5/26/14 was a result of the hatch doors not opening properly because the lower landing release rollers were not properly adjusted. The release rollers were adjusted; the elevator was tested and returned to service.
EL393	Flushing Av J M	1	The entrapment that occurred on 6/3/14 was a result of the elevator not leveling properly. The hydraulic control valve was adjusted; the elevator was tested and returned to service.
EL396	Myrtle-Wyckoff Aves L M	1	The entrapment that occurred on 6/17/14 was a result of a blown fuse in the door operator circuit. The door operator fuse was replaced and the open/close limit switches were adjusted. The elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av D F N Q	1	The entrapment that occurred on 6/18/14 was caused by the door operator fuse blowing due to a grounded wire in the door operator circuit. The wire was repaired; the elevator was tested and returned to service.
EL707	Jay St A C F R	1	The entrapment that occurred on 6/12/14 was a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted; the elevator was tested and returned to service.
EL761	Kings Highway B Q	1	The entrapment that occurred on 4/28/14 was a result of debris in the hatch door saddle preventing the doors from closing completely. The debris was removed; and the door hanger tracks were cleaned and lubricated. The elevator was tested and returned to service.
MANHATTAN			
EL103	191 St 1	1	The entrapment that occurred on 4/1/14 was caused by a defective control relay. The defective relay was replaced; the elevator was tested and returned to service.
EL104	191 St 1	3	The three entrapments that occurred were a result of a voltage drop in the "safety circuit" which caused a drive fault. The cause of the voltage drop was difficult to identify so a contractor was procured to assist in house personnel with troubleshooting. After extensive testing it was determined that shorted wiring in the car position indicator light circuit was causing the voltage drop. The damaged wiring was replaced; the elevator was tested and returned to service.
EL107	181 St 1	2	The entrapment that occurred on 5/26/14 was a result of a defective control relay. The defective relays were replaced and the lower landing interlock contacts were cleaned. The elevator was tested and returned to service. The entrapment that occurred on 6/18/14 was a result of the door operator limit switches being out of adjustment. The door operator limit switches and the door restricted opening device were adjusted. The elevator was tested and returned to service.
EL109	181 St 1	1	The entrapment that occurred on 5/20/14 was caused by a defective motor starter relay coil. The defective coil and electrical contacts were replaced. The elevator was tested and returned to service.
EL110	181 St 1	1	The entrapment that occurred on 6/30/14 was a result of the top of car emergency escape hatch being slightly ajar. The emergency escape hatch was secured; the elevator was tested and returned to service.

2014 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL112	168 St ①	1	MOW Control operator # 51 reported passengers were entrapped on 5/30/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL113	168 St ①	1	The entrapment that occurred on 5/27/14 was a result of defective control relay contacts. Several control circuit relays and the tachometer wheel were replaced; the elevator was tested and returned to service.
EL114	168 St ①	3	MOW Control operator # 53 reported passengers were entrapped on 4/25/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 6/18/14 was a result of worn leveling device guide shoes. The guide shoes and several control relay were replaced. the elevator was tested and returned to service. The entrapment that occurred on 6/25/14 was caused by the door operator drive chain not being adjusted properly. The door operator chain and the lower landing left side release roller assembly was adjusted. The elevator was tested and returned to service.
EL116	190 St ①	1	The entrapment that occurred on 5/10/14 was a result of the activation of the motor overload relay. The overload relay was reset; the elevator was tested and returned to service.
EL123	175 St ①	2	The entrapment that occurred on 5/4/14 was the result of worn lower landing release rollers. The release rollers were replaced; and adjusted. The elevator was tested and returned to service. The entrapment that occurred on 5/21/14 was the result of a broken U-bolt connecting the door operator chain. The U-bolt was replaced; the elevator was tested and returned to service.
EL124	175 St ①	1	The entrapment that occurred on 5/5/14 was a result of the car not leveling properly due to a defective upper landing slow down limit switch. The upper landing slow down limit switch was replaced. The elevator was tested and returned to service.
EL125	125 St ④ ⑤ ⑥	3	The entrapment that occurred on 4/10/14 was a result of the elevator not leveling properly due to a defective hydraulic control valve. The hydraulic control valve was replaced and adjusted. The elevator was tested and returned to service. The entrapment that occurred on 5/9/14 was a result of the car not leveling properly due to the upper landing normal limit switch being out of adjustment. The normal limit switch was adjusted. The elevator was tested and returned to service. The entrapment that occurred on 5/30/14 was a result of the hydraulic fluid overheating. The machine room exhaust fan thermostat was adjusted; the elevator was tested and returned to service.
EL126	125 St ④ ⑤ ⑥	1	MOW Control operator # 66 reported passengers were entrapped on 5/6/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL142	125 St ① ② ③ ④	1	The entrapment that occurred on 5/27/14 was a result of the doors not closing completely due to debris in the upper landing hatch door saddle. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service.
EL145	96th St 231	3	MOW Control operator # 16 reported passengers were entrapped on 4/30/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The two entrapments that occurred on 6/10/14 & 6/11/14 were a result of the lower landing hatch door interlock contacts not making a proper connection. The interlock was adjusted and the contacts were cleaned. The elevator was tested and returned to service.

