



New York City Transit

Transit Committee Meeting

January 2012

Committee Members

M. Lebow, Chair

J. Banks III, Vice Chair

A. Albert

F. Ferrer

J. Kay

S. Metzger

C. Moerdler

M. Page

J. Sedore, Jr.

E. Watt



Metropolitan Transportation Authority

MEETING AGENDA

MTA NEW YORK CITY TRANSIT COMMITTEE

January 23, 2012 - 10:00 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

- | | |
|---|------|
| 1. APPROVAL OF MINUTES – December 19, 2011 | 1.1 |
| 2. APPROVAL OF 2012 COMMITTEE WORK PLAN | 2.1 |
| 3. OPERATIONS PERFORMANCE SUMMARY | 3.1 |
| 4. FINANCIAL REPORTS | |
| > Financial & Ridership | 4.1 |
| > SIR Financial & Ridership Report | 4.27 |
| > Capital Program Status Report | 4.40 |
| 5. PROCUREMENTS | 5.1 |
| > NYCT Non-Competitive | 5.5 |
| > NYCT Competitive | 5.6 |
| > MTACC Competitive | 5.8 |
| > NYCT Ratifications | 5.9 |
| > MTACC Ratifications | 5.10 |
| 6. SERVICE CHANGES: | |
| > Revise Bus Service in Eastern Bronx | 6.1 |
| > Bus Schedule Changes Effective April 2012 | 6.6 |
| 7. SPECIAL REPORTS & PRESENTATIONS | |
| > MetroCard Report | 7.1 |
| 8. MTACC PROJECTS REPORT | 8.1 |

Date of next meeting February 27, 2012 at 10:00 AM

1. APPROVAL OF MINUTES

**Minutes of Regular Meeting
Committee on Operations of
New York City Transit Authority, Manhattan and Bronx
Surface Transit Operating Authority, and Staten Island Rapid Transit Operating
Authority
December 19, 2011**

Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
10:00 AM

The following Members were present:

Hon. Mark Lebow, Chair
Hon. John H. Banks III, Vice Chair
Hon. Andrew Albert
Hon. Fernando Ferrer
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Mark Page
Hon. James L. Sedore, Jr.

Also present were:
Joseph Lhota, Chairman, CEO, MTA

Hon. Robert C. Bickford

Thomas F. Prendergast, President, New York City Transit
Robert Bergen, Executive Vice President
Carmen Bianco, Senior Vice President, Subways
Vincent A. DeMarino, Vice President, Security
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Fred Smith, Senior Vice President, CPM

Michael Horodniceanu, President, MTA Capital Construction
David Cannon, Director, Procurement and Risk Management, MTACC

I. Chair Lebow opened the meeting, and introduced Joseph Lhota as the MTA's new Chairman and CEO.

II. Public Speakers

There were two public speakers:

Orrin Getz, New Jersey Association of Railroad Passengers, commended NYCT on its use of electronic arrival signs, especially on the Grand Central Terminal shuttle platform, and expressed his opinion that better signage is required at the Flushing Main Street station.

Murray Bodin expressed to the Committee his hope for a new and positive approach to collaborative problem solving.

III. Minutes and Work Plan

By motion duly made and seconded, the Members approved the Minutes of the November 2011 meeting.

There were no changes to the work plan.

IV. Agenda Items

A. Operations Report

Senior Vice President Bianco reported to the Committee on the Department of Subways' operating performance, comparing performance statistics in October 2011 with those of October 2010, as well as providing year-to-date or twelve-month average performance figures as appropriate.

In response to Member Albert's inquiry into the reasons for the poor weekend on-time terminal performance for the ② Line, SVP Bianco noted the impact of signal related construction activity. Member Moerdler congratulated SVP Bianco on improvements in ① Line performance, but remarked that ③ Line performance statistics seem to be in a steady decline and that service in the Bronx continues to appear substandard. In response to Member Moerdler's concerns, as well as those of Member Ferrer regarding ④ Line performance, SVP Bianco noted that ongoing construction and maintenance activities affected the statistics, as did a number of discrete incidents, including a passenger injury and a train derailment. He commented that the completion of the construction and maintenance work, as well as the implementation of the line closure program, should improve service. SVP Bianco also noted that the Passenger Environment Survey-Key Performance Indicator results for the Bronx were affected by the absence of a subway map at a particular location, and informed the Committee that this was being addressed, and that additional cleaning personnel were being added to improve overall cleanliness.

Vice President Kennedy presented the monthly Safety Report and President Prendergast presented the NYPD Transit Bureau statistics. President Prendergast noted that the Chief and Deputy Chief of the Transit Bureau could not be present since they were attending funeral services for a slain officer, but read Members a statement regarding ongoing crime reduction efforts which had been prepared by Chief Fox. President Prendergast deferred Members' questions until next month when there could be Transit Bureau representation present.

B. Financial Reports

President Prendergast reported to the Committee on NYCT's finances and SVP Fred Smith presented Members with the Capital Program Status report. Details on the following are provided in the Agenda:

- Financial and Ridership Report
- Capital Program Status

In response to a request by Member Moerdler for a borough by borough breakdown of the budget statistics and the effect of reductions in staffing on performance, President Prendergast commented that the statistics reflected organizational functions and were difficult to segregate by borough, and that the allocation of resources would be more fully addressed at the Finance Committee.

C. Procurements

VP Plochochi introduced to the Committee the NYCT and MTACC procurement agenda, which consisted of ten procurement action items totaling \$706.9 Million in proposed expenditures.

Motions were duly made and seconded to approve the NYCT procurement actions and the MTACC's procurement actions.

VP Plochochi highlighted two procurements for the Committee: (1) The proposed purchase from Kawasaki Rail Car Inc. of new CBTC-ready A-Division subway cars, as well as the conversion of existing R142A cars to CBTC capability, and (2) the proposed award of a contract for the supply and installation of track, signal, traction power and communication systems for Phase 1 of the Second Avenue Subway project to the joint venture of Comstock/Skanska. VP Plochochi noted to the Committee that award of the contract to the Comstock/Skanska JV will not be made until a pending bid protest, filed after the Committee agenda had gone to print, has been resolved. He also brought to the Committee's attention the proposed award of a contract to Thatcher Associates for providing oversight of Skanska's performance on MTA CC projects.

In response to a question from Member Moerdler about whether adequate outreach efforts were made prior to the proposed award to Kawasaki Rail Car Inc., Chair Lebow noted that the action item was to exercise an existing option in the base contract with

Kawasaki. President Prendergast remarked that locking in an option price for the purchase of additional cars benefits NYCT. President Prendergast also noted that the New York State content requirements attached to receipt of local funding have limited the field of qualified suppliers to those with a New York presence, but that where federal funds are used the limitations will not be applicable. He also reassured the Committee that efforts will be made going forward to expand the number of proposers as much as practicable, specifically referencing the future R211 solicitation as one on which competition will be aggressively sought. In response to Member Moerdler's inquiry into the Significant Adverse Information finding against the Hewlett Packard Company (HP), VP Plochochi explained that the issue involved the Foreign Corrupt Practices Act and the dealings of a former German subsidiary of HP with the Russian Federation. He also noted that, as required by existing internal procedures, the Chairman authorized the solicitation.

In response to Member Moerdler's comment about the importance of NYCT securing rights to software in order to prevent the need for sole source procurements, VP Plochochi noted that, while many vendors will not agree to transfer their rights, NYCT does require rail car manufacturers to put their software into escrow so that it is available to NYCT under certain contingencies. VP Plochochi also commented that efforts are being made to encourage vendors to use multiple sub-suppliers which would then widen the field of competition in the after-market. He noted that, as NYCT comprises only 5% of the global market for subway cars, many international companies do not feel that setting up a local operation is a worthwhile business proposition. Member Moerdler reiterated his belief that competition can be sought abroad, and commended NYCT on the efforts it has already made to advertise internationally.

In response to a question from Member Kay regarding the effect of the Buy New York provision on subway car solicitations, VP Plochochi explained that New York content can result in a credit of up to 10% in calculating the unit price of the car, but that New York State content cannot be the sole deciding factor in the award of a contract. Member Kay noted that the Buy New York requirement does not necessarily seem to inhibit competition for rolling stock procurements. President Prendergast pointed out to the Committee that NYCT receives the most competitive pricing in North America on its rolling stock and that it has some of the highest MDBF rates in the nation.

In response to Member Moerdler's concern that there may be a perception that the field is closed to all but a few proposers, VP Plochochi noted that the last very sizable rail car solicitation went to a combination of Alstom and Kawasaki with Alstom, then a new entrant into NYCT's car building market, being responsible for building 60% of the cars.

At the conclusion of these discussions, the Committee approved NYCT's and MTACC's non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda), and those requiring a majority vote (Schedule G in the Agenda) were approved and forwarded to the full Board for consideration, as were the competitive procurements requiring a two-thirds vote (Schedule C in the Agenda) and those requiring a majority vote (Schedules G and I in the Agenda). The proposed ratification of completed

procurement actions requiring a majority vote (Schedule K in the Agenda) was also approved and forwarded to the full Board for consideration.

MTACC's non-competitive procurements requiring a majority vote (Schedule F in the Agenda) were also approved and forwarded to the full Board for consideration, as were the competitive procurements requiring a two-thirds vote (Schedule C in the Agenda) and those requiring a majority vote (Schedule H 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

Upon motion duly made and seconded, an action seeking an amendment of the 2010-2014 Capital Program to add electrical and structural work in the Steinway Tube which serves the 7 subway line, was approved and forwarded to the full Board for consideration.

In response to a question from Member Moerdler, SVP Smith advised the Committee that the Steinway Tube contract would be competitively bid. In response to Member Kay's inquiry into the source of funding for the work, SVP Smith explained that the job would be financed from savings on other capital projects on which bid pricing was better than anticipated.

Upon motion duly made and seconded, MTACC's request for (1) authorization to enter into an agreement with Digby Management Company to provide oversight and coordination of utility relocation on their property, and (2) for authorization to modify an agreement with a private building owner to increase previously approved design expenditures, were approved and forwarded to the full Board for consideration. Both of the action items were associated with the Second Avenue Subway project. Member Banks abstained from the vote on the Digby Management Company item.

President Prendergast commented that an application was now available that would provide customers with notice of alerts regarding the status of elevator and escalator outages. In response to a question from Member Moerdler, he also noted that the work experience program referenced on page 7.8 of the Agenda was a Workfare program intended to supplement NYCT's cleaning services and that there had been no advance feedback from the labor organizations on reinstatement of the plan.

VI. Service Changes

The rerouting of the S55 bus and S74 bus, and a revision to the X22 bus route were presented to the Committee for information.

VII. Special Reports and Presentations

The MetroCard Report was presented to the Committee for information.

VIII. MTA CC Project Report

President Horodniceanu presented the Capital Construction Company projects report, informing Members of the progress of the Fulton Street Transit Center, 7 Extension and Second Avenue Subway projects.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2. COMMITTEE WORKPLAN



2012 Transit Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2012

Approval of 2012 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2012

Preliminary Review of NYC Transit 2011 Operating
Results
Preliminary Review of SIR 2011 Operating Results
NYC Transit Adopted Budget/Financial Plan 2012-2015
SIR Adopted Budget/Financial Plan 2012-2015
Service Quality Indicators (including PES)
ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Management & Budget

Management & Budget
Management & Budget
Management & Budget
Operations Planning
Capital Program Management
Subways
Law

March 2012

April 2012

Final Review of NYC Transit 2011 Operating Results
Final Review of SIR 2011 Operating Results

Management & Budget
Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2012

Transit Adjudication Bureau Report
Elevator & Escalator Service Report

Law
Subways

June 2012

July 2012

August 2012

No Meetings Held

September 2012

Public comment/Committee review of budget
2012 NYC Transit Mid-Year Forecast Monthly Allocation
2012 SIR Mid-Year Forecast Monthly Allocation
2013 Preliminary NYC Transit Budget
2013 Preliminary SIR Budget
Service Quality Indicators (including PES)
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Management & Budget
Management & Budget
Management & Budget
Management & Budget
Operations Planning
Subways
Law

October 2012

Public Comment/Committee review of budget
2013 Preliminary NYC Transit Budget
2013 Preliminary SIR Budget

Management & Budget
Management & Budget

November 2012

Public comment/Committee review of budget
Charter for Transit Committee
2013 Preliminary NYC Transit Budget
2013 Preliminary SIR Budget
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Law
Management & Budget
Management & Budget
Subways
Law

December 2012

2013 Final Proposed NYC Transit Budget
2013 Final Proposed SIR Budget

Management & Budget
Management & Budget



2012 Transit Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

JANUARY 2012

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2012 and will be asked to approve its use for the year.

FEBRUARY 2012

Preliminary Review of NYC Transit's 2011 Operating Results

NYC Transit will present a brief review of its 2011 Budget results.

Preliminary Review of SIR 2011 Operating Results

NYC Transit will present a brief review of SIR's 2011 Budget results.

Adopted Budget/Financial Plan 2012-2015

NYC Transit will present its revised 2012-2015 Financial Plan. This plan will reflect the 2012 Adopted Budget and an updated Financial Plan for 2012-2015 reflecting the out-year impact of any changes incorporated into the 2012 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2012 by category.

SIR Adopted Budget/Financial Plan 2012-2015

NYC Transit will present SIR's revised 2012-2015 Financial Plan. This plan will reflect the 2012 Adopted Budget and an updated Financial Plan for 2012-2015 reflecting the out-year impact of any changes incorporated into the 2012 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2012 by category.

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

MARCH 2012

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2012

Final Review of NYC Transit 2011 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 2011 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.

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.

MAY 2012

Elevator & Escalator Service Report

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

JUNE 2012

JULY 2012

AUGUST 2012

No Meetings Held

SEPTEMBER 2012

2012 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2012 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2012 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2012 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2013 NYC Transit Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

2013 SIR Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

Service Quality Indicators/PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and the Passenger Environment Survey, 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 2012

2013 NYC Transit Preliminary Budget

Public comments will be accepted on the 2013 Preliminary Budget.

2013 SIR Preliminary Budget

Public comments will be accepted on the SIR 2013 Preliminary Budget.

NOVEMBER 2012

2013 Preliminary NYC Transit Budget

Public comments will be accepted on the 2013 Preliminary Budget.

2013 SIR Preliminary Budget

Public comments will be accepted on the SIR 2013 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.

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2012

2013 Final Proposed NYC Transit Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2013.

2013 Final Proposed SIR Budget

The Committee will recommend action to the Board on the SIR Final Proposed Budget for 2013.

3. OPERATIONS PERFORMANCE SUMMARY

Monthly Operations Report

Statistical results for the month of November 2011 are shown below. Details on each indicator (except for Paratransit indicators, for which no additional detail is provided) are provided on the following pages.

Subways

Indicator	Current Month: November 2011			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Wait Assessment (charts 1-2)						
IRT Weekday Wait Assessment - ATS-A lines (1 thru 6 lines)	75.5%	75.2%	+0.3%	79.1%	79.1%	0.0%
IRT Weekday Wait Assessment - (All Lines)				76.6%	74.7%	+0.7%
BMT Weekday Wait Assessment	79.8%	81.1%	-1.3%	81.3%	82.1%	-0.8%
IND Weekday Wait Assessment	80.0%	82.9%	-2.9%	79.2%	79.5%	-0.3%
System Weekend Wait Assessment (charts 3)						
IRT Weekend Wait Assessment - ATS-A lines (1 thru 6 lines)	83.4%	83.9%	-0.5%	83.4%	N/A	N/A
IRT Weekend Wait Assessment - (All Lines)				84.5%	N/A	N/A
BMT Weekend Wait Assessment	81.4%	87.6%	-6.2%	86.1%	N/A	N/A
IND Weekend Wait Assessment	82.9%	80.0%	+2.9%	79.3%	N/A	N/A
System Weekday Terminal On-Time Performance (charts 4-5)						
IRT Weekday Terminal On-Time Performance	85.1%	87.4%	-2.3%	84.9%	N/A	N/A
BMT Weekday Terminal On-Time Performance	80.3%	82.7%	-2.4%	80.5%	N/A	N/A
IND Weekday Terminal On-Time Performance	91.4%	92.1%	-0.7%	89.8%	N/A	N/A
System Number of Terminal Delays (chart 6)	22,825	19,457	+17.3%	23,272	N/A	N/A
System Weekend Terminal On-Time Performance (charts 7-8)						
IRT Weekend Terminal On-Time Performance	88.2%	89.3%	-1.1%	88.5%	N/A	N/A
BMT Weekend Terminal On-Time Performance	84.2%	84.0%	+0.2%	84.8%	N/A	N/A
IND Weekend Terminal On-Time Performance	93.1%	94.4%	-1.3%	93.5%	N/A	N/A
System Number of Weekend Terminal Delays (chart 9)	5,554	4,820	+15.2%	5,465	N/A	N/A
Mean Distance Between Failures (charts 10-12)						
IRT Mean Distance Between Failures	181,963	208,109	-12.6%	169,934	170,695	-0.4%
BMT Mean Distance Between Failures	145,734	152,019	-4.1%	166,628	158,993	+4.8%
IND Mean Distance Between Failures	288,979	376,423	-23.2%	211,798	253,598	-16.5%
System Weekday Service-KPI (charts 13-14)						
IRT Weekday Service-KPI	83.0%	83.7%	-0.7%			
BMT Weekday Service-KPI	80.2%	80.4%	-0.2%			
IND Weekday Service-KPI	86.2%	86.9%	-0.7%			
System Weekday PES-KPI (charts 15-17)						
IRT Weekday PES-KPI	82.4%	84.3%	-1.9%			
IND Weekday PES-KPI	91.0%	92.0%	-1.0%			
Staten Island Railway						
24 Hour On-Time Performance	88.1%	89.0%	-1.0%	94.9%	95.5%	-0.6%
AM Rush On-Time Performance	88.1%	86.8%	+1.5%	95.5%	98.1%	-2.7%
PM Rush On-Time Performance	89.4%	94.2%	-5.1%	97.8%	97.9%	-0.1%
Percentage of Completed Trips	98.4%	98.9%	-0.5%	98.7%	99.3%	-0.6%
Mean Distance Between Failures	221,223	199,486	+10.9%	200,568	583,054	-65.6%
Staten Island Railway PES-KPI (charts 18)	84.6%	89.2%	-4.6%			

Safety

Indicator	Current Month: November 2011			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 19) ¹	2.83	3.07	-7.8%	3.00	3.00	0.0%
Subway Customer Injuries/Million Customers (chart 20) ¹	2.84	3.10	-8.4%	3.07	3.04	+1.0%
Subway Collisions (chart 21) ^{2,4}	0	2	-100.0%	2	3	-33.3%
Subway Derailments (chart 22) ^{2,4}	0	0	N/A	3	1	+200.0%
Subway Fires (charts 23-24) ²	66	91	-27.5%	1,056	1,104	-4.3%
Employee On-Duty Lost-Time Accidents (chart 25)	2.84	3.05	-6.9%	3.32	3.10	+7.1%

Crime

Indicator	Current Month: November 2011			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies (Attachments 26-28) ^{3,4}	239	241	-0.8%	2,543	2,193	+16.0%
Robberies ^{3,4}	78	70	+11.4%	787	713	+10.4%

¹ Current month data are for October 2011.

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

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

² Current month data are for December 2011.

Monthly Departmental Update

Monthly accomplishments for the following:

Capital Program Awards

On December 30, 2011, NYCT awarded the \$15.5 million fourth phase of the Signal Control Line Modification project on December 30, 2011 for \$15.5 million. Depending on the specific needs and conditions at each of the 160 locations in Ph 4, the project scope includes furnishing and installation of signal equipment necessary for the modification/extension of signal control and operation of wayside equipment, installation of auxiliary aspects, signals, relays and timers, to provide grade timing and station timing where required and design of all required circuits

On December 30, NYCT awarded a \$497.2 million project to purchase 103 Communication-Based Train Control (CBTC)-ready A-Division subway cars that will operate on the IRT Flushing Line and to convert 370 R142A subway cars to be compatible with CBTC operation on the Flushing Line.

On December 9, NYCT awarded two projects as part of the MTA's Small Business Mentoring Program (SMBM). A \$0.9 million project will address deficient elements at the 138th Street / 3rd Avenue Station on Pelham 6 Line in the Bronx. The project includes structural repairs at the East passageway and component repair of one interior stairway. A \$1.3 million commitment will include repairs at 16 stairways at the Fordham Road and 183rd Street Stations on the Concourse Line in the Bronx.

Substantial Completion

On December 30, 2011, NYCT substantially completed the \$215.3 million rehabilitation of five consecutive stations on the Brighton Line in Brooklyn. NYCT took advantage of efficiencies obtained by concurrently rehabilitating neighboring stations. The project scope included the rehabilitation of the Avenue J, Avenue H, and Avenue M Stations, and structural remediation at the Newkirk Avenue and Kings Highway Stations. In addition, the Kings Highway Station was made fully ADA accessible with the installation of two new elevators, which were placed into service on October 26 and other elements.

On December 30, 2011, NYCT completed the \$130.5 million rehabilitation of five stations on the Pelham Line in the Bronx, including the Parkchester – East 177th Street, St. Lawrence Avenue, Elder Avenue, Whitlock Avenue, and the Morrison-Soundview Stations. The project scope for the Parkchester - East 177th Street Station also included new employee facilities.

Monthly Departmental Update

On December 30, 2011, NYCT also substantially completed a \$10.2 million project, funded with stimulus monies from the American Recovery and Reinvestment Act of 2009, to provide cooling solutions to existing communication rooms at 13 locations in Manhattan, Queens, and Brooklyn.

On December 5, 2011, NYCT completed the \$35.3 million third phase of the ongoing signal modernization initiative. Phase 3 addressed approximately 500 signal locations and included the extension of control and operation of wayside equipment, installation of grade timing and station timing, modification of signal control lines, or installation of new signal locations.

MAINTENANCE OF WAY

Track Rehabilitation Projects

The Division of Track in-house construction group will have track projects underway in January at the following elevated, open-cut and subway locations:

Work will commence on the White Plains Road Line south of East 180th Street and also on the Jamaica Line south of Halsey Street to Gates Avenue.

On the open-cut, work will start in the Rockaways at Beach 67th Street

Subway work is planned as an extended nine day shutdown on the Concourse Line south of 161st Street. Switch work commenced at 14th Street on the 7th Avenue IRT. Work is also planned north of Atlantic Avenue on the BMT.

Battery Energy Storage System (Update)

Power continues to work with the Metropolitan Transportation Authority (MTA), the Federal Transit Administration (FTA) and the New York Power Authority (NYPA) to purchase a battery energy storage system to install in the Central Substation.

Alstom B1 Relays

The installation of Alstom B1 relays by the Signals Division is 99% complete and is expected to be closed out in January 2012.

Lexington Avenue Line Closure—Fast Track

The first line closure will be implemented in January, from the 2200 hours on the 9th through 0500 hours on January 13th. All DOS operating divisions will be present

Monthly Departmental Update

performing detailed, engrossing work across all disciplines. At this writing, the first night has been completed, with the following highlights:

- The Track Division corrected 320 Third Rail defects; replaced running rails N/O Fulton Street and Brooklyn Bridge; replaced tie plates at five stations and cleaned and scraped over 5,000 track feet encompassing 14 station tracks.
- The Station Environment Division removed trash from 15 stations; power washed Wall Street Station; painted some 3,800 linear feet of rubbing board edge; added lighting fixtures, washed and relamped 23rd Street Station; replaced missing floor tiles at four stations; scraped peeling paint at three stations over the track roadbed; and chipped and replaced broken steps on 16 stairways.
- The Signal Maintenance Division performed over 34 of 63 signal first of the month inspections; serviced 4 switches; inspected and tested 21 timers.

STATION ENVIRONMENT

Station Maintenance Pilot (Update)

For the month of December 2011, Station Environment Maintenance forces scraped 57,310 square feet of peeling paint, primed 70,390 square feet, and painted 71,165 square feet at 19 initiative stations. This pilot program involves increased maintenance and cleaning at the two most heavily used stations/complexes in each borough.

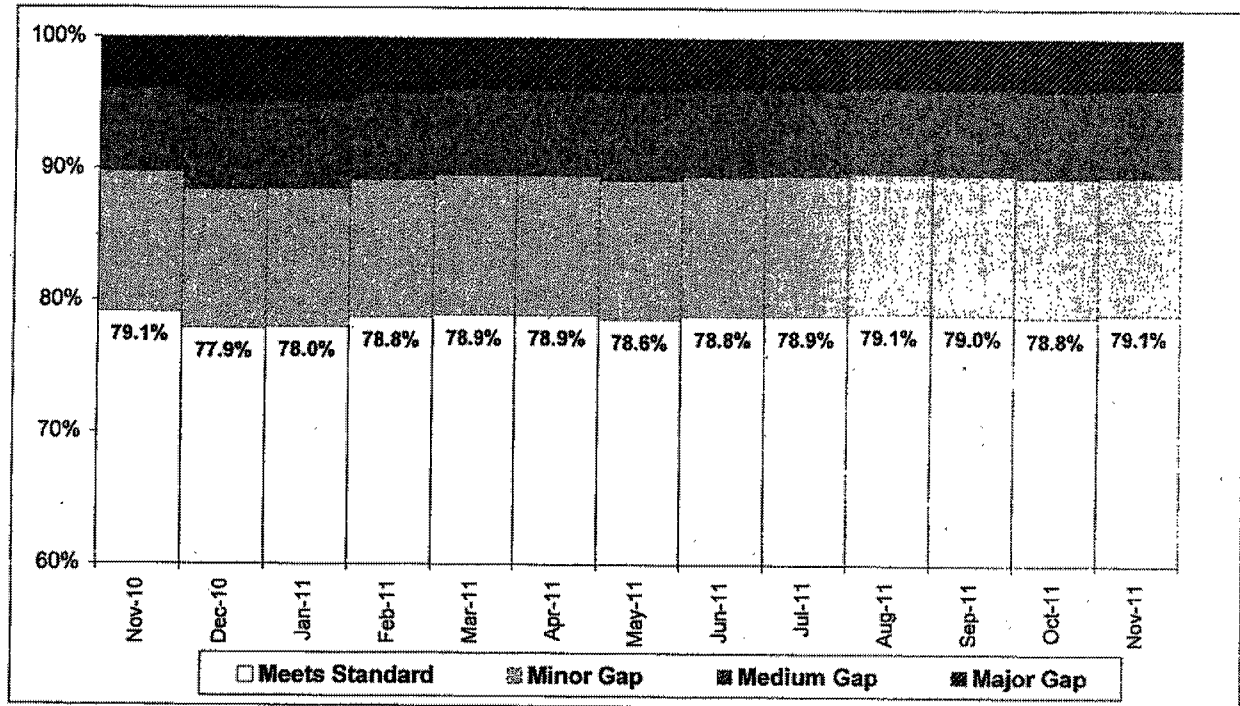
Station Signage (Update)

Station Signage provided 149 signs for the ongoing rehabilitation of the Fulton Street Transit Center. In addition, 100 signs were fabricated and installed for the West End Line (D) station rehabilitations and related service changes including station bypass information at 25th Avenue and at 79th Street, new station entrances at Fort Hamilton Parkway and at 62nd Street, temporary booths and stair closings. As part of the Brighton Line Rehabilitation (B/Q) porcelain contract, 41 signs were installed at Avenue J, 166 signs at Newkirk Plaza, and 45 signs at Avenue H.

Work Experience Program (WEP)

To date, there are 635 Work Experience Program (WEP) workers on NYCT property towards a target of 1,500 workers. Under the program, the Division of Station Environment & Operations assigns employable Public Assistance recipients to supplement routine station cleaning system wide. The purpose of this program is to provide a supportive environment in which participants can gain work experience while improving the quality of life in the New York City Subways.

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 <u>12-Month Average</u>					Annual Results (Meets Standard)
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Dec '10-Nov '11	79.1%	10.5%	6.5%	3.9%	2011 GOAL: 79.0%
Dec '09-Nov '10	79.1%	10.6%	6.5%	3.8%	2010 ACTUAL: 77.9%

Note: 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.

Subway Weekday Wait Assessment (6 am - midnight)

Dec '10-Nov '11					Dec '09-Nov '10				
Line	Meets Standard	Headways* GAP			Meets Standard	Headways* GAP			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	79.6%	10.0%	6.4%	3.9%	75.6%	11.2%	8.1%	5.1%	+4.0%
②	73.6%	10.6%	9.1%	6.7%	74.1%	11.2%	9.3%	5.4%	-0.5%
③	77.4%	11.1%	6.9%	4.6%	77.7%	11.7%	6.7%	4.0%	-0.3%
④	73.7%	10.7%	8.8%	6.9%	73.7%	10.8%	8.5%	7.0%	+0.0%
⑤	72.0%	10.5%	8.7%	8.7%	71.9%	11.1%	8.9%	8.1%	+0.1%
⑥	76.7%	10.1%	7.4%	5.7%	78.5%	10.2%	6.9%	4.3%	-1.8%
⑦	76.0%	12.4%	7.8%	3.8%	74.1%	11.5%	9.6%	4.8%	+1.9%
⑤ 42nd	83.9%	7.8%	4.8%	3.5%	81.8%	9.5%	5.8%	2.8%	+2.1%
IRT	76.6%	10.4%	7.5%	5.5%	75.9%	10.9%	8.0%	5.2%	+0.7%
⑧	79.0%	11.1%	6.5%	3.5%	77.2%	13.6%	6.1%	3.1%	+1.8%
① ②	82.5%	9.5%	5.9%	2.1%	85.4%	10.2%	3.4%	1.1%	-2.9%
③	80.0%	11.7%	6.2%	2.1%	75.9%	12.1%	7.6%	4.5%	+4.1%
④	78.9%	11.9%	7.0%	2.2%	83.5%	10.2%	4.7%	1.6%	-4.6%
⑤	77.5%	12.4%	7.4%	2.7%	79.0%	12.9%	6.0%	2.2%	-1.5%
⑥	79.1%	11.6%	5.8%	3.6%	79.0%	11.6%	6.4%	3.0%	+0.1%
⑤ Fkn	96.3%	2.7%	0.8%	0.2%	98.4%	1.3%	0.2%	0.2%	-2.1%
⑦	77.5%	11.3%	7.2%	3.9%	78.1%	11.0%	7.7%	3.2%	-0.6%
BMT	81.3%	10.3%	5.9%	2.5%	82.1%	10.3%	5.2%	2.3%	-0.8%
⑧	73.2%	11.1%	8.6%	7.0%	71.2%	11.3%	8.9%	8.7%	+2.0%
⑤ Rock	93.0%	5.9%	1.0%	0.2%	92.8%	5.8%	1.1%	0.3%	+0.2%
③	80.4%	11.2%	6.2%	2.2%	81.2%	11.4%	5.2%	2.2%	-0.8%
④	79.5%	11.4%	6.1%	3.0%	79.3%	11.7%	6.6%	2.4%	+0.2%
⑤	73.1%	12.5%	8.8%	5.7%	75.4%	11.0%	8.1%	5.5%	-2.3%
⑥	74.0%	12.5%	8.6%	5.0%	72.9%	11.6%	9.5%	5.9%	+1.1%
⑦	81.4%	12.8%	4.3%	1.5%	83.7%	11.0%	4.1%	1.3%	-2.3%
IND	79.2%	11.1%	6.2%	3.5%	79.5%	10.5%	6.2%	3.8%	-0.3%
Systemwide	79.1%	10.5%	6.5%	3.9%	79.1%	10.6%	6.5%	3.8%	0.0%

Note: 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.

*** 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

Subway Weekend Wait Assessment (6 am - midnight)

Dec '10-Nov '11					Dec '09-Nov '10				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	86.2%	8.7%	4.0%	1.1%	82.0%	8.6%	6.0%	3.4%	+4.2%
②	77.8%	10.9%	6.4%	4.8%	81.9%	11.0%	5.0%	2.0%	-4.1%
③	93.5%	4.8%	1.1%	0.6%	87.6%	7.9%	2.7%	1.8%	+5.9%
④	74.5%	10.2%	8.4%	7.0%	80.3%	10.5%	6.1%	3.2%	-5.8%
⑤	85.0%	9.9%	3.5%	1.7%	86.4%	9.2%	2.8%	1.6%	-1.4%
⑥	83.6%	9.6%	4.9%	1.9%	85.5%	9.6%	3.8%	1.1%	-1.9%
⑦	80.2%	12.3%	4.5%	3.1%	-	-	-	-	N/A
④ 42nd	95.4%	3.4%	0.5%	0.7%	-	-	-	-	N/A
IRT	84.5%	8.7%	4.1%	2.6%	-	-	-	-	N/A
① ②	86.9%	8.8%	3.3%	1.0%	-	-	-	-	N/A
③	85.7%	11.3%	2.2%	0.8%	-	-	-	-	N/A
④	81.0%	10.5%	4.6%	4.0%	-	-	-	-	N/A
⑤	83.5%	10.8%	4.5%	1.2%	-	-	-	-	N/A
④ Fkln	98.7%	1.3%	0.0%	0.0%	-	-	-	-	N/A
⑥	80.7%	12.6%	3.9%	2.8%	-	-	-	-	N/A
BMT	86.1%	9.2%	3.1%	1.6%	-	-	-	-	N/A
①	78.9%	9.5%	8.9%	2.7%	-	-	-	-	N/A
③	76.9%	12.9%	8.4%	1.8%	-	-	-	-	N/A
④	77.9%	12.7%	7.0%	2.4%	-	-	-	-	N/A
⑤	77.8%	12.0%	4.6%	5.7%	-	-	-	-	N/A
⑥	77.5%	12.8%	8.0%	1.6%	-	-	-	-	N/A
⑦	86.9%	10.8%	2.1%	0.2%	-	-	-	-	N/A
IND	79.3%	11.8%	6.5%	2.4%	-	-	-	-	N/A
Systemwide	83.4%	9.8%	4.5%	2.2%	-	-	-	-	N/A

Note: 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. The limited service provided by the weekend ④ and Rockaway Shuttle precludes sample data collection.

*** Headway Definitions:**

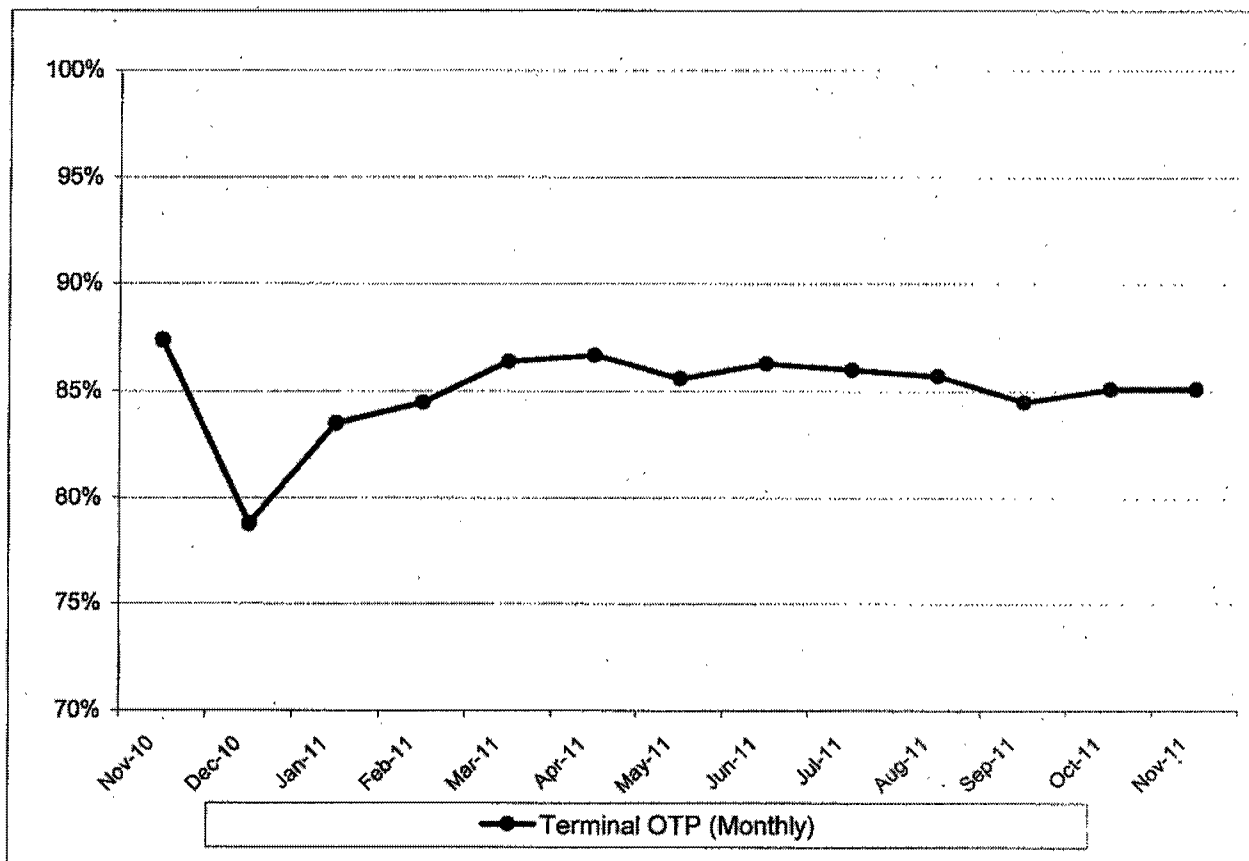
Meets Standard: meets Wait Assessment standard of scheduled headway +25%

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide Monthly Results

Nov 2011: 85.1%
Nov 2010: 87.4%
12-Mon Avg: 84.9%
(Dec '10-Nov '11)

IRT Monthly Results

Nov 2011: 80.3%
Nov 2010: 82.7%
12-Mon Avg: 80.5%
(Dec '10-Nov '11)

BMT Monthly Results

Nov 2011: 91.4%
Nov 2010: 92.1%
12-Mon Avg: 89.8%
(Dec '10-Nov '11)

IND Monthly Results

Nov 2011: 86.3%
Nov 2010: 89.9%
12-Mon Avg: 86.6%
(Dec '10-Nov '11)

Discussion of Results

In November 2011, Track Gangs (5,231 delays), Right Of Way (5,048 delays), and Over Crowding (4,401 delays) were the highest categories of delays, representing 64.3% of the total (22,825) delays.