2014 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL202	51 St 6	2	The entrapment that occurred on 4/5/14 was the result of a broken lower landing release roller assembly. The release roller assembly and the interlock contact block was replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/29/14 was a result of the elevator not leveling properly. The hydraulic control valve was adjusted; the elevator was tested and returned to service.
EL206	Grand Central-42 St 4 5 6	1	The entrapment that occurred on 6/28/14 was caused by water intrusion that flooded the pit and shorted control wiring connections in a junction box mounted to the bottom of the car. The water was pumped out and the sump pump was repaired. The wiring connections were cleaned and dried. The elevator was tested and returned to service.
EL209	34 St-Herald Sq B D F M	1	The entrapment that occurred on 4/16/14 was the result of the lower landing release roller assembly not being adjusted properly. The release roller assembly was adjusted; the elevator was tested and returned to service.
EL210	34 St-Herald Sq B D F M	2	The entrapment that occurred on 5/9/14 was the result of the release roller assembly not being properly adjusted. The release roller assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/22/14 was a result of the doors not closing completely due to debris in the upper landing hatch door saddle. The upper landing hatch door saddle was cleaned; the elevator was tested and returned to service.
EL211	34 St-Herald Sq N Q R	1	The entrapment that occurred on 5/2/14 was caused by a malfunction in the fire service circuit. The fire alarm panel was reset; the elevator was tested and returned to service.
EL213	34 St-Herald Sq B D F M N Q R	1	The entrapment that occurred on 5/2/14 was a result of the lower landing hatch door interlock contacts not making a proper connection. The lower level interlock contacts were cleaned and adjusted ; the machine was tested and returned to service.
EL223	14 St A C E	1	The entrapment that occurred on 5/14/14 was a result of a defective gate switch. The gate switch was replaced and the door close limit switch and closing speed were adjusted. The elevator was tested and returned to service.
EL226	34 St-Penn Station C E	1	The entrapment that occurred on 5/1/14 was a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers. The upper landing clutch, release rollers and door closing speed were adjusted; the elevator was tested and returned to service.
EL228	34 St-Penn Station C E	1	The entrapment that occurred on 4/26/14 was a result of the lower level hatch doors not opening because the car door clutch was out of adjustment. The lower landing clutch and release rollers were adjusted; the elevator was tested and returned to service.
EL230	Times Sq-42 St N Q R	1	The entrapment that occurred on 6/6/14 was a result of the hydraulic fluid overheating. The machine room exhaust fan drive belt was replaced; the elevator was tested and returned to service.
EL232	Times Sq-42 St 1 2 3 7	1	The entrapment that occurred on 4/11/14 was a result of the elevator not leveling properly. The hydraulic control valve was adjusted, hydraulic fluid was added to the tank and the oil cooler operation was checked. The elevator was tested and returned to service.

2014 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL244	Grand Central-42 St 7	2	The entrapment that occurred on 5/22/14 was a result of worn lower landing release rollers. The lower landing release rollers were replaced and adjusted. The elevator was tested and returned to service. The entrapment that occurred on 6/24/14 was a result of the reservoir tank being low on oil. Hydraulic oil was added; the elevator was tested and returned to service.
EL277	59th St-Columbus Circle A B C D 1	4	The four entrapments that occurred were a result of an intermittent activation of the slack cable safety switch. The car guide shoes were replaced the guide rails were made smooth and the car safeties were adjusted. The elevator was tested and returned to service.
EL280	59th St-Columbus Circle A B C D 1	1	MOW Control operator # 30 reported passengers were entrapped on 6/25/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL316	Brooklyn Bridge 4 5 6	1	The entrapment that occurred on 5/6/14 was a result of the hatch door interlock contacts not making a proper connection. The interlock and gate switch contacts were cleaned and adjusted ; the machine was tested and returned to service.
EL324	Canal St 6	1	The entrapment that occurred on 4/18/14 was a result of the elevator not leveling properly due to dirt in the hydraulic control valve. The control valve was flushed and adjusted. The elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	1	The entrapment that occurred on 6/27/14 was a result of debris in the lower level hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL710	Bowling Green 4 5	1	The entrapment that occurred on 6/14/14 was a result of debris in the lower level hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL721	Fulton St A C J Z 2 3 4 5	2	The entrapment that occurred on 4/12/14 was a result of debris (screw) in the lower level hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 4/15/14 was a result of the lower landing door restrictor being bent and jamming the doors preventing them from opening. The lower landing door restrictor was replaced and adjusted. The elevator was tested and returned to service.
QUEENS			
EL404	Roosevelt Island F	1	The entrapment that occurred on 4/25/14 was a result of a loose electrical connection on the in car inspection switch. The loose wire was repaired; the elevator was tested and returned to service.
EL408	Jamaica-Van Wyck E	1	The entrapment that occurred on 5/28/14 was caused by a defective lower landing car door clutch. The lower landing clutch and door restrictor were replaced. The elevator was tested and returned to service.
EL421	Jackson Hts-Roosevelt Av E F M R	1	The entrapment that occurred on 6/13/14 was a result of debris (washer) in the upper level hatch door saddle preventing the doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL426	Junction Blvd 7	1	The entrapment that occurred on 4/6/14 was a result of the hydraulic fluid overheating because the oil cooler circuit breaker was tripped. The oil cooler circuit breaker was reset and the door restricted opening device was adjusted. The elevator was tested and returned to service.

2014 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL433	Jamaica-179 St F	1	The entrapment that occurred on 4/19/14 was a result of the lower landing release rollers being out of adjustment. The lower landing release rollers were adjusted and the door saddles were cleared of debris. The elevator was tested and returned to service.
EL434	Kew Gardens-Union Tpke E F	2	Both entrapments that occurred on 4/16/14 were caused by a defective upper landing hall call push button. The defective push button was replaced; the elevator was tested and returned to service.
EL436	Kew Gardens-Union Tpke E F	1	MOW Control operator # 9 reported passengers were entrapped on 5/6/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL437	Forest Hills E F M R	1	The entrapment that occurred on 5/10/14 was a result of the upper level hatch door coming off the track. The contractor responded to a warranty claim and adjusted a loose eccentric roller on the hatch door. The upper landing interlock was also adjusted; the elevator was tested and returned to service.
EL446	CitiCorp/Court Square 7 E G	1	MOW Control operator # 33 reported passengers were entrapped on 5/20/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL447	CitiCorp/Court Square 7 E G	1	The entrapment that occurred on 6/24/14 was a result of the lower landing hatch door interlock contacts not making a proper connection. The lower level interlock contacts were cleaned and adjusted ; the machine was tested and returned to service.
EL497	Mott Avenue A	3	The entrapment that occurred on 4/23/14 was caused by the door restricted opening device being out of adjustment. The door restrictor was adjusted; the elevator was tested and returned to service. The two entrapments that occurred on 5/12/14 & 5/13/14 were a result of the hatch door interlock contacts not making a proper connection. The interlock contacts were cleaned and adjusted ; the machine was tested and returned to service.