Weekday Terminal On-Time Performance (24 hours)

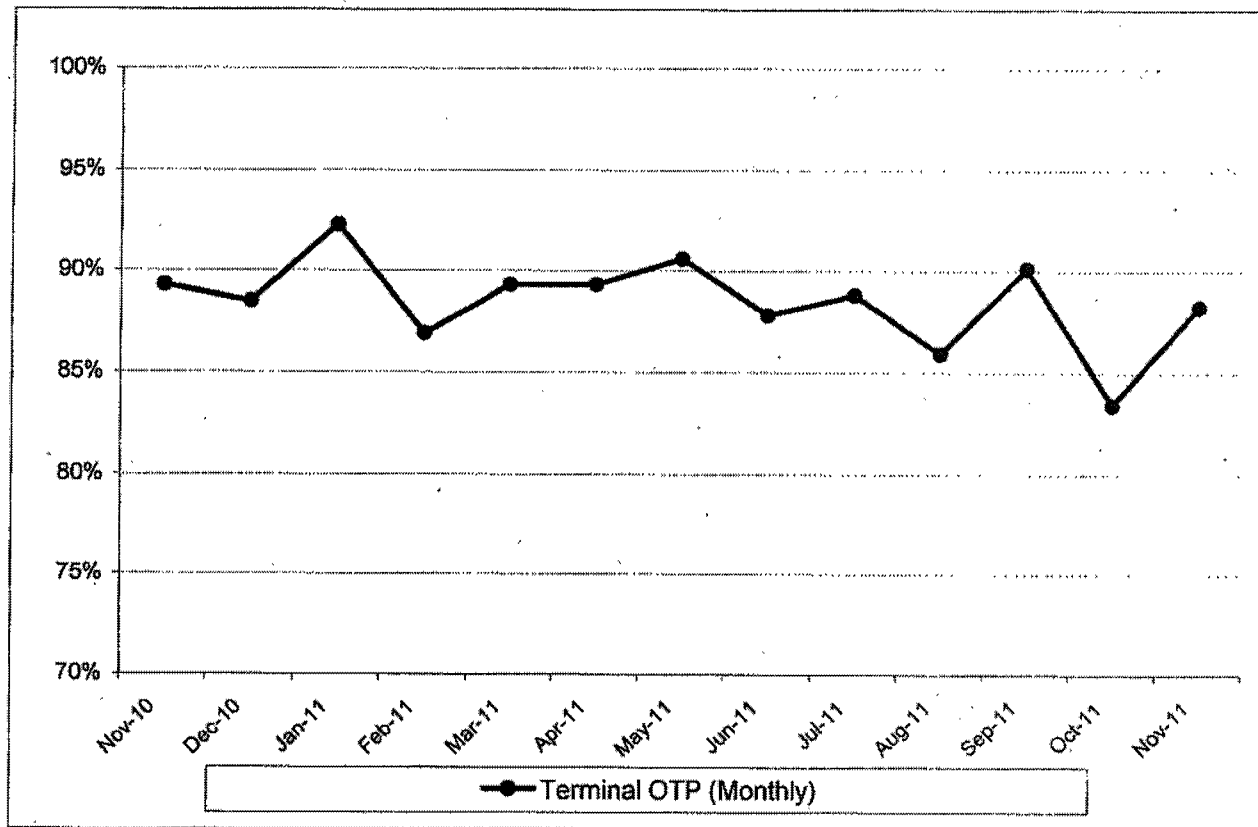
<u>Line</u>	<u>November '11</u>	<u>November '10</u>	<u>% Difference</u>
①	91.0%	85.2%	+5.8%
②	63.1%	74.0%	-10.9%
③	76.1%	76.4%	-0.3%
④	68.2%	74.0%	-5.8%
⑤	65.0%	77.0%	-12.0%
⑥	79.0%	81.2%	-2.2%
⑦	91.6%	89.3%	+2.3%
S 42 St	98.4%	99.4%	-1.0%
IRT	80.3%	82.7%	-2.4%
⑧	90.7%	95.4%	-4.7%
J Z	95.3%	97.5%	-2.2%
⑨	96.4%	98.2%	-1.8%
⑩	91.8%	93.8%	-2.0%
⑪	79.7%	75.3%	+4.4%
⑫	89.5%	88.1%	+1.4%
S Fkln	99.1%	99.8%	-0.7%
⑬	88.7%	89.3%	-0.6%
BMT	91.4%	92.1%	-0.7%
⑭	79.3%	88.6%	-9.3%
S Rock	96.2%	97.5%	-1.3%
⑮	88.3%	94.0%	-5.7%
⑯	90.1%	93.8%	-3.7%
⑰	87.2%	87.5%	-0.3%
⑱	80.8%	83.7%	-2.9%
⑲	93.8%	95.1%	-1.3%
IND	86.3%	89.9%	-3.6%
Systemwide	85.1%	87.4%	-2.3%

Weekday Terminal Delays Systemwide Summary November 2011

<u>Categories</u>	<u>Delays</u>
Track Gangs	5,231
ROW Delays	5,048
Over Crowding	4,401
Sick/Unruly Customer	2,343
Car Equipment	1,532
Work Equipment/G.O.	1,153
Police	895
Fire	595
Operational Diversions	459
Employee	418
Infrastructure	244
Inclement Weather	208
Collision/Derailment	186
External	113
Total Delays	22,825

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide **Monthly Results**

Nov 2011: 88.2%
Nov 2010: 89.3%
12-Mon Avg: 88.5%
(Dec '10-Nov '11)

IRT **Monthly Results**

Nov 2011: 84.2%
Nov 2010: 84.0%
12-Mon Avg: 84.8%
(Dec '10-Nov '11)

BMT **Monthly Results**

Nov 2011: 93.1%
Nov 2010: 94.4%
12-Mon Avg: 93.5%
(Dec '10-Nov '11)

IND **Monthly Results**

Nov 2011: 88.8%
Nov 2010: 91.7%
12-Mon Avg: 88.4%
(Dec '10-Nov '11)

Discussion of Results

In November 2011, Track Gangs (1,943 delays), Work Equipment G.O. (1,318 delays), and Over Crowding (580 delays) were the highest categories of delays, representing 69.2% of the total (5,554) delays.

Weekend Terminal On-Time Performance (24 hours)

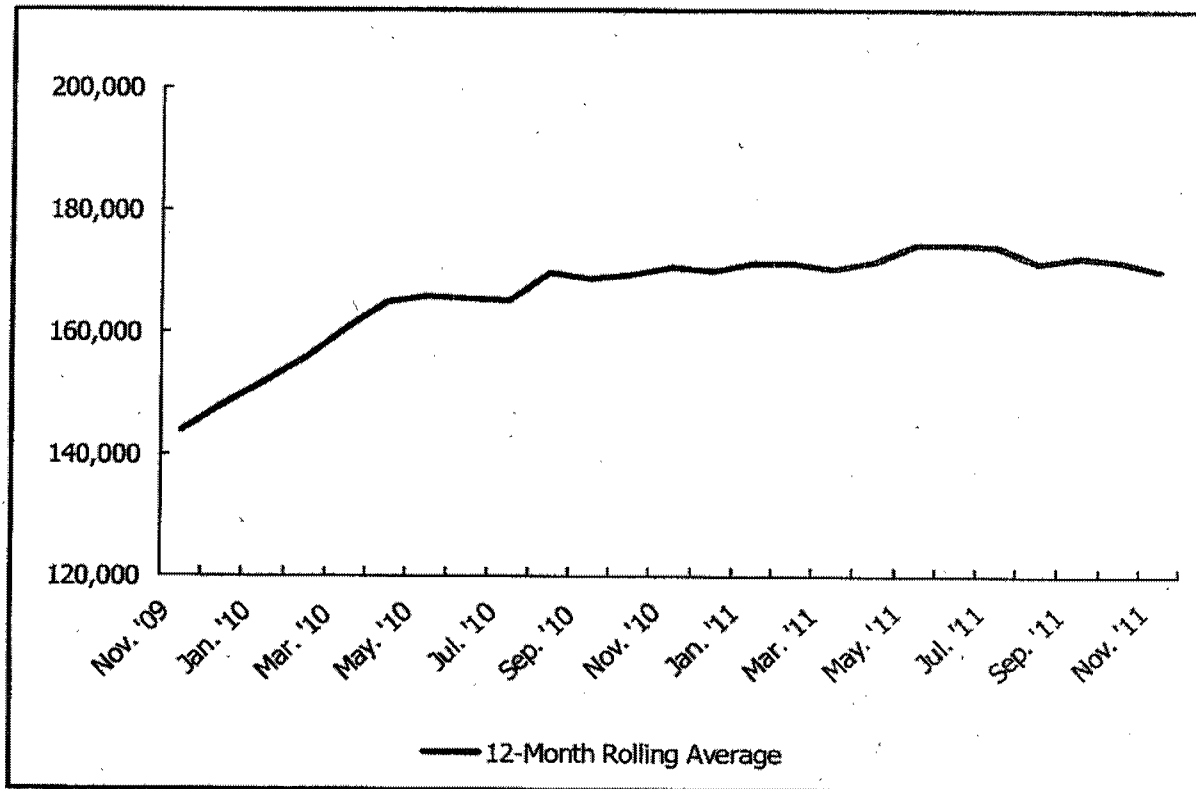
<u>Line</u>	<u>November '11</u>	<u>November '10</u>	<u>% Difference</u>
①	92.6%	78.6%	+14.0%
②	60.0%	73.4%	-13.4%
③	96.5%	71.4%	+25.1%
④	65.9%	85.0%	-19.1%
⑤	80.1%	94.9%	-14.8%
⑥	81.1%	84.6%	-3.5%
⑦	94.0%	87.0%	+7.0%
⑤ 42 St	99.3%	100.0%	-0.7%
IRT	84.2%	84.0%	+0.2%
① J Z	83.8%	99.7%	-15.9%
① L	98.7%	97.9%	+0.8%
① M	96.4%	99.9%	-3.5%
① N	80.8%	82.0%	-1.2%
① Q	96.0%	96.7%	-0.7%
① S Fkln	98.3%	99.8%	-1.5%
① R	92.9%	92.2%	+0.7%
BMT	93.1%	94.4%	-1.3%
① A	84.1%	84.6%	-0.5%
① S Rock	96.7%	99.7%	-3.0%
① C	89.4%	93.5%	-4.1%
① D	88.9%	87.9%	+1.0%
① E	87.5%	94.2%	-6.7%
① F	83.3%	92.4%	-9.1%
① G	97.4%	98.3%	-0.9%
IND	88.8%	91.7%	-2.9%
Systemwide	88.2%	89.3%	-1.1%

**Weekend Terminal Delays
Systemwide Summary
November 2011**

<u>Categories</u>	<u>Delays</u>
Track Gangs	1,943
Work Equipment/G.O.	1,318
Over Crowding	580
ROW Delays	526
Police	404
Sick/Unruly Customer	322
Car Equipment	224
Employee	118
External	44
Operational Diversions	42
Fire	24
Infrastructure	8
<u>Total Delays</u>	<u>5,554</u>

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failures



Definition

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

Monthly Results

Nov 2011: 181,963

Nov. 2010: 208,109

Nov 2009: 188,281

12-Month Average

Dec 10-Nov 11: 169,934

Dec 09-Nov 10: 170,695

Dec 08-Nov 09: 143,586

Annual Results

2011 Goal: 168,000

2010 Actual: 170,217

2009 Actual: 148,002

Discussion of Results

MDBF in November 2011 decreased 12.6% from November 2010. Over the past year, the MDBF 12-month average decreased 0.4%. With the acceptance of new R160 cars and the retirement of older subway cars it is expected that MDBF will continue to increase.

Car Reliability

Mean Distance Between Failure (Miles)

Car Class	#s of Cars	<u>Monthly MDBF</u>			<u>12 Month Average MDBF</u>		
		Nov. '11	Nov. '10	% Change	Nov. '11	Nov. '10	% Change
R32	222	78,522	115,028	-31.74%	62,256	55,593	11.99%
R42	50	54,635	21,393	NA	41,783	144,185	-71.02%
R44*	0	NA	NA	NA	NA	106,241	NA
R46	752	105,035	172,301	-39.04%	80,546	88,537	-9.03%
R62	315	236,450	321,641	-26.49%	191,579	156,054	22.76%
R62A	824	133,368	132,488	0.66%	122,628	134,413	-8.77%
R68	425	143,272	128,963	11.10%	131,524	186,550	-29.50%
R68A	200	142,364	625,416	-77.24%	158,476	196,235	-19.24%
R142	1,030	201,141	160,051	25.67%	246,287	232,358	5.99%
R142A	590	88,681	130,632	-32.11%	134,503	118,502	13.50%
R143	212	412,934	NO DELAYS	NA	174,089	207,731	-16.19%
R160	1,662	953,703	864,753	10.29%	649,407	583,942	11.21%
Fleet	6,282	181,963	208,109	-12.56%	169,934	170,695	-0.45%

* R44 car class is retired from the revenue service as of January 2011.

Chart 11

Car Reliability

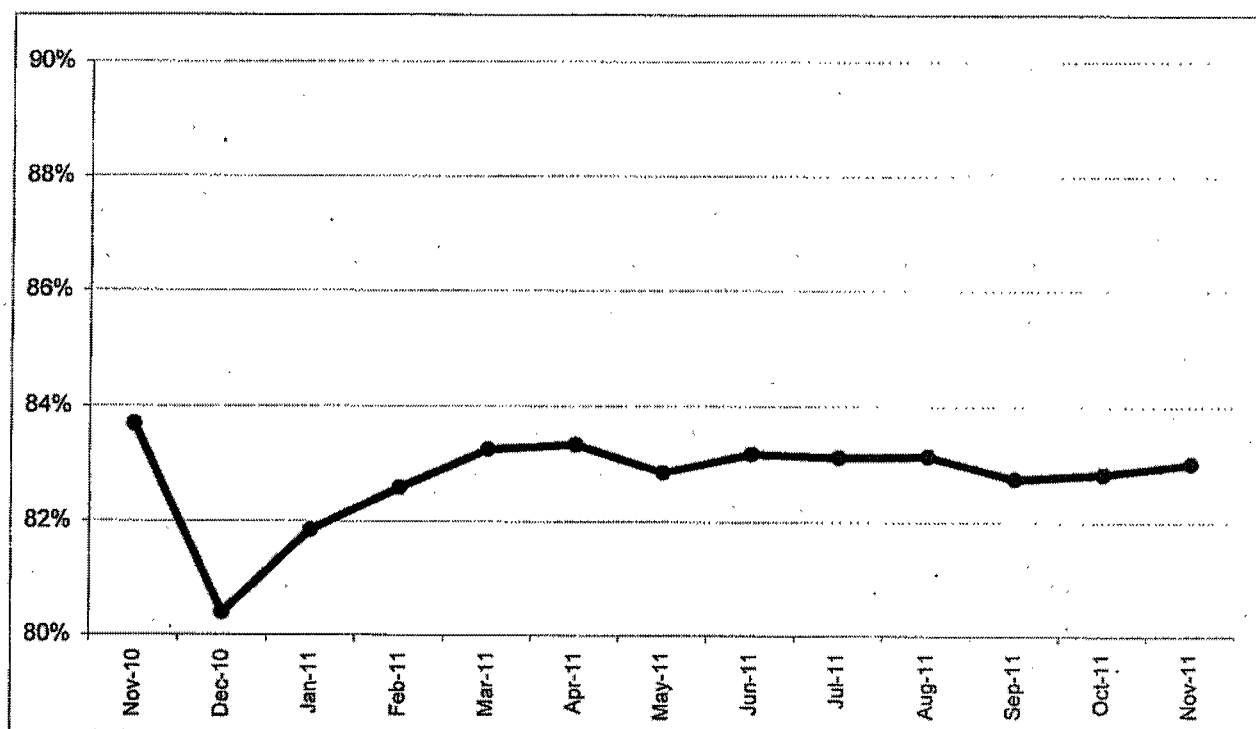
Mean Distance Between Failures By Line (Miles)

Line	Fleet ¹	Monthly MDBF			12-Month Average MDBF		
		November 2010	November 2011	% Change	November 2010	November 2011	% Change
①	R62A	92,371	98,215	+6.3	95,854	97,584	+1.8
②	R142	187,211	227,999	+21.8	209,361	255,518	+22.0
③	R62	321,673	236,598	-26.4	157,214	193,787	+23.3
⑦	R62A	251,342	251,050	-0.1	234,446	183,389	-21.8
④	R142(67%); (R142A(33%))	190,136	128,445	-32.4	170,219	174,536	+2.5
⑤	R142	144,012	154,203	+7.1	260,468	225,219	-13.5
⑥	R142A	105,190	106,015	+0.8	123,792	150,225	+21.4
GCs	R62A	23,236	25,406	+9.3	35,711	25,804	-27.7
IRT		152,019	145,734	-4.1	158,993	166,628	+4.8
⑧	R68(19%); R68A(81%)	118,862	230,552	+94.0	199,183	163,754	-17.8
FS	R68	18,923	18,917	+0.0	57,190	56,316	-1.5
N	R160	1,439,618	385,335	-73.2	438,530	426,740	-2.7
Q	R160(62%); R68A(38%)	1,328,418	656,404	-50.6	541,534	633,666	+17.0
JZ	R160(75%); R42(25%)	193,622	398,726	+105.9	510,320	291,100	-43.0
L	R143(86%); R160(14%)	1,002,982	466,779	-53.5	257,389	190,556	-26.0
M	R160	696,021	733,646	+5.4	816,068	483,010	-40.8
R	R46	196,404	108,646	-44.7	99,539	81,934	-17.7
BMT		376,423	288,979	-23.2	253,598	122,798	-16.5
A	R46	153,129	95,327	-37.7	106,591	80,477	-24.5
C	R32	114,895	78,476	-31.7	53,989	65,042	+20.5
D	R68	195,487	155,817	-20.3	188,097	132,563	-29.5
E	R160	796,799	1,604,935	+101.4	747,197	752,576	+0.7
F	R46(2%); R160(98%)	715,635	2,669,146	+273.0	389,840	821,676	+110.8
G	R46	97,363	58,839	-39.6	58,436	71,755	+22.8
RKWyS	R44	49,383	57,372	+16.2	39,353	76,753	+95.0
IND		244,989	188,870	-22.9	148,054	150,613	+1.7
SOUTH		288,800	223,154	-22.7	180,826	172,434	-4.6
FLEET		208,109	181,963	-12.6	170,695	169,933	-0.4

¹ Car assignments as of June 26, 2011

Chart 12

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.

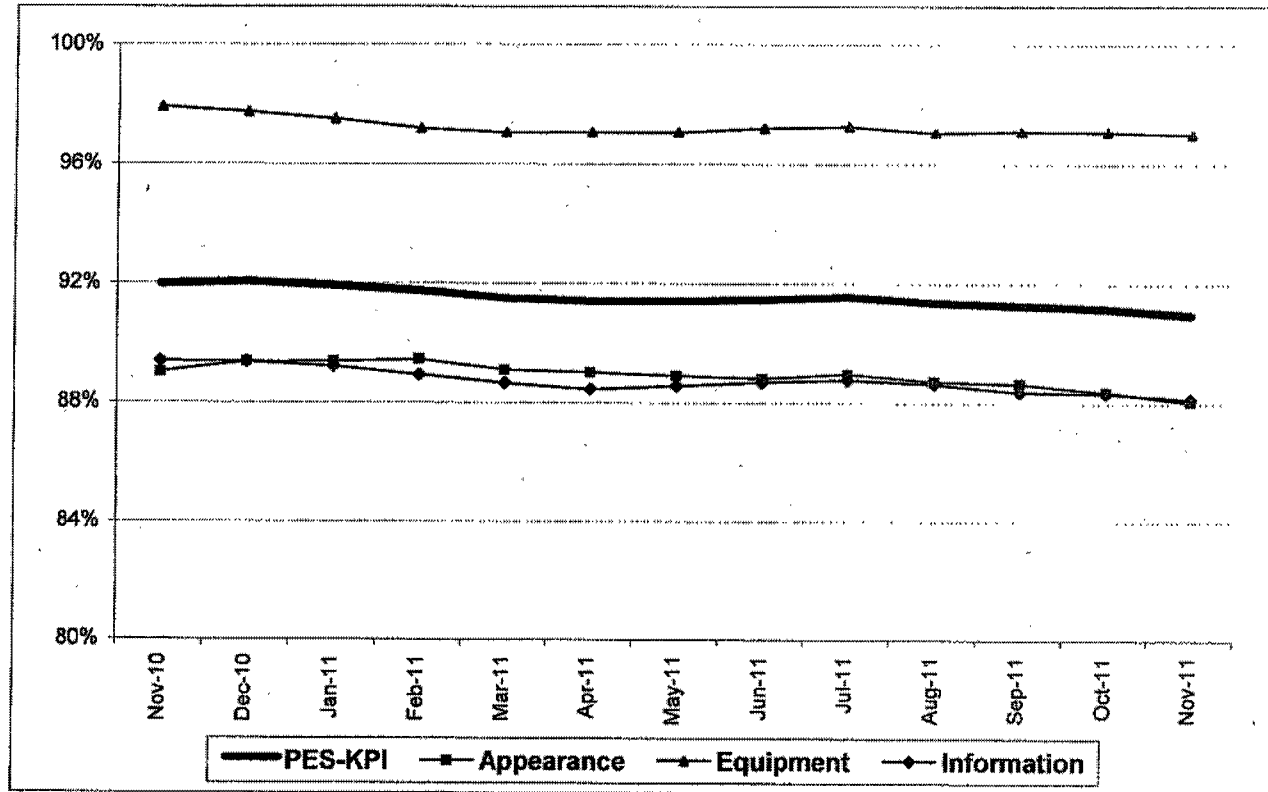
S-KPI Results

Systemwide	
Monthly Results	Goal
November 2011: 83.0%	2011 GOAL: 85.0%
November 2010: 83.7%	

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>November 2011</u>	<u>November 2010</u>	<u>% Difference</u>
①	80.9%	76.1%	+4.8%
②	73.1%	75.2%	-2.1%
③	79.3%	79.5%	-0.2%
④	74.7%	76.4%	-1.7%
⑤	72.7%	76.2%	-3.5%
⑥	77.5%	79.5%	-2.0%
⑦	83.1%	81.2%	+1.9%
⑤ 42nd	82.3%	81.2%	+1.1%
IRT	80.2%	80.4%	-0.2%
⑧	84.3%	85.0%	-0.7%
⑨ ⑩	88.2%	90.5%	-2.3%
⑪	86.9%	85.0%	+1.9%
⑫	84.8%	88.3%	-3.5%
⑬	80.5%	80.0%	+0.5%
⑭	84.0%	83.8%	+0.2%
⑮ Fkln	90.9%	92.7%	-1.8%
⑯	78.1%	80.1%	-2.0%
BMT	86.2%	86.9%	-0.7%
⑰	72.4%	76.2%	-3.8%
⑱ Rock	89.3%	87.5%	+1.8%
⑲	78.5%	80.4%	-1.9%
⑳	82.6%	85.7%	-3.1%
㉑	80.1%	81.5%	-1.4%
㉒	78.4%	78.9%	-0.5%
㉓	81.1%	82.5%	-1.4%
IND	82.4%	84.3%	-1.9%
Systemwide	83.0%	83.7%	-0.7%

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>
November 2011:	91.0%	88.1%	97.0%	88.1%
November 2010:	92.0%	89.0%	97.9%	89.4%
% Difference:	-1.0%	-0.9%	-0.9%	-1.3%

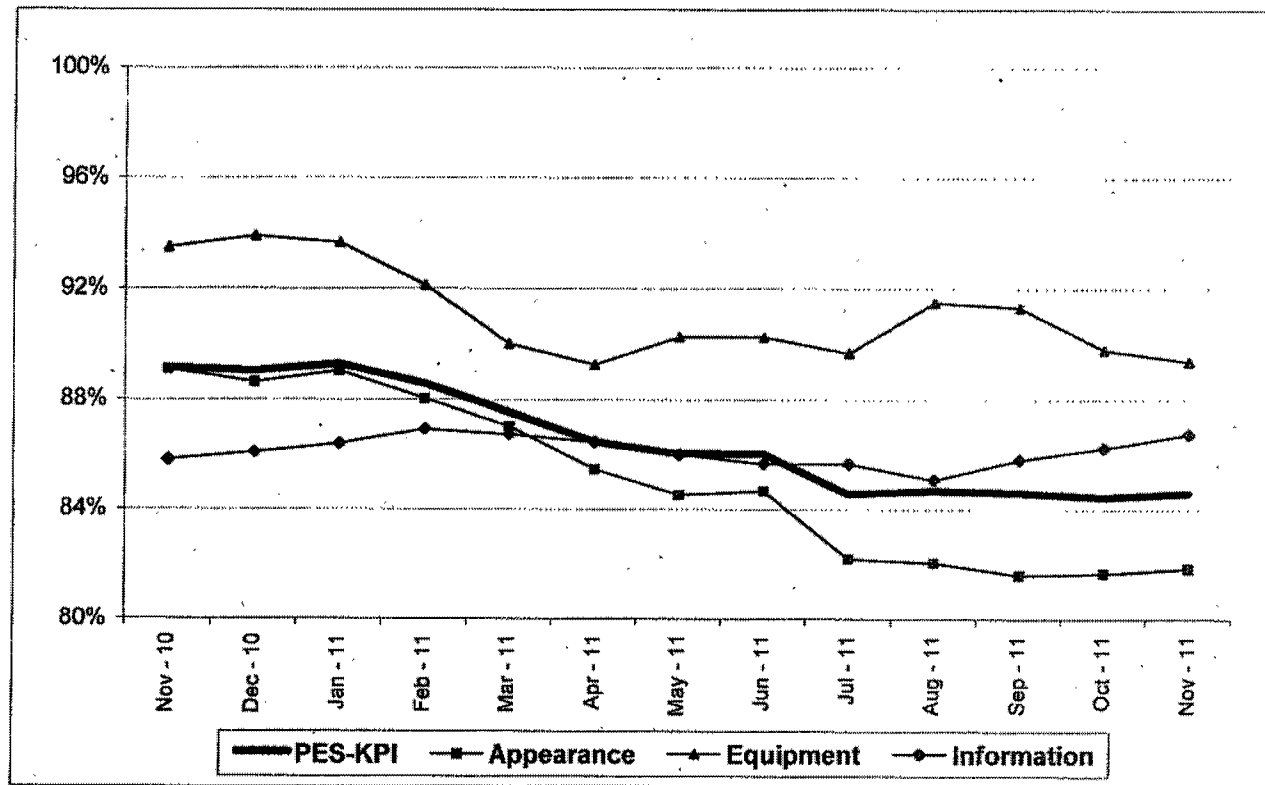
PES-KPI - Subway Car

Line	November 2011:				November 2010:				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
IRT	94.6%	94.2%	95.4%	94.2%	96.5%	95.9%	97.3%	96.2%	-1.9%
①	93.3%	95.2%	97.6%	87.2%	95.8%	96.6%	98.2%	92.6%	-2.5%
②	95.5%	91.1%	96.9%	98.5%	96.2%	95.2%	96.6%	96.7%	-0.7%
③	92.9%	95.2%	92.8%	90.8%	95.4%	96.8%	94.3%	95.0%	-2.5%
④	96.5%	93.4%	97.2%	99.1%	98.1%	95.8%	99.2%	99.3%	-1.6%
⑤	96.2%	94.2%	95.7%	98.7%	97.5%	94.9%	98.6%	99.0%	-1.3%
⑥	95.0%	93.7%	92.7%	98.8%	97.7%	96.3%	97.2%	99.6%	-2.7%
⑦	93.9%	95.9%	95.6%	90.1%	95.5%	95.9%	97.3%	93.1%	-1.6%
S 42nd	92.6%	98.9%	95.0%	83.7%	96.3%	95.9%	96.0%	94.4%	-3.7%
BMT	95.6%	93.5%	96.5%	96.8%	96.5%	94.1%	98.2%	97.2%	-0.9%
⑧	92.8%	92.7%	93.1%	92.6%	93.0%	92.5%	94.9%	91.6%	-0.2%
J/Z	95.4%	92.9%	95.4%	98.0%	96.2%	90.6%	99.3%	98.7%	-0.8%
⑨	97.4%	93.6%	99.8%	99.0%	98.4%	96.8%	99.9%	98.6%	-1.0%
⑩	97.4%	93.7%	99.8%	98.9%	97.9%	95.9%	98.0%	99.9%	-0.5%
⑪	95.6%	91.0%	97.2%	98.6%	97.8%	95.8%	98.7%	99.1%	-2.2%
⑫	96.7%	96.2%	94.1%	99.7%	97.2%	94.2%	98.7%	98.8%	-0.5%
S Fkn	92.6%	94.3%	90.4%	92.9%	93.5%	86.5%	98.2%	93.6%	-0.9%
⑬	93.7%	93.7%	95.9%	91.5%	94.6%	92.1%	98.3%	93.5%	-0.9%
IND	94.6%	91.7%	97.3%	94.8%	95.0%	93.7%	96.1%	95.1%	-0.4%
⑭	94.0%	92.1%	97.4%	92.4%	94.9%	92.5%	96.3%	96.1%	-0.9%
⑮	90.7%	85.4%	96.4%	90.5%	94.2%	92.9%	97.6%	92.2%	-3.5%
⑯	92.8%	90.0%	96.2%	92.4%	92.7%	93.7%	93.4%	90.9%	+0.1%
⑰	97.1%	94.2%	98.1%	99.0%	96.6%	95.8%	94.2%	99.8%	+0.5%
⑱	96.6%	92.3%	98.3%	99.3%	96.3%	95.6%	95.6%	97.7%	+0.3%
⑲	95.4%	95.6%	96.8%	93.8%	94.3%	91.0%	97.8%	94.1%	+1.1%
Systemwide	94.9%	93.2%	96.3%	95.3%	96.0%	94.6%	97.3%	96.3%	-1.1%

PES-KPI - Station

<u>Borough</u>	<u>November 2011:</u>				<u>November 2010:</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	83.3%	78.1%	97.1%	76.0%	83.8%	78.0%	98.7%	76.1%	-0.5%
Manhattan	87.2%	82.0%	97.5%	83.1%	88.4%	82.0%	98.8%	85.8%	-1.2%
Brooklyn	87.2%	84.9%	98.1%	79.3%	88.6%	86.7%	99.0%	80.6%	-1.4%
Queens	89.2%	86.7%	98.6%	82.9%	89.4%	86.6%	97.7%	84.7%	-0.2%
Systemwide	87.0%	83.3%	97.7%	80.8%	88.0%	83.9%	98.6%	82.3%	-1.0%

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.

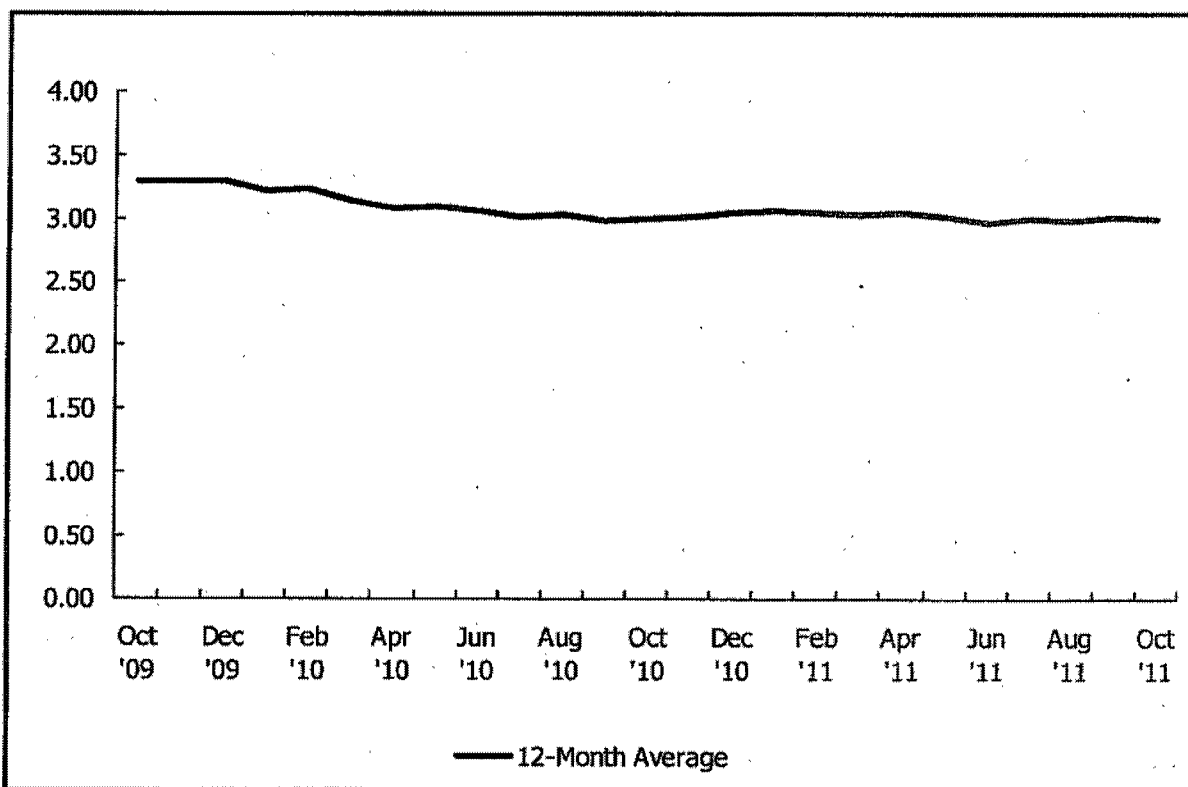
Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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>
November 2011:	84.6%	81.8%	89.4%	86.8%
November 2010:	89.2%	89.1%	93.5%	85.8%
% Difference:	-4.6%	-7.3%	-4.1%	+0.9%

Subway Customer Accidents/Million Customers



Definition

Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results

Oct 2011: 2.83

Oct 2010: 3.07

Oct 2009: 2.84

12-Month Average

Nov 10 - Oct 11: 3.00

Nov 09 - Oct 10: 3.00

Nov 08 - Oct 09: 3.30

Annual Results

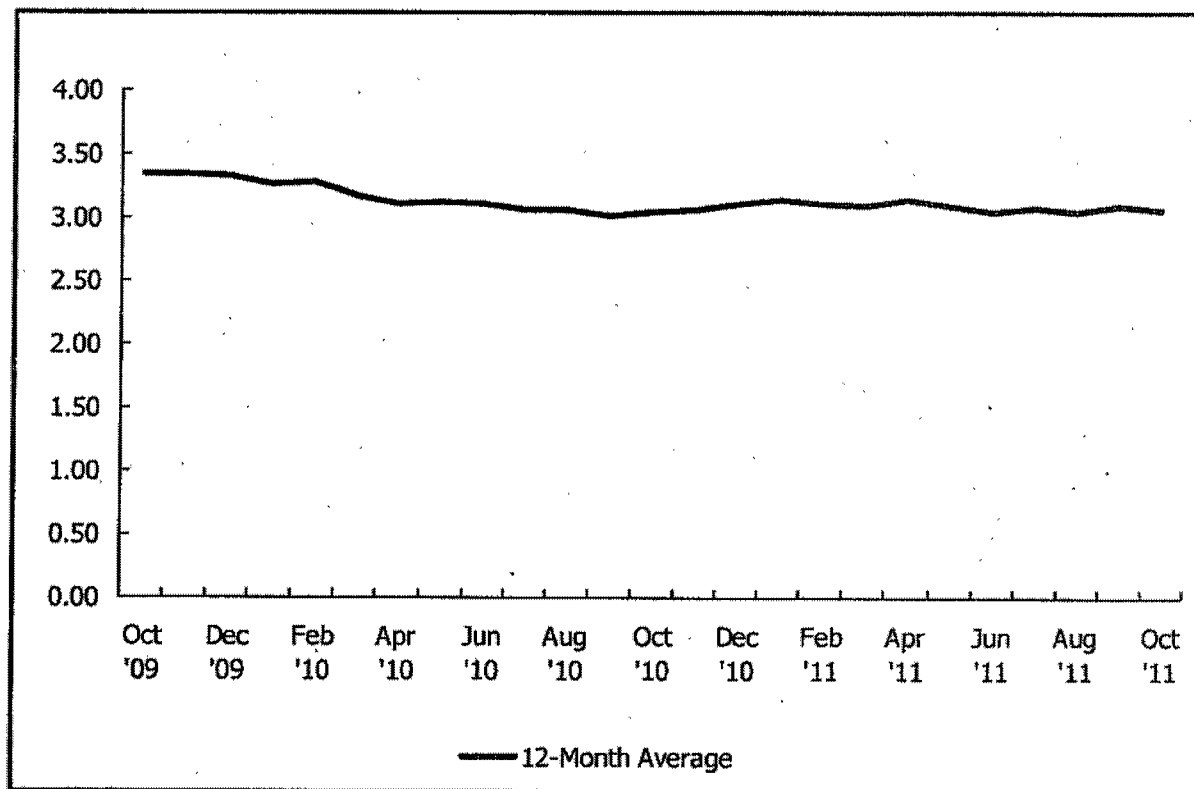
2011 YTD: 2.88

2010 Actual: 3.05

2009 Actual: 3.29

Discussion of Results: Overall accident rate remains the same in the 12-month period ending October '11 vs. the 12-month period ending October '10. Comparing October '11 to October '10, the monthly accident rate decreased by 7.8% when comparing month over month.

Subway Customer Injuries/Million Customers



Definition

Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

Monthly Results

Oct 2011: 2.84

Oct 2010: 3.10

Oct 2009: 2.89

12-Month Average

Nov 10 - Oct 11: 3.07

Nov 09 - Oct 10: 3.04

Nov 08 - Oct 09: 3.35

Annual Results

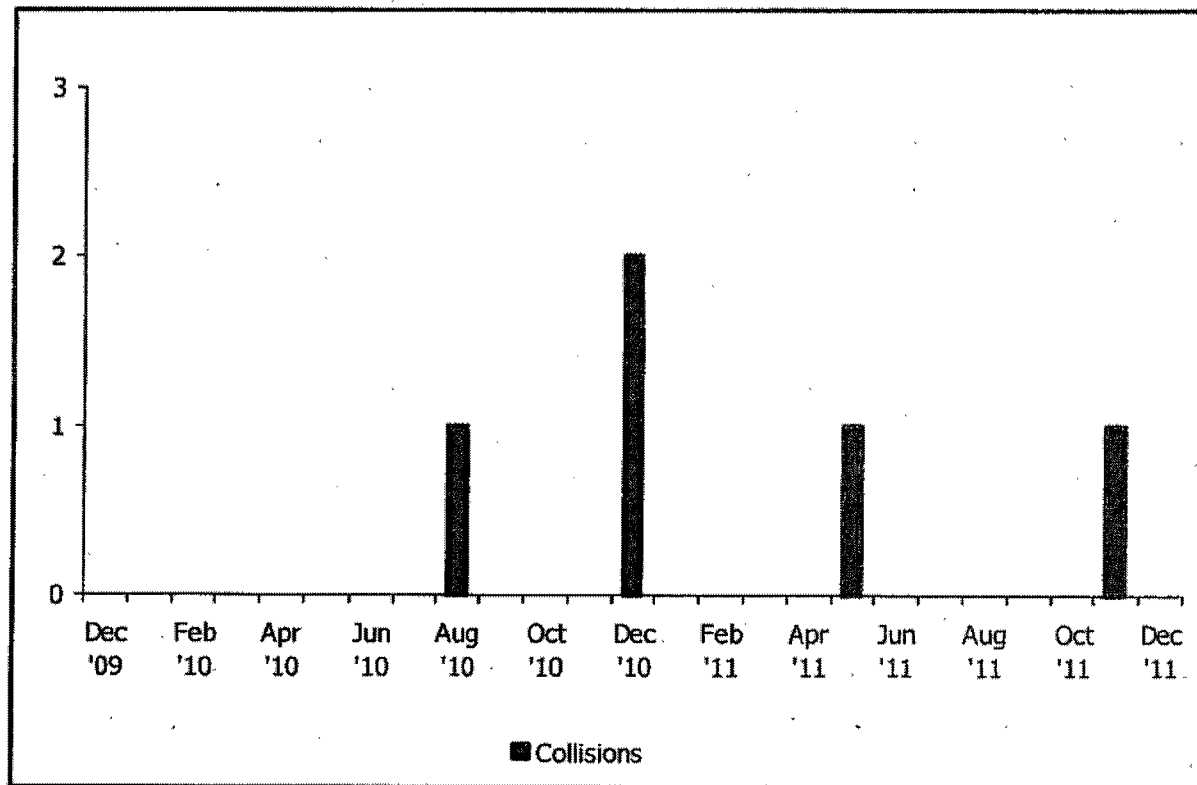
2011 YTD: 2.93

2010 Actual: 3.11

2009 Actual: 3.33

Discussion of Results: Overall injury rate is up 1.0% in the 12-month period ending October '11 vs. the 12-month period ending October '10. Comparing October '11 to October '10, the monthly injury rate decreased by 8.4% when comparing month over month.

Subway Collisions



Definition

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 and a work train; between two work trains; between rolling stock and bumper blocks/tie bumpers; etc.

Monthly Results

Dec 2011: 0

Dec 2010: 2

Dec 2009: 0

12-Month Total

Jan 11 - Dec 11: 2

Jan 10 - Dec 10: 3

Jan 09 - Dec 09: 0

Annual Results

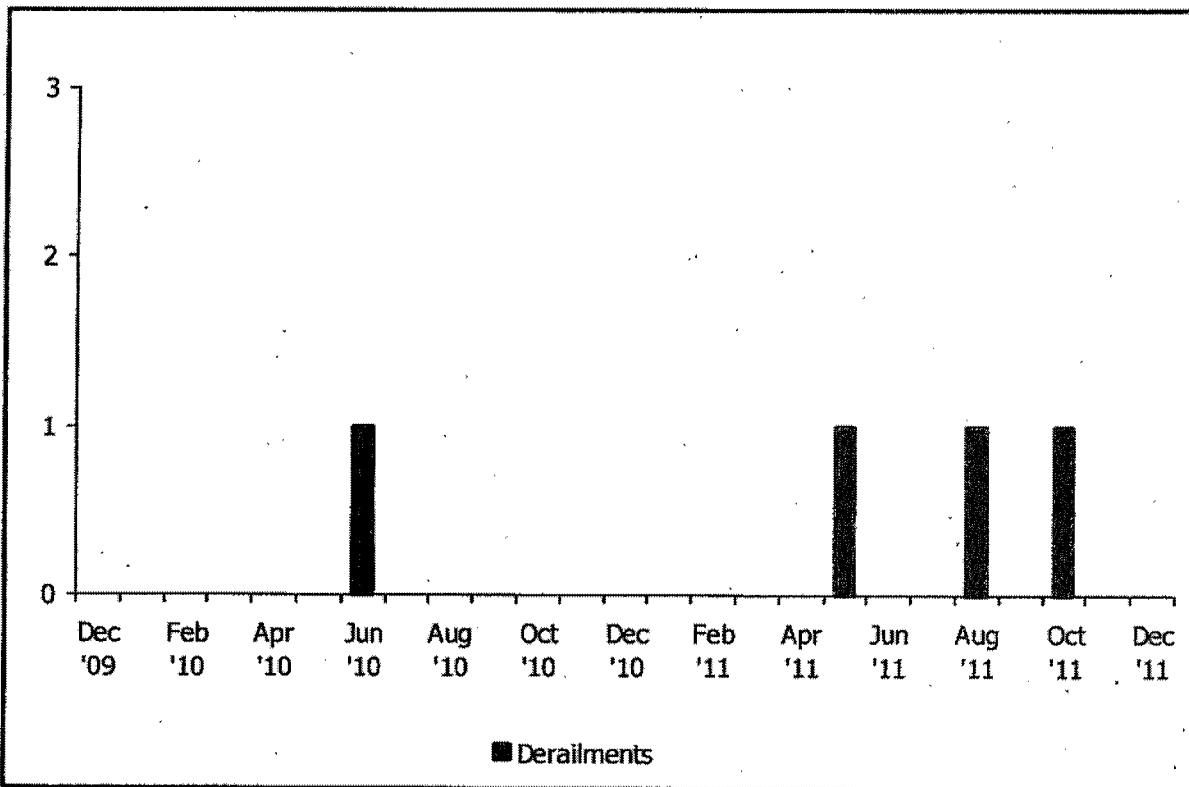
2011 YTD: 2

2010 Actual: 3

2009 Actual: 0

Discussion of Results: 12-Month Total provided, instead of Average, as a by-event count is more applicable for this item.

Subway Derailments



Definition

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.

Monthly Results

Dec 2011: 0

Dec 2010: 0

Dec 2009: 0

12-Month Total

Jan 11 - Dec 11: 3

Jan 10 - Dec 10: 1

Jan 09 - Dec 09: 2

Annual Results

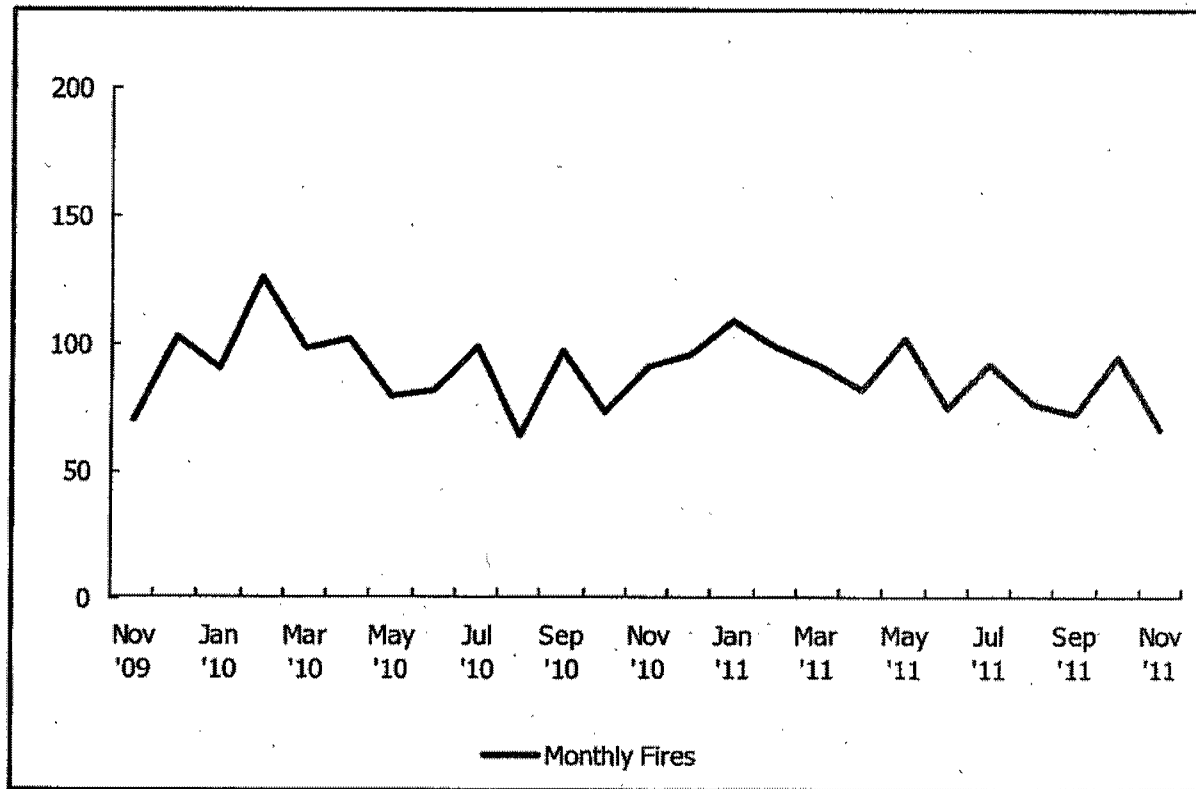
2011 YTD: 3

2010 Actual: 1

2009 Actual: 2

Discussion of Results: 12-Month Total provided, instead of Average, as a by-event count is more applicable for this item.

Subway Fires



Definition

Any report of fire or smoke requiring use of some type of extinguishing equipment in order to prevent possible property damage, personal injury, or train delay.

Monthly Results

Nov 2011: 66

Nov 2010: 91

Nov 2009: 70

12-Month Total

Dec 10 - Nov 11: 1,056

Dec 09 - Nov 10: 1,104

Dec 08 - Nov 09: 1,104

Annual Results

2011 YTD: 960

2010 Actual: 1,097

2009 Actual: 1,079

Discussion of Results:

Fires for the month of November 2011 were 66 and 91 for fires in November 2010. Fires were down 4.3% for the 12-Month Total through November 2011 vs. November 2010. 100.0% (66) of all the fires in the month of November were in the "Low" and "Average" severity categories.

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

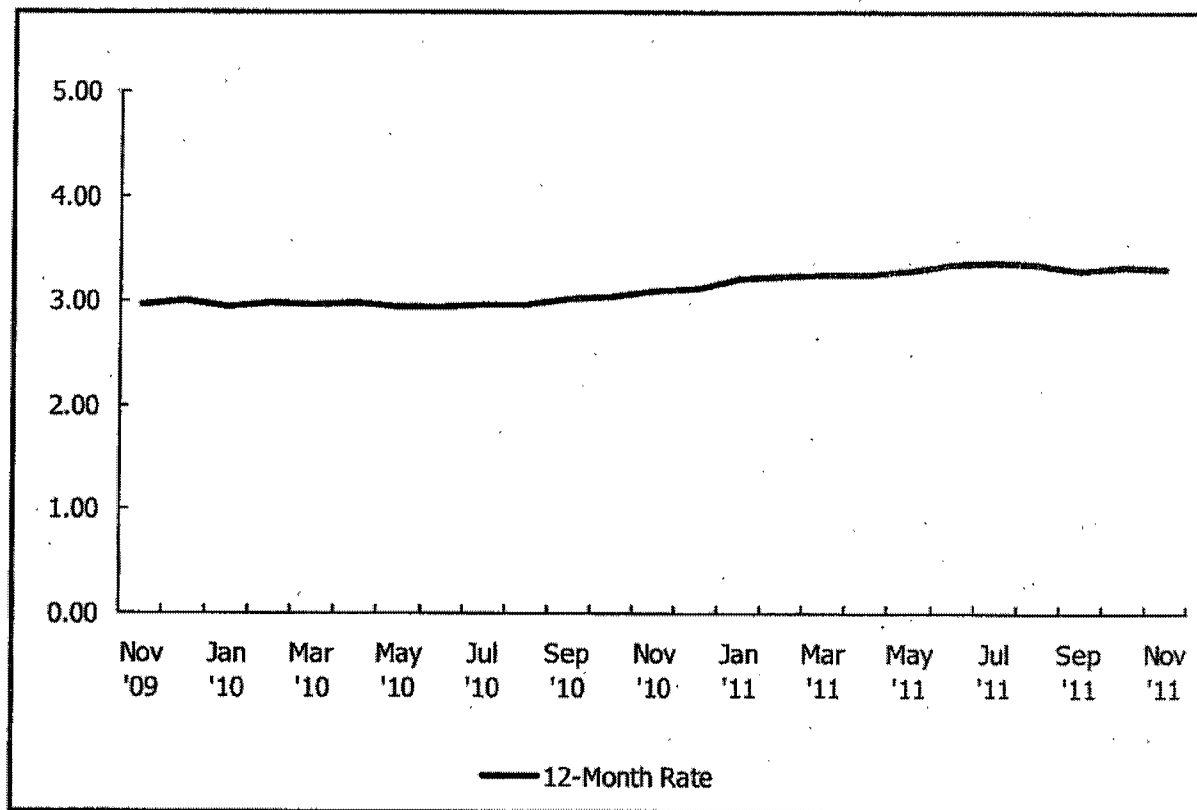
Severity & Location of fires during the current month were as follows:

Low:	80.3%	Train:	9
Average:	19.7%	Right-of-way:	35
Above Average:	0.0%	Station:	19
High	0.0%	Other:	3
		Total:	66

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

Train:		Right-of-Way:		Station:	
Debris:	5	Debris:	22	Refuse:	10
		Tie:	4	Electrical:	4

Employee On-Duty Lost-Time Accident Rate



Definition

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 as determined by the Law Department.

Monthly Results

12-Month Average

Annual Results

Nov 2011: 2.84

Dec 10 – Nov 11: 3.32

2011 Goal: 2.89

Nov 2010: 3.05

Dec 09 – Nov 10: 3.10

2010 Actual 3.13

Nov 2009: 2.52

Dec 08 – Nov 09: 2.97

2009 Actual: 3.00

Discussion of Results: Overall accident rate increased by 7.1% in the 12-month period ending Nov '11 vs. the 12-month period ending Nov '10. Comparing Nov '11 to Nov '10, the monthly accident rate decreased by 6.9%.



Police Department
City of New York

REPORT

CRIME STATISTICS DECEMBER

	2011	2010	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	0	0	0	0.0%
ROBBERY	78	70	8	11.4%
FELASSAULT	18	14	4	28.6%
BURGLARY	2	0	2	*** *0%
GRLARCENY	141	156	-15	-9.6%
<u>TOTAL MAJOR FELONIES</u>	<u>239</u>	<u>241</u>	<u>-2</u>	<u>-0.8%</u>

During December the daily Robbery average increased from 2.3 to 2.5

During December the daily Major Felony average decreased from 7.8 to 7.7

CRIME STATISTICS JANUARY THRU DECEMBER

	2011	2010	Diff	% Change
MURDER	1	2	-1	-50.0%
RAPE	3	1	2	200.0%
ROBBERY	787	713	74	10.4%
FELASSAULT	200	192	8	4.2%
BURGLARY	10	3	7	233.3%
GRLARCENY	1542	1282	260	20.3%
<u>TOTAL MAJOR FELONIES</u>	<u>2543</u>	<u>2193</u>	<u>350</u>	<u>16.0%</u>

Year to date, the daily Robbery average increased from 2 to 2.2

Year to date, the daily Major Felony average increased from 6 to 7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

DECEMBER ACTIVITY

	2011	2010	Diff	% Change
TotalArrest	3656	3390	266	7.8%
TosArrest	1835	1511	324	21.4%
Summ	6535	7322	-787	-10.7%

JANUARY - DECEMBER ACTIVITY

	2011	2010	Diff	% Change
TotalArrest	46853	48245	-1392	-2.9%
TosArrest	22231	21804	427	2.0%
Summ	92241	105203	-12962	-12.3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-DECEMBER														
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	2	1
Rape	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3
Robbery	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	711	713	787
Assault	501	418	411	357	268	303	257	281	229	192	209	183	155	192	200
Burglary	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10
GL	3463	2483	2382	2522	2243	2133	1821	1910	1765	1527	1345	1304	1178	1282	1542
TOTAL MAJOR FELONIES	6218	4792	4519	4262	3756	3705	3218	3286	3100	2705	2356	2328	2050	2193	2543
Major Fel Per Day	17.04	13.13	12.38	11.68	10.29	10.15	8.82	9.00	8.49	7.41	6.45	6.38	5.62	6.01	6.97

4. FINANCIAL REPORTS



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results through November 2011 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	November Results		Year-to-Date November Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Farebox Rev: Subway	2.7	1.2	2,465.5	2,464.4	(1.1)	(0.0)
Bus	(0.3)	(0.5)	805.4	797.4	(8.0)	(1.0)
Paratransit	(0.4)	(26.0)	16.0	13.3	(2.7)	(17.0)
Fare Media Liability	(0.6)	(11.6)	51.2	47.8	(3.4)	(6.7)
Total Farebox Revenue	1.4	0.5	3,338.1	3,322.8	(15.2)	(0.5)
Other Operating Revenue	1.1	4.3	270.5	280.0	9.5	3.5
Capital & Other Reimbursements	(9.8)	(12.1)	861.9	847.2	(14.7)	(1.7)
Total Revenue	(7.3)	(1.8)	4,470.5	4,450.1	(20.4)	(0.5)
Nonreimb. Exp. before Dep./OPEB	(15.7)	(3.2)	5,809.5	5,787.7	21.8	0.4
Depreciation	18.9	14.4	1,265.9	1,198.6	67.3	5.3
Other Post-Employment Benefits	0.0	0.0	697.4	712.5	(15.1)	(2.2)
Subtotal Nonreimbursable Expenses	3.3	0.5	7,772.8	7,698.8	74.0	1.0
Capital & Other Expenses	9.8	12.1	861.9	847.2	14.7	1.7
Total Expenses	13.0	1.9	8,634.7	8,546.0	88.7	1.0
Net Surplus/(Deficit)*	5.7	2.0	(4,164.2)	(4,096.0)	68.3	1.6
Depreciation/OPEB/Other Cash Adjust.	(159.1)	(93.1)	2,275.1	2,102.7	(172.5)	(7.6)
Net Cash Deficit*	(153.4)	(128.6)	(1,889.1)	(1,993.3)	(104.2)	(5.5)

*Excludes Subsidies and Debt Service Totals may not add due to rounding.

November 2011 year-to-date farebox revenue was \$3,322.8 million, \$15.2 million (0.5 percent) below forecast, mostly due to Hurricane Irene in August. Subway revenue was \$1.1 million (less than 0.1 percent) below forecast, bus revenue was \$8.0 million (1.0 percent) below forecast, and paratransit revenue was \$2.7 million (17.0 percent) below forecast; non-cash fare media liability was \$3.4 million (6.7 percent) below forecast.

Nonreimbursable expenses before depreciation and OPEB were below forecast year-to-date by \$21.8 million (0.4 percent). Labor expenses exceeded forecast by \$33.7 million (0.8 percent), due mostly to higher overtime costs, caused primarily by the impact of Hurricane Irene in August, as well as additional maintenance/vacancy coverage requirements, and a shortfall (mostly timing) of retiree healthcare subsidy receipts from a Federal program. Non-labor expenses were below forecast by \$55.5 million (3.8 percent), due largely to favorable results in paratransit service contracts (lower completed trips), materials & supplies (mostly lower purchases of non-revenue vehicles/timing of expenses), maintenance and other operating contracts (timing in several expense categories), partly offset by higher power prices.

The net cash deficit year-to-date was \$1,993.3 million, unfavorable to forecast by \$104.2 million (5.5 percent), due primarily to the unfavorable timing of capital reimbursements and an unfavorable health & welfare payment lag. These factors have been accounted for in the November 2011 Financial Plan.

Average weekday ridership in November 2011 was 7.7 million, an increase of 1.0 percent from November 2010. Average weekday ridership for the twelve months ending November 2011 was 7.4 million, a decrease of 0.1 percent from the twelve months ending November 2010.

FINANCIAL RESULTS

Farebox Revenue

- November 2011 preliminary total farebox revenue of \$306.0 million was \$1.4 million (0.5 percent) above forecast.
- November 2011 subway revenue was \$2.7 million (1.2 percent) above forecast, bus revenue was \$0.3 million (0.5 percent) below forecast, and paratransit revenue was \$0.4 million (26.0 percent) below forecast.
- Fare media liability was \$0.6 million (11.6 percent) below forecast.

November 2011 Farebox Revenue - (\$ in millions)

	Forecast	Preliminary Actual	Favorable/(Unfavorable) Amount	Percent
Subway	225.9	228.7	2.7	1.2%
Bus	72.1	71.8	(0.3)	(0.5%)
Paratransit	1.7	1.3	(0.4)	(26.0%)
Subtotal	299.7	301.7	2.0	0.7%
Fare Media Liability	4.9	4.3	(0.6)	(11.6%)
Total	304.6	306.0	1.4	0.5%

November 2011 year-to-date farebox revenue was \$3,322.8 million, \$15.2 million (0.5 percent) below forecast, mostly due to Hurricane Irene in August. Subway revenue was \$1.1 million (less than 0.1 percent) below forecast, bus revenue was \$8.0 million (1.0 percent) below forecast, and paratransit revenue was \$2.7 million (17.0 percent) below forecast; non-cash fare media liability was \$3.4 million (6.7 percent) below forecast.

Average Fare

- The November 2011 non-student average fare of \$1.646 increased 14.4¢ from November 2010, due mostly to the December 2010 fare increase. The subway fare increased 15.2¢, the local bus fare increased 10.2¢, and the express bus fare increased 39.1¢.

November Non-Student Average Fare - \$

	2010	2011	Change
Subway	1.571	1.723	0.152
Local Bus	1.276	1.379	0.102
Subway & Local Bus	1.488	1.631	0.143
Express Bus	4.243	4.634	0.391
Total	1.502	1.646	0.144

- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the November average fare of \$1.11 in 2011 was 27¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue exceeded forecast year-to-date by \$9.5 million (3.5 percent), due primarily to higher paratransit urban tax and advertising revenues. In November, other operating revenue was higher than forecast by \$1.1 million (4.3 percent), due to higher advertising and paratransit urban tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were below forecast year-to-date by \$21.8 million (0.4 percent) and, in November, expenses exceeded forecast by \$15.7 million (3.2 percent). The major causes of these variances are reviewed below:

Labor expenses were higher than forecast year-to-date by \$33.7 million (0.8 percent), due mostly to higher overtime costs, caused primarily by the impact of Hurricane Irene in August as well as additional maintenance/vacancy coverage requirements, and a shortfall (mostly timing) of retiree healthcare subsidy receipts from a Federal (ERRP) program. Partly offsetting these overruns were lower net payroll expenses (mostly vacancies, partly offset by the impact of reimbursable underruns and vacation buyback payments). In the month of November, labor expenses exceeded forecast by \$28.5 million (8.1 percent), due mainly to the unfavorable timing of both retiree healthcare subsidy receipts from a Federal (ERRP) program and health & welfare expenses, and increased overtime expenses resulting from additional maintenance/vacancy coverage requirements.

Non-labor expenses were below forecast year-to-date by \$55.5 million (3.8 percent), including major favorable expense results in:

- Paratransit service contracts – due mainly to the impact of a 12.7 percent reduction in completed trips, including trips lost due to Hurricane Irene in August
- Materials & Supplies – Largely due to lower purchases of non-revenue vehicles, the favorable timing of maintenance material requirements and increased scrap sales
- Maintenance and other operating contracts – due mostly to the favorable timing of facility/operating/EDP maintenance & repair and security service expenses and lower painting costs

Partly offsetting the above year-to-date favorable expense results was an overrun in traction/propulsion power, due mainly to higher prices.

In the month of November, non-labor expenses were under forecast by \$12.8 million (9.4 percent), including favorable results in professional service contracts (expense adjustments/underruns in several accounts), paratransit service contracts (20.5 percent reduction in completed trips), materials & supplies (the favorable timing of maintenance material requirements and lower non-revenue vehicle purchases), and bus fuel (mostly lower consumption). These underruns were partly offset by an overrun in traction/propulsion power (mostly higher prices).

Depreciation expenses were below forecast by \$67.3 million (5.3 percent) year-to-date, and by \$18.9 million (14.4 percent) in November, due to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, \$712.5 million of accrued expenses were recorded year-to-date, \$15.1 million (2.2 percent) higher than forecast, due to more recent actuarial information.

Net Cash Deficit

The net cash deficit year-to-date was \$1,993.3 million, unfavorable to forecast by \$104.2 million (5.5 percent), due primarily to the unfavorable timing of capital reimbursements and an unfavorable health & welfare payment lag. These factors have been accounted for in the November 2011 Financial Plan.

Consolidated Balance Sheet and Accounts Receivable

This information is not available at this time.

Inventory (see Inventory Note following)

Inventory at the end of November was \$201.4 million, \$10.9 million (5.1 percent) below the December 2010 balance.

Incumbents

There were 45,038 full-time paid incumbents at the end of November, 119 more than in October and 112 less than at the end of December 2010 (excluding 65 temporary December actives).

RIDERSHIP RESULTS

Total Ridership vs. Forecast

- November 2011 total ridership (subway, bus, and paratransit combined) of 196.8 million was 0.2 percent (0.4 million trips) above forecast.
- November 2011 subway ridership was 0.7 percent (0.9 million trips) above forecast, bus ridership was 0.7 percent (0.4 million trips) below forecast, and paratransit ridership was 19.4 percent (0.2 million trips) below forecast.
- Year-to-date total ridership was 0.9 percent (18.3 million trips) below forecast, mostly due to the hurricane-related ridership loss in August. Subway ridership was 0.5 percent (7.7 million trips) below forecast, bus ridership was 1.5 percent (9.4 million trips) below forecast, and paratransit ridership was 12.0 percent (1.1 million trips) below forecast.

Average Weekday Ridership vs. Prior Year

- Average weekday total ridership was 7.7 million in November 2011, an increase of 1.0 percent (73,000 trips) from November 2010. Average weekday ridership for the twelve months ending November 2011 was 7.4 million, a decrease of 0.1 percent (7,000 trips) from the twelve months ending November 2010.
- Average weekday subway ridership was 5.5 million in November 2011, an increase of 2.8 percent (147,000 trips) from November 2010, and the highest weekday subway ridership of any November in over forty years. Average weekday ridership for the twelve months ending November 2011 increased 2.2 percent (111,000 trips) from the twelve months ending November 2010.
- Average weekday local bus ridership was 2.2 million in November 2011, a decrease of 3.4 percent (75,000 trips) from November 2010. Average weekday ridership for the twelve months ending November 2011 decreased 5.3 percent (116,000 trips) from the twelve months ending November 2010.
- Average weekday express bus ridership was 41,000 in November 2011, an increase of 0.6 percent from November 2010. Average weekday ridership for the twelve months ending November 2011 decreased 3.1 percent (1,000 trips) from the twelve months ending November 2010.

- Average weekday paratransit ridership was 30,000 in November 2011, an increase of 2.7 percent (1,000 boardings) from November 2010. Average weekday ridership for the twelve months ending November 2011 decreased 2.4 percent (1,000 boardings) from the twelve months ending November 2010.

Average Weekend Ridership vs. Prior Year

- Average weekend total ridership (Saturday and Sunday combined) was 8.1 million in November 2011, an increase of 1.5 percent (116,000 trips) from November 2010, and the highest November weekend ridership in over forty years. Average weekend ridership for the twelve months ending November 2011 decreased 1.4 percent (108,000 trips) from the twelve months ending November 2010.
- Average weekend subway ridership was 5.7 million in November 2011, an increase of 3.1 percent (174,000 trips) from November 2010, and the highest November weekend subway ridership in over forty years. Sunday, November 6, 2011, had the highest one-day subway ridership of any Sunday (2.8 million riders) in over twenty-five years. Average weekend ridership for the twelve months ending November 2011 increased 0.8 percent (43,000 trips) from the twelve months ending November 2010.
- Average weekend local bus ridership was 2.3 million in November 2011, a decrease of 2.5 percent (58,000 trips) from November 2010. Average weekend ridership for the twelve months ending November 2011 decreased 6.3 percent (149,000 trips) from the twelve months ending November 2010.
- Average weekend express bus ridership was 9,000 in November 2011, an increase of 2.3 percent from November 2010. Average weekend ridership for the twelve months ending November 2011 decreased 8.4 percent (1,000 trips) from the twelve months ending November 2010.
- Average weekend paratransit ridership was 32,000 in November 2011, an increase of 2.0 percent (1,000 boardings) from November 2010. Average weekend ridership for the twelve months ending November 2011 decreased 1.2 percent from the twelve months ending November 2010.

Weekday and Weekend Ridership						
	Average Weekday (thousands)			Average Weekend (thousands)		
November	2010	2011*	Change	2010	2011*	Change
Subway	5,307	5,455	+2.8%	5,543	5,717	+3.1%
Local Bus	2,234	2,159	-3.4%	2,362	2,303	-2.5%
Express Bus	41	41	+0.6%	9	9	+2.3%
Paratransit	29	30	+2.7%	31	32	+2.0%
TOTAL	7,612	7,685	+1.0%	7,944	8,061	+1.5%
12-Month Rolling Average						
Subway	5,152	5,263	+2.2%	5,338	5,381	+0.8%
Local Bus	2,200	2,084	-5.3%	2,387	2,238	-6.3%
Express Bus	42	41	-3.1%	10	9	-8.4%
Paratransit	29	28	-2.4%	31	30	-1.2%
TOTAL	7,424	7,417	-0.1%	7,765	7,658	-1.4%

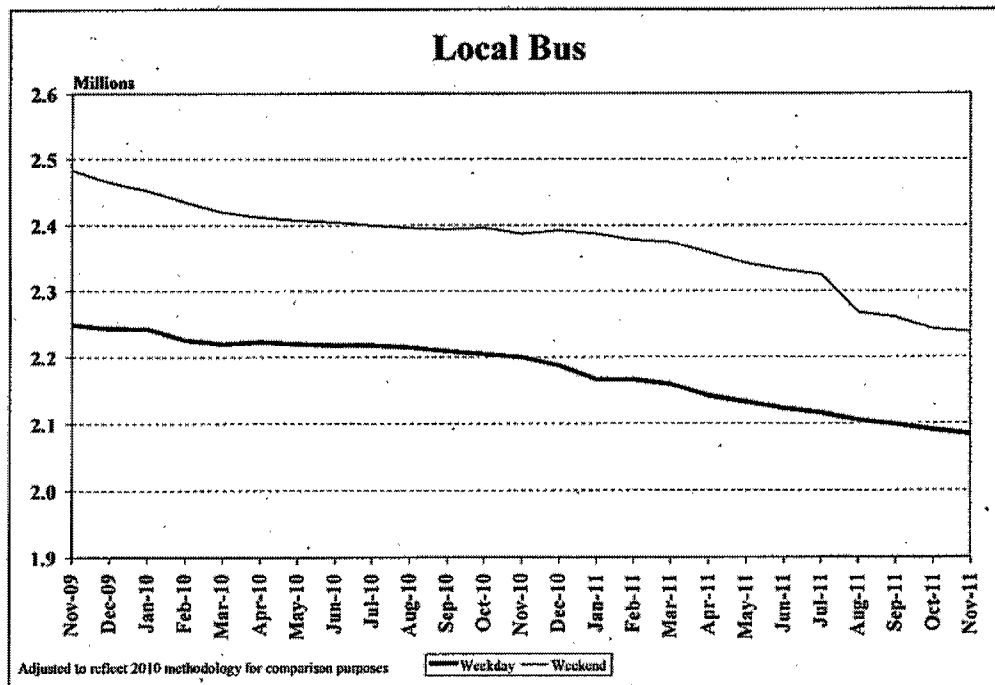
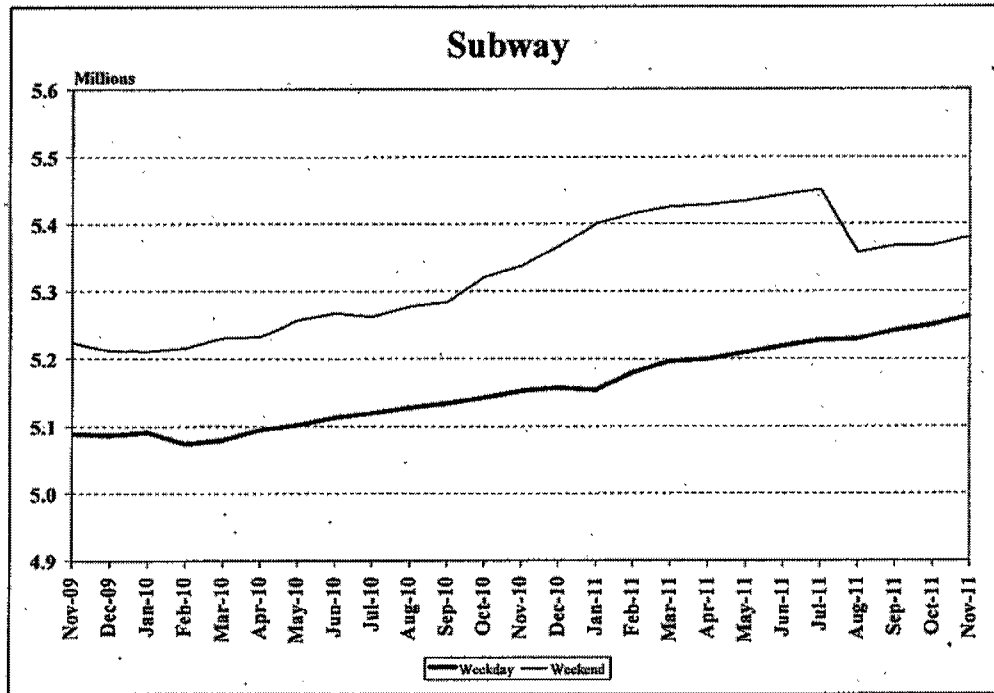
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

* Preliminary

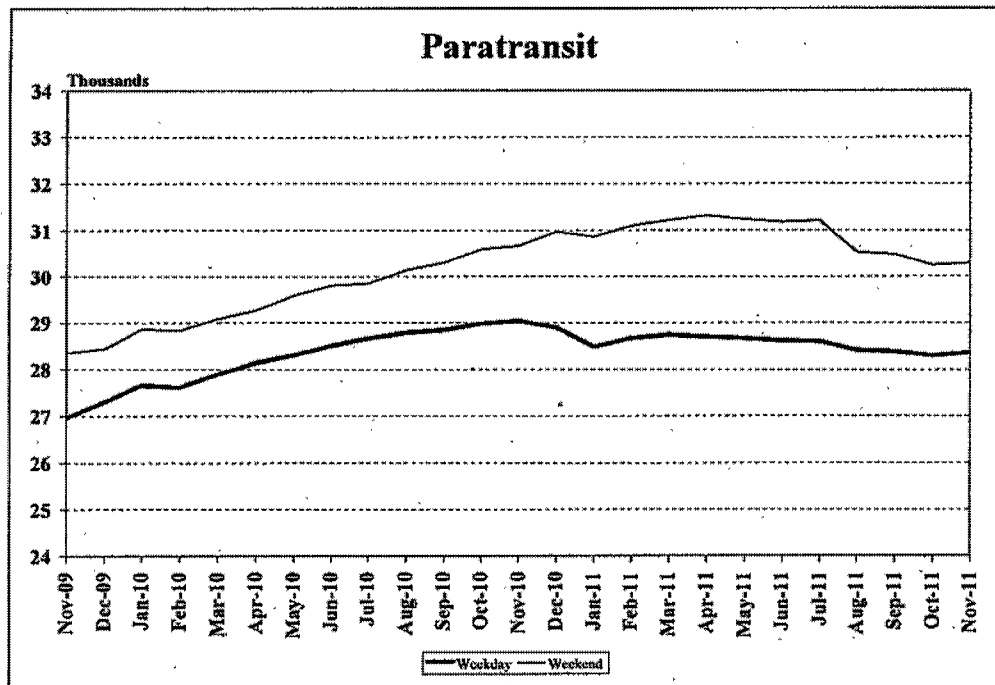
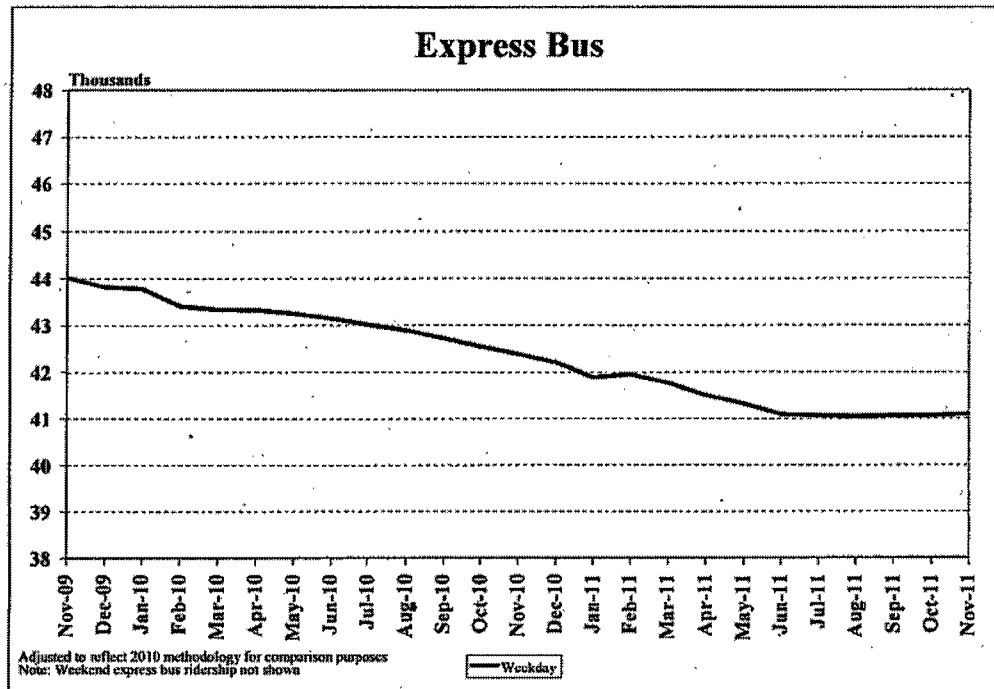
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From November 2010 to November 2011, average weekday ridership increased for every service except local buses and MTA express buses. The largest weekday increase was on Staten Island Railway (up 5.4 percent); the largest weekday decreases were on MTA express buses (down 3.6 percent) and NYCT local buses (down 3.4 percent). Bridges and Tunnels traffic decreased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Nov-10	Nov-11*	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,307	5,455	+2.8%	+2.2%
NYCT Local Bus	2,234	2,159	-3.4%	-5.3%
NYCT Express Bus	41	41	+0.6%	-3.1%
NYCT Paratransit	29	30	+2.7%	-2.4%
Staten Island Railway	16	17	+5.4%	+4.2%
MTA Local Bus	375	373	-0.6%	-2.1%
MTA Express Bus	34	33	-3.6%	-4.1%
Long Island Rail Road	287	298	+3.8%	-0.3%
Long Island Bus	106	104	-2.6%	-2.2%
Metro-North Railroad	281	289	+2.8%	+1.6%
Staten Island Ferry	61	63	+4.1%	+1.0%
PATH	256	264	+3.2%	+2.8%
<u>Average Saturday</u>				
NYCT Subway	3,124	3,206	+2.6%	+1.1%
NYCT Local Bus	1,347	1,305	-3.1%	-6.1%
NYCT Express Bus	6	6	+1.0%	-7.4%
NYCT Paratransit	15	15	+1.7%	-0.6%
Staten Island Railway	5	5	+8.5%	+7.8%
MTA Local Bus	205	209	+1.9%	-2.6%
MTA Express Bus	9	9	-4.8%	-1.8%
Long Island Rail Road	96	101	+5.1%	-2.7%
Long Island Bus	57	57	-1.2%	-0.4%
Metro-North Railroad	119	123	+3.9%	+1.2%
Staten Island Ferry	46	49	+6.7%	-1.1%
PATH	120	123	+2.7%	+3.0%
<u>Average Sunday</u>				
NYCT Subway	2,419	2,511	+3.8%	+0.4%
NYCT Local Bus	1,015	999	-1.6%	-6.4%
NYCT Express Bus	3	3	+5.0%	-10.1%
NYCT Paratransit	16	17	+2.4%	-1.7%
Staten Island Railway	4	4	+9.9%	+5.9%
MTA Local Bus	151	157	+4.0%	-3.5%
MTA Express Bus	5	5	-8.6%	-3.0%
Long Island Rail Road	81	85	+4.7%	-2.3%
Long Island Bus	35	35	+1.8%	+0.3%
Metro-North Railroad	93	97	+3.8%	+1.8%
Staten Island Ferry	38	42	+8.6%	+0.2%
PATH	90	95	+6.1%	+1.5%

MTA Bridges and Tunnels (thousands)				
Average Weekday	821	801	-2.4%	-3.0%
Average Saturday	763	745	-2.3%	-2.7%
Average Sunday	734	714	-2.7%	-4.9%

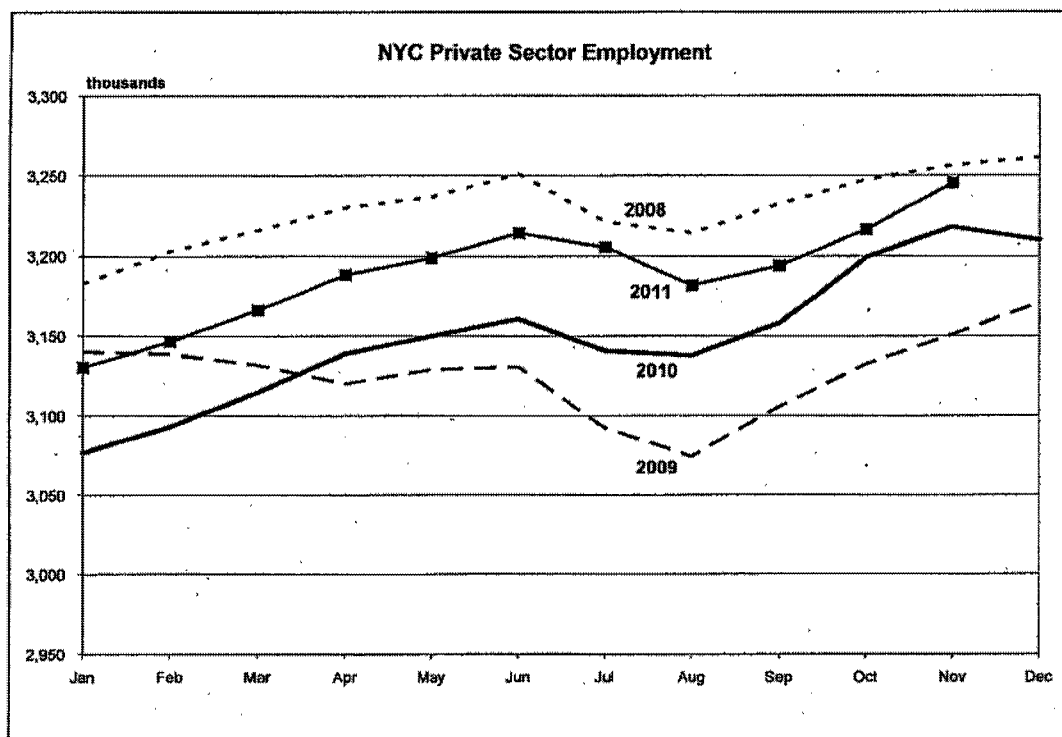
Notes: Percentages are based on unrounded data.