2014 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (04/01/14 to 06/30/14)	# of Tours OOO
EL200X		34 St - Herald Square	6th Avenue	273	0
EL203X	900490	Lexington Av - 53 St	Queens Blvd	273	0
EL207X		50 Street	8th Avenue	273	0
EL208X		50 Street	8th Avenue	273	0
EL231X	#25	Times Square - 42 St	Broadway / 7th	273	9
EL268X	#26	49th Street (Uptown)	Broadway	273	2
EL276X	IP42213	59 St - Columbus Circle	8th Avenue	273	0
EL287X		42nd St - Bryant Park	6th Avenue	273	30
EL288X		42nd St - Port Authority Bus	8th Avenue	273	1
EL289X		42nd St - Port Authority Bus	8th Avenue	273	0
EL290X		42nd St - Port Authority Bus	8th Avenue	273	28
EL291X		42nd St - Port Authority Bus	8th Avenue	273	4
EL300X		Atlantic Avenue	LIRR	273	45
EL415X		61 St - Woodside	Flushing	273	0
EL416X		61 St - Woodside	Flushing	273	1
EL417X		61 St - Woodside	Flushing	273	0
EL418X		61 St - Woodside	Flushing	273	0
EL419X		61 St - Woodside	Flushing	273	0
EL445X		Court Square	Flushing	273	5
EL448X	9	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL449X	9	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL450X	9	Sutphin Blvd - Archer Av JFK	ARC	273	1
EL490X		Howard Beach - JFK Airport	Rockaway	273	0
EL491X		Howard Beach - JFK Airport	Rockaway	273	0
EL492X		Howard Beach - JFK Airport	Rockaway	273	0
EL493X		Howard Beach - JFK Airport	Rockaway	273	0
EL494X		Howard Beach - JFK Airport	Rockaway	273	0
EL495X		Howard Beach - JFK Airport	Rockaway	273	0
EL700X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	273	2
EL728X		FULTON ST	Nassau Loop	273	8
EL737X		Atlantic Avenue	LIRR	273	0
ES250X		59 St - Columbus Circle	8th Avenue	273	2
ES251X		59 St - Columbus Circle	8th Avenue	273	0
ES253X	1908 Otis	Lexington Av - 53 St	Queens Blvd	273	0
ES254X	E20759	Lexington Av - 53 St	Queens Blvd	273	129

2014 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections	# of Tours
				(04/01/14 to 06/30/14)	000
ES257X	IE20859	14 St - Union Square	Lexington	273	35
ES258X	IE20860	14 St - Union Square	Lexington	273	26
ES261X	IE20313	Times Square - 42 St	Broadway / 7th	273	45
ES262X	IE20312	Times Square - 42 St	Broadway / 7th	273	29
ES263X	IE20663	50 Street	8th Avenue	273	7
ES264X	IE20664	50 Street	8th Avenue	273	2
ES265X	4E3215	Court Square	Crosstown	273	14
ES266X	4E3216	Court Square	Crosstown	273	2
ES267X	IE20079	Times Square - 42 St	Broadway / 7th	273	14
ES268X	IE20080	Times Square - 42 St	Broadway / 7th	273	6
ES358X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	273	20
ES359X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	273	2
ES376X	IE1342 Otis	Fulton St	Nassau Loop	273	1
ES377X	IE1343 Otis	Fulton St	Nassau Loop	273	1
ES378X	IE1552 Otis	Wall St	Clark Street	273	12
ES379X	IE1553 Otis	Wall St	Clark Street	273	2
ES380X	IE20911	Cortlandt St	Broadway	273	0
ES432X	8	Sutphin Blvd - Archer Av JFK	ARC	273	1
ES433X	9	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES461X		Court Square	Flushing	273	38
ES462X		Court Square	Flushing	273	68
ES496X		Howard Beach - JFK Airport	Rockaway	273	1
ES497X		Howard Beach - JFK Airport	Rockaway	273	0
ES498X		Howard Beach - JFK Airport	Rockaway	273	1
ES499X		Howard Beach - JFK Airport	Rockaway	273	0
ES600X		Lexington Av - 53 St	Queens Blvd	273	0
ES606X	IE20813	42nd St - Port Authority Bus	8th Avenue	273	26
ES607X	IE20814	42nd St - Port Authority Bus	8th Avenue	273	9
ES608X	IE1208	Grand Central - 42nd St	Lexington	273	9
ES609X	IE1209	Grand Central - 42nd St	Lexington	273	124
ES610X	IE234	Grand Central - 42nd St	Lexington	273	5
66				18,018	767



Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, NY 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU SECOND QUARTER 2014

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

- Summons issuance increased by 19% (from 32,900 in 2013 to 39,100 in 2014).
- TAB received 28,400 payments in 2014, a 13% increase from the 25,100 received in 2013. Direct payments increased by 14% (20,300 to 23,100) from the second quarter of 2013 and payments received from state tax refunds increased 10% from 4,800 to 5,300.
- Overall total revenue for the quarter totaled \$2,780,200, a 14% increase from the 2013 second quarter revenue of \$2,428,700. This includes \$663,800 receipts from state tax refunds relating to outstanding judgments from prior years, and represents a 16% increase from total state tax refunds of \$573,800 in 2013. Receipts from direct payments increased by 15% to \$2,124,200 in 2014 as compared to \$1,854,900 in the second quarter of 2013.
- Expenses increased by 6% (\$1,373,800 compared to \$1,301,900) from the second quarter of 2013.
- TAB revenue exceeded expenses by \$1,406,400 compared to \$1,126,800 for the second quarter of 2013.

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

**MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
SECOND QUARTER 2014**

INDICATOR	2nd QTR 2014	2nd QTR 2013	Y-T-D 2014	Y-T-D 2013
ISSUANCE DATA				
Violations Issued	39,100	32,900	75,100	60,500
% With Telephone Data	56%	62%	59%	62%
% With Employer Data	31%	24%	29%	25%
PAYMENT DATA				
Number of Payments	28,400	25,100	52,500	47,300
Regular	23,100	20,300	43,700	39,100
State Tax Refund	5,300	4,800	8,800	8,200
Amount Paid	\$2,788,000	\$2,428,700	\$5,221,300	\$4,629,200
Regular	\$2,124,200	\$1,854,900	\$4,072,800	\$3,556,400
State Tax Refund	\$663,800	\$573,800	\$1,148,500	\$1,072,700
Average Payment	\$98.00	\$97.00	\$99.00	\$78.00
Yield per NOV	\$71.00	\$74.00	\$70.00	\$77.00
REVENUE/EXPENSE DATA				
Revenue	\$2,780,200	\$2,428,700	\$5,292,100	\$4,648,700
Expenses	\$1,373,800	\$1,301,900	\$2,942,400	\$2,896,600
ADJUDICATIONS				
Total Cases Adjudicated	8,276	7,233	15,636	13,074
Admin Dismissals	651	454	1,237	928
Hearings	7,625	6,783	14,399	12,150