* Preliminary

Economy

From November 2010 to November 2011, New York City employment increased 0.6 percent (23,500 jobs). Private sector employment increased 0.8 percent (27,000 jobs) and government employment decreased 0.6 percent (3,500 jobs). The sub-sector with the largest percentage increase was leisure/hospitality (up 3.7 percent or 12,100 jobs) and the sub-sector with the largest absolute increase was trade/transportation/utilities (up 15,400 jobs or 2.7 percent, with most of the increase in the retail trade category). The professional/business services sub-sector had similar increases (up 13,400 jobs or 2.3 percent). The sub-sector with the largest percentage decrease was manufacturing (down 4.8 percent or 3,700 jobs) and the sub-sector with the largest absolute decrease was information (down 6,300 jobs or 3.8 percent).

The graph below shows New York City private sector employment since its peak year in 2008. Although the year-over-year growth rate has slowed from earlier in 2011, this growth was on top of strong growth in the second half of 2010. November private sector employment was only 0.3 percent lower in 2011 than in 2008, recovering almost all of the 3.2 percent of jobs lost from 2008 to 2009.



**MTA NEW YORK CITY TRANSIT
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2011 MID-YEAR FORECAST VERSUS 2011 PRELIMINARY ACTUAL
(in millions)**

4.11

Month of November					
	Forecast	Actual	Variance		Explanation
			Amount	Percent	
Subway	138.804	139.725	0.921	0.7%	
Bus	56.666	56.292	(0.374)	(0.7%)	
Paratransit	0.952	0.767	(0.185)	(19.4%)	Reduced demand
Total	196.422	196.784	0.362	0.2%	
Year to Date					
Subway	1,506.088	1,498.340	(7.748)	(0.5%)	
Bus	619.633	610.231	(9.402)	(1.5%)	
Paratransit	9.290	8.172	(1.118)	(12.0%)	Reduced demand
Total	2,135.011	2,116.744	(18.267)	(0.9%)	

Notes: Paratransit ridership includes guests and personal care attendants.
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2010 ACTUAL VERSUS 2011 PRELIMINARY ACTUAL
(in millions)

4.12

Month of November					
		Variance		Explanation	
2010	2011	Amount	Percent		
<u>Average Weekday</u>					
Subway	5.307	5.455	0.147	2.8%	Continuing negative trend
Local Bus	2.234	2.159	(0.075)	(3.4%)	
Express Bus	0.041	0.041	0.000	0.6%	
Paratransit	0.029	0.030	0.001	2.7%	
Total	7.612	7.685	0.073	1.0%	
<u>Average Weekend</u>					
Subway	5.543	5.717	0.174	3.1%	Heavy ridership on Marathon Day
Local Bus	2.362	2.303	(0.058)	(2.5%)	
Express Bus	0.009	0.009	0.000	2.3%	
Paratransit	0.031	0.032	0.001	2.0%	
Total	7.944	8.061	0.116	1.5%	
<u>12-Month Rolling Average</u>					
<u>Average Weekday</u>					
Subway	5.152	5.263	0.111	2.2%	Continuing negative trend
Local Bus	2.200	2.084	(0.116)	(5.3%)	
Express Bus	0.042	0.041	(0.001)	(3.1%)	
Paratransit	0.029	0.028	(0.001)	(2.4%)	
Total	7.424	7.417	(0.007)	(0.1%)	
<u>Average Weekend</u>					
Subway	5.338	5.381	0.043	0.8%	Continuing negative trend Mostly non-Staten Island ridership losses
Local Bus	2.387	2.238	(0.149)	(6.3%)	
Express Bus	0.010	0.009	(0.001)	(8.4%)	
Paratransit	0.031	0.030	(0.000)	(1.2%)	
Total	7.765	7.658	(0.108)	(1.4%)	

Notes: Paratransit ridership includes guests and personal care attendants.
Totals may not add due to rounding.

Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2011

	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	\$225.925	\$228.666	\$2,741	1.2	\$0.000	\$0.000	\$0.000	-	\$225.925	\$228.666	\$2,741	1.2
Bus	72.093	71.760	(0.333)	(0.5)	0.000	0.000	0.000	-	72.093	71.760	(0.333)	(0.5)
Paratransit	1.698	1.257	(0.441)	(26.0)	0.000	0.000	0.000	-	1.698	1.257	(0.441)	(26.0)
Fare Media Liability	4.912	4.340	(0.572)	(11.6)	0.000	0.000	0.000	-	4.912	4.340	(0.572)	(11.6)
Total Farebox Revenue	304.628	306.023	1.395	0.5	0.000	0.000	0.000	-	304.628	306.023	1.395	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	8.249	8.248	(0.001)	(0.0)	0.000	0.000	0.000	-	8.249	8.248	(0.001)	(0.0)
Paratransit Reimbursement	8.723	8.968	0.245	2.8	0.000	0.000	0.000	-	8.723	8.968	0.245	2.8
Other	8.243	9.074	0.831	10.1	0.000	0.000	0.000	-	8.243	9.074	0.831	10.1
Total Other Operating Revenue	25.215	26.290	1.075	4.3	0.000	0.000	0.000	-	25.215	26.290	1.075	4.3
Capital and Other Reimbursements	0.000	0.000	0.000	-	80.733	70.974	(9.759)	(12.1)	80.733	70.974	(9.759)	(12.1)
Total Revenue	\$329.843	\$332.313	\$2,470	0.7	\$80.733	\$70.974	(\$9.759)	(12.1)	\$410.576	\$403.287	(\$7.289)	(1.8)
Expenses												
Labor:												
Payroll	245.869	246.252	(0.383)	(0.2)	35.765	27.514	8.251	23.1	281.634	273.766	7.868	2.8
Overtime	21.072	25.944	(4.872)	(23.1)	5.755	7.541	(1.786)	(31.0)	26.827	33.485	(6.658)	(24.8)
Total Salaries & Wages	266.941	272.196	(5.255)	(2.0)	41.520	35.055	6.465	15.6	308.461	307.251	1.210	0.4
Health and Welfare	44.864	47.986	(3.122)	(7.0)	1.675	1.733	(0.058)	(3.5)	46.539	49.719	(3.180)	(6.8)
OPEB Current Payment	22.804	39.729	(16.925)	(74.2)	0.000	0.000	0.000	-	22.804	39.729	(16.925)	(74.2)
Pensions	15.401	15.750	(0.349)	(2.3)	0.068	0.080	(0.012)	(17.8)	15.469	15.830	(0.361)	(2.3)
Other Fringe Benefits	20.872	22.507	(1.635)	(7.8)	10.479	9.979	2.500	23.9	31.351	30.466	0.865	2.8
Total Fringe Benefits	103.941	125.972	(22.031)	(21.2)	12.222	9.792	2.430	19.9	116.163	135.764	(19.601)	(16.9)
Reimbursable Overhead	(18.054)	(16.859)	(1.195)	(6.6)	18.054	16.859	1.195	6.6	0.000	0.000	0.000	-
Total Labor Expenses	\$352.826	\$381.309	(\$28.481)	(8.1)	\$71.796	\$61.708	\$10.090	14.1	\$424.624	\$443.016	(\$18.391)	(4.3)
Non-Labor:												
Traction and Propulsion Power	12.988	15.209	(2.221)	(17.1)	0.000	0.000	0.000	-	12.988	15.209	(2.221)	(17.1)
Fuel for Buses and Trains	14.342	11.699	2.643	18.4	0.002	0.003	(0.001)	(50.0)	14.344	11.702	2.642	18.4
Insurance	4.889	4.829	0.060	1.2	0.000	0.000	0.000	-	4.889	4.829	0.060	1.2
Claims	6.504	6.504	0.000	0.0	0.000	0.000	0.000	-	6.504	6.504	0.000	0.0
Paratransit Service Contracts	34.161	30.142	4.019	11.8	0.000	0.000	0.000	-	34.161	30.142	4.019	11.8
Misc. and Other Operating Contracts	23.456	22.872	0.584	2.5	2.838	3.425	(0.589)	(20.8)	26.292	26.297	(0.005)	(0.0)
Professional Service Contracts	8.835	3.819	5.016	56.8	1.625	1.158	0.467	28.7	10.460	4.977	5.483	52.4
Materials & Supplies	26.434	23.030	3.404	12.9	4.596	5.255	(0.659)	(14.3)	31.030	28.285	2.745	8.8
Other Business Expenses	4.428	5.130	(0.702)	(15.9)	(0.122)	(0.673)	0.451	369.7	4.306	4.557	(0.251)	(5.8)
Total Non-Labor Expenses	\$136.037	\$123.234	\$12.803	9.4	\$6.937	\$9.268	(\$0.331)	(3.7)	\$144.974	\$132.502	\$12.472	8.6
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	\$488.865	\$504.543	(\$15.678)	(3.2)	\$80.733	\$70.974	\$9.759	12.1	\$569.598	\$575.617	(\$6.019)	(1.0)
Depreciation	131.122	112.181	18.941	14.4	0.000	0.000	0.000	-	131.122	112.181	18.941	14.4
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$619.987	\$616.724	\$3.263	0.5	\$80.733	\$70.974	\$9.759	12.1	\$700.720	\$687.898	\$13.022	1.9
Net Surplus/(Deficit)	(\$290.144)	(\$284.411)	\$5.733	2.0	\$0.000	\$0.000	\$0.000	-	(\$290.144)	(\$284.411)	\$5.733	2.0

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2011 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:												
Subway	\$2,465.516	\$2,464.361	(\$1.135)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$2,465.516	\$2,464.361	(\$1.135)	(0.0)
Bus	805.381	797.420	(7.961)	(1.0)	0.000	0.000	0.000	-	805.381	797.420	(7.961)	(1.0)
Paratransit	15.974	13.256	(2.718)	(17.0)	0.000	0.000	0.000	-	15.974	13.256	(2.718)	(17.0)
Fare Media Liability	51.181	47.757	(3.424)	(6.7)	0.000	0.000	0.000	-	51.181	47.757	(3.424)	(6.7)
Total Farebox Revenue	3,338.052	3,322.814	(15.238)	(0.5)	0.000	0.000	0.000	-	3,338.052	3,322.814	(15.238)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	76.581	76.579	(0.002)	(0.0)	0.000	0.000	0.000	-	76.581	76.579	(0.002)	(0.0)
Paratransit Reimbursement	96.404	102.161	5.757	6.0	0.000	0.000	0.000	-	96.404	102.161	5.757	6.0
Other	97.554	101.294	3.740	3.8	0.000	0.000	0.000	-	97.554	101.294	3.740	3.8
Total Other Operating Revenue	270.539	280.034	9.495	3.5	0.000	0.000	0.000	-	270.539	280.034	9.495	3.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	861.865	847.209	(14.656)	(1.7)	861.865	847.209	(14.656)	(1.7)
Total Revenue	\$3,608.591	\$3,602.848	(\$5.743)	(0.2)	\$861.865	\$847.209	(\$14.656)	(1.7)	\$4,470.456	\$4,450.057	(\$20.399)	(0.5)
Expenses												
Labor:												
Payroll	2,585.569	2,578.350	7.219	0.3	356.838	340.573	16.265	4.6	2,942.407	2,918.923	23.484	0.8
Overtime	257.606	277.864	(20.356)	(7.9)	68.165	77.490	(9.325)	(13.7)	325.673	355.354	(29.681)	(9.1)
Total Salaries & Wages	2,843.077	2,856.214	(13.137)	(0.5)	425.003	418.063	6.940	1.6	3,268.080	3,274.277	(6.197)	(0.2)
Health and Welfare	479.349	481.011	(1.662)	(0.3)	20.402	20.292	0.110	0.5	499.751	501.303	(1.552)	(0.3)
OPEB Current Payment	244.587	259.064	(14.477)	(5.9)	0.000	0.000	0.000	-	244.587	259.064	(14.477)	(5.9)
Pensions	764.073	766.507	(2.434)	(0.3)	19.069	19.282	(0.213)	(1.1)	783.142	785.789	(2.647)	(0.3)
Other Fringe Benefits	229.524	232.515	(2.991)	(1.3)	104.337	100.661	3.676	3.5	333.861	333.176	0.685	0.2
Total Fringe Benefits	1,717.533	1,739.097	(21.564)	(1.3)	143.606	140.235	3.373	2.5	1,861.341	1,879.332	(17.991)	(1.0)
Reimbursable Overhead	(199.714)	(200.723)	1.009	0.5	199.714	200.723	(1.009)	(0.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$4,360.896	\$4,394.586	(\$33.692)	(0.8)	\$788.525	\$759.021	\$29.504	1.2	\$5,129.421	\$5,153.606	(\$24.185)	(0.5)
Non-Labor:												
Traction and Propulsion Power	168.709	179.010	(10.301)	(6.1)	0.000	0.000	0.000	-	168.709	179.010	(10.301)	(6.1)
Fuel for Buses and Trains	141.658	140.625	1.033	0.7	0.020	0.018	0.002	10.0	141.678	140.643	1.035	0.7
Insurance	52.532	53.037	(0.505)	(1.0)	0.000	0.000	0.000	-	52.532	53.037	(0.505)	(1.0)
Claims	71.548	71.547	0.001	0.0	0.000	0.000	0.000	-	71.548	71.547	0.001	0.0
Paratransit Service Contracts	351.384	324.146	27.236	7.8	0.000	0.397	(0.397)	-	351.384	324.545	26.839	7.6
Misc. and Other Operating Contracts	257.429	243.704	13.725	5.3	30.255	29.680	0.575	1.9	287.684	273.384	14.300	5.0
Professional Service Contracts	71.997	69.021	2.976	4.1	12.570	9.353	3.217	25.6	84.567	78.374	6.193	7.3
Materials & Supplies	276.108	257.208	18.900	6.8	48.830	47.671	1.159	2.4	324.938	304.879	20.059	6.2
Other Business Expenses	57.252	54.812	2.440	4.3	1.665	1.069	0.596	35.8	58.917	55.881	3.036	5.2
Total Non-Labor Expenses	\$1,448.517	\$1,393.112	\$55.505	3.8	\$93.340	\$88.185	\$5.155	5.5	\$1,541.857	\$1,481.300	\$60.557	3.9
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	\$5,809.513	\$5,787.700	\$21.813	0.4	\$861.865	\$847.209	\$14.656	1.7	\$6,671.378	\$6,634.909	\$36.469	0.5
Depreciation	1,265.877	1,198.556	67.321	5.3	0.000	0.000	0.000	-	1,265.877	1,198.556	67.321	5.3
OPEB Account	697.431	712.545	(15.114)	(2.2)	0.000	0.000	0.000	-	697.431	712.545	(15.114)	(2.2)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$7,772.821	\$7,698.801	\$74.020	1.0	\$861.865	\$847.209	\$14.656	1.7	\$8,634.886	\$8,646.010	\$88.676	1.0
Net Surplus/(Deficit)	(\$4,164.230)	(\$4,095.953)	\$68.277	1.6	\$0.000	\$0.000	\$0.000	-	(\$4,164.230)	(\$4,095.953)	\$68.277	1.6

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
November 2011
(\$ 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
		\$	%		\$	%	
Total Farebox Revenue	NR				(15.2)	(0.5)	Primarily due to ridership losses caused by Hurricane Irene in August and a continuing negative bus ridership trend
Other Operating Revenue	NR	1.1	4.3	Mainly higher advertising and paratransit urban tax revenues	9.5	3.5	Primarily higher paratransit urban tax and advertising revenues
Payroll	NR				7.2	0.3	Due mostly to vacancies, partly offset by the impact of reimbursable payroll underruns and vacation buyback payments
Overtime	NR	(4.9)	(23.1)	Mostly due to maintenance/vacancy coverage requirements	(20.4)	(7.9)	Mostly due to the impact of Hurricane Irene and maintenance/vacancy coverage requirements
Health & Welfare (including OPEB)	NR	(20.0)	(29.6)	Primarily due to the unfavorable timing of both retiree healthcare subsidy receipts from a Federal (ERRP) program and expenses	(16.1)	(2.2)	Primarily due to a shortfall (mostly timing) of retiree healthcare subsidy receipts from a Federal (ERRP) program
Other Fringe Benefits	NR	(1.6)	(7.8)	Mainly lower direct overhead credits due mostly to reimbursable payroll underruns			
Reimbursable Overhead	NR	(1.2)	(6.6)	Mainly lower overhead credits due mostly to reimbursable payroll underruns			
Traction and Propulsion Power	NR	(2.2)	(17.1)	Due mostly to higher prices	(10.3)	(6.1)	Due mostly to higher prices
Bus Fuel	NR	2.6	18.4	Due mostly to lower consumption			
Paratransit Service Contracts	NR	4.0	11.8	Mostly due to the impact of a 20.5 percent reduction in completed trips	27.2	7.8	Mostly due to the impact of a 12.7 percent reduction in completed trips, including trips lost due to Hurricane Irene in August
Maintenance and Other Operating Contracts	NR				13.7	5.3	Due largely to the favorable timing of facility/operating/EDP maintenance & repair and security service expenses and lower painting costs

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
November 2011
(\$ 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
		\$	%		\$	%	
Professional Service Contracts	NR	5.0	56.8	Largely favorable expense adjustments and underruns in several accounts	3.0	4.1	Largely underruns in several accounts
Materials & Supplies	NR	3.4	12.9	Mainly the favorable timing of maintenance material requirements and lower non-revenue vehicle purchases	18.9	6.8	Largely due to lower purchases of non-revenue vehicles, the favorable timing of maintenance material requirements and increased scrap sales
Other Business Expenses	NR	(0.7)	(15.9)	Mostly the unfavorable timing of NYS Mobility tax expenses	2.4	4.3	The favorable timing of MVM debit/credit card fee accrual adjustments
Depreciation	NR	18.9	14.4	Largely due to the favorable timing of assets reaching beneficial use	67.3	5.3	Largely due to the favorable timing of assets reaching beneficial use
Payroll	R	8.3	23.1	Primarily due to the timing of capital construction and engineering requirements	16.3	4.6	Primarily due to the timing of capital construction and engineering requirements and the favorable timing of interagency charges
Overtime	R	(1.8)	(31.0)	Mostly due to limited weekday track access to perform work (several projects) deferred to weekends	(9.3)	(13.7)	Mostly due to limited weekday track access to perform work (several projects) deferred to weekends
Other Fringe Benefits	R	2.5	23.9	Mainly lower direct overhead expenses due mostly to reimbursable payroll underruns			
Maintenance and Other Operating Contracts	R	(0.6)	(20.8)	Largely the unfavorable timing of janitorial and data processing material expenses			
Professional Service Contracts	R	0.5	28.7	Mainly the favorable timing of various outside service and data center expenses	3.2	25.6	Mainly the favorable timing of various outside service and data center expenses
Materials & Supplies	R	(0.7)	(14.3)	Largely the unfavorable timing of maintenance material requirements			
Other Business Expenses	R	0.5	over 100.0	Mostly due to a reclassification of NYS Mobility tax expenses to non-reimbursable	0.6	35.8	Mostly due to the favorable timing of capital project closing adjustments

4.16

Table 4

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
 November 2011
 (\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$296.598	\$305.100	\$8.502	2.9	\$3,345.406	\$3,331.600	(\$13.806)	(0.4)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	62.703	58.400	(6.303)	(10.1)
Paratransit Reimbursement	1.453	1.800	0.347	23.9	104.430	110.500	6.070	5.8
Other	3.158	3.900	0.742	23.5	93.644	98.600	4.956	5.3
Total Other Operating Revenue	4.611	5.700	1.089	23.6	260.777	265.500	4.723	1.8
Capital and Other Reimbursements	120.733	93.700	(27.033)	(22.4)	815.381	739.400	(75.981)	(9.3)
Total Receipts	\$421.942	\$404.500	(\$17.442)	(4.1)	\$4,421.564	\$4,336.500	(\$85.064)	(1.9)
Expenditures								
Labor:								
Payroll	259.183	243.044	16.119	6.2	2,903.655	2,876.528	27.127	0.9
Overtime	24.675	31.756	(7.081)	(28.7)	317.168	348.672	(31.504)	(9.9)
Total Salaries & Wages	283.858	274.800	9.058	3.2	3,220.823	3,225.200	(4.377)	(0.1)
Health and Welfare	46.539	56.971	(10.432)	(22.4)	553.577	583.736	(30.159)	(5.4)
OPEB Current Payment	22.804	39.729	(16.925)	(74.2)	244.587	259.084	(14.477)	(5.9)
Pensions	15.469	15.900	(0.431)	(2.8)	458.390	459.700	(3.310)	(0.7)
Other Fringe Benefits	28.020	35.100	(7.080)	(25.3)	321.413	334.500	(13.087)	(4.1)
Total Fringe Benefits	112.832	147.700	(34.868)	(30.9)	1,575.967	1,637.000	(61.033)	(3.9)
GASB Account	3.100	2.700	0.400	12.9	22.423	22.100	0.323	1.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$399.770	\$425.200	(\$25.430)	(6.4)	\$4,819.213	\$4,884.300	(\$65.087)	(1.4)
Non-Labor:								
Traction and Propulsion Power	13.088	16.400	(3.312)	(25.3)	168.498	176.500	(8.002)	(4.7)
Fuel for Buses and Trains	14.644	31.500	(16.856)	(115.1)	140.854	145.100	(4.246)	(3.0)
Insurance	0.000	21.700	(21.700)	-	43.410	21.700	21.710	50.0
Claims	5.862	1.200	4.662	79.5	70.912	80.300	(9.388)	(13.2)
Paratransit Service Contracts	32.677	25.400	7.277	22.3	349.388	319.100	30.288	8.7
Misc. and Other Operating Contracts	33.560	20.800	12.760	38.0	287.318	245.500	41.818	14.6
Professional Service Contracts	10.461	(1.400)	11.861	113.4	89.196	81.600	7.596	8.5
Materials & Supplies	26.866	130.700	(103.834)	(386.5)	282.888	315.700	(32.812)	(11.6)
Other Business Expenditures	4.305	5.700	(1.395)	(32.4)	59.022	60.000	(0.978)	(1.7)
Total Non-Labor Expenditures	\$141.463	\$252.000	(\$110.537)	(78.1)	\$1,491.466	\$1,445.500	\$45.966	3.1
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	\$541.233	\$677.200	(\$135.967)	(25.1)	\$6,310.679	\$6,329.800	(\$19.121)	(0.3)
Net Surplus/(Deficit)	(\$119.291)	(\$272.700)	(\$153.409)	(128.6)	(\$1,889.115)	(\$1,993.300)	(\$104.185)	(5.5)

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
November 2011
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	8.5	2.9	Mostly due to the favorable timing of the counting and depositing of receipts	(13.8)	(0.4)	Mostly due to lower ridership
Other Operating Receipts	1.1	23.6	Largely due to higher advertising and paratransit Urban Tax receipts	4.7	1.8	Largely due to higher paratransit Urban Tax and advertising receipts, partly offset by the unfavorable timing of NYS fare reimbursements
Capital and Other Reimbursements	(27.0)	(22.4)	Mainly the unfavorable timing of reimbursements and reimbursable expense underruns	(76.0)	(9.3)	Mainly the unfavorable timing of reimbursements
Health and Welfare (Includes OPEB Current Payment)	(27.3)	(39.4)	Mostly the unfavorable timing of expenses and payments	(44.7)	(5.6)	Largely the unfavorable timing of payments and a negative payment lag
Other Fringe Benefits	(7.1)	(25.3)	Primarily the unfavorable timing of payments	(13.1)	(4.1)	Primarily the unfavorable timing of payments
GASB Account	0.4	12.9	Due to the favorable timing of payments			
Traction and Propulsion Power	(3.3)	(25.3)	Mainly due to higher prices and the unfavorable timing of payments	(8.0)	(4.7)	Mainly due to higher prices, partly offset by the favorable timing of payments
Fuel for Buses and Trains	(16.9)	over (100.0)	Mostly due to the unfavorable timing of payments	(4.2)	(3.0)	Mostly due to the unfavorable timing of payments
Insurance	(21.7)	(100.0)	The unfavorable timing of payments	21.7	50.0	The favorable timing of payments
Claims	4.7	79.5	Mainly the favorable timing of payments	(9.4)	(13.2)	Mainly higher payouts of major liability cases
Paratransit Service Contracts	7.3	22.3	Mostly due to the impact of lower completed trips and the favorable timing of payments	30.3	8.7	Mostly due to the impact of lower completed trips
Maintenance Contracts	12.8	38.0	Due largely to the favorable timing of payments	41.8	14.6	Due largely to the favorable timing of payments and facility/operating/EDP maintenance & repair and security service expenses, and lower painting costs
Professional Service Contracts	11.9	over 100.0	Primarily due to the favorable timing of payments and expense underruns	7.6	8.5	Primarily due to expense underruns
Materials & Supplies	(103.8)	over (100.0)	Mainly the unfavorable timing of payments	(32.8)	(11.6)	Largely the unfavorable timing of payments
Other Business Expenses	(1.4)	(32.4)	Mostly due to the unfavorable timing of payments			

Table 6

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
November 2011
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$8.030)	(\$0.923)	\$7.107	88.5	\$7.354	\$8.786	\$1.432	19.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(8.249)	(8.248)	0.001	0.0	(13.878)	(20.179)	(6.301)	(45.4)
Paratransit Reimbursement	(7.270)	(7.168)	0.102	1.4	8.026	8.338	0.313	3.9
Other	(5.085)	(5.174)	(0.089)	(1.8)	(3.910)	(2.694)	1.216	31.1
Total Other Operating Revenue	(20.604)	(20.590)	0.014	0.1	(9.762)	(14.634)	(4.772)	(48.9)
Capital and Other Reimbursements	40.000	22.726	(17.274)	(43.2)	(46.484)	(107.809)	(61.325)	(131.9)
Total Receipts	\$11.366	\$1.213	(\$10.153)	(89.3)	(\$48.892)	(\$113.557)	(\$64.665)	(132.3)
Expenditures								
Labor:								
Payroll	22.471	30.722	8.251	36.7	38.752	42.395	3.643	9.4
Overtime	2.152	1.729	(0.423)	(19.7)	8.505	6.682	(1.823)	(21.4)
Total Salaries & Wages	24.623	32.451	7.828	31.8	47.257	49.077	1.820	3.9
Health and Welfare	0.000	(7.252)	(7.252)	-	(53.826)	(82.433)	(28.607)	(53.1)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	(0.070)	(0.070)	-	326.752	326.089	(0.663)	(0.2)
Other Fringe Benefits	3.331	(4.614)	(7.945)	(238.5)	12.448	(1.324)	(13.772)	(110.6)
Total Fringe Benefits	3.331	(11.936)	(15.267)	(458.3)	285.374	242.332	(43.042)	(15.1)
GASB Account	(3.100)	(2.700)	0.400	12.9	(22.423)	(22.100)	0.323	1.4
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$24.854	\$17.815	(\$7.039)	(28.3)	\$310.208	\$289.309	(\$20.899)	(6.7)
Non-Labor:								
Traction and Propulsion Power	(0.100)	(1.191)	(1.091)	-	0.211	2.510	2.299	-
Fuel for Buses and Trains	(0.300)	(19.798)	(19.498)	-	0.824	(4.457)	(5.281)	(640.9)
Insurance	4.889	(18.871)	(21.760)	(445.1)	9.122	31.337	22.215	243.5
Claims	0.642	5.304	4.662	728.2	0.636	(8.753)	(9.389)	-
Paratransit Service Contracts	1.484	4.742	3.258	219.5	2.016	5.445	3.429	170.1
Mtce. and Other Operating Contracts	(7.288)	5.497	12.785	175.6	0.366	27.884	27.518	-
Professional Service Contracts	(0.001)	6.377	6.378	-	(4.829)	(3.228)	1.601	30.3
Materials & Supplies	4.164	(102.415)	(106.579)	-	42.050	(10.821)	(52.871)	(125.7)
Other Business Expenses	0.001	(1.143)	(1.144)	-	(0.105)	(4.119)	(4.014)	-
Total Non-Labor Expenditures	\$3.511	(\$119.498)	(\$123.009)	-	\$50.491	\$36.800	(\$13.691)	(27.1)
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	\$28.365	(\$101.683)	(\$130.048)	(458.5)	\$360.699	\$306.109	(\$54.590)	(15.1)
Depreciation	131.122	112.181	(18.941)	(14.4)	1,265.877	1,198.556	(67.321)	(5.3)
OPEB Account	0.000	0.000	0.000	-	697.431	712.545	15.114	2.2
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$159.487	\$10.498	(\$148.989)	(93.4)	\$2,324.007	\$2,216.210	(\$107.797)	(4.6)
Total Cash Conversion Adjustments	\$170.853	\$11.711	(\$159.142)	(93.1)	\$2,275.115	\$2,102.653	(\$172.462)	(7.6)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
November 2011

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration:				
Office of the President	18	21	(3)	
Law	266	248	18	
Office of the EVP	41	38	3	
Human Resources	302	295	7	
Office of Management and Budget	39	37	2	
Capital Planning & Budget	31	28	3	
Corporate Communications	233	235	(2)	
AFC Program Management & Sales	54	53	1	
Technology & Information Services	432	423	9	
Non-Departmental	84	-	84	
Labor Relations	73	95	(22)	
Material	231	228	3	
Controller	145	153	(8)	
Total Administration	1,949	1,854	95	
Operations				
Subways Service Delivery	7,489	7,425	64	
Subways Operations Support/Admin.	403	319	84	
Subways Stations	2,677	2,671	6	
Sub-total Subways	10,569	10,415	154	
Buses	10,265	10,247	18	
Paratransit	150	140	10	
Operations Planning	374	361	13	
Revenue Control	423	395	28	
Total Operations	21,781	21,558	223	
Maintenance				
Subways Operations Support/Admin.	101	163	(62)	
Subways Engineering	312	312	0	
Subways Car Equipment	3,935	4,011	(76)	
Subways Infrastructure	1,691	1,643	48	
Subways Stations	3,509	3,458	51	
Subways Track	2,747	2,691	56	
Subways Power	687	641	46	
Subways Signals	1,414	1,376	38	
Subways Electronic Maintenance	1,389	1,357	32	
Sub-total Subways	15,785	15,652	133	
Buses	3,770	3,664	106	
Revenue Control	137	137	0	
Supply Logistics	547	545	2	
System Safety	88	86	2	
Total Maintenance	20,327	20,084	243	
Engineering/Capital				
Capital Program Management	1,218	1,249	(31)	
Total Engineering/Capital	1,218	1,249	(31)	
Public Safety				
Security	500	469	11	
Total Public Safety	500	469	11	
Total Positions	45,775	45,234	541	
Non-Reimbursable	40,767	40,890	(123)	
Reimbursable	5,008	4,344	664	
Total Full-Time	45,622	45,038	584	
Total Full-Time Equivalents	153	196	(43)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
November 2011

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./Unfav)	Explanation
Administration:				
Managers/Supervisors	614	583	31	
Professional, Technical, Clerical	1,221	1,246	(25)	
Operational Hourlies	114	25	89	
Total Administration	1,949	1,854	95	
Operations				
Managers/Supervisors	2,558	2,450	108	
Professional, Technical, Clerical	420	370	50	
Operational Hourlies	18,803	18,738	65	
Total Operations	21,781	21,558	223	
Maintenance				
Managers/Supervisors	3,710	3,590	120	
Professional, Technical, Clerical	993	1,012	(19)	
Operational Hourlies	15,624	15,482	142	
Total Maintenance	20,327	20,084	243	
Engineering/Capital				
Managers/Supervisors	267	262	5	
Professional, Technical, Clerical	949	985	(36)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,218	1,249	(31)	
Public Safety				
Managers/Supervisors	121	120	1	
Professional, Technical, Clerical	32	32	0	
Operational Hourlies	347	337	10	
Total Public Safety	500	489	11	
Total Positions				
Managers/Supervisors	7,270	7,005	265	
Professional, Technical, Clerical	3,615	3,645	(30)	
Operational Hourlies	34,890	34,584	306	
Total Positions	45,775	45,234	541	

MTA NEW YORK CITY TRANSIT
(PRELIMINARY) INVENTORY NOTES
November 2011
(\$ in millions)

	<u>11/30/11</u>	<u>11/30/10</u>
<u>Operating Inventory</u>		
Gross Inventory	\$264.592	\$284.999
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(62.700)	(65.800)
Net Inventory	\$201.392	\$218.699