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

OVERVIEW

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

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

2014-Q2 EEO & DIVERSITY REPORT
 NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS*
 As of June 30, 2014

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOP***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	27%	16%	No	11%	35%	Yes	9%	11%	Yes	6%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Professionals	36%	35%	No	11%	32%	Yes	8%	9%	Yes	8%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	47%	Yes	11%	49%	Yes	12%	13%	Yes	5%	12%	Yes	0%	0%	Yes	12%	0%	No	2%	3%	Yes
Protective Services	21%	23%	Yes	31%	60%	Yes	18%	16%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	1%	Yes
Paraprofessionals	52%	46%	No	20%	50%	Yes	16%	25%	Yes	2%	7%	Yes	0%	0%	Yes	6%	0%	No	2%	0%	No
Administrative Support	55%	43%	No	21%	57%	Yes	23%	14%	No	4%	15%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Skilled Craft	21%	5%	No	24%	39%	Yes	16%	12%	No	5%	13%	Yes	0%	0%	Yes	7%	0%	No	2%	1%	No
Service Maintenance	17%	18%	Yes	36%	57%	Yes	26%	21%	No	2%	5%	Yes	0%	0%	Yes	2%	0%	No	2%	2%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2014-Q2 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

NEW HIRES
January 1, 2014 to June 30, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	71	13	18%	10	14%	11	15%	9	13%	0	0%	0	0%	0	0%
Professionals	217	60	28%	51	24%	22	10%	60	28%	0	0%	0	0%	3	1%
Technicians	10	1	10%	2	20%	0	0%	3	30%	0	0%	0	0%	0	0%
Protective Services	14	6	43%	12	86%	2	14%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	2	1	50%	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%
Administrative Support	269	133	49%	110	41%	25	9%	76	28%	0	0%	0	0.0%	2	1%
Skilled Craft	557	38	7%	159	29%	96	17%	77	14%	0	0.0%	0	0%	3	1%
Service Maintenance	1,190	238	20%	660	55%	274	23%	81	7%	1	0.1%	0	0%	10	1%
Total	2,330	490	21%	1,004	43%	430	18%	307	13%	1	0.0%	0	0.00%	18	1%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2014-Q2 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS
January 1, 2014 to June 30, 2014¹

Category	Race/ Color ¹	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	82	59	34	55	12	34	51	83	410	262	189 Open/ 73 Closed
External Complaints	35	3	20	21	6	12	41	48	186	119	96 Opened/ 23 Closed
Internal Complaints	47	56	14	34	6	22	10	35	224	143	93 Opened/ 50 Closed

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	39	3	7	49	47	35 Open/ 12 Closed

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

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

2014-Q2 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 6/30/14
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	23	0	0	0	0	0	23
TOTAL	23	0	0	0	0	0	23

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 6/30/14
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	29	8	8	5	0	0	50
TOTAL	29	8	8	5	0	0	50

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 6/30/14

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	10	0	2	0	0	0	12
TOTAL	10	0	2	0	0	0	12

2014-Q2 EEO & DIVERSITY REPORT
MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS*
As of June 30, 2014

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOP***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	10%	No	13%	29%	Yes	9%	14%	Yes	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Professionals	34%	48%	Yes	12%	24%	Yes	9%	10%	Yes	7%	18%	Yes	0%	0%	Yes	2%	0%	No	2%	6%	Yes
Technicians	20%	58%	Yes	8%	13%	Yes	8%	17%	Yes	14%	21%	Yes	0%	0%	Yes	4%	0%	No	1%	0%	No
Protective Services	16%	40%	Yes	34%	40%	Yes	18%	40%	Yes	3%	0%	No	0%	0%	Yes	2%	0%	No	2%	20%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	57%	42%	No	23%	28%	Yes	21%	13%	No	3%	7%	Yes	0%	0%	Yes	5%	0%	No	5%	7%	Yes
Skilled Craft	0%	0%	Yes	21%	29%	Yes	25%	15%	No	2%	9%	Yes	0%	0%	Yes	3%	2%	No	1%	4%	Yes
Service Maintenance	11%	12%	Yes	27%	51%	Yes	30%	21%	No	4%	5%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2014-Q2 EEO & DIVERSITY REPORT
MTA BUS COMPANY

NEW HIRES
January 1, 2014 to June 30, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	16	2	13%	5	31%	3	19%	1	6%	0	0%	0	0%	0	0%
Professionals	3	1	33%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	5	5	100%	1	20%	3	60%	0	0%	0	0%	0	0%	1	20%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	4	2	50%	2	50%	1	25%	0	0%	0	0%	0	0%	1	25%
Skilled Craft	23	0	0%	8	35%	7	30%	4	17%	0	0%	0	0%	0	0%
Service Maintenance	235	29	12%	129	55%	59	25%	23	10%	1	0%	0	0%	1	0%
Total	286	39	14%	145	51%	73	26%	28	10%	1	0%	0	0%	3	1%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2014-Q2 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS
January 1, 2014 to June 30, 2014¹

Category	Race/ Color ¹	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	4	1	2	1	0	0	2	3	13	9	8 Open/ 1 Closed
External Complaints	4	0	1	0	0	0	2	3	10	6	6 Open/ 0 Closed
Internal Complaints	0	1	1	1	0	0	0	0	3	3	2 Open/ 1 Closed

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	1	0	0	1	1	0 Open/ 1 Closed

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

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

2014-Q2 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 6/30/14
EXTERNAL

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 6/30/14
INTERNAL

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

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 6/30/14

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

MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - September 2014

data thru August 2014; \$s in million

	Budget	Expenditures
Construction	\$ 935.7	\$ 854.5
Design	105.3	104.3
Construction Management	138.1	110.1
Real Estate	220.9	206.6
Total	\$ 1,400.0	\$ 1,275.5

	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening*	September / October-2014

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)**	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone*	Forecast Substantial Completion
4F: Transit Center Building <i>Plaza - Schiavone, JV</i>	\$212.8	\$205.9	\$6.9	\$189.1	Jan-2011	Aug-2010	Jun-2014	Sep / Oct- 2014	Dec-2014
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