MTA
New York City Transit
July Financial Plan - 2011 Mid-Year Forecast
2011 Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	November 2011						November Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
SCHEDULED:												
<u>Direct Service</u>	323,107	\$8.606	299,393	\$8.729	23,714	\$0.876	3,513,116	\$103.224	3,407,935	\$98.625	105,180	\$4.598
					7.3%	9.1%					3.0%	4.5%
<u>Programmed Maintenance</u>	15,166	\$0.434	12,371	\$0.348	2795	0.087	186,393	\$4.633	147,439	\$4.107	38954	\$0.526
					18.4%	20.1%					20.9%	11.3%
Total Scheduled	338,273	\$10.039	311,764	\$9.075	26,509	0.964	3,699,509	\$107.857	3,555,374	\$102.733	144,134	\$5.124
					7.8%	9.6%					3.9%	4.8%
UNSCHEDULED:												
<u>Vacancy/Absentee Coverage</u>	109,271	\$3.332	115,552	\$3.040	(6,282)	0.291	1,321,514	\$41.784	1,363,268	\$37.307	(61,754)	\$4.477
					-5.7%	8.7%					-4.7%	10.7%
<u>Weather Emergencies</u>	1,877	\$0.055	6,847	\$0.206	(4,970)	(0.151)	297,325	\$8.724	436,369	\$14.356	(139,044)	(\$5.634)
					*	*					-46.8%	-64.6%
<u>Maintenance</u>	125,961	\$3.909	236,074	\$6.860	(110,113)	(2.951)	1,529,332	\$50.303	1,951,374	\$57.940	(422,041)	(\$7.637)
					-87.4%	-75.5%					-27.6%	-15.2%
<u>Service Delays</u>	64,552	\$2.017	152,610	\$4.521	(88,058)	(2.504)	974,438	\$23.695	1,428,954	\$41.704	(454,515)	(\$18.009)
					*	*					-46.6%	-76.0%
<u>Tour Length</u>	29,844	\$0.916	34,264	\$0.956	(4,420)	(0.040)	292,940	\$11.167	338,269	\$9.570	(45,329)	\$1.597
					-14.8%	-4.3%					-15.5%	14.3%
<u>Emergencies</u>	27,991	\$0.880	20,731	\$0.619	7,259	0.261	311,656	\$10.108	226,776	\$6.918	84,880	\$3.190
					25.9%	29.7%					27.2%	31.6%
<u>Safety/Security/Law Enforcement</u>	8,115	\$0.220	9,359	\$0.231	(1,244)	(0.012)	89,406	\$2.238	84,985	\$2.106	4,421	\$0.131
					-15.3%	-5.3%					4.9%	5.9%
<u>All Other *</u>	3,407	(\$0.296)	27,986	\$0.435	(24,579)	(\$0.731)	181,246	\$1.633	306,582	\$5.228	(125,336)	(\$3.595)
					*	*					-69.2%	*
Total Unscheduled	371,019	\$11.033	603,423	\$16.869	(232,404)	(\$5.836)	4,997,856	\$149.652	6,156,576	\$175.131	(1,158,718)	(\$25.480)
					-62.6%	-52.9%					-23.2%	-17.0%
TOTAL NON-REIMBURSABLE OVERTIME:	709,292	\$21.072	915,188	\$25.944	(205,896)	(\$4.872)	8,697,367	\$257.508	9,711,951	\$277.864	(1,014,584)	(\$20.356)
					-29.0%	-23.1%					-11.7%	-7.9%
REIMBURSABLE OVERTIME *	185,655	\$5.755	241,859	\$7.541	(56,205)	(\$1.785)	2,122,348	\$68.165	2,497,185	\$77.490	(374,837)	(\$9.324)
					-30.3%	-31.0%					-17.7%	-13.7%
TOTAL OVERTIME	894,947	\$26.827	1,157,047	\$33.485	(262,100)	(\$6.657)	10,819,715	\$325.673	12,209,136	\$355.354	(1,389,421)	(\$29.680)
					-29.3%	-24.8%					-12.8%	-9.1%

Unfavorable hours combined with favorable \$ variance is due to actual pay rates lower than budgeted pay rates

*All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

MTA
New York City Transit
July Financial Plan - 2011 Mid-Year Forecast
2011 Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

November 2011

November 2011 Year-to-Date

SCHEDULED:

Direct Service

Programmed Maintenance

Total Scheduled

UNSCHEDULED:

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

4.24

Service Delays

Tour Length

Emergencies

Safety/Security/Law Enforcement

All Other ¹

Total Unscheduled

TOTAL NON-REIMBURSABLE OVERTIME:

REIMBURSABLE OVERTIME ¹

TOTAL OVERTIME

November 2011			November 2011 Year-to-Date		
Var. - Fav./ (Unfav)			Var. - Fav./ (Unfav)		
Hours	\$	Explanations	Hours	\$	Explanations
		Favorable variance in scheduled overtime is due to numerous vacancies in operating titles, such as Station Agents, Cleaners, and Bus Operators.			Favorable variance in scheduled overtime is due to numerous vacancies in operating titles, such as Station Agents, Cleaners, and Bus Operators.
23,714	0.876		105,180	4,598	
7.3%	9.1%		3.0%	4.5%	
2,795	0.087		38,954	\$0.528	
18.4%	20.1%		20.9%	11.3%	
26,509	0.964		144,134	\$5.124	
7.8%	9.6%		3.9%	4.8%	
(6,262)	0.291		(61,754)	\$4.477	
-5.7%	8.7%		-4.7%	10.7%	
(4,970)	(0.151)		(139,044)	(\$5.634)	Mainly due to Hurricane Irene, adjustments included in November Plan.
*	*		-46.8%	-64.6%	
(110,113)	(2.951)	Unfavorable variance due to scheduled maintenance and required inspections and tests.	(422,041)	(7.637)	Unfavorable variance due to scheduled maintenance and required inspections and tests.
-87.4%	-75.5%		-27.6%	-15.2%	
(88,058)	(2.504)	Unfavorable variance mainly due to hourly vacancies during November	(454,515)	(18.009)	Unfavorable variance due to severe weather, General Orders (GO's), extra baseball train service and hourly vacancies increased the number of crews working on their RDO's.
*	*		-46.6%	-76.0%	
(4,420)	(0.040)		(45,329)	\$1.597	
-14.8%	-4.3%		-15.5%	14.3%	
7,259	0.281		84,880	\$3.190	
25.9%	29.7%		27.2%	31.6%	
(1,244)	(0.012)		4,421	\$0.131	
-15.3%	-5.3%		4.9%	5.9%	
(24,579)	(0.731)		(125,336)	(\$3.595)	
*	*		-69.2%	*	
(232,404)	(\$5.836)		(1,158,718)	(\$25.480)	
-62.6%	-62.9%		-23.2%	-17.0%	
(205,896)	(\$4.872)		(1,014,584)	(\$20.356)	
-29.0%	-23.1%		-11.7%	-7.9%	
(56,205)	(\$1.785)		(374,837)	(\$9.324)	Unfavorable variance due to OT incurred for security, PACIS projects, Access Control Intrusion System, Sonet Phase II, BHU Replacement and Police Radio Communication Systems.
-30.3%	-31.0%		-17.7%	-13.7%	
(262,100)	(\$6.667)		(1,389,421)	(\$29.680)	
-29.3%	-24.6%		-12.8%	-9.1%	

Unfavorable hours combined with favorable \$ variance is due to actual pay rates lower than budgeted pay rates

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2011 YEAR-TO-DATE
(\$ in millions)

	<u>November 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	3,608.6	3,594.6	3,602.8	(5.8)	(0.2)	8.2	0.2
Total Expenses before Depreciation, OPEB and Environmental Remediation	5,809.5	5,780.1	5,787.7	21.8	0.4	(7.6)	(0.1)
Depreciation	1,265.9	1,224.3	1,198.6	67.3	5.3	25.7	2.1
OPEB Account	697.4	712.6	712.4	(15.0)	(2.2)	0.2	0.0
Total Expenses	7,772.8	7,717.0	7,698.8	74.0	1.0	18.2	0.2
Net Surplus/(Deficit)	(4,164.2)	(4,122.4)	(4,096.0)	68.2	1.6	26.4	0.6

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2011 YEAR-TO-DATE
(\$ in millions)

	November 2011 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	8.2	0.2	Mostly due to higher subway farebox revenue/ridership
Total Expenses (Nonreimbursable)	18.2	0.2	Higher labor expenses of \$21.9M, due primarily to the unfavorable timing of retiree healthcare subsidy receipts from a Federal (ERRP) program, and higher pension, payroll, overtime and other benefit costs
			Lower non-labor expenses of \$14.4M, due mostly to the favorable timing of public liability claims accrual adjustments.
			Lower depreciation expenses of \$25.7M.

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



FINANCIAL AND RIDERSHIP REPORT

November 2011

(All data are preliminary and subject to audit)

Operating revenues were \$7.2 million year-to-date, \$0.4 million (6.4 percent) above forecast, due to an improving ridership trend, a favorable farebox revenue/ridership adjustment pertaining to the January through May period, and higher student fare reimbursements. In November, operating revenues exceeded forecast by \$0.1 million (12.3 percent).

November 2011 average weekday ridership was 17,301, a 5.4 percent (887 riders) increase from November 2010, due to a ridership growth trend and higher student ridership. Average weekday ridership for the twelve months ending November 2011 was 16,009, an increase of 4.2 percent (644 riders) from the prior year twelve-month period, also due to a continuing growth trend and higher student ridership.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were under forecast year-to-date by \$1.0 million (3.2 percent). Labor was below forecast by \$0.4 million (1.8 percent), due mostly to the favorable timing of expenses and vacancy/absence control savings, partly offset by overtime requirements for vacancy coverage and adverse weather. Non-labor expenses were under forecast by \$0.6 million (7.7 percent), due largely to underruns in maintenance contract expenses and traction power usage. In November, nonreimbursable expenses were below forecast by \$0.2 million (8.0 percent), due essentially to the same factors affecting the year-to-date results.

Depreciation expenses were \$0.1 million (1.4 percent) above forecast year-to-date.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$2.6 million of accrued expenses year-to-date, equal to forecast.

The operating cash deficit (excluding subsidies) was \$22.8 million year-to-date, \$2.9 million (11.2 percent) favorable to forecast, due mostly to the favorable timing of labor expenses and non-labor cost underruns.

Table 1

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2011
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	0.448	0.467	0.019	4.2	-	-	-	-	0.448	0.467	0.019	4.2
Other Operating Revenue	0.180	0.238	0.058	32.2	-	-	-	-	0.180	0.238	0.058	32.2
Capital and Other Reimbursements	-	-	-	-	0.219	0.030	(0.189)	(86.3)	0.219	0.030	(0.189)	(86.3)
Total Revenue	\$ 0.628	\$ 0.705	\$ 0.077	12.3	\$ 0.219	\$ 0.030	\$ (0.189)	(86.3)	\$ 0.847	\$ 0.735	\$ (0.112)	(13.2)
Expenses												
Labor:												
Payroll	1.400	1.271	0.129	9.2	0.037	0.011	0.026	70.3	1.437	1.282	0.155	10.8
Overtime	0.018	0.124	(0.106)	(588.9)	0.095	0.007	0.088	92.6	0.113	0.131	(0.018)	(15.9)
Total Salaries & Wages	\$ 1.418	\$ 1.395	\$ 0.023	1.6	\$ 0.132	\$ 0.018	\$ 0.114	86.4	\$ 1.550	\$ 1.413	\$ 0.137	8.8
Health and Welfare	0.296	0.273	0.023	7.8	0.065	0.004	0.061	93.8	0.361	0.277	0.084	23.3
OPEB Current Portion	0.049	0.049	-	0.0	-	-	-	-	0.049	0.049	-	0.0
Pensions	0.150	0.154	(0.004)	(2.7)	0.011	0.007	0.004	36.4	0.161	0.161	-	0.0
Other Fringe Benefits	0.075	0.103	(0.028)	(37.3)	0.011	0.001	0.010	90.9	0.086	0.104	(0.018)	(20.9)
Total Fringe Benefits	\$ 0.570	\$ 0.579	\$ (0.009)	(1.6)	\$ 0.087	\$ 0.012	\$ 0.075	86.2	\$ 0.657	\$ 0.591	\$ 0.066	10.0
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 1.988	\$ 1.974	\$ 0.014	0.7	\$ 0.219	\$ 0.030	\$ 0.189	86.3	\$ 2.207	\$ 2.004	\$ 0.203	9.2
Non-Labor:												
Traction and Propulsion Power	0.370	0.224	0.146	39.5	-	-	-	-	0.370	0.224	0.146	39.5
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.030	0.030	-	0.0	-	-	-	-	0.030	0.030	-	0.0
Claims	0.022	0.022	-	0.0	-	-	-	-	0.022	0.022	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.230	0.171	0.059	25.7	-	-	-	-	0.230	0.171	0.059	25.7
Professional Service Contracts	0.033	0.033	-	0.0	-	-	-	-	0.033	0.033	-	0.0
Materials & Supplies	0.100	0.097	0.003	3.0	-	-	-	-	0.100	0.097	0.003	3.0
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$ 0.785	\$ 0.577	\$ 0.208	26.5	\$ -	\$ -	\$ -	-	\$ 0.785	\$ 0.577	\$ 0.208	26.5
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 2.773	\$ 2.551	\$ 0.222	8.0	\$ 0.219	\$ 0.030	\$ 0.189	86.3	\$ 2.992	\$ 2.581	\$ 0.411	13.7
Depreciation	0.745	0.765	(0.020)	(2.7)	-	-	-	-	0.745	0.765	(0.020)	(2.7)
Other Post Employment Benefits	0.230	0.230	-	0.0	-	-	-	-	0.230	0.230	-	0.0
Total Expenses	\$ 3.748	\$ 3.546	\$ 0.202	5.4	\$ 0.219	\$ 0.030	\$ 0.189	86.3	\$ 3.967	\$ 3.576	\$ 0.391	9.9
Net Surplus/(Deficit)	\$ (3.120)	\$ (2.841)	\$ 0.279	8.9	\$ -	\$ -	\$ -	-	\$ (3.120)	\$ (2.841)	\$ 0.279	8.9

Table 2

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2011 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	4.878	5.132	0.254	5.2	-	-	-	-	4.878	5.132	0.254	5.2
Other Operating Revenue	1.894	2.072	0.178	9.4	-	-	-	-	1.894	2.072	0.178	9.4
Capital and Other Reimbursements	-	-	-	-	1.386	0.235	(1.151)	(83.0)	1.386	0.235	(1.151)	(83.0)
Total Revenue	\$ 6.772	\$ 7.204	\$ 0.432	6.4	\$ 1.386	\$ 0.235	\$ (1.151)	(83.0)	\$ 8.158	\$ 7.439	\$ (0.719)	(8.8)
Expenses												
Labor:												
Payroll	14.601	13.661	0.940	6.4	0.245	0.073	0.172	70.2	14.846	13.734	1.112	7.5
Overtime	0.728	1.198	(0.470)	(64.6)	0.591	0.068	0.523	88.5	1.319	1.266	0.053	4.0
Total Salaries & Wages	\$ 15.329	\$ 14.859	\$ 0.470	3.1	\$ 0.836	\$ 0.141	\$ 0.695	83.1	\$ 16.165	\$ 15.000	\$ 1.165	7.2
Health and Welfare	3.027	2.968	0.059	1.9	0.399	0.028	0.371	93.0	3.426	2.996	0.430	12.6
OPEB Current Portion	0.538	0.489	0.049	9.1	-	-	-	-	0.538	0.489	0.049	9.1
Pensions	3.928	3.964	(0.036)	(0.9)	0.081	0.054	0.011	13.6	4.009	4.018	(0.009)	(0.2)
Other Fringe Benefits	1.116	1.227	(0.111)	(9.9)	0.070	0.012	0.058	82.9	1.186	1.239	(0.053)	(4.5)
Total Fringe Benefits	\$ 8.609	\$ 8.648	\$ (0.039)	(0.5)	\$ 0.550	\$ 0.094	\$ 0.456	82.9	\$ 9.159	\$ 8.742	\$ 0.417	4.6
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 23.938	\$ 23.507	\$ 0.431	1.8	\$ 1.386	\$ 0.235	\$ 1.151	83.0	\$ 25.324	\$ 23.742	\$ 1.582	6.2
Non-Labor:												
Traction and Propulsion Power	3.283	3.118	0.165	5.0	-	-	-	-	3.283	3.118	0.165	5.0
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.306	0.306	-	0.0	-	-	-	-	0.306	0.306	-	0.0
Claims	0.242	0.242	-	0.0	-	-	-	-	0.242	0.242	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Misc. and Other Operating Contracts	2.263	1.785	0.478	21.1	-	-	-	-	2.263	1.785	0.478	21.1
Professional Service Contracts	0.368	0.368	-	0.0	-	-	-	-	0.368	0.368	-	0.0
Materials & Supplies	0.975	1.047	(0.072)	(7.4)	-	-	-	-	0.975	1.047	(0.072)	(7.4)
Other Business Expenses	0.003	-	0.003	100.0	-	-	-	-	0.003	-	0.003	100.0
Total Non-Labor Expenses	\$ 7.440	\$ 6.866	\$ 0.574	7.7	\$ -	\$ -	\$ -	-	\$ 7.440	\$ 6.866	\$ 0.574	7.7
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Depreciation and OPEB	\$ 31.378	\$ 30.373	\$ 1.005	3.2	\$ 1.386	\$ 0.235	\$ 1.151	83.0	\$ 32.764	\$ 30.608	\$ 2.156	6.6
Depreciation	8.259	8.378	(0.119)	(1.4)	-	-	-	-	8.259	8.378	(0.119)	(1.4)
Other Post Employment Benefits	2.560	2.560	-	0.0	-	-	-	-	2.560	2.560	-	0.0
Total Expenses	\$ 42.197	\$ 41.311	\$ 0.886	2.1	\$ 1.386	\$ 0.235	\$ 1.151	83.0	\$ 43.583	\$ 41.546	\$ 2.037	4.7
Net Surplus/(Deficit)	\$(35.425)	\$(34.107)	\$ 1.318	3.7	\$ -	\$ -	\$ -	-	\$(35.425)	\$(34.107)	\$ 1.318	3.7

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 2011
(\$ 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.				0.254	5.2%	Increase in ridership
Other Operating Revenue	Non Reimb.	0.058	32.2%	Higher than anticipated Real Estate receipts/student fare reimbursements	0.178	9.4%	Higher than anticipated Real Estate receipts/student fare reimbursements
Payroll	Non Reimb.	0.129	9.2%	Timing/vacancy control savings	0.940	6.4%	Timing/vacancy control savings
Overtime	Non Reimb.	(0.106)	(588.9%)	Timing of departmental requirements	(0.470)	(64.6)%	Timing of departmental requirements
Other Fringe Benefits	Non Reimb.	(0.028)	(37.3%)	Timing of inter-company billing and workers compensation payments	(0.111)	(9.9%)	Timing of inter-company billing and workers compensation payments
4.30 Traction and Propulsion Power	Non Reimb.	0.146	39.5%	Consumption Underrun	0.165	5.0%	Consumption Underrun
Mtce. And Other Operating Contracts	Non Reimb.	0.059	25.7%	Timing of actual usage	0.478	21.1%	Timing of actual usage
Materials and Supplies	Non Reimb.				(0.072)	(7.4)%	Timing of actual usage
Capital and Other Reimbursements	Reimb.	(0.189)	(86.3%)	Timing of Contractor requirements	(1.151)	(83.0)%	Timing of Contractor requirements
Payroll	Reimb.	0.026	70.3%	Timing of Contractor requirements	0.172	70.2%	Timing of Contractor requirements
Overtime	Reimb.	0.088	92.6%	Timing of Contractor requirements	0.523	88.5%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.061	93.8%	Timing of Contractor requirements	0.371	93.0%	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.010	90.9%	Timing of Contractor requirements	0.058	82.9%	Timing of Contractor requirements

Table 4

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
November 2011
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.438	0.479	0.041	9.4	4.876	5.049	0.173	3.5
Other Operating Revenue	0.002	0.055	0.053	2,650.0	2.068	2.390	0.220	10.6
Capital and Other Reimbursements	0.216	0.017	(0.199)	(92.1)	1.389	0.207	(1.182)	(85.1)
Total Receipts	\$ 0.656	\$ 0.551	\$ (0.105)	(16.0)	\$ 8.333	\$ 7.646	\$ (0.789)	(9.5)
Expenditures								
Labor:								
Payroll	1.510	1.145	0.365	24.2	15.952	13.442	2.510	15.7
Overtime	0.056	0.143	(0.087)	(155.4)	1.366	1.358	0.008	0.6
Health and Welfare	0.360	0.249	0.111	30.8	3.423	2.929	0.494	14.4
OPEB Current Portion	0.049	0.049	-	0.0	0.538	0.538	-	0.0
Pensions	-	-	-	-	4.092	4.092	-	0.0
Other Fringe Benefits	0.105	0.124	(0.019)	(18.1)	1.246	1.379	(0.133)	(10.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 2.080	\$ 1.710	\$ 0.370	17.8	\$ 26.617	\$ 23.738	\$ 2.879	10.8
Non-Labor:								
Traction and Propulsion Power	0.370	0.224	0.146	39.5	3.283	3.118	0.165	5.0
Fuel for Buses and Trains	-	-	-	-	-	-	-	-
Insurance	0.045	-	0.045	100.0	0.334	0.155	0.179	53.6
Claims	0.025	0.022	0.003	12.0	0.240	0.235	0.005	2.1
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.235	0.120	0.115	48.9	2.268	2.102	0.166	7.3
Professional Service Contracts	0.048	0.010	0.038	79.2	0.360	0.177	0.183	50.8
Materials & Supplies	0.124	0.062	0.062	50.0	0.895	0.911	(0.016)	(1.8)
Other Business Expenditures	-	-	-	-	0.003	-	0.003	100.0
Total Non-Labor Expenditures	\$ 0.847	\$ 0.438	\$ 0.409	48.3	\$ 7.383	\$ 6.698	\$ 0.685	9.3
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 2.927	\$ 2.148	\$ 0.779	26.6	\$ 34.000	\$ 30.436	\$ 3.564	10.5
Operating Cash Deficit	\$ (2.271)	\$ (1.597)	\$ 0.674	29.7	\$ (25.667)	\$ (22.790)	\$ 2.877	11.2

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
November 2011
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	0.041	9.4%	Increase in ridership	0.173	3.5%	Increase in ridership
Other Operating Revenue	0.053	2650.0%	Timing of student fare reimbursements	0.220	10.6%	Timing of student fare reimbursements
Capital and Other Reimbursements	(0.199)	(92.1%)	Timing of contractor requirements	(1.182)	(85.1%)	Timing of contractor requirements
Payroll	0.365	24.2%	Timing/vacancy control savings	2.510	15.7%	Timing/vacancy control savings
Overtime	(0.087)	(155.4%)	Timing of departmental requirements			
Health and Welfare	0.111	30.8%	Timing of insurance carrier/inter-company billing	0.494	14.4%	Timing of insurance carrier/inter-company billing
Other Fringe Benefits	(0.019)	(18.1%)	Timing of inter-company billing and workers compensation payments	(0.133)	(10.7%)	Timing of inter-company billing and workers compensation payments
Traction and Propulsion Power	0.146	39.5%	Consumption Underrun/Timing	0.165	5.0%	Consumption Underrun/Timing
Insurance	0.045	100.0%	Timing of inter-company billing	0.179	53.6%	Timing of inter-company billing
Claims	0.003	12.0%	Timing of third party claims paid			
Mtce. and Other Operating Contracts	0.115	48.9%	Timing of actual usage	0.166	7.3%	Timing of actual usage
Professional Service Contracts	0.038	79.2%	Timing of inter-company billing	0.183	50.8%	Timing of inter-company billing
Materials and Supplies	0.062	50.0%	Timing of inter-company billing			

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
November 2011
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(0.010)	0.012	0.022	220.0	(0.002)	(0.063)	(0.061)	(4,050.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.178)	(0.183)	(0.005)	(2.8)	0.174	0.318	0.144	82.8
Capital and Other Reimbursements	(0.003)	(0.013)	(0.010)	(333.3)	0.003	(0.028)	(0.031)	(1,033.3)
Total Receipts	(\$0.191)	(\$0.184)	\$0.007	3.7	\$0.175	\$0.207	\$0.032	18.3
Expenditures								
Labor:								
Payroll	(0.073)	0.137	0.210	287.7	(1.106)	0.292	1.398	126.4
Overtime	0.057	(0.012)	(0.069)	-	(0.047)	(0.092)	(0.045)	-
Health and Welfare	0.001	0.028	0.027	-	0.003	0.067	0.064	-
OPEB Current Portion	0.000	0.000	0.000	-	0.000	(0.049)	(0.049)	-
Pensions	0.161	0.161	0.000	0.0	(0.083)	(0.074)	0.009	-
Other Fringe Benefits	(0.019)	(0.020)	(0.001)	(5.3)	(0.060)	(0.140)	(0.080)	-
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$0.127	\$0.294	\$0.167	131.5	(\$1.293)	\$0.004	\$1.297	100.3
Non-Labor:								
Traction and Propulsion Power	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Fuel for Buses and Trains	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	(0.015)	0.030	0.045	300.0	(0.028)	0.151	0.179	639.3
Claims	(0.003)	0.000	0.003	100.0	0.002	0.007	0.005	250.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.005)	0.051	0.056	-	(0.005)	(0.317)	(0.312)	(6,240.0)
Professional Service Contracts	(0.015)	0.023	0.038	253.3	0.008	0.191	0.183	2,287.5
Materials & Supplies	(0.024)	0.035	0.059	245.8	0.080	0.136	0.056	70.0
Other Business Expenditures	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Non-Labor Expenditures	(0.062)	\$0.139	\$0.201	-	\$0.057	\$0.168	\$0.111	-
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	\$0.065	\$0.433	\$0.368	566.2	(\$1.236)	\$0.172	\$1.408	113.9
Depreciation Adjustment	0.745	0.765	0.020	2.7	8.259	8.378	0.119	1.4
Other Post Employment Benefits	0.230	0.230	0.000	0.0	2.560	2.560	0.000	0.0
Total Expenditures	\$1.040	\$1.428	\$0.388	37.3	\$9.583	\$11.110	\$1.527	15.9
Total Cash Conversion Adjustments	\$0.849	\$1.244	\$0.395	46.5	\$9.758	\$11.317	\$1.559	16.0

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2010 ACTUAL VERSUS 2011 PRELIMINARY ACTUAL
(in millions)**

	<u>Month of November</u>				<u>Explanation</u>
	<u>2010</u>	<u>2011</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.017	0.001	5.4%	Continuing positive trend; higher student ridership.
Average Weekend	0.009	0.009	0.001	9.1%	Milder weekend weather in 2011.
	<u>12-Month Rolling Average</u>				
Average Weekday	0.015	0.016	0.001	4.2%	Continuing positive trend; higher student ridership.
Average Weekend	0.008	0.009	0.001	7.0%	Continuing positive trend.

Note: SIR ridership includes estimated non-St. George students.

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2011 MID-YEAR FORECAST VERSUS 2011 PRELIMINARY ACTUAL
(In millions)**

<u>Month of November</u>				
<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.385	0.406	0.021	5.4%	Continuing positive trend.
 <u>Year to Date</u>				
4.013	4.192	0.179	4.5%	Adjustments to January-May due to understated ridership.

Note: SIR ridership includes estimated non-St. George students.

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
November 2011

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	
Executive	9	12	(3)	Classification - Offset in Transportation
General Office	7	7	0	
Purchasing/Stores	5	6	(1)	Classification - Offset in Material Handling
Total Administration	21	25	(4)	
Operations				
Transportation	91	93	(2)	
Total Operations	91	93	(2)	
Maintenance				
Mechanical	44	45	(1)	Classification - Includes Car Cleaners
Power/Signals	25	23	2	
Maintenance of Way	47	46	1	
Infrastructure	31	30	1	Classification - Includes Station Cleaners
Material Handling	2	1	1	Classification - Offset in Administration
Total Maintenance	149	145	4	
Total Positions	261	263	(2)	
Non-Reimbursable	258	260	(2)	
Reimbursable	3	3	0	
Total Full-Time	261	263	(2)	
Total Full-Time-Equivalents	0	0	0	

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
November 2011

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	12	13	(1)	Timing
Professional, Technical, Clerical	9	12	(3)	Pending attrition
Operational Hourlies	0	0	0	
Total Administration	21	25	(4)	
Operations				
Managers/Supervisors	8	4	4	
Professional, Technical, Clerical	4	4	0	
Operational Hourlies	79	85	(6)	Timing
Total Operations	91	93	(2)	
Maintenance				
Managers/Supervisors	6	7	(1)	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	140	134	6	Timing
Total Maintenance	149	145	4	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
Total Positions				
Managers/Supervisors	26	24	2	
Professional, Technical, Clerical	16	20	(4)	
Operational Hourlies	219	219	0	
Total Positions	261	263	(2)	

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2011 YEAR-TO-DATE
(\$ in millions)

	<u>November 2011 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	6.8	7.0	7.2	0.4	5.9	0.2	2.9
Total Expenses before Depreciation, OPEB and Environmental Remediation	31.4	31.2	30.4	1.0	3.2	0.8	2.6
Depreciation	8.2	8.2	8.3	(0.1)	(1.2)	(0.1)	(1.2)
OPEB Account	2.6	2.6	2.6	0.0	0.0	0.0	0.0
Total Expenses	42.2	42.0	41.3	0.9	2.1	0.7	1.7
Net Surplus/(Deficit)	(35.4)	(35.0)	(34.1)	1.3	3.7	0.9	2.6

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2011 YEAR-TO-DATE
(\$ in millions)

	November 2011 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	0.2	2.9	Mostly higher other operating revenues
Total Expenses (Nonreimbursable)	0.7	1.7	Mostly the favorable timing of labor expenses and maintenance contract/traction power underruns

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



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through November 30, NYC Transit's performance against its 2011 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$27	\$60	220
Design Completions	73	37	50
Awards	3,206	1,196	37
Substantial Completions	1,650	1,209	73
Closeouts	4,427	1,366	31

During November, NYCT awarded projects totaling \$39.6 million, including:

- a project to provide full ADA accessibility at the Utica Avenue Station on the Fulton **A C** Line in Brooklyn;
- the replacement of three escalators, one each at three subway stations in Manhattan; and
- the rehabilitation of two power centers at the Coney Island Overhaul Shop in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$324.3 million. The completions included:

- rehabilitation of the East 180th Street yard signals and interlocking on the Dyre/White Plains Road **2 5** Lines in the Bronx; and
- reconstruction of segments of mainline track on the Brooklyn-Queens Crosstown **G** Line.

Also during November, NYCT started eight design projects totaling \$10.9 million, completed five designs for \$4.2 million, and closed out two projects for \$35.4 million.

Capital Program Status

During November, NYCT awarded projects totaling \$39.6 million, including a \$14.1 million project to provide full ADA accessibility at the Utica Avenue Station on the Fulton **A C** Line in Brooklyn. The project scope at this designated ADA Key Station includes the installation of one hydraulic elevator for street to mezzanine service with associated equipment and machinery rooms, 2 new elevators for the intermediate mezzanine to the platforms, new ADA compliant ramps from the mezzanine to the intermediate mezzanine, installation of an ADA fare card access system gate adjacent to the fare array, and other improvements.

NYCT committed \$12.6 million to replace three escalators at three stations in Manhattan; including one at the Whitehall Street Station on the Broadway **R N** Line, one at the Bowery Station on the Nassau **J M Z** Loop, and one at the East Broadway Station on the 6th Avenue **F** Line.

NYCT also awarded a \$7.5 million project to rehabilitate two power centers at the Coney Island Overhaul Shop in Brooklyn. The power centers provide electrical service to key shop equipment such as compressors, the truck washing machine, and the drop table, but most critical is the service to the signal tower. The project will provide adequate electrical power for the shop operation, improve productivity and safety, and bring the two power centers to a state of good repair.

During November, NYCT substantially completed projects totaling \$324.3 million, including the \$304.8 million rehabilitation of the East 180th Street yard signals and interlocking on the Dyre/White Plains Road **2 5** Lines in the Bronx. The scope of work included track reconfiguration, installation of new signal equipment, new signal facilities including a relay room, workshop and crew quarters, a new circuit breaker house, and rehabilitation of signal employee facilities. The project also provided Automatic Train Supervision (ATS) functionality for the Dyre/White Plains Road Lines, and reconfigured and equipped the existing Unionport Master Tower.

NYCT also completed a \$14.8 million project to reconstruct segments of mainline track on the Brooklyn-Queens Crosstown **G** Line that have reached the end of their useful life. The project included the replacement of track, component replacement, and associated signals, contact rail, running rails and ballast.

Also during November, NYCT started eight design projects totaling \$10.9 million, completed five designs for \$4.2 million, and closed out two projects for \$35.4 million.

The following table presents the base and final budgets, closeout target dates, and schedule variances for the two projects NYCT closed-out in November.

Projects Closed During November 2011
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Water Condition Remedy-2008	\$3.5	\$4.0	12/11	(1)
Stop Cable Replacement: Phase 3	\$31.5	\$31.5	7/12	(8)

CAPITAL PROJECT MILESTONE SUMMARY
2011
(THROUGH NOVEMBER 30, 2011)

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

November

Design Starts	\$0.0	0	\$10.9	8	N/A	N/A
Design Completions	8.7	7	4.2	5	48.8	71.4
Construction Awards	106.9	6	39.6	5	37.0	83.3
Substantial Completions	513.7	13	324.3	5	63.1	38.5
Closeouts	39.0	4	35.4	2	90.9	50.0

2011 Year-To-Date

Design Starts	\$27.2	24	\$59.7	60	219.7	250.0
Design Completions	72.6	64	36.6	40	50.4	62.5
Construction Awards	3,205.8	85	1,196.3	82	37.3	96.5
Substantial Completions	1,649.8	101	1,209.2	65	73.3	64.4
Closeouts	4,426.5	110	1,365.9	57	30.9	51.8

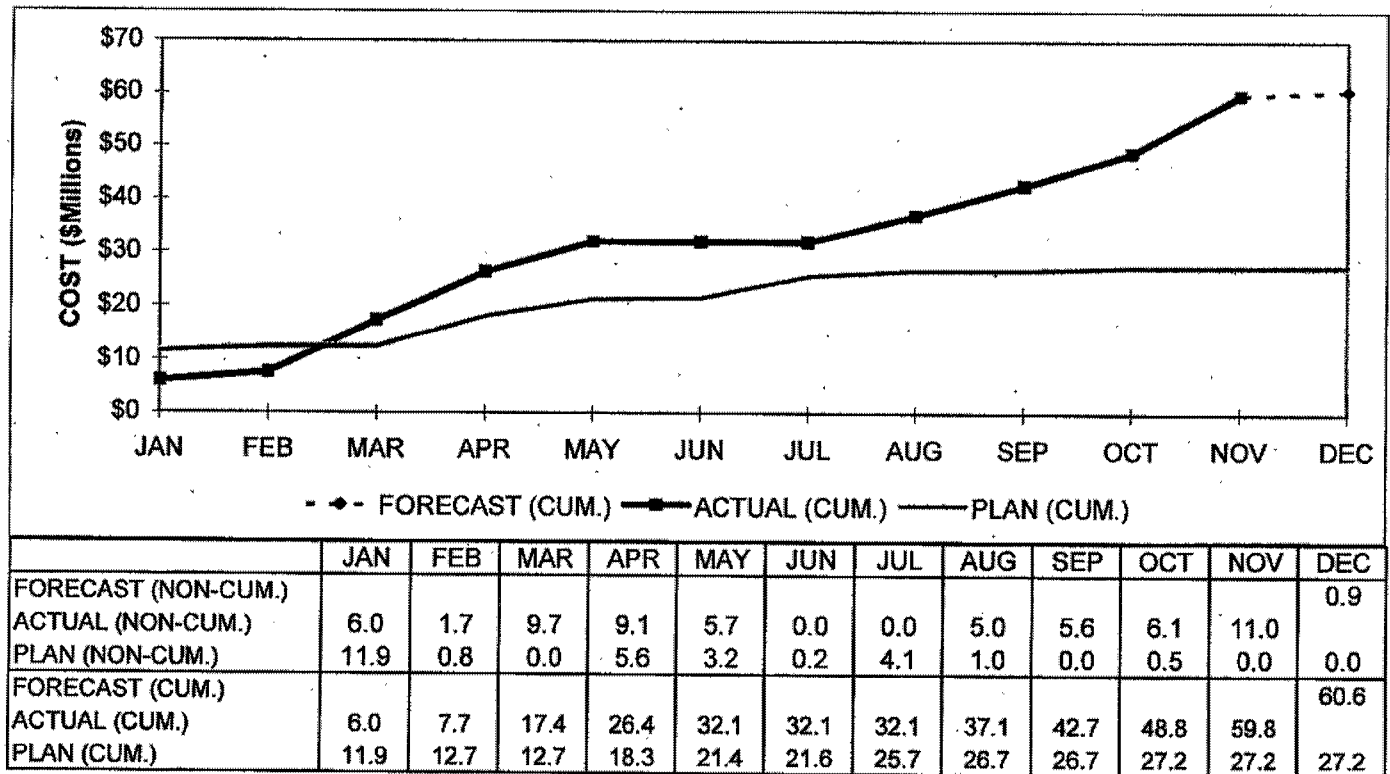
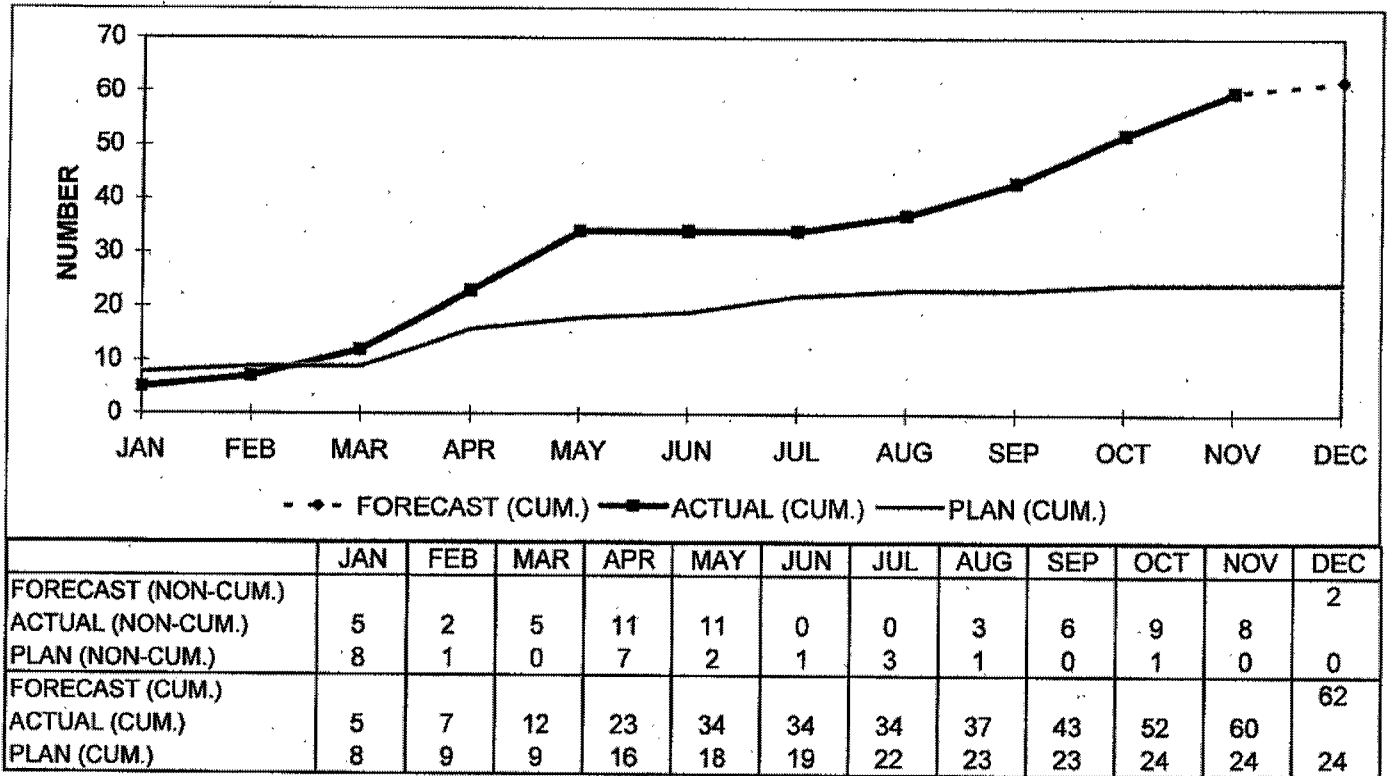
2011 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$27.2	24	\$60.6	62	222.8	258.3
Design Completions	85.6	71	52.5	59	61.4	83.1
Construction Awards	3,616.2	101	1,510.7	91	41.8	90.1
Substantial Completions	2,987.9	137	1,888.5	98	63.2	71.5
Closeouts	4,597.9	127	2,665.9	96	58.0	75.6

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

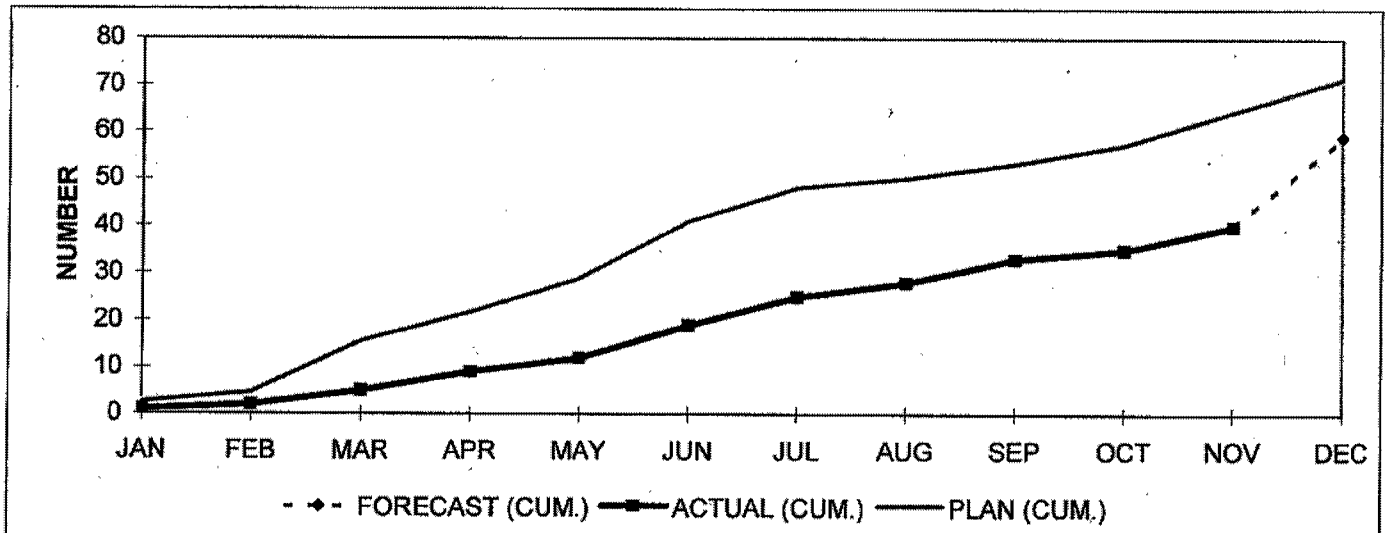
2011 Design Starts Charts

As of November 2011

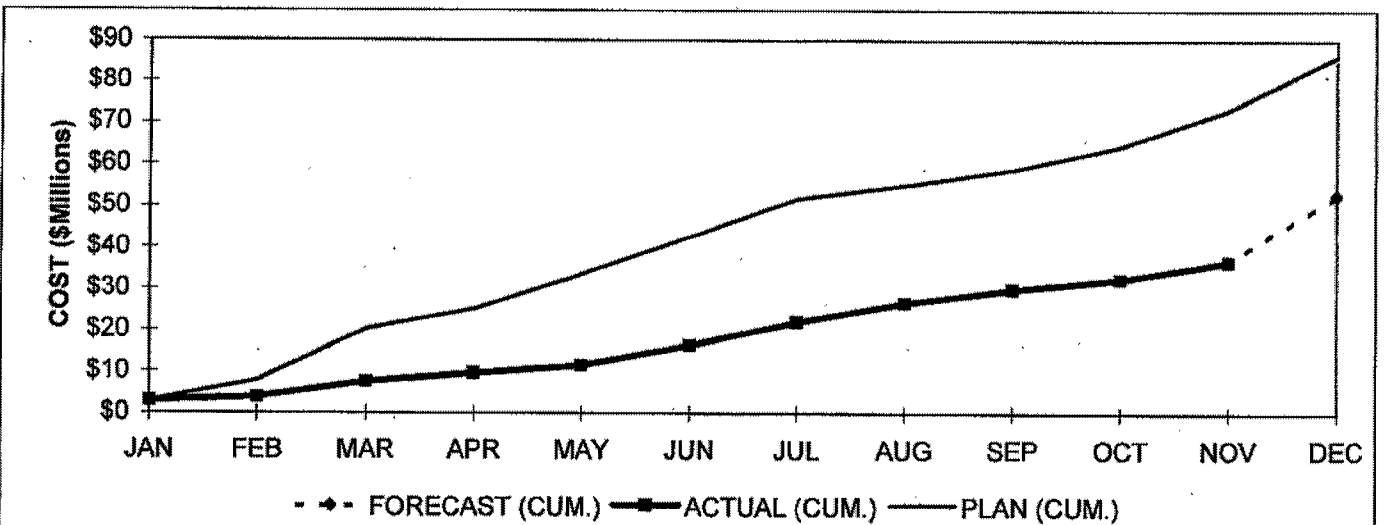


2011 Design Completions Charts

As of November 2011



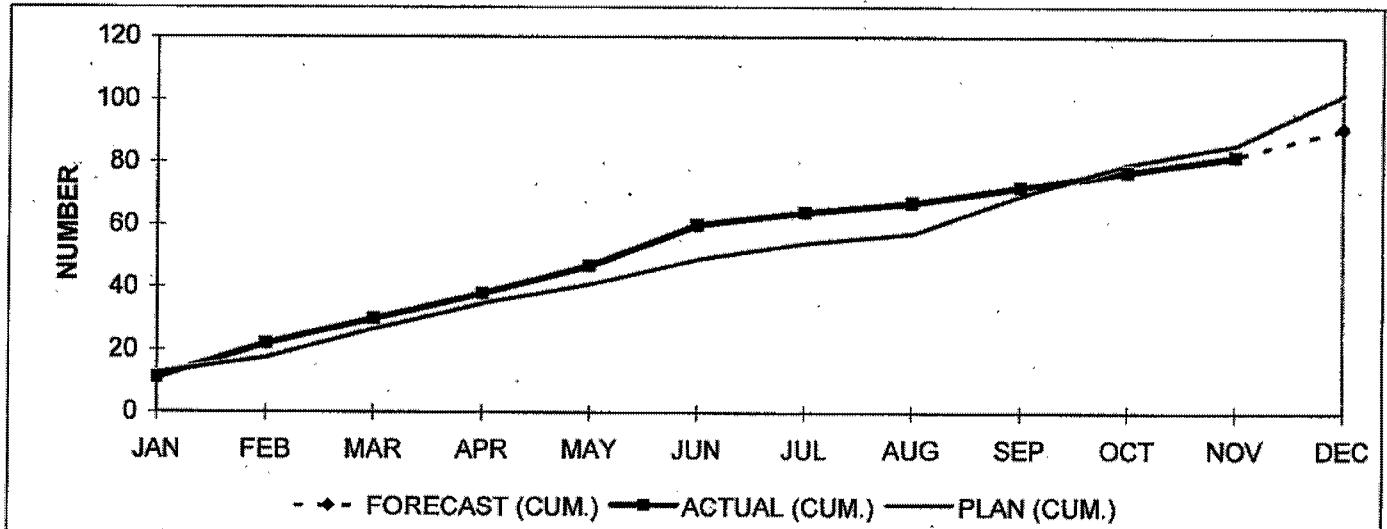
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												19
ACTUAL (NON-CUM.)	1	1	3	4	3	7	6	3	5	2	5	7
PLAN (NON-CUM.)	3	2	11	6	7	12	7	2	3	4	7	7
FORECAST (CUM.)												59
ACTUAL (CUM.)	1	2	5	9	12	19	25	28	33	35	40	47
PLAN (CUM.)	3	5	16	22	29	41	48	50	53	57	64	71



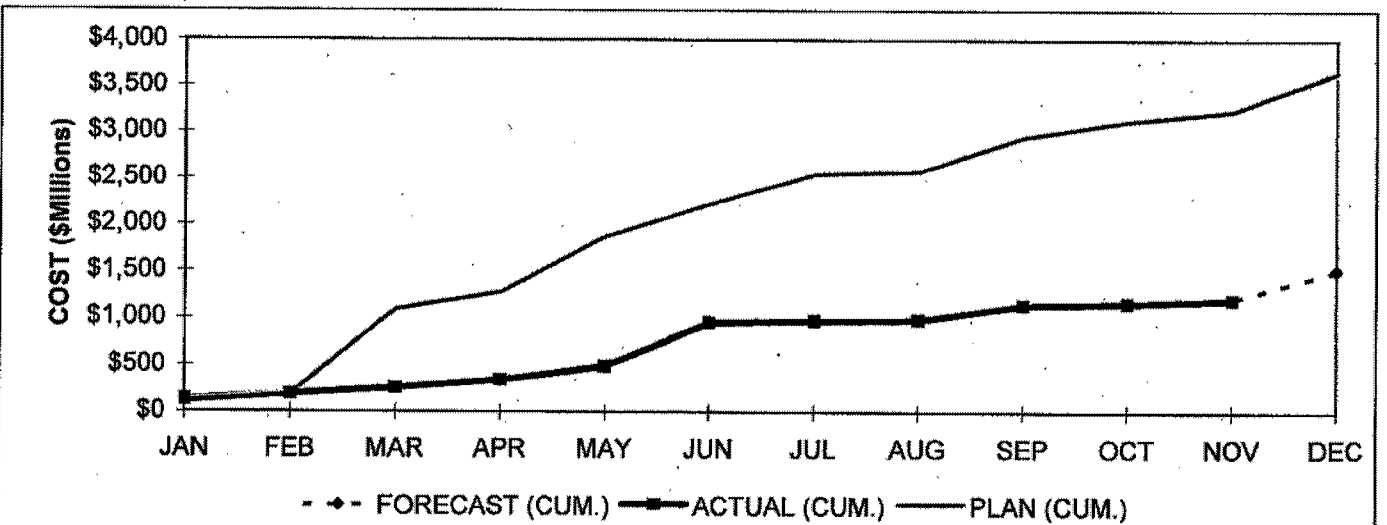
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												15.9
ACTUAL (NON-CUM.)	2.9	1.0	3.7	2.1	1.9	4.9	5.7	4.5	3.3	2.5	4.2	12.9
PLAN (NON-CUM.)	3.3	5.0	12.3	4.8	8.3	8.9	9.0	3.2	3.6	5.6	8.7	12.9
FORECAST (CUM.)												52.9
ACTUAL (CUM.)	2.9	3.9	7.6	9.7	11.5	16.4	22.1	26.6	29.9	32.4	36.6	49.5
PLAN (CUM.)	3.3	8.3	20.5	25.3	33.7	42.5	51.5	54.7	58.4	64.0	72.7	85.6

2011 Awards Charts

As of November 2011



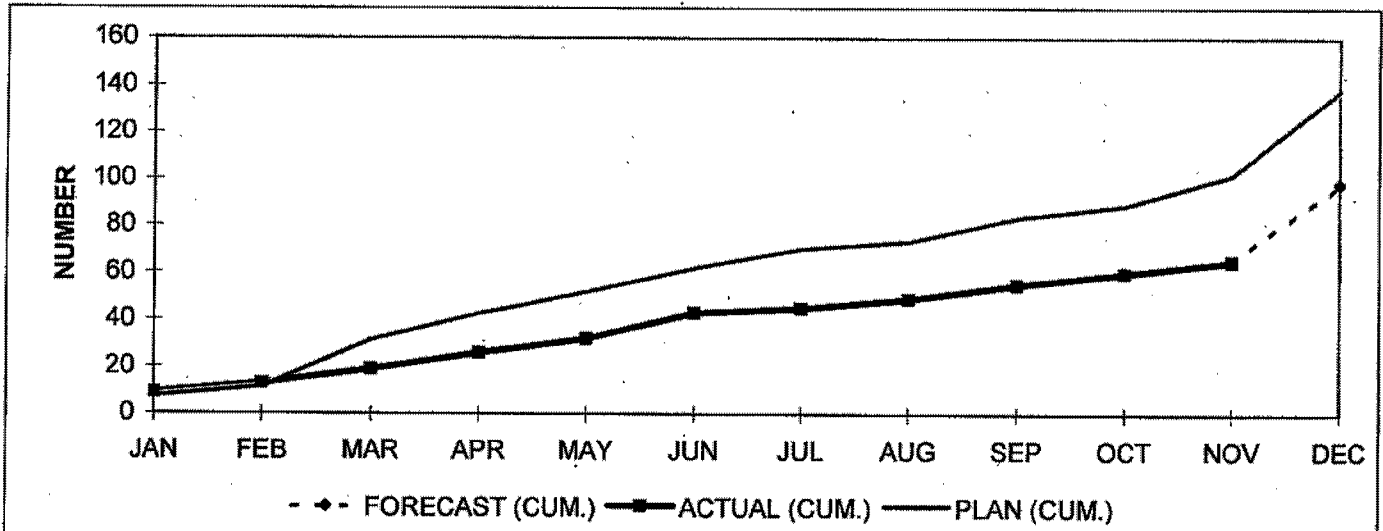
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												9
ACTUAL (NON-CUM.)	11	11	8	8	9	13	4	3	5	5	5	
PLAN (NON-CUM.)	13	5	9	8	6	8	5	3	12	10	6	16
FORECAST (CUM.)												91
ACTUAL (CUM.)	11	22	30	38	47	60	64	67	72	77	82	
PLAN (CUM.)	13	18	27	35	41	49	54	57	69	79	85	101



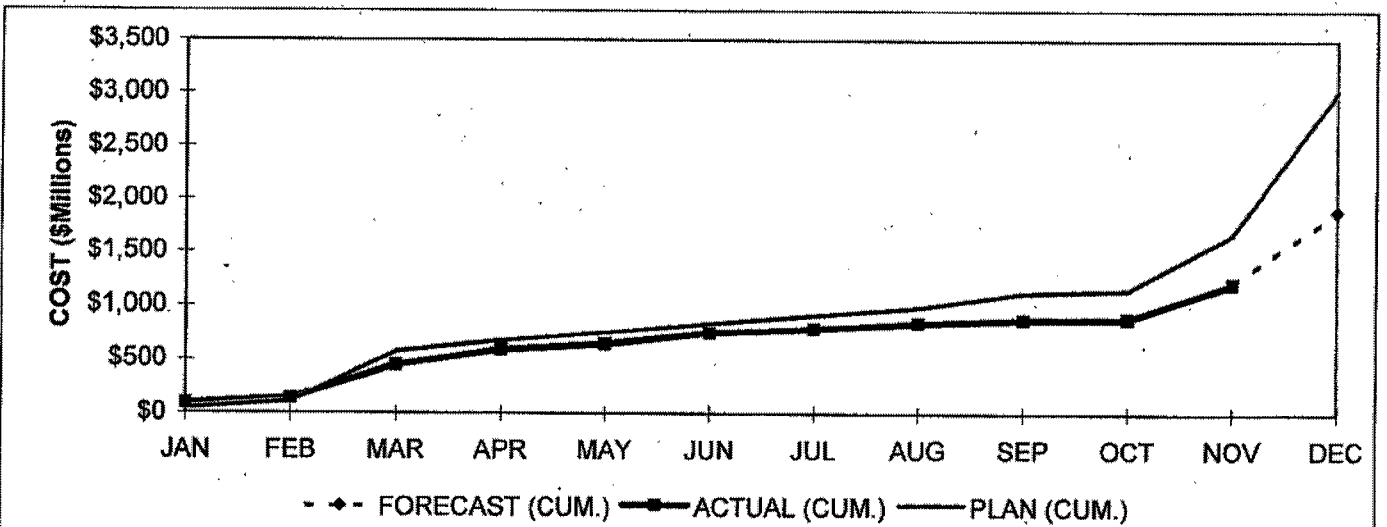
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												314.4
ACTUAL (NON-CUM.)	127.5	61.7	69.8	82.8	143.4	463.3	20.4	11.4	156.6	20.0	39.6	
PLAN (NON-CUM.)	131.8	70.4	899.0	177.6	592.3	345.7	318.0	28.4	369.1	166.7	106.9	410.3
FORECAST (CUM.)												1,510.7
ACTUAL (CUM.)	127.5	189.2	259.0	341.7	485.1	948.4	968.7	980.1	1,136.7	1,156.7	1,196.3	
PLAN (CUM.)	131.8	202.2	1,101.2	1,278.8	1,871.1	2,216.8	2,534.8	2,563.2	2,932.3	3,099.0	3,205.9	3,616.2

2011 Substantial Completions Charts

As of November 2011



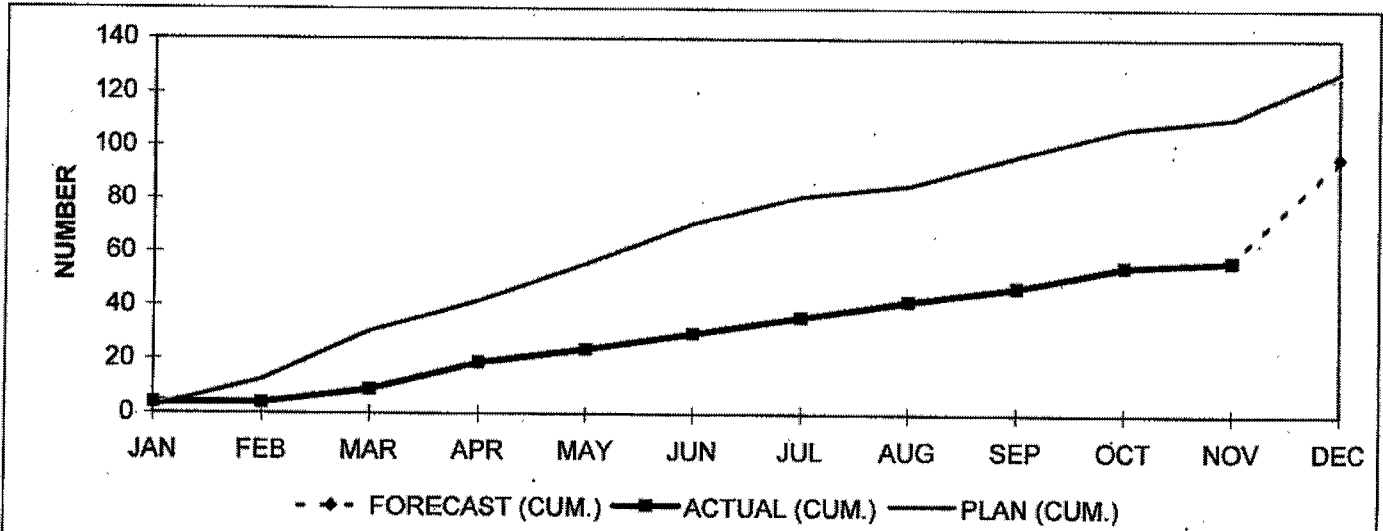
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												33
ACTUAL (NON-CUM.)	9	4	6	7	6	11	2	4	6	5	5	
PLAN (NON-CUM.)	8	4	20	11	9	10	8	3	10	5	13	36
FORECAST (CUM.)												98
ACTUAL (CUM.)	9	13	19	26	32	43	45	49	55	60	65	
PLAN (CUM.)	8	12	32	43	52	62	70	73	83	88	101	137



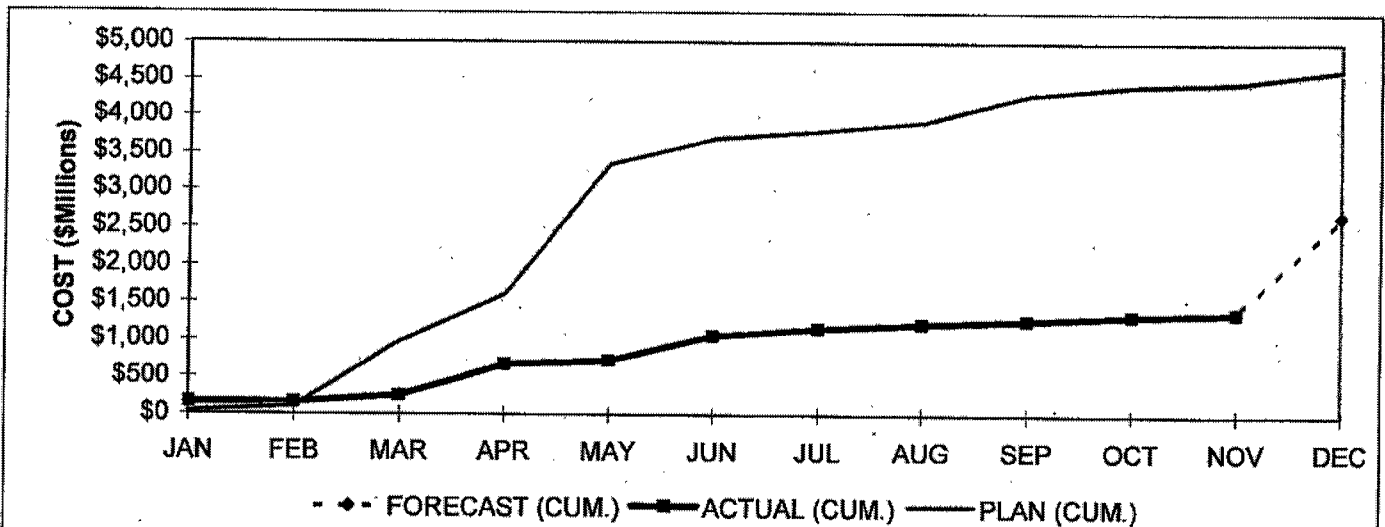
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												679.3
ACTUAL (NON-CUM.)	90.5	51.2	307.7	143.9	53.2	102.8	37.2	55.9	31.4	11.3	324.3	
PLAN (NON-CUM.)	58.4	61.4	465.2	93.3	74.9	80.5	74.7	68.5	134.0	25.1	513.7	1338.1
FORECAST (CUM.)												1,888.5
ACTUAL (CUM.)	90.5	141.6	449.3	593.2	646.4	749.2	786.4	842.2	873.7	884.9	1,209.2	
PLAN (CUM.)	58.4	119.8	585.0	678.3	753.2	833.7	908.4	977.0	1,110.9	1,136.1	1,649.8	2,987.9

2011 Closeouts Charts

As of November 2011



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												39
ACTUAL (NON-CUM.)	4	0	5	10	5	6	6	6	5	8	2	
PLAN (NON-CUM.)	3	10	18	11	14	15	10	4	11	10	4	17
FORECAST (CUM.)												96
ACTUAL (CUM.)	4	4	9	19	24	30	36	42	47	55	57	
PLAN (CUM.)	3	13	31	42	56	71	81	85	96	106	110	127




	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												1299.9
ACTUAL (NON-CUM.)	159.9	0.0	89.6	421.1	52.1	329.9	100.8	61.3	52.1	63.9	35.4	
PLAN (NON-CUM.)	55.2	63.5	864.4	632.2	1736.0	345.2	90.2	128.3	354.2	118.6	39.0	171.4
FORECAST (CUM.)												2,665.9
ACTUAL (CUM.)	159.9	159.9	249.5	670.6	722.6	1,052.5	1,153.2	1,214.6	1,266.7	1,330.5	1,365.9	
PLAN (CUM.)	55.2	118.6	983.0	1,615.1	3,351.1	3,696.3	3,786.4	3,914.7	4,268.9	4,387.6	4,426.5	4,597.9

5. PROCUREMENTS



PROCUREMENTS

The Procurement Agenda this month includes 11 actions for a proposed expenditure of \$15.2M.

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					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	1/23/12			
2	Board	1/25/12			

January 17, 2012			
Department Law and Procurement - MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
MB-711	President NYCT	41	President MTACC
1103	Executive VP	X	Subways
	Capital Prog. Management	X	Buses
	Law	X	Diversity/Civil Rights

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

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote

Schedule G:	Miscellaneous Service Contracts		2	\$	3.6 M
	• Nordco Rail Services	\$ 1.7 M			
	• Simmons Machine Tool Corp	\$ 1.9 M			
	SUBTOTAL		2	\$	3.6 M

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

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

Schedules Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Works Contracts	3	\$	1 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$.3 M
SUBTOTAL		4	\$ 1.3 M

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

Schedules Requiring Majority Vote:

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$	7.6 M
SUBTOTAL		2	\$ 7.6 M

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$.7 M
SUBTOTAL		1	\$.7 M

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$	2.0 M
SUBTOTAL		2	\$ 2.0 M
TOTAL		11	\$ 15.2 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 NYC Transit and MTA Capital Construction Co. funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and certain budget adjustments to estimated quantity contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

JANUARY 2012

LIST OF NON-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. Nordco Rail Services
Sole Source – Four-year contract
RFQ #2857 | \$1,710,915 (Est.) | <u>Staff Summary Attached</u> 5.11 |
|---|---------------------------|---|

Ultrasonic rail flaw detection services utilizing NYC Transit Track Geometry Cars #3 and #4.

- | | | |
|--|---------------------------|---|
| 2. Simmons Machine Tool Corporation
Sole Source – Three-year contract
RFQ #2487 | \$1,941,743 (Est.) | <u>Staff Summary Attached</u> 5.12 |
|--|---------------------------|---|

Multi-agency contract for inspection, maintenance and service of wheel truing machines, wheel boring mills, axle lathes and a wheel lathe for NYC Transit, Metro North and Long Island Railroads.



JANUARY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

1. John Civetta & Sons

\$416,625

Staff Summary Attached 5.13

Contract #A-36065.10

Modification to the contract for the rehabilitation of the Dyckman Street Station and component repair of five stations on the Broadway/Seventh Avenue Line in Manhattan and The Bronx, in order to paint the 207th Street Station.

Siemens Transit Technologies

2. Contract # W-32652.114

\$300,000

Staff Summary Attached 5.14

3. Contract # W-32652.148

\$267,000

Modification to the contract for an ATM Communications Network System, in order to add an element management system and a battery monitoring system.

JANUARY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

L. Budget Adjustments to Estimated Quantity Contracts

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

4. Veritext New York Reporting Co. Contract #: 08B9840 October 1, 2008 – September 30, 2013	<table> <tr> <td>Original Amount:</td><td align="right">\$ 605,659</td></tr> <tr> <td>Prior Modifications:</td><td align="right">\$ 2,500</td></tr> <tr> <td>Prior Budgetary Increases:</td><td align="right">\$ 0</td></tr> <tr> <td>Current Amount:</td><td align="right" style="border-top: 1px solid black;">\$ 608,159</td></tr> <tr> <td> This Request:</td><td align="right"> \$ 250,000</td></tr> <tr> <td> % of This Request to Current Amount:</td><td align="right"> 41%</td></tr> <tr> <td>% of Mods/Budget Adjustments (including This Request) to Original Amount:</td><td align="right">42%</td></tr> </table>	Original Amount:	\$ 605,659	Prior Modifications:	\$ 2,500	Prior Budgetary Increases:	\$ 0	Current Amount:	\$ 608,159	 This Request:	 \$ 250,000	 % of This Request to Current Amount:	 41%	% of Mods/Budget Adjustments (including This Request) to Original Amount:	42%
Original Amount:	\$ 605,659														
Prior Modifications:	\$ 2,500														
Prior Budgetary Increases:	\$ 0														
Current Amount:	\$ 608,159														
 This Request:	 \$ 250,000														
 % of This Request to Current Amount:	 41%														
% of Mods/Budget Adjustments (including This Request) to Original Amount:	42%														

Discussion:

This budget adjustment will increase the contract value and allow for continued court stenographic services. NYC Transit utilizes court stenographic services from outside firms to record and prepare typed transcripts of testimony of Qualification Hearings, Examinations Before Trial, public and labor hearings and other judicial or quasi-judicial proceedings on an "as-needed" basis. Veritext New York Reporting Co. (Veritext) was one of two firms awarded All Agency contracts for stenographic services and received an award that was approximately 25% of the projected budget. In March 2010, Modification No. 1 was awarded to Veritext to allow NYC Transit to order miscellaneous stenographic services not identified in the contract.

Due to a dispute with the provider that performs audio transcription services under a separate contract, NYC Transit's Law Department developed a significant backlog of audio CDs containing hearings that needed to be transcribed. Using the line item for miscellaneous stenographic services, the Law Department began using Veritext and Jay Dietz Associates (Dietz), the primary stenographic provider, to create transcripts from audio CDs. As a result, contract expenditures with Veritext, from March through September 2011, exceeded expectations and resulted in this need to replenish the contract funding. NYC Transit's Law Department primarily utilized Veritext due to their shorter turnaround time.

Going forward and until a new agreement is in place for audio transcription services, which is anticipated to be awarded by the second quarter 2012, NYC Transit's Law Department will utilize Dietz for any audio transcription needs, since the backlog has been eliminated and Dietz' fee is lower.

JANUARY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

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

**Ove Arup & Partners,
Consulting Engineers, P.C.**

Staff Summary Attached 5.15

- 1. Contract # CM-1252.53 \$776,521 (NTE)**
- 2. Contract# CM-1252.60 \$6,752,000 (NTE)**

Modifications to the contract for design and construction phase services for the Fulton Street Transit Center for additional funding for financial closeout of adjusted overhead costs and to perform additional construction phase design services.

JANUARY 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|-------------------------------------|------------------|--------------------------------------|-------------|
| 1. F&S Contracting, LLC. | \$704,256 | <u>Staff Summary Attached</u> | 5.17 |
| Contract #A-35994/A-36086.22 | | | |

Modification to the contract for the rehabilitation of the Smith-9th Street Station and 4th Avenue Station platform rehabilitation, in order to replace lighting and public address/customer information screen systems on the southbound platform at the 4th Avenue Station.



JANUARY 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. **E.E. Cruz and Tully Construction Company, JV, LLC** **\$475,000** **Staff Summary Attached 5.18**
Contract # C-26005.96
Modification to the contract for civil, structural, and utility relocation for the Second Avenue Subway, 96th Street Station, in order to relocate the sewer at Entrance 2.

2. **PB Americas, Inc.** **\$1,481,348 (NTE)** **Staff Summary Attached 5.19**
Contract #CM-1189R.25
Modification to the contract for design and construction phase services for the No. 7 Line extension, in order to perform additional design tasks related to the final design stage.

Schedule G: Miscellaneous Service Contracts

Item Number: 1

Vendor Name (& Location)	
Nordco Rail Services, Inc. (Oak Creek, WI)	
Description	
Ultrasonic Rail Flaw Detection Services	
Contract Term (including Options, if any)	
Four Years	
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: Non-Competitive	

Contract Number	Renewal?
RFQ 2857	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	
	\$1,710,915 (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, Carmen Bianco	

Discussion:

It is requested that the Board declare that a competitive selection process is inappropriate pursuant to the All Agency Guidelines for Procurement of Services due to the existence of a single responsible source and approve the award of a four-year sole source, estimated quantities miscellaneous service contract to Nordco Rail Services, Inc. to conduct ultrasonic rail flaw detection services including maintenance, utilizing the proprietary Nordco equipment that exists on NYC Transit Track Geometry Cars #3 and #4 (TGC3 and TGC4).

The contractor will perform ultrasonic rail flaw detection services using sound waves to identify defects in the rail, thus facilitating pre-emptive repairs. Possible defects include internal separations of the steel within the rail head known as transverse defects, bolt hole and web defects, and longitudinal defects such as vertical split heads, horizontal split heads and head and web separations.

Nordco Rail Services (Nordco) and Sperry Rail Services (Sperry) are the premier ultrasonic rail testing firms in the nation. NYC Transit issued a sole source advertisement to ascertain whether other parties were capable of providing the above mentioned services to which no responses were received.

NYC Transit, in its efforts to identify a viable alternative and supplement to its current service provider (Sperry), decided to utilize the TGC3 & TGC4 vehicles, which currently perform critical track geometry and tunnel clearance measurements throughout the subway system and are already outfitted with proprietary ultrasonic rail testing equipment manufactured by Nordco. The TGC3 and TGC4 are owned and operated by NYC Transit. It is necessary to engage Nordco to maintain and service its proprietary equipment as they are the only company that can provide parts and maintain the system software. Nordco will also operate the equipment to analyze, report and verify the defects found during scheduled testing runs of the tracks by these inspection cars. Nordco will provide four certified personnel for this purpose for a period of approximately 24 weeks per year, covering two test runs of the transit system (subway, elevated and open-cut tracks), plus one additional subway-only test run. Sperry has provided this service exclusively for NYC Transit for over 40 years and is currently utilizing a diesel-powered vehicle (SRS 403) owned, operated and maintained by Sperry, to provide this testing. Due to the critical nature of this service, providing for two contractors will allow for redundancy and validation of each contractor's test findings.

After the Nordco contract is in place, NYC Transit anticipates awarding a new contract to Sperry to modify NYC Transit's existing TGC2 car to incorporate Sperry's latest proprietary ultrasonic rail testing equipment and have Sperry utilize the TGC2 to perform the ultrasonic testing in the future on a similar basis as Nordco, and thereby retire the Sperry SRS 403 from service.

The estimated annual cost of the ultrasonic rail flaw detection service described above is \$354,840 (totaling \$1,419,360 over four years); including costs for maintenance services. The balance of the total contract amount covers lodging, travel and per diem expenses. Nordco's initial proposal was \$2,212,560; NYC Transit's estimate was \$2,317,200. Following negotiations Procurement was able to reduce the total estimated cost to \$1,710,915 which was found to be fair and reasonable. Savings of \$501,645 (22.7%) were achieved.

Schedule G: Miscellaneous Service Contracts



Item Number: 2

Vendor Name (& Location) Simmons Machine Tool, Corp. (Albany, NY)	
Description Inspection, maintenance and service of wheel truing machines, wheel boring mills, axle lathes and a wheel lathe.	
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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-Competitive Sole Source	

Contract Number 10G0294 /RFQ# 2487	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: NYC Transit: \$598,373 MNR: \$368,910 LIRR: \$974,460 \$1,941,743 (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, Carmen Bianco	

Discussion:

It is requested that the Board declare that a competitive selection process is inappropriate pursuant to the All Agency Guidelines for Procurement of Services due to the existence of a single responsible source and approve the award of a three-year, sole source, estimated quantity, multi-agency miscellaneous service contract to Simmons Machine Tool (Simmons) for the inspection, maintenance, and service of wheel truing machines (WTMs), wheel boring mills (WBM), axle lathes and a wheel lathe for various NYC Transit, Metro-North Railroad (MNR) and Long Island Rail Road (LIRR) locations.

NYC Transit, MNR, and LIRR have combined their individual service needs under one agreement to achieve increased economies of scale and improved pricing. Simmons is the original equipment manufacturer of the WTMs, WBMs, axle lathes and wheel lathe under this contract and holds the proprietary rights to the equipment software. In an effort to solicit competition, NYC Transit placed advertisements in the New York State Contract Reporter and New York Post seeking other qualified companies to provide the contract services. No responses were received.

The WTMs are used for cutting the treads and flanges of train wheels to maintain uniformity of the wheels, per specification, a process called truing. Similar to the WTM in function, the wheel lathe can machine two wheel sets (four wheels) in tandem while on the car. The WBM is used to bore holes in the wheels to obtain a proper fit on the axle, and the axle lathe is used to cut the axle to match the bore of the wheel.

This contract includes provisions for preventative maintenance and inspections, additional repairs when needed, as well as the purchase of parts. The services provided under this contract are performed by Simmons' trained personnel. The inspections include preventative maintenance checks and also require Simmons to validate that the equipment is operating within specified tolerances. Additional repairs are required when major equipment components fail and/or when repairs require software diagnostics. Availability of qualified in-house personnel and the location and usage of the equipment are driving factors for the differences in each agency's preventative maintenance, inspection requirements, additional repairs and purchase of parts under this contract.