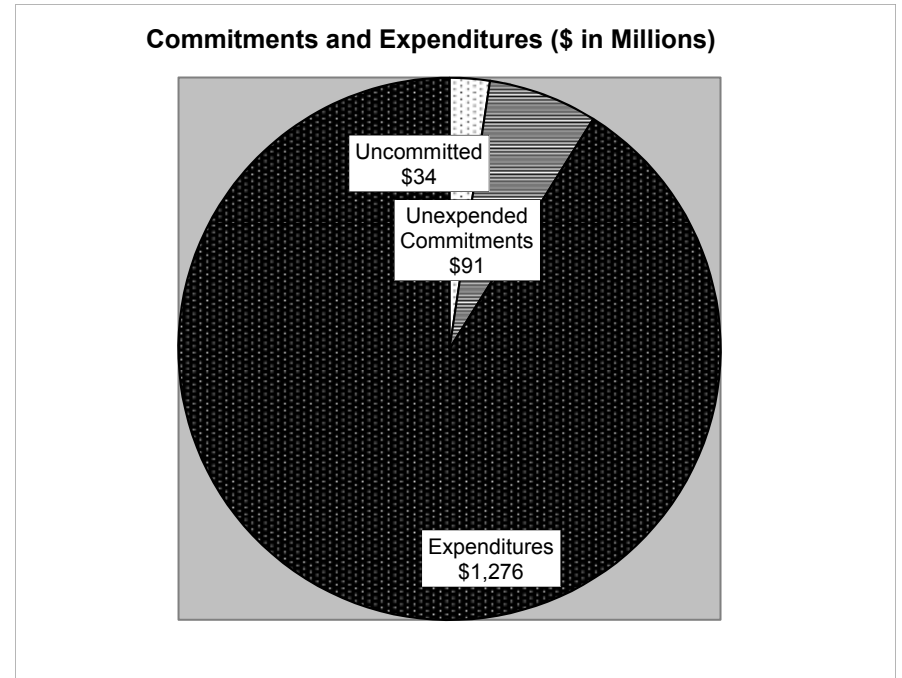
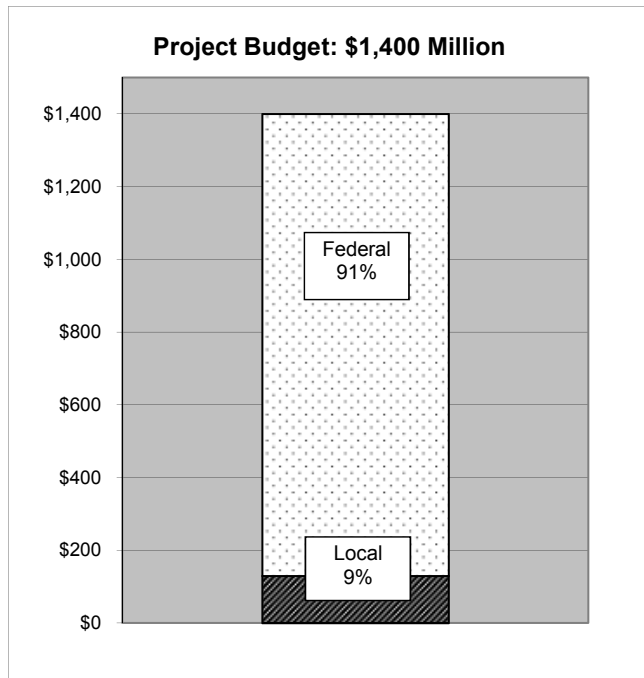
* The Fulton Center Opening date is currently under review.