Simmons' initial price proposal for the three agencies totaled \$2,200,002. Through negotiations and a reduction in parts requirements, Simmons reduced its price proposal to \$1,941,743 which is 1.3 % lower than the cost estimate. The contract includes hourly labor rates for preventative maintenance and inspection services, additional repairs and travel as well as a discount rate for parts. Based on MTA Audit's cost analysis of the price proposal, Procurement has deemed Simmons' contract price fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Vendor Name (& Location) John Clvetta & Sons (Bronx, NY)	
Description Full Rehabilitation of Dyckman Street Station and Component Repair of Five Stations on the Broadway/Seventh Avenue Line in Manhattan and The Bronx	
Contract Term (including Options, if any) June 29, 2010 – June 29, 2012	
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: Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
A-36065	10
Original Amount:	
	\$ 46,906,344
Prior Modifications:	
	\$ 310,811
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 47,217,155
This Request:	
	\$ 416,625
% of This Request to Current Amount:	
	0.9%
% of Modifications (including This Request) to Original Amount:	
	1.6%

Discussion:

This modification is for the painting of the 207th Street Station.

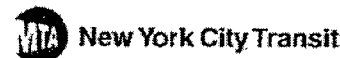
The contract covers stations on the Broadway/Seventh Avenue Line in Manhattan (Dyckman Street, 207th and 215th Street Stations) and The Bronx (225th, 238th and 242nd Street Stations). The contract provides for the full rehabilitation of the Dyckman Street Station. The contract also provides for component replacements at five stations, consisting of the replacement of street stairs at two stations (207th and 225th Streets) and the replacement of platform edges and canopies at five stations (207th, 215th, 225th, 238th and 242nd Streets).

Subways and CPM manage a station painting program which started with a 2007/2008 survey of the paint condition of all stations. As work is accomplished on the prioritized list, the remaining stations are assigned to an appropriate painting initiative. 207th Street Station was prioritized for painting after the subject contract had already been solicited and awarded. The contract includes painting at the 207th Street Station, specifically, painting the new stairs and the underside of the new platform canopies as part of those component replacement scopes of work. Adding this painting component to the subject contract maximizes cost savings and minimizes customer inconvenience, because all 207th Street Station painting will be performed at the same time during a diversion of service scheduled for the spring of 2012.

This modification will provide for the lead abatement, surface preparation and painting of the control house interior and exterior (including the underside of the elevated control house), the platform area railings and AFC gates, windscreens, and canopy framing and columns. The modification also includes \$106K for the replacement of the windscreens, which will be painted in the contractor's shop. This is less than the estimated \$177K cost of scraping and painting the existing windscreens. The 207th Street Station windscreens are deteriorated at the bottom and are temporarily supported, making it impractical to paint in place.

The contractor's revised proposal was \$556,410. NYC Transit's revised estimate was \$410,000. Negotiations resulted in the agreed upon lump sum of \$416,625 and was found to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2-3

Vendor Name (& Location) Siemens Transit Technologies, Inc. (New York, NY)	
Description ATM Communications Network System for Subways "B" Division	
Contract Term (including Options, if any) December 30, 2004 – March 31, 2009	
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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
W-32652	114 & 148
Original Amount :	\$ 61,384,158
Option Amount:	\$ 122,511,926
Total Amount:	\$ 183,896,084
Prior Modifications:	\$ 41,500,567
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 225,396,651
This Request:	
Mod. 114: \$300,000	\$
Mod. 148: \$267,000	567,000
% of This Request to Current Amount:	0.3%
% of Modifications (including This Request) to Original Amount:	22.8%

Discussion:

This contract provides for the furnishing and installation of an ATM network for Subways 'B' Division. This is the second of two contracts needed to build the new fiber optic system. Both contracts were competitively awarded. The first contract (W-32648), which was awarded to the same contractor, provided a core SONET network and an ATM network for Subways 'A' Division. When this second contract (W-32652) is complete, the network will handle PA/CIS, Automatic Train Supervision, Automatic Fare Collection, e-mail, facsimile, timekeeping, phone communications and more for NYC Transit over a single, integrated fiber optic network controlled from the Rail Control Center.

Modification No. 114

This modification will add an Element Management System (EMS). NYC Transit had a legacy fiber optic network, constructed by another contractor, before the Siemens contracts were solicited. In connection with the legacy network, in the mid-1990's NYC Transit acquired Nortel's network EMS software. An EMS provides information for the management of network devices, such as keeping track of devices in a system, monitoring device health and status, providing alerts about performance, and identifying the source of a problem.

The subject contract requires Siemens to use NYC Transit's licenses for the Nortel software. However, that software became an end-of-life product for Nortel. Also, Nortel went bankrupt in 2009 and Avaya acquired Nortel's switch and EMS business. Avaya has been phasing-out its support of the old Nortel software. Unsupported software should not be used in the new fiber optic network. Accordingly, this modification requires Siemens to provide NYC Transit with Avaya's current EMS software. To ensure seamless integration of the new EMS software, this modification also requires Siemens to furnish and install servers, load the Avaya software into the servers, integrate the new servers with existing EMS workstations, perform EMS turn-up and integration testing, and provide training. The contractor's cost proposal was \$456,480; NYC Transit's estimate was \$277,100. Following negotiations, the lump sum of \$300,000 was agreed upon and found to be fair and reasonable. Savings of \$156,480 were achieved.

Modification No. 148

This modification is to add a system to monitor battery temperature. This modification is necessitated because of the substitution of a different battery for the battery that was approved for use because of the bankruptcy of the original manufacturer. In May 2009, the Board approved a modification to the contract that involved the furnishing and installation of power plants in 23 core sites that house SONET switches, ATM switches and DWDM multiplexers. In the event of an electrical outage or interruption, the power plant would provide power from batteries for several hours. The May 2009 modification called for batteries manufactured by Power Battery. But in early 2010, Power Battery declared bankruptcy. An alternate battery was chosen, manufactured by Enersys, as it is the only other battery that meets NYC Transit's technical requirements and fits into the tight available space. However, the Enersys battery requires significantly more electrolyte than the one offered by Power Battery. That triggered the need to meet a fire code requirement. Specifically, NYC Transit determined that battery strings installed at 15 core sites require thermal runaway protection. Thermal runaway is battery overheating. The fire code of NY State requires thermal runaway protection when certain battery systems have an electrolyte capacity of more than 50 gallons. This modification provides a system which monitors battery temperature and, if the temperature reaches a certain threshold, automatically stops battery operation to prevent unacceptable heat build-up. This modification includes thermometers, wiring, integration and testing. The contractor's cost proposal was \$417,320; NYC Transit's estimate was \$245,600. Following negotiations, the lump sum of \$267,000 was agreed upon and found to be fair and reasonable. Savings of \$150,320 were achieved.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts



Capital Construction

Item Number: 1-2

Vendor Name (& Location)	
Ove Arup & Partners Consulting Engineers P.C. (New York, NY)	
Description	
Design and construction phase support services for the Fulton Street Transit Center	
Contract Term (including Options, if any)	
August 1, 2003 – November 30, 2014	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1252	53 & 60
Original Amount: \$ 19,729,370	
Option Amount: \$ 35,844,990	
Total Amount: \$ 55,574,360	
Prior Modifications: \$ 39,200,808	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 94,775,168	
This Request:	
Mod. No 53: \$776,521	
Mod. No. 60: \$6,752,000	
\$ 7,528,521 (NTE)	
% of This Request to Current Amount: 7.9%	
% of Modifications (including This Request) to Original Amount: 84%	

Discussion:

These modifications are for additional funding for closeout and final payment for a portion of the design services performed under the contract and Construction Phase Support (CPS) services with no change to the overall contract duration.

The contract is for design and construction phase services on the Fulton Street Transit Center (FSTC) project. The base contract amount of \$19,729,370 was for conceptual design and preliminary engineering. The base contract originally included an option for final design and CPS in the not-to-exceed amount of \$35,844,990. The option amount was subsequently re-negotiated and reduced to the current not-to-exceed amount of \$27,060,000, and the balance of approved funds was used for additional design services.

In December 2007, MTACC solicited a single RFP for all the remaining construction work on the FSTC and received only one proposal, which was far in excess of the budget; the solicitation was subsequently cancelled. MTACC determined that a repackaging plan that allowed for specialty contractors to be able to competitively bid on smaller packages was in the best interests of the FSTC project. The FSTC Construction Contract Package 4 was then divided into six smaller contract packages. This repackaging effort has resulted in competitively priced construction bids, the aggregate of which was far less than the rejected sole proposal, even when the cost of repackaging is considered. The repackaging of the FSTC Construction Contract Package 4 resulted in the extension of the overall completion schedule for construction from October 2013 to February 2014. This repackaging effort has also resulted in the modification of the design consultant contract, including increasing CPS.

Modification No. 53:

This modification is for additional funding for the closeout and final payment of a portion of the design services performed by Ove Arup (Arup) under the contract over fiscal years 2005, 2006 and 2007. The services consist of Final Design (final design, preparation of bid documents, bid cost estimates and construction schedule), Contract Award Support (prepare and issue addenda & amendments, attend pre-bid meetings, bid openings and qualification hearings), and Construction Phase Support for multiple construction packages during this three year audit period. This federally funded contract, utilizing the federal overhead procedures detailed under the Safe Accountable Flexible Efficient Transportation Equity Act, requires an annual review and adjustment of consultant overhead rates. MTA Audit completed its review of the overhead rates schedule and invoices submitted by Arup and its 14 sub-consultants for the fiscal years 2005, 2006 and 2007.

As part of the closeout process, Arup submitted a final invoice in the amount of \$1,727,186 representing proposed overhead adjustments for this three year period. As part of the closeout reconciliation MTA Audit reviewed the entire \$31.6 million in billings for the closeout period, including direct labor rates, expenses, and the annual overhead adjustments. As a result of this closeout reconciliation review and Procurement and Audit analysis of additional back up data submitted by the consultants, Arup's final invoice amount was reduced by \$950,665 to \$776,521. This was primarily due to an \$863,373 reduction in the proposed overhead and \$87,292 reduction in direct labor costs. Arup, Procurement and Audit agreed to the final invoice amount of \$776,521.

**Modification No. 60:**

This modification covers additional CPS services. It provides for a greater than anticipated increase in the Consultant's required attendance at meetings as well as the review of approximately 8,000 additional drawing submittals from the contractors as a result of the increased complexity of submittals associated with the interfaces between the various construction contractors for the FSTC project. The time allocated for the review of each drawing has increased due to the greater complexity of the drawing submittals. The coordination of four construction contractors for six contracts also required an increased level of effort from the Consultant not contemplated by the Contract. Increased staffing and time is needed to review drawings from the six contracts to ensure that they interface seamlessly for the overall FSTC design. Additional support is required to attend the increased number of meetings resulting from coordinating the work. The modified scope of the FSTC project has also increased the complexity of managing the approval process and incorporating comments from various MTA agencies, the four contractors and other governmental agencies.

The consultant submitted a proposal in the amount of \$8,774,629 (54,545 labor hours). MTACC's revised estimate was \$6,915,212 (44,000 labor hours). Following negotiations, the contractor submitted a BAFO in the amount of \$6,752,000 (44,000 labor hours). The final price was determined to be fair and reasonable. Savings of \$2,022,629 were achieved. There is no change to the existing hourly rates, overhead and fixed fee.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location)	
F&S Contracting, LLC (College Point, NY)	
Rehabilitation of the Smith-9 th Street Station and 4 th Avenue Station platform rehabilitation	
Contract Term (including Options, if any)	
September 30, 2010 – July 30, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #:
A-35994/A-36086	22
Original Amount:	\$ 26,791,000
Prior Modifications:	\$ 1,431,464
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 28,222,464
This Request:	\$ 704,256
% of This Request to Current Amount:	2.5%
% of Modifications (including This Request) to Original Amount:	8.0%

Discussion:

This retroactive modification is for platform lighting and public address/customer information screen (PA/CIS) systems on the southbound (S/B) platform of the 4th Avenue Station. In November 2011, the Board approved a retroactive modification for platform lighting and PA/CIS on the northbound side.

The contract is for complete rehabilitation of the Smith-9th Street Station and platform rehabilitation of the 4th Avenue Station, both on the Culver Line.

The contract includes the replacement of lighting and PA/CIS screens in the Smith-9th Street Station, as part of the complete station rehabilitation.

The contract work at the 4th Avenue Station was limited to the rehabilitation of civil and structural components at the elevated platform level due to budgetary constraints. The component rehabilitation includes: replacement of canopies, concrete platform topping, platform edges, brick work, roof replacement, and restoration of the arch overpass on 4th Avenue.

After contract award, the Brooklyn Borough President and a NY State Assembly member provided \$2,800,000 in funding for other improvements to the 4th Avenue Station, including repair and restoration of the exterior tower façade, replacement of lighting beneath the viaduct over 4th Avenue and the sidewalks, and restoration of entrance globes, doors, and concession storefronts. To these, NYC Transit will add platform lighting and PA/CIS. These various improvements will be provided by this and a series of future modifications.

To minimize customer inconvenience and perform the work cost effectively, platform lighting and PA/CIS installation must be performed in coordination with S/B diversions of service scheduled for another contract on the Culver Line. The work included in this modification will be performed while the S/B platform is closed to the public during a diversion of service from November 2011 to March 2012. The remaining modifications for improvements funded by the Borough President and Assembly member need not be performed during diversions of service and will be submitted to the Board in the future.

The work includes the furnishing and installation of new lighting and PA/CIS equipment, conduit and wiring. The contractor's initial proposal was \$732,949; NYC Transit's estimate was \$653,000. Following negotiations, the lump sum price of \$704,256 was agreed upon and found to be fair and reasonable. Savings of \$28,693 were achieved.

On November 4, 2011, the SVP, CPM approved a retroactive waiver and the contractor was directed to proceed immediately.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location).	
E.E. Cruz and Tully Construction Company, JV, LLC (Holmdel, NJ)	
Civil, structural, and utility relocation for the Second Avenue Subway route – 96th Street Station	
Contract Term (including Options, if any)	
May 28, 2009 – June 14, 2013	
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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #:
C-26005	96
Original Amount:	\$ 325,000,000
Prior Modifications:	\$ 13,251,195
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 338,251,195
This Request:	\$ 475,000
% of This Request to Current Amount:	0.1%
% of Modifications (Including This Request) to Original Amount:	4.2%

Discussion:

This retroactive modification is for the relocation of the sewer along the east side of Second Avenue and crossing 94th Street.

This contract is for civil, structural, and utility relocation work for the new 96th Street Station for the Second Avenue Subway.

The work to be performed under this contract includes: the relocation of utilities, demolition of the existing Century Lumber Building and interior demolition at Astor Terrace Condominium; construction of temporary and permanent Support of Excavation retaining structures including the construction of slurry walls, secant piles and micro pile walls; connection to the existing tunnel north of 99th Street; installation of temporary roadway decking; construction of the 96th Street Station invert slab; and construction of certain station entrance and ancillary building structural elements.

The original Contract C-26005 bid documents show the existing east side 18" sewer crossing 94th Street parallel to Second Avenue through two existing "T" (slurry) panels constructed by the tunnel boring contractor under contract C-26002. With this original design, all that was required at Entrance 2 was to support, protect and maintain the existing 18" sewer.

Due to field conditions encountered under Contract C-26002 (TBM), this 18" sewer was modified to include a temporary section of 18" PVC sewer pipe crossing 94th Street at the future subway Entrance 2. This temporary section was built with an offset to the east in order to clear an existing Con Ed manhole and allow the C-26002 contractor to perform their contract work. However, the timing of that change prevented it from being incorporated into the C-26005 bid documents. As such, the existing alignment differs from what was reflected in the original Contract C-26005 bid documents and directly conflicts with the slurry panels required to construct Entrance 2 under Contract C-26005. This modification will mitigate this condition by replacing the existing 18" PVC sewer with 18" ductile iron pipe and relocating it onto the existing T-Panels constructed under C-26002. The work includes hand excavation around utilities; support of excavation and decking of the excavation; break out, temporary support and reconstruction of the existing electrical manhole; supporting existing utilities; maintaining sewer flow by continuous pumping or fluming operation; maintenance and protection of traffic and final restoration of the pavement and sidewalk in the area.

The contractor submitted a revised cost proposal in the amount of \$585,285; MTACC's revised estimate was \$459,489. Negotiations resulted in the agreed upon lump sum price of 475,000, which is considered fair and reasonable. Savings of \$110,285 were achieved. MTACC approved a retroactive waiver on November 15, 2011 and the contractor was directed to proceed on December 1, 2011, in order not to impact project schedule.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location)	
PB Americas, Inc. (New York, NY)	
Preparation of Environmental Impact Statement, Design and Construction Phase Services for the No. 7 Subway Line Extension	
Contract Term (including Options, if any)	
September 30, 2002 – August 7, 2013	
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, Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1189R	25
Original Amount:	40,784,046
Option Amount:	\$ 45,806,163
Total Amount:	86,590,209
Prior Modifications (including options):	\$ 73,887,876
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 160,478,085
This Request:	\$ 1,481,348 (NTE)
% of This Request to Current Amount:	0.9%
% of Modifications (including This Request) to Original Amount:	87%

Discussion:

This modification is for additional design tasks associated with the Final Design stage of the No. 7 Subway Line extension.

This contract was awarded to PB Americas, Inc. (PB) for the preparation of a draft and final environmental impact statement (D/FEIS) and engineering design and construction phase services for the No. 7 subway line extension. To date, 23 modifications have been issued, including exercise of options and extensions of the contract end date by 82 months to August 7, 2013. The contract is primarily in the construction support stage.

This retroactive modification includes the following additional final design services: installation of Stationary Advisory Information Display; station entrance globes; removal of interim finishes at street level; location of 36-inch high bollards at Sites J and P; creation of four additional HVAC storage rooms; incorporation of revised camera locations; changes to Site P loads imposed by the future overbuild structures; changes to Site L transformer vaults requested by Con Edison; deletion of tunnel invert work; replacement of lighting fixtures at Sites J and P; reinforced concrete repair details for the Eighth Avenue/West 41st Street access shaft and locations for the ADA elevator, Site J rotunda and Sites J and P canopies. These design changes were in response to requests by NYC Transit and the Hudson Yards Development Corporation (HYDC). HYDC is funding these design changes.

On April 25, 2011, MTACC directed PB to proceed with the work. Retroactive approval was given to avoid disruption to the project's overall completion date.

PB's initial proposal amount was \$2,425,283. Negotiations resulted in revisions to the scope of work. Subsequently, PB submitted its BAFO, based on the agreed upon scope of work, of \$1,481,348. MTACC's revised estimate was \$1,482,017. The BAFO utilizes previously negotiated contract rates and is considered fair and reasonable.

6. SERVICE CHANGES

**D. SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE
NOTIFICATION:
REVISE BUS SERVICE IN EASTERN BRONX**

Service Issue

As a result of the 2010 NYC Transit Service Reductions, the Bx5 was rerouted to travel along Crosby Avenue and Westchester Avenue between Bruckner Boulevard and the Pelham Bay Park ⑥ Station and the Bx8 was rerouted to serve the Country Club neighborhood. This has led to increased travel time and reduced reliability for Bx5 customers; however, it was necessary in order to provide local bus service to Crosby Avenue. In January 2011 the Bx8 was returned to Crosby Avenue. In addition, Country Club residents have complained that they have no direct access to destinations beyond the Pelham Bay Park ⑥ Station, including Westchester Square, and have made repeated requests for revisions in bus service.

Recommendation

Reroute the Bx5 along the pre-June 2010 route via Bruckner Boulevard between Crosby Avenue and the Pelham Bay Park ⑥ Station to reduce travel times and improve reliability.

Reinvest the operating savings achieved with this faster routing in an extension of the Bx24 along Westchester Avenue between the Pelham Bay Park ⑥ Station and Westchester Square.

Budget Impact

There is no additional cost associated with this change.

Proposed Implementation Date

April 2012.



Subject	Revise Bus Service in Eastern Bronx
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClair

Date	December 30, 2011
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 Cmte			X	
3	Bus Ops Cmte			X	

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

Purpose

To obtain Presidential approval for and to inform the NYC Transit Committee and the MTA Bus Operations Committee of changes to bus service along Crosby Avenue and Westchester Avenue in eastern Bronx.

Discussion

As part of NYCT's 2010 Service Reductions implemented on June 27, 2010, the Bx14, which operated along Metropolitan Avenue and East Tremont Avenue (between Hugh Grant Circle and Westchester Square) in Parkchester and continued to Pelham Bay via Westchester Avenue, terminating in Country Club/Spencer Estates, was discontinued. In order to provide some service to Country Club/Spencer Estates the Bx8 was rerouted. In order to provide some service along Crosby Avenue the Bx5 was rerouted from Bruckner Boulevard to Crosby Avenue and Westchester Avenue.

In January 2011, as a result of customer requests and analysis by NYC Transit, three changes were made which when combined were cost neutral. The Bx8 was restored to its pre-June 2010 routing via Layton Avenue and Crosby Avenue to the Buhre Av ⑥ Station instead of the Pelham Bay ⑥ Station; the Bx24 was established to serve the Country Club and Spencer Estates neighborhoods, operating using the Bx14's pre-June 2010 routing in Country Club to the Pelham Bay ⑥ Station; and a variant of the Bx4, the Bx4A, was created to provide service between Westchester Square and Hugh J Grant Circle via Metropolitan Avenue in Parkchester, which was formerly served by the Bx14.

While this has improved service in the area, the reliability of the Bx5 is still negatively impacted by congestion on the current route along Crosby Avenue and Westchester Avenue. The on-time performance of the Bx5 dropped from 74% on-time when checked in November 2008, to 44% when checked in August 2010, after the June 2010 Service Reductions. This inconsistency causes bus bunching and negatively impacts riders on the section of the route west of Tremont Avenue, the section

with the highest ridership. Further ridership analysis by NYC Transit staff in December 2011 found that the majority of riders in the section east of Tremont Avenue were traveling between the terminus of the Bx5 at the Pelham Bay 6 Station and stops west of Crosby Avenue. These riders are also inconvenienced by the lack of reliability, as well as the additional travel time along Crosby Avenue and Westchester Avenue. Because of this lack of reliability and additional travel time, the Crosby Avenue routing is more expensive to operate than the pre-June 2010 Bruckner Boulevard routing. Meanwhile, customers in the Country Club and Spencer Estates neighborhoods are still required to make a two-fare trip to access many destinations to which they previously could travel with a single fare, including hospitals along Eastchester Road. There have been continuing requests for further bus route revisions.

Recommendation

Reroute the Bx5 along the pre-June 2010 route on Bruckner Boulevard between Crosby Avenue and the Pelham Bay 6 Station to improve Bx5 service. Reinvest the operating savings achieved with the faster routing in an extension of the Bx24 from the Pelham Bay 6 Station to Westchester Square via Westchester Avenue (See attached maps).

The Bx5 will save up to eight minutes for travelers between Tremont Avenue and the Pelham Bay 6 Station during peak periods. Bx24 riders will now be able to access the Bx4, Bx4A, Bx8, Bx21, Bx31, Bx40, and Bx42 with a single fare, greatly improving accessibility. The 2010 cost savings are maintained as a result of the reduced running time of the Bx5.

Alternatives to the Proposed Service Change

1. *Maintain current service.* Does not address the complaints of the residents. Bx5 customers would continue to be inconvenienced by unreliability and excessive travel times to and from the Pelham Bay 6 Station. The Country Club and Spencer Estates neighborhoods would not be connected to many parts of the Bronx, including hospitals along Eastchester Road.
2. *Extend the Bx24 to Hugh J Grant Circle.* This would result in a net cost.

Budget Impact

There is no additional cost associated with this change.

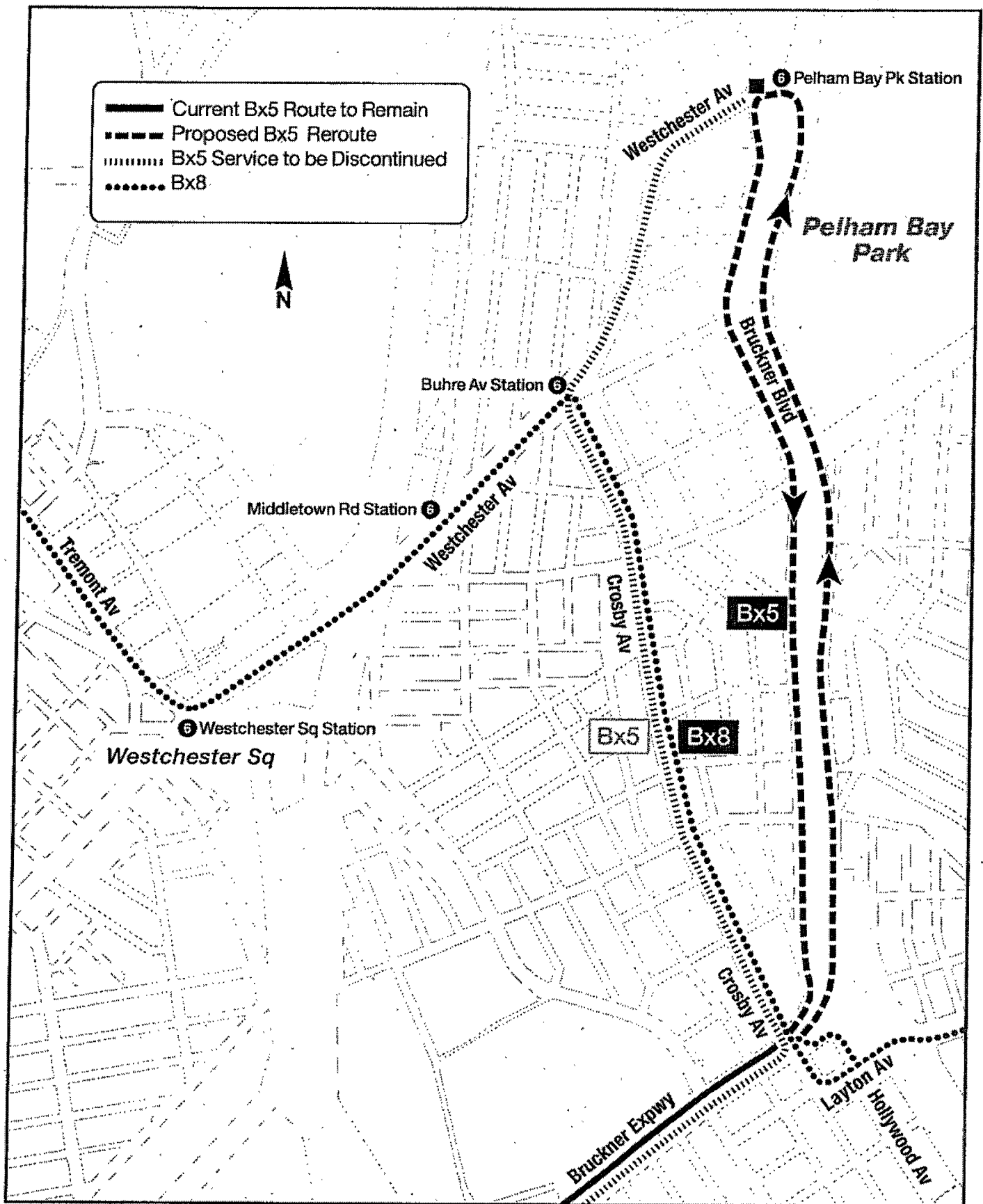
Proposed Implementation Date

April 2012.

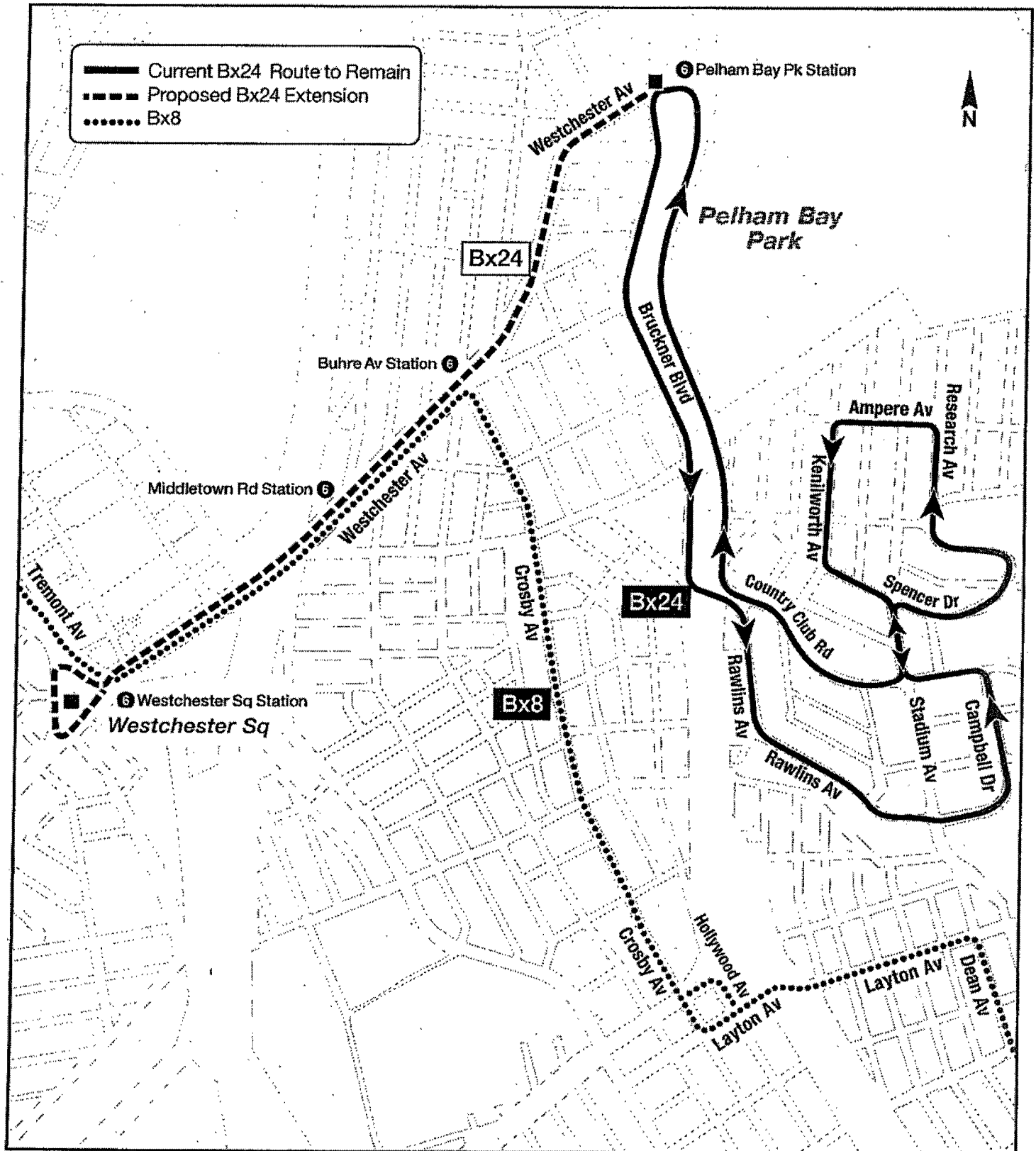
Approved:


Thomas F. Prendergast, President

Proposed Bx5 Reroute



Proposed Bx24 Extension





**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
MTA BUS OPERATIONS COMMITTEE NOTIFICATION:
BUS SCHEDULE CHANGES EFFECTIVE APRIL 2012**

Service Issue

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

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

Recommendation

Eighty-two bus schedule changes (on 63 routes) are proposed for implementation in April 2012.


Budget Impact

Implementation of the April 2012 schedule changes is estimated to save approximately \$0.7 million annually. These savings will be incorporated into the 2012 operating budget.

Proposed Implementation Date








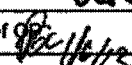
April 2012.

Staff Summary

Subject	Bus Schedule Changes Effective April 2012
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Michael Glikin

Date	January 17, 2012
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 Cmte			X	
3	Bus Ops Cmte			X	

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

Purpose

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

Discussion

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

Bus schedule changes identified for implementation in April 2012 are a product of NYC Transit's continuing effort to review and revise bus and subway schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to reflect observed operating conditions. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Staff Summary

Recommendation

Eighty-two bus schedule changes (on 63 routes) have been identified for implementation in April 2012 (see Attachment 1).

1. Thirty-eight of the 82 bus schedule changes contain increases in service frequency or modifications in running time to meet NYC Transit bus loading guidelines and improve reliability.
2. The remaining 44 of the 82 bus schedule changes represent reductions in service frequencies to more closely align service with customer demand and established guidelines for bus operation; and to concurrently improve reliability through running time modifications where needed.

Alternative to the Proposed Service Change

Do nothing. NYCT would not:

- Make service level adjustments to better meet customer demand.
- Improve reliability by addressing the need for running time adjustments that more closely reflect current operating conditions.

Budget Impact

Implementation of the April 2012 schedule changes is estimated to save approximately \$0.7 million annually. These savings will be incorporated into the 2012 operating budget.

Proposed Implementation Date

April 2012.

Approved:



Thomas F. Prendergast
President

Attachment 1
April 2012 - Page 1 of 3

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B2	9	10	78%	91%	20	20	40%	40%	12	12	86%	86%	15	15	93%	93%	-6.1%
B3	4	4	92%	92%	9	8	113%	96%	8	9	76%	87%	10	12	72%	86%	-2.9%
B6	2	2.5	85%	88%	5	5	74%	74%	3	3.5	80%	84%	4	3.5	112%	94%	-0.3%
B7	10	10	91%	91%	20	20	60%	60%	15	12	110%	82%	30	30	54%	54%	+1.4%
B12	3.5	4	88%	93%	7	7	85%	85%	4.5	5	84%	91%	8	8	91%	91%	-3.9%
B14	10	10	80%	80%	12	15	78%	98%	10	10	86%	86%	12	15	78%	97%	-10.3%
B15	5	4.5	102%	94%	10	9	101%	86%	7	8	82%	92%	9	8	112%	96%	+2.0%
B17	4.5	4.5	82%	82%	10	12	68%	81%	5.5	5	100%	92%	6	6	99%	99%	-4.5%
B24	15	15	78%	78%	30	30	29%	29%	20	20	85%	85%	20	30	35%	53%	-4.2%
B31	8	9	74%	84%	20	20	37%	37%	10	10	78%	78%	20	15	108%	81%	-4.0%
B42	3.5	3.5	96%	96%	12	12	97%	97%	5.5	5	103%	94%	9	8	107%	94%	+3.0%
B49	4.5	4	96%	88%	8	8	91%	91%	6	5.5	107%	94%	12	12	99%	99%	+0.1%
B61	9	9	83%	83%	12	12	69%	69%	10	9	90%	77%	15	15	71%	71%	+0.9%
Bx1/Bx2	3.5	4.5	68%	82%	4	4.5	78%	84%	3	3.5	67%	81%	6.5	6.5	54%	54%	-4.7%
Bx4/Bx4A	6	6	90%	90%	12	10	105%	88%	8	9	75%	88%	12	12	73%	73%	+4.0%
Bx7	7	7	95%	95%	10	10	92%	92%	8	6	109%	87%	12	12	82%	82%	+2.4%
Bx10	5	5	93%	93%	15	15	84%	84%	10	9	86%	74%	12	9	126%	90%	+3.9%
Bx11	4.5	5	83%	97%	12	12	98%	98%	5	4.5	102%	94%	10	12	81%	98%	-1.5%
Bx18	15	15	98%	98%	30	30	54%	54%	15	12	111%	83%	20	20	69%	69%	+2.3%
Bx28/38	6	5	101%	84%	7	7	96%	96%	8	8	100%	100%	10	10	90%	90%	+1.6%
Bx33	12	15	69%	92%	20	20	73%	73%	15	15	72%	72%	20	30	20%	31%	-8.4%
M1	5	5.5	66%	75%	12	12	93%	93%	4.5	5	67%	74%	12	15	49%	62%	-3.6%
M2	9	9	84%	84%	12	15	69%	86%	8	9	70%	80%	10	12	68%	81%	-9.7%
M3	12	12	92%	92%	10	12	66%	79%	9	10	69%	83%	10	10	65%	65%	-5.1%
M4	4.5	5.5	71%	85%	12	10	109%	91%	4.5	5	70%	77%	15	15	46%	46%	-2.4%
M7	10	9	107%	89%	12	10	112%	94%	9	8	107%	94%	9	10	44%	51%	+0.9%
M10	8	8	86%	96%	12	12	82%	82%	9	9	78%	78%	10	12	68%	82%	-3.7%
M11	15	12	126%	95%	10	10	89%	89%	10	10	87%	87%	12	12	82%	82%	+3.4%
M14	2	2	81%	81%	4	4.5	88%	95%	3.5	3.5	78%	78%	4.5	4	111%	91%	0.0%
M35	9	10	71%	87%	12	10	104%	87%	12	12	84%	84%	15	12	121%	97%	+2.5%
M60	9	7	122%	95%	9	8	103%	87%	8	8	87%	87%	9	9	87%	87%	+4.3%
Q1	10	8	111%	84%	15	15	65%	65%	7	7	90%	90%	15	20	54%	72%	-2.7%
Q12	4	4	95%	95%	10	10	88%	88%	5	4.5	99%	91%	5.5	5.5	89%	89%	+0.7%
Q16	8	7	97%	86%	20	20	60%	60%	10	9	102%	87%	15	20	61%	81%	+0.7%
Q30	3.5	3.5	99%	99%	10	9	106%	91%	4.5	5	69%	74%	12	15	78%	97%	0.0%
Q32	8	7	103%	91%	12	10	112%	93%	8	9	75%	85%	10	10	81%	81%	+1.9%
Q54	5	6	63%	76%	15	15	88%	88%	10	10	71%	71%	15	15	83%	83%	-6.6%
Q76	6	5.5	100%	91%	20	20	51%	51%	12	12	72%	72%	20	20	37%	37%	+1.4%
Q83	3	3	83%	88%	12	10	108%	90%	4	4	86%	86%	9	8	115%	98%	+2.4%
S51/B1	9	9	89%	89%	15	20	72%	96%	9	9	71%	71%	30	30	92%	92%	-2.5%

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

Attachment 1
April 2012 - Page 2 of 3

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

Weekday (continued)	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route																	Change
S53	8	7	102%	90%	12	10	118%	98%	9	8	91%	80%	9	9	92%	92%	+2.5%
S54	7	8	59%	67%	30	30	53%	53%	6	6	73%	73%	30	30	49%	49%	-2.0%
X28 (1)	5.5	5.5	89%	89%	60	60	50%	50%	8	8	85%	85%	20	20	70%	70%	-2.5%
X37 (2)	7	7	82%	82%	-	-	-	-	10	10	92%	92%	-	-	-	-	0.0%
X38 (2)	7	8	82%	93%	-	-	-	-	10	9	103%	95%	-	-	-	-	0.0%
X63	10	12	71%	85%	-	-	-	-	15	15	78%	78%	-	-	-	-	-4.1%
X64	15	15	71%	71%	-	-	-	-	15	20	62%	83%	-	-	-	-	-5.8%

Saturday	Late Morning				Midday				Late Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B7	20	30	39%	58%	20	20	48%	48%	20	20	51%	51%	20	30	41%	61%	-13.0%
B8	10	12	67%	80%	9	10	69%	81%	9	9	88%	88%	10	12	83%	99%	-11.7%
B9	12	12	93%	93%	10	10	83%	83%	12	10	103%	86%	12	15	68%	86%	-1.1%
B25	10	10	95%	95%	8	8	84%	84%	8	8	91%	91%	10	12	80%	96%	-4.5%
B54	15	15	74%	74%	12	15	73%	91%	10	12	76%	91%	12	15	62%	77%	-17.5%
B67	20	30	33%	50%	15	20	56%	74%	20	20	70%	70%	20	20	81%	81%	-8.6%
Bx1/Bx2	9	10	41%	48%	5	5.5	73%	79%	4.5	5	79%	85%	9	10	57%	67%	-13.8%
Bx4/Bx4A	10	12	69%	83%	8	10	60%	80%	9	10	71%	83%	10	12	77%	93%	-12.5%
Bx7	20	15	114%	86%	10	9	102%	87%	10	9	101%	86%	15	12	108%	86%	+8.7%
Bx10	15	15	91%	91%	15	15	86%	86%	15	12	104%	83%	20	20	96%	96%	+0.8%
Bx16	30	20	149%	99%	20	15	122%	92%	20	15	109%	82%	30	20	133%	89%	+32.5%
Bx31	15	20	68%	90%	12	15	67%	83%	12	15	71%	88%	15	20	66%	88%	-14.6%
Bx39	12	12	59%	59%	12	12	88%	88%	12	12	90%	90%	15	12	122%	63%	+0.6%
M5	12	15	46%	58%	12	10	101%	84%	12	10	100%	83%	15	20	58%	77%	+1.0%
M7	15	20	46%	61%	12	15	78%	98%	8	7	116%	95%	10	12	57%	68%	-6.5%
M10	15	20	35%	46%	10	10	86%	86%	10	10	83%	83%	12	15	54%	68%	-8.4%
M60 (3)	9	9	91%	91%	7	7	91%	91%	8	8	96%	96%	9	8	93%	79%	0.0%
M66	15	20	56%	75%	8	9	83%	98%	8	9	70%	83%	10	12	57%	68%	-8.0%
M104	9	12	44%	61%	5.5	7	55%	71%	5	4.5	105%	91%	9	7	132%	92%	-3.6%
Q17	8	6	127%	94%	7	6	110%	99%	7	6	100%	90%	7	6	101%	91%	+3.9%
Q30	15	12	101%	81%	20	15	109%	82%	20	15	122%	92%	20	20	62%	62%	+12.2%
Q59	20	20	86%	86%	20	15	103%	77%	12	10	118%	96%	15	15	86%	86%	+8.8%
S79	12	12	91%	91%	10	10	86%	86%	10	9	113%	97%	15	12	114%	91%	+5.4%

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

(1) Reduction in peak shoulder trips.