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

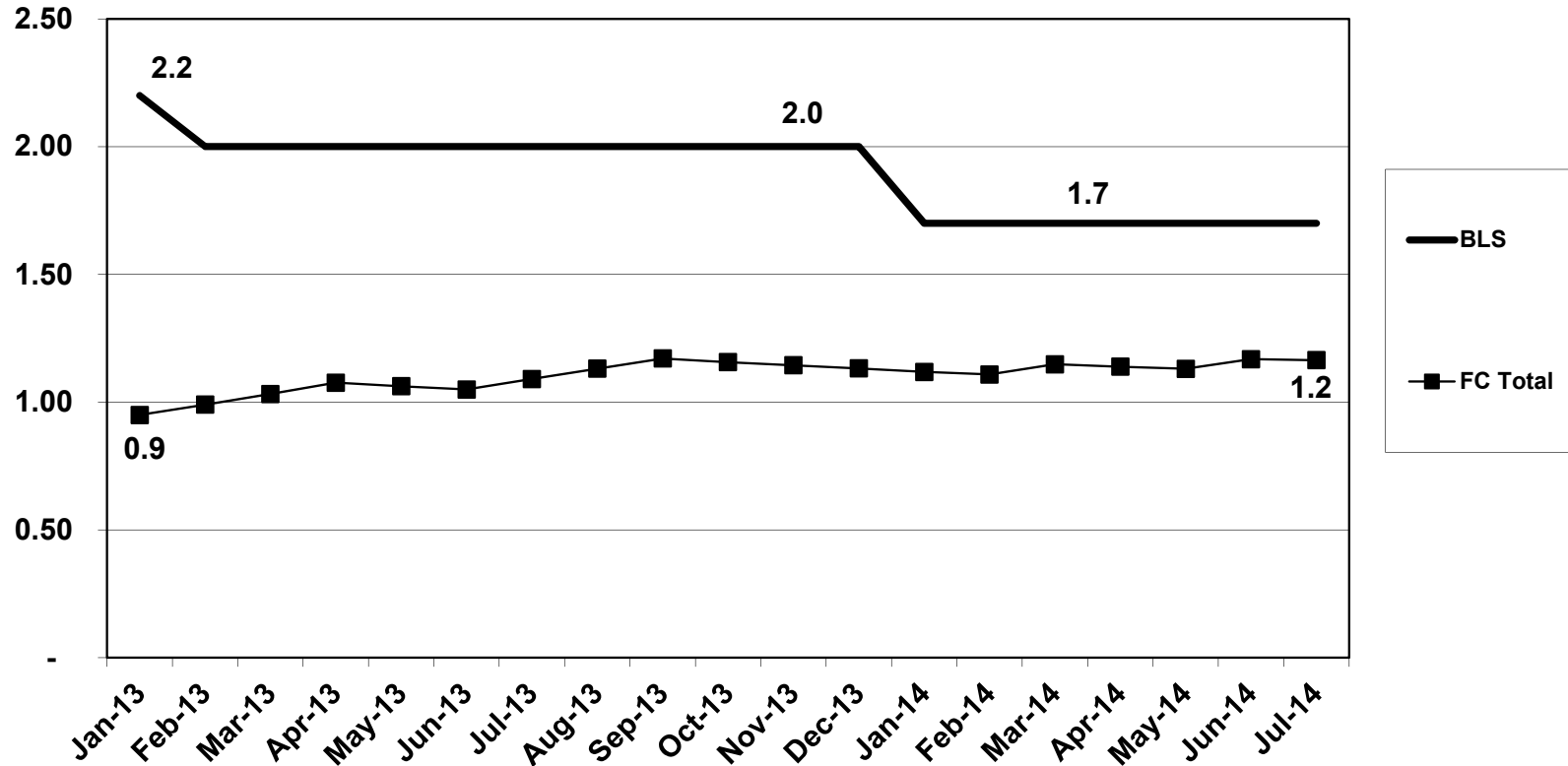
Fulton Center Status

Report to the Transit Committee - September 2014
data thru August 2014

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 943	\$ 34	\$ 861
ARRA (Federal Stimulus)	423	-	423	423	423	-	414
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,366	\$ 34	\$ 1,276



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 - September 2014

data thru August 2014; \$s in million

	Budget	Expenditures
Final Design	\$ 117.4	115.2
Construction	1,892.2	1,757.3
Construction Management	44.2	35.1
Subway Project Reserve	46.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,907.6
HYDC-Funded Non-Subway Work [†]	266.0	227.3
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,134.9
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,187.9

	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	Q4-2014 / Q1-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building)	\$542.4	\$530.4	\$12.0	\$474.5	Aug-2011	Jun-2014	Q4-2014/ Q1-2015
<i>Skanska/Railworks JV</i>							
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††}	\$92.3	\$84.8	\$7.5	\$28.3	Sep-2012	Apr-2016	Apr-2016
<i>John P. Picone Inc.</i>							

*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.

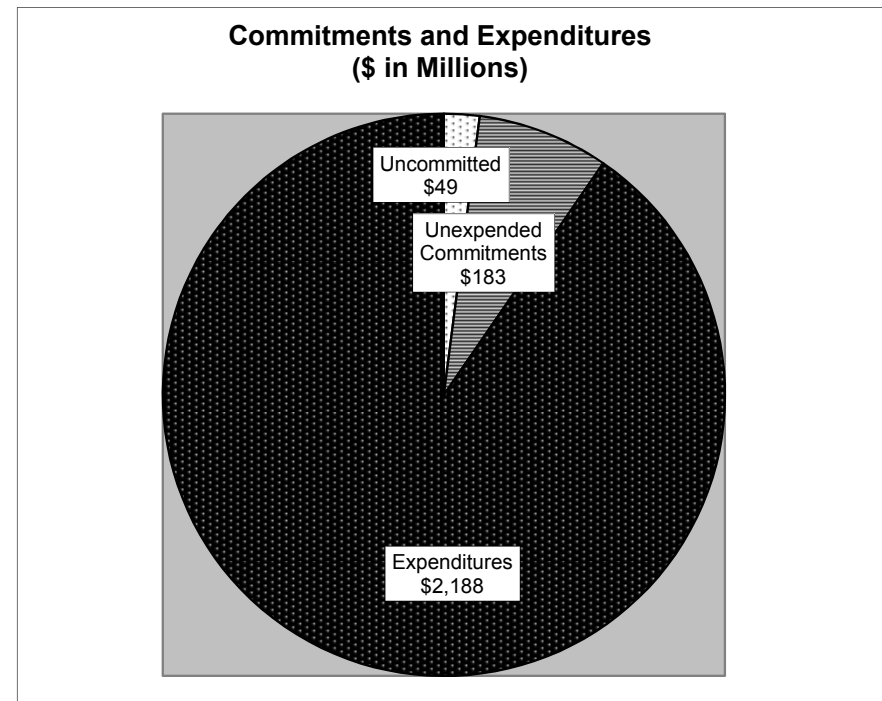
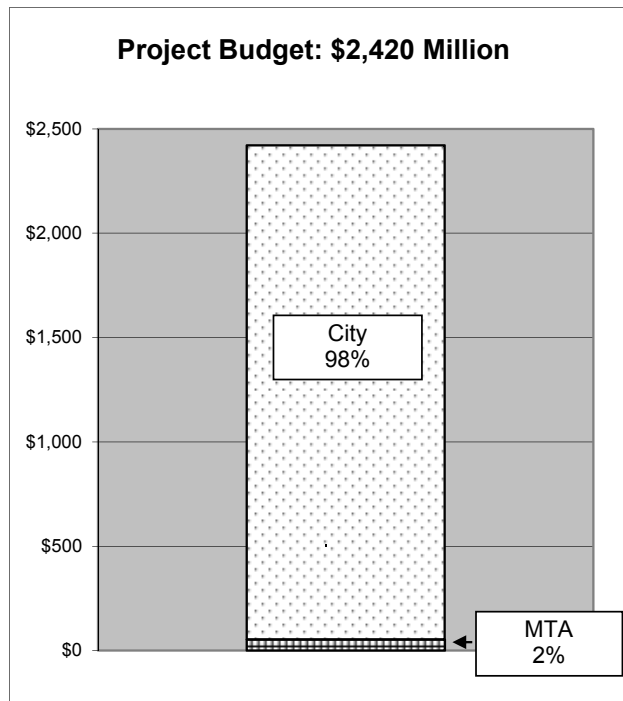
^{††} The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

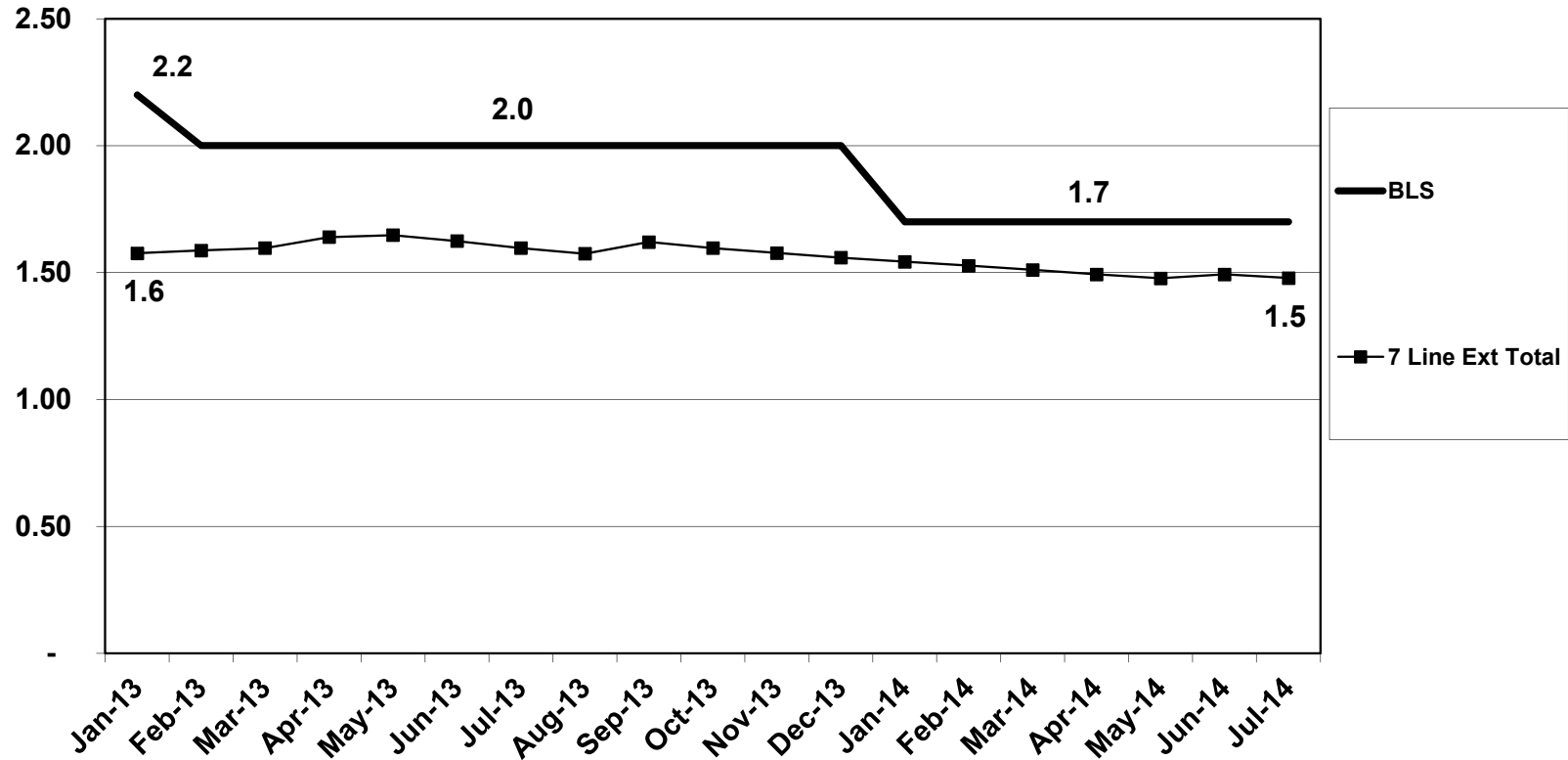
Report to the Transit Committee - September 2014
data thru August 2014

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,318	2,318	49	2,135
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,318	\$ 2,371	\$ 49	\$ 2,188

* 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 - September 2014

data thru August 2014; \$s in million

	Budget	Expenditures
Construction	\$ 3,450.6	\$ 2,143.3
Design	497.7	471.1
Construction Management	221.3	137.8
Real Estate	281.5	222.4
Total	\$ 4,451.0	\$ 2,974.6

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$190.9	\$187.4	\$3.5	\$143.6	Jul-2010	Jan-2011	May-2014	Oct-2015
86th St Station Structure <i>Skanska/Traylor, JV</i>	\$332.0	\$317.9	\$14.1	\$299.9	Jan-2011	Aug-2011	Sep-2014	Dec-2014
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$267.2	\$15.6	\$84.7	Mar-2011	Jan-2012	Aug-2016	Aug-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$347.3	\$338.3	\$9.0	\$139.1	Mar-2011	Jun-2012	Dec-2015	Aug-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$276.4	\$263.4	\$13.1	\$48.3	Nov-2012	Feb-2013	Nov-2015	May-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$208.6	\$14.4	\$14.5	Oct-2013	Jun-2013	May-2016	May-2016

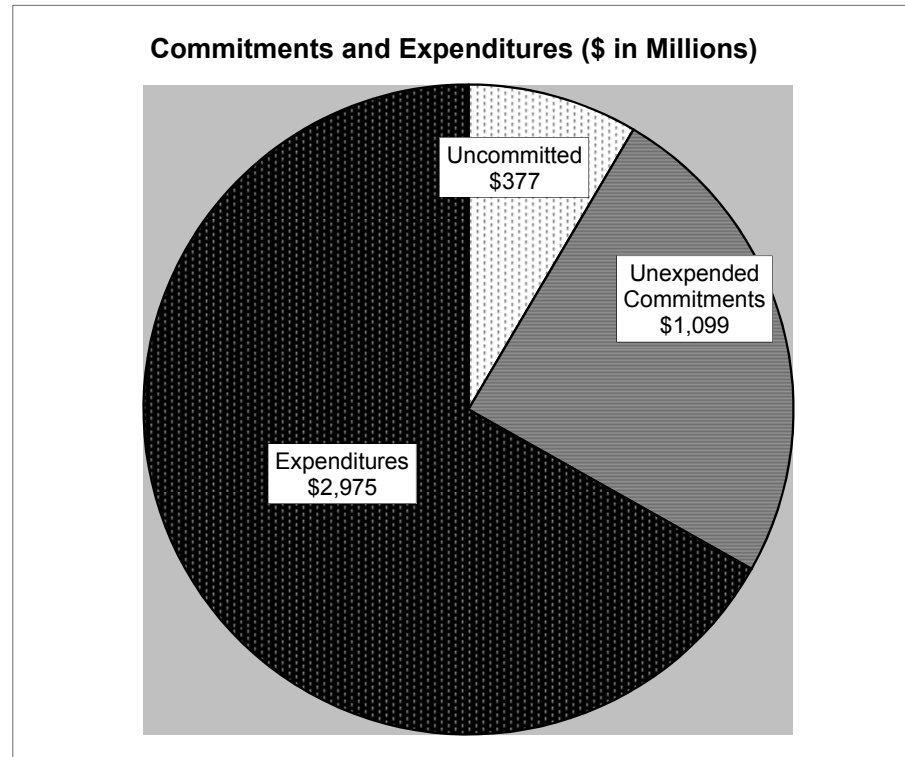
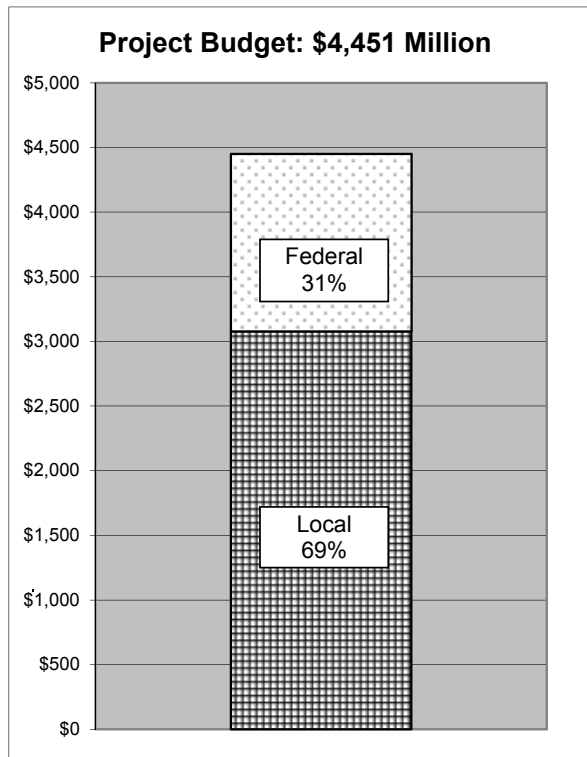
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

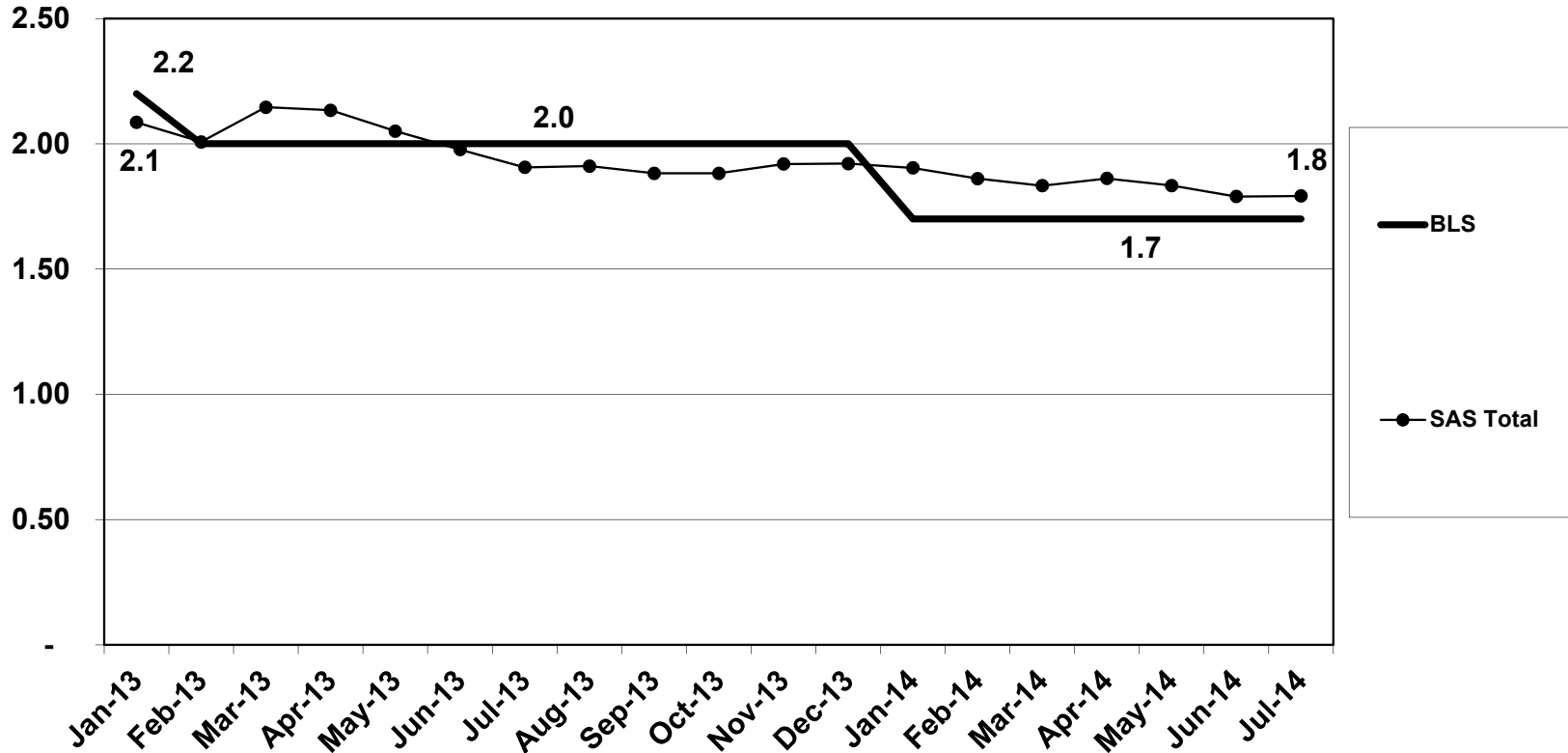
Report to the Transit Committee - September 2014

data thru August 2014

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,048	\$ 2	\$ 1,036
2005-2009	1,914	846	1,068	758	1,839	75	1,487
2010-2014	1,487	1,487	-	-	1,186	301	452
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,074	\$ 377	\$ 2,975



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)