(2) Operate service earlier in A.M. peak and later in P.M. peak.

(3) Trips shifted without overall change in revenue miles.

Attachement 1
April 2012 - Page 3 of 3

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

Sunday	Late Morning				Midday				Late Afternoon				Evening				Rev Miles
	Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (%)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (%)		Scheduled Headway In Minutes (*)		Percent of Guideline Capacity (%)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (%)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Bx4/Bx4A	15	15	94%	94%	10	12	68%	82%	10	12	66%	79%	12	10	108%	90%	-3.1%
Bx7	20	15	103%	77%	12	10	104%	87%	10	9	110%	94%	20	15	113%	85%	+10.6%
Bx9	12	12	76%	76%	8	9	83%	95%	7	8	85%	95%	12	12	69%	69%	-6.9%
Bx16	30	30	74%	74%	30	20	110%	74%	30	20	131%	87%	30	30	83%	83%	+28.2%
Bx31	20	20	46%	46%	20	20	58%	58%	15	20	54%	72%	20	20	58%	58%	-6.8%
Bx39	20	15	114%	86%	15	12	101%	52%	12	12	93%	93%	15	12	129%	66%	+11.2%
M5	20	20	65%	65%	12	15	78%	97%	10	12	77%	82%	20	20	68%	68%	-3.9%
M7	20	20	66%	66%	12	10	106%	88%	7	7	89%	89%	12	15	46%	58%	-6.0%
M10	15	20	44%	59%	10	12	56%	67%	12	12	84%	84%	15	20	57%	76%	-10.2%
M60 (1)	15	15	72%	72%	9	9	86%	86%	9	9	90%	90%	12	10	102%	85%	0.0%
M66	20	20	48%	48%	12	15	63%	79%	10	12	82%	98%	15	20	40%	53%	-11.1%
M72	20	30	33%	50%	15	15	84%	84%	15	20	56%	74%	20	20	54%	54%	-7.7%

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

(1) Trips shifted without overall change in revenue miles.

7. SPECIAL REPORTS & PRESENTATIONS



New York City Transit

SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual November 2011 fare media market share of non-student passenger trips compared to the previous year is summarized below:

<u>Fare Media</u>	<u>November 2010</u>	<u>November 2011</u>	<u>Difference</u>
Cash	3.3%	3.2%	(0.1%)
Single-Ride Ticket	1.7%	1.3%	(0.4%)
Bonus Pay-Per-Ride	36.5%	37.9%	1.4%
Non-Bonus Pay-Per-Ride	7.8%	10.2%	2.4%
1-Day Farecard	0.7%	0.0%	(0.7%)
7-Day Farecard	14.3%	16.6%	2.3%
14-Day Farecard	2.1%	0.0%	(2.1%)
30-Day Farecard	<u>33.7%</u>	<u>30.9%</u>	(2.8%)
Total	100.0%	100.0%	

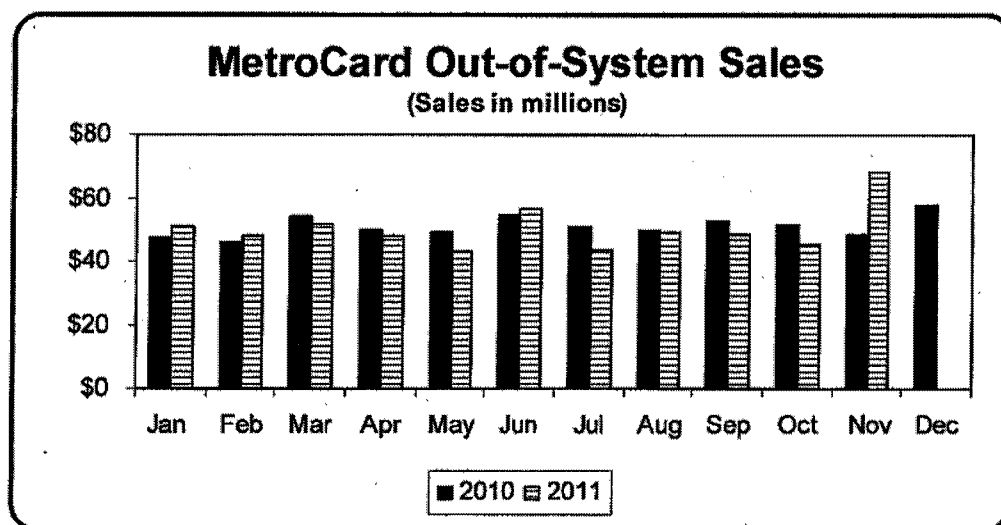
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase their 30-day Unlimited MetroCard using a debit or credit card at MetroCard Vending Machines or MetroCard Express Machines 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 30-day unlimited MetroCard or their 7-day Unlimited Express Bus Plus MetroCard. The number of validated balance-protection claims in November 2011 was 4,913, a 4.7 percent decrease from the same period last year. The average value of a credit issued was \$61.06.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$68.6 million in November 2011, a 41.1 percent increase compared to November 2010. Year-to-date sales totaled \$554.8 million, a 1.1 percent increase compared to the same period last year. Sales for November include orders of approximately \$15.9 million of \$4.50 and \$104.00 MetroCards, for the NYC Department of Education's Office of Pupil Transportation, in preparation for a potential strike by school bus drivers. The November sales figure will be adjusted in next months report when these unused MetroCards are returned.



Retail Sales

There were 4,401 active out-of-system sales and distribution locations for MetroCards, generating \$41.7 million in sales revenue during November 2011.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 232,785 MetroCards valued at approximately \$18.1 million were made in November 2011 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$77.70. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 40,343 for November 2011, generating an additional \$4.2 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$232.1 million, an 8 percent decrease when compared to last year.

Mobile Sales Program

In November 2011, the Mobile Sales unit completed 223 site visits, of which 164 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$104,000 in revenue was generated. In November 2011, the Mobile Sales unit assisted and enabled 1,882 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and supported various local events such as the ING NYC Marathon (Manhattan).

Reduced-Fare Program

During November 2011 enrollment in the Reduced-Fare Program increased by 5,386 new customers, while 1,768 customers left the program. The total number of customers in the program is 748,421. Seniors account for 603,430 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 144,991 customers. Of those, a total of 31,664 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Reduced-fare customers added approximately \$5.6 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In November 2011, the EasyPay Reduced Fare program enrollment totaled 108,861 accounts. During the month, EasyPay customers accounted for approximately 1.9 million subway and bus rides with \$1.5 million charged to their accounts. Each account averaged 26 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In November 2011, the EasyPay Xpress PPR program enrollment totaled 41,467 accounts. During this month, Xpress PPR customers accounted for approximately 835,000 subway, express bus and local bus rides with \$1.9 million charged to their accounts. Each account averaged 24 trips per month, with an average monthly bill of \$55.

EasyPay Xpress Unlimited Program

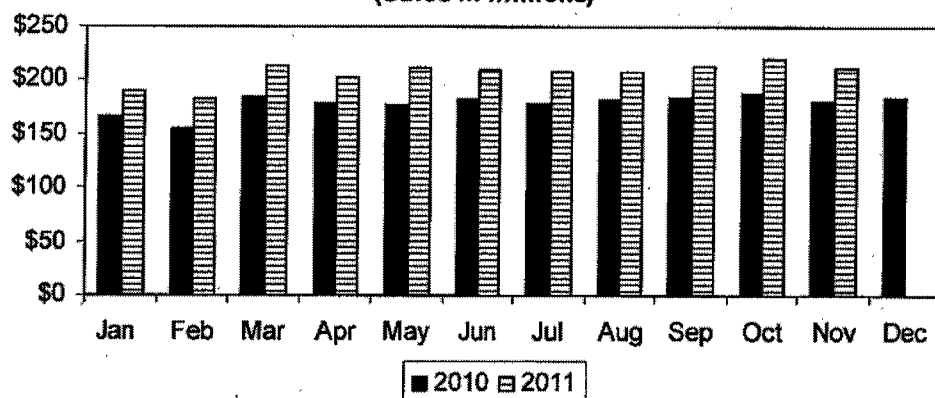
In November 2011, the EasyPay Xpress Unlimited program enrollment totaled 7,827 accounts. During this month, Xpress Unlimited customers accounted for approximately 367,000 subway and local bus rides with \$670,000 charged to their accounts. Each account averaged 52 trips per month with a fixed monthly bill of \$104.

In-System Automated Sales

Vending machine sales (MVMs & MEMs) during November 2011 totaled \$211.4 million, on a base of 14.9 million customer transactions. Year-to-date, the number of transactions at vending machines is 160.5 million, a 7.8 percent increase compared to the same period last year. During November 2011, MEMs accounted for 1,695,386 transactions resulting in \$40,910,442 in sales. Debit/credit card purchases account for 71 percent of total vending machine revenue, while cash purchases account for 29 percent. Debit/credit card transactions account for 43 percent of total vending machine transactions, while cash transactions account for 57 percent. The average credit sale is \$26.79, more than three times the average cash sale of \$7.16. The average debit sale is \$18.89.

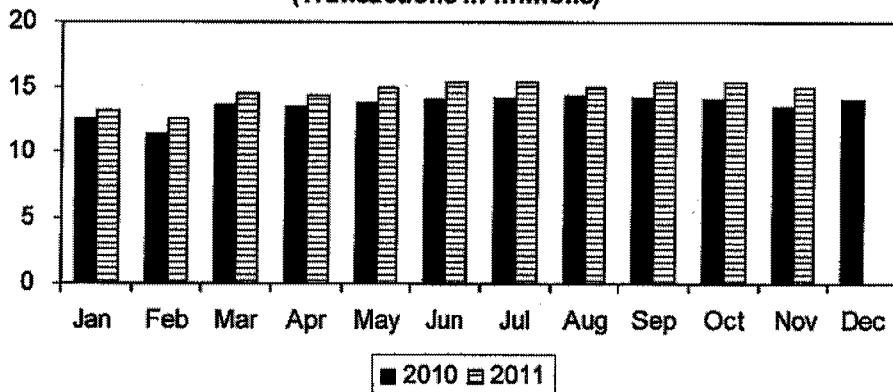
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



8. MTACC MONTHLY PROJECT STATUS REPORTS

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

Fulton Street Transit Center Active and Future Construction Contracts

Report to the Transit Committee - January 2012

(data thru December 2011; \$s in million)

	Budget	Expenditures
Construction	\$ 954.9	\$ 556.8
Design	104.5	101.4
Construction Management	119.6	65.2
Real Estate	220.9	205.4
Total	\$ 1,400.0	\$ 928.8

	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Project Substantial Completion	June-2014

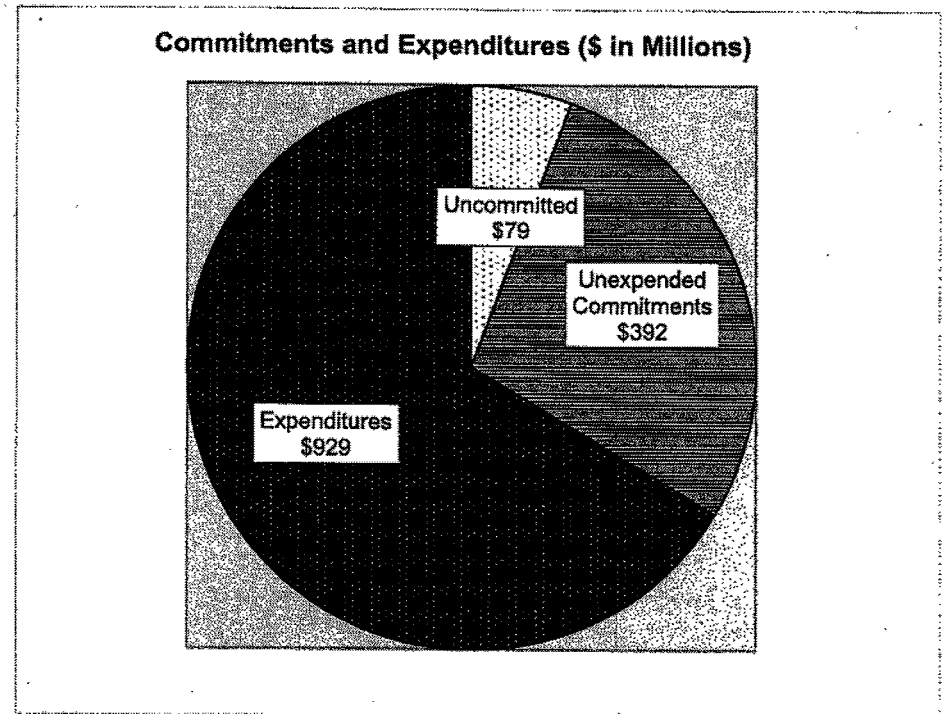
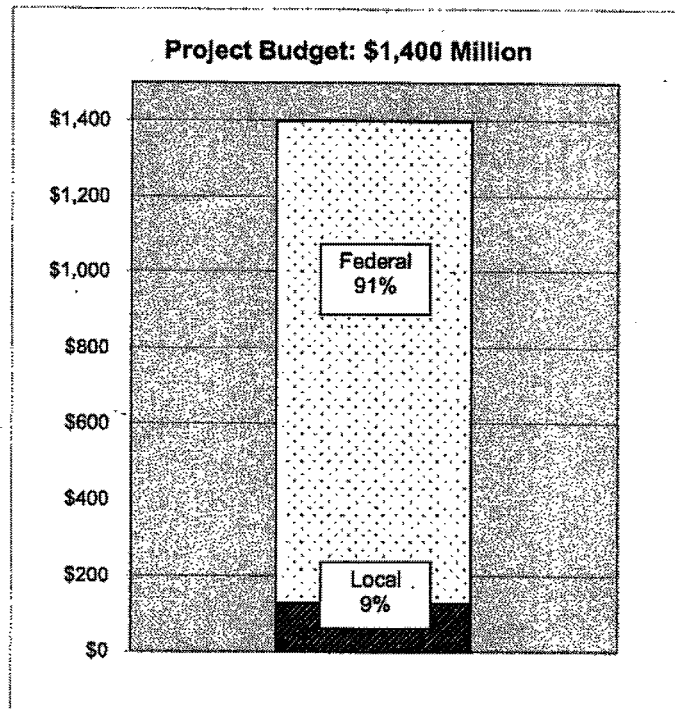
Project Description	Budget (Bld + Contingency)	Current Contract (Bld + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
4B: A/C Mezzanine Reconfiguration <i>Skanska US Civil Northeast</i>	\$ 132.0	\$ 125.6	\$ 6.4	\$ 80.0	Aug-2009	Jul-2009	Mar-2013	Nov-2012
4C/D: 4/5 Station Rehab & Dey St HH Finishes <i>WDF</i>	63.5	60.1	3.4	40.2	Sep-2009	Aug-2009	Jul-2012	Mar-2012
4E: Dey St Concourse & R Underpass Finishes <i>Skanska US Civil Northeast</i>	18.8	18.4	0.4	9.1	Sep-2010	Mar-2010	Nov-2012	Jul-2012
4F: Transit Center Building <i>Plaza - Schlavone, JV</i>	193.6	177.3	16.3	44.2	Jan-2011	Aug-2010	Jun-2014	Jun-2014
4G: Corbin Building Restoration <i>Judlau Contracting</i>	65.1	61.7	3.5	24.1	Mar-2010	Feb-2010	Dec-2012	Dec-2012
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD

Fulton Street Transit Center Status

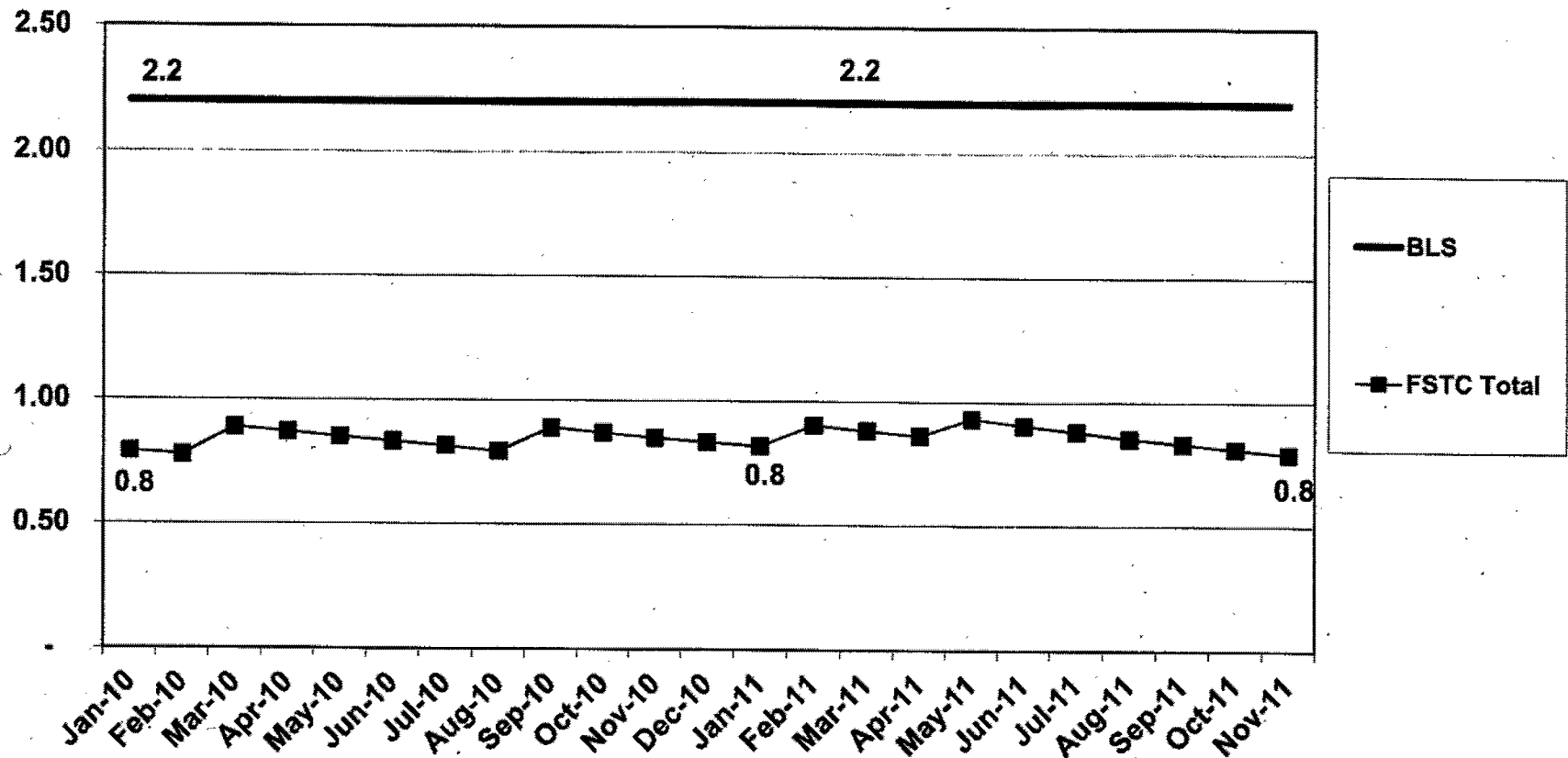
Report to the Transit Committee - January 2012

(data thru December 2011)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 956	\$ 130	\$ 826	\$ 826	\$ 897	\$ 58	\$ 753
FTA Reserve (2000-2004)	21	-	21	-	-	21	-
ARRA (Federal Stimulus)	423	-	423	423	423	-	176
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,249	\$ 1,321	\$ 79	\$ 929



Lost Time Injury Rate **Fulton Street Transit Center Project, 2010-2011** **vs. US BLS National Standard for Heavy & Civil Construction**



Note:

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

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - January 2012

(data thru December 2011; \$\$ in million)

	Budget	Expenditures
Final Design	\$ 114.0	\$ 102.5
Construction	1,870.9	1,163.9
Construction Management	40.0	16.9
Subway Project Reserve	75.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,283.3
HYDC-Funded Non-Subway Work†	266.0	109.6
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 1,392.9
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 1,445.9

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Revenue Service Date	December-2013

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Running Tunnels and Station Structures <i>S3 II Tunnel Constructors, JV</i>	\$ 1,148.0	\$ 1,145.0	\$ 3.0	\$ 1,103.4	Dec-2007	Sep-2012	Apr-2012
Site L (Vent Building) Excavation and Core & Shell <i>CCA Civil Halmar Internat'l LLC</i>	62.5	57.5	5.1	35.1	Jul-2010	Aug-2012	Aug-2012
Site J (Main Entrance to 34th St Station and Vent Building) Excavation and Core & Shell <i>Yonkers Contracting</i>	127.8	116.3	11.6	49.5	Oct-2010	Dec-2012	Dec-2012
Site K (Vent Building for 34th St Station) Core & Shell and Viaduct <i>Scalamandre / Oliveira JV</i>	60.5	56.4	4.0	19.3	Feb-2011	Feb-2013	Feb-2013
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	542.4	513.7	28.7	4.3	Aug-2011	Jun-2014	Dec-2013
Site P (Vent Building) Core & Shell and Building Systems/Finishes ††		<i>In Procurement</i>			Jun-2012	N/A	Dec-2015

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

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

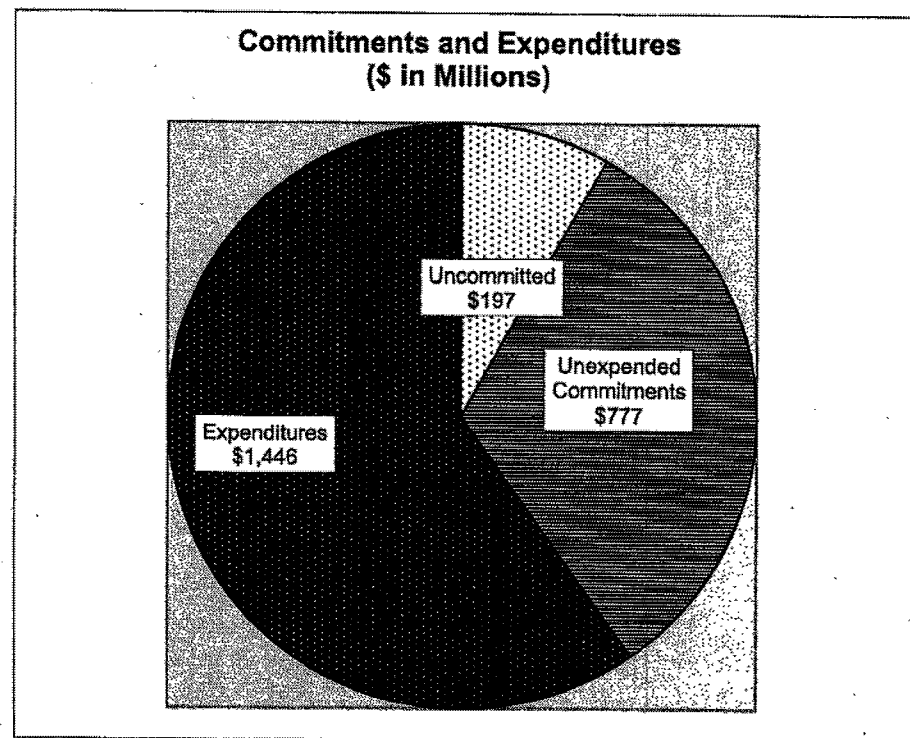
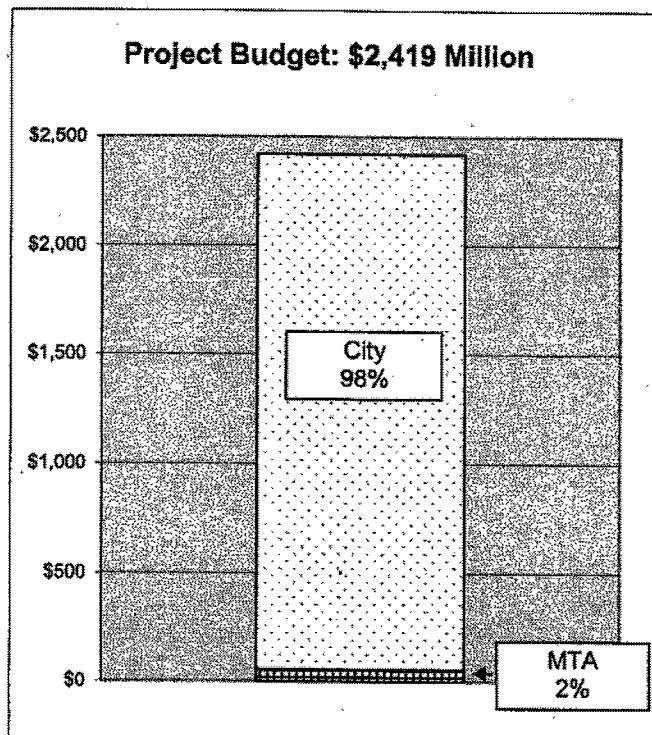
7 Line Extension Status

Report to the Transit Committee - January 2012

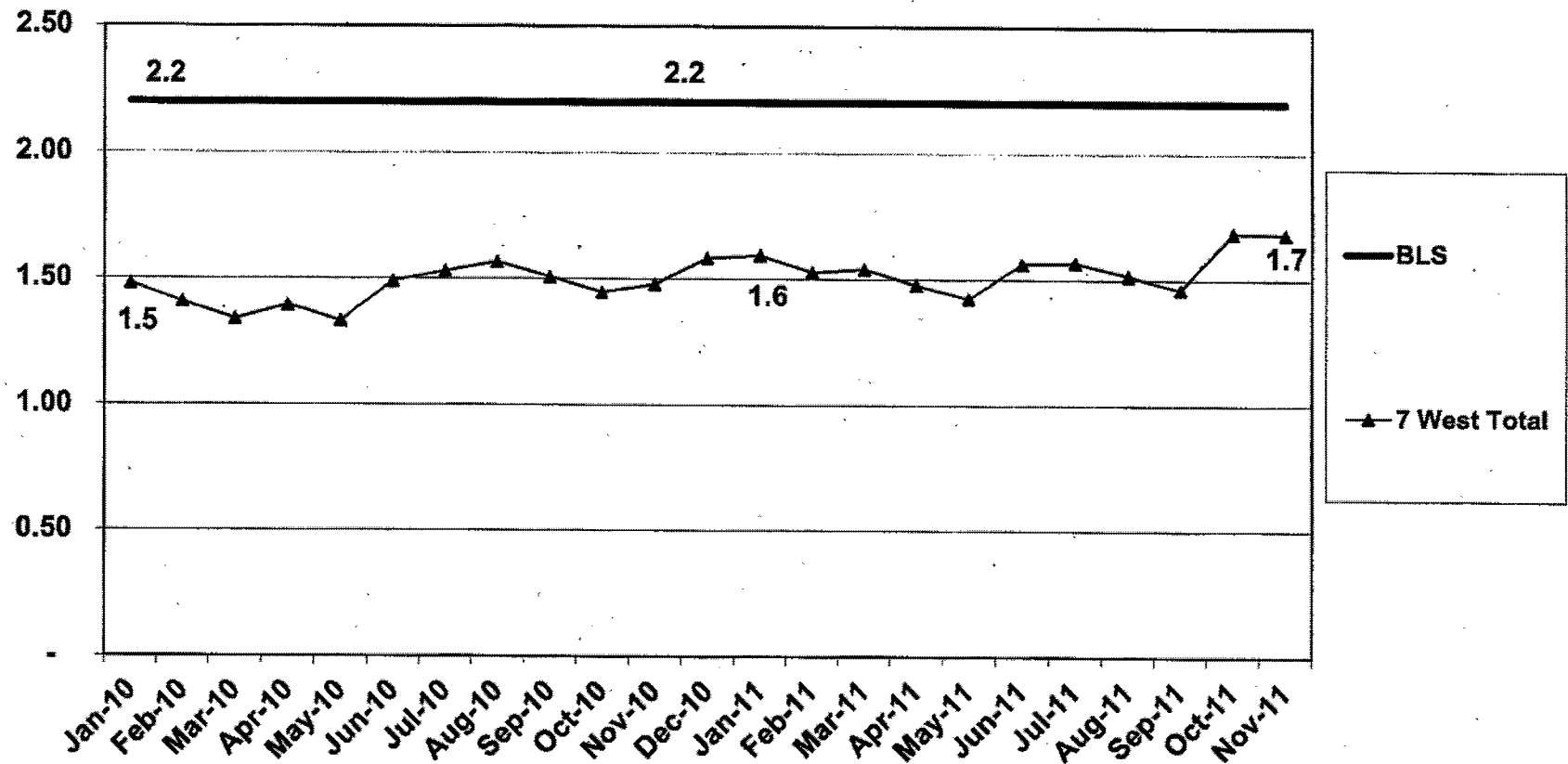
(data thru December 2011)

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	2,170	2,170	197	1,393
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,170	\$ 2,223	\$ 197	\$ 1,446

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



Lost Time Injury Rate 7 Line Extension Project, 2010-2011 vs. US BLS National Standard for Heavy & Civil Construction



Note:

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

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

Report to the Transit Committee - January 2012

(data thru December 2011; \$\$ in million)

	Budget	Expenditures
Construction	\$ 3,501.1	\$ 850.2
Design	477.0	420.1
Construction Management	191.4	50.6
Real Estate	281.5	174.9
Total	\$ 4,451.0	\$ 1,495.9

	Schedule
Project Design Start	December-2001
Project Design Completion	February-2011
Project Construction Start	March-2007
Project Substantial Completion	December-2016

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**	Forecast Completion
TBM Tunnels and Shafts <i>S3 Tunnel Constructors, JV</i>	\$ 392.9	\$ 382.0	\$ 11.0	\$ 347.4	Mar-2007	Mar-2007	Jun-2011	Mar-2012
96th St Station Structure <i>EE Cruz & Tully, JV</i>	351.1	339.2	11.9	172.6	Feb-2009	May-2009	Jan-2013	Jun-2013
86th St Station Open Cuts & Utility Relocation <i>J D'Annunzio & Sons</i>	40.6	37.7	2.9	32.1	Jun-2009	Jul-2009	Feb-2011	Nov-2011
72nd St Station Structure <i>SSK Constructors, JV</i>	469.5	447.2	22.4	117.5	Jun-2010	Oct-2010	Oct-2013	Dec-2013
63rd St Station Upgrade <i>Judlau Contracting</i>	185.3	176.5	8.8	13.9	Jul-2010	Jan-2011	May-2014	May-2014
86th St Station Structure <i>Skanska/Traylor, JV</i>	332.0	302.0	30.1	10.0	Jan-2011	Aug-2011	Sep-2014	Sep-2014
Track, Signals, Power and Communications Systems		In Procurement			Mar-2011	Jan-2012	N/A	Aug-2016
96th St Station Finishes		In Procurement			Mar-2011	Apr-2012	N/A	Jul-2015
72nd St Station Finishes		In Design			Nov-2012	Jan-2013	N/A	Apr-2015
86th St Station Finishes		In Design			Oct-2013	May-2013	N/A	Oct-2015

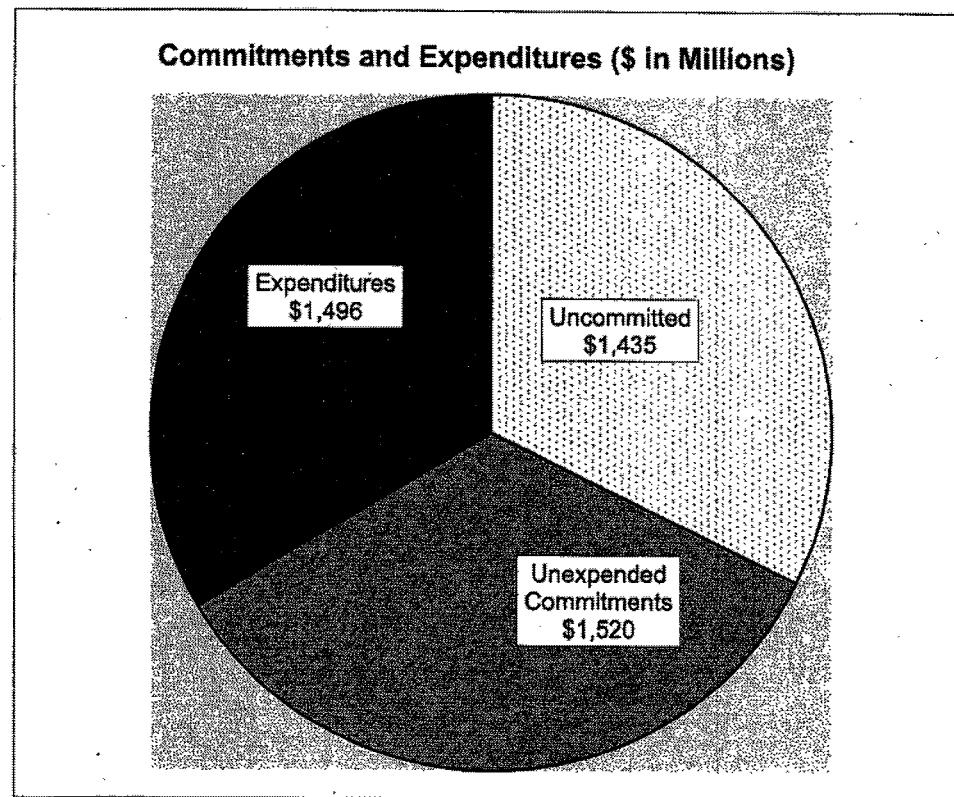
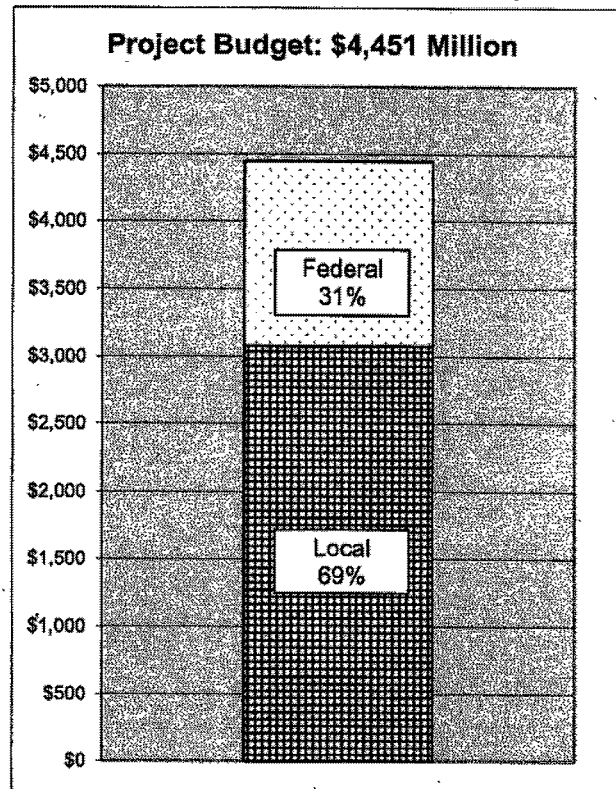
** Contract 1 Planned Completion at Award is adjusted to re-baseline plan.

Second Avenue Subway (Phase 1) Status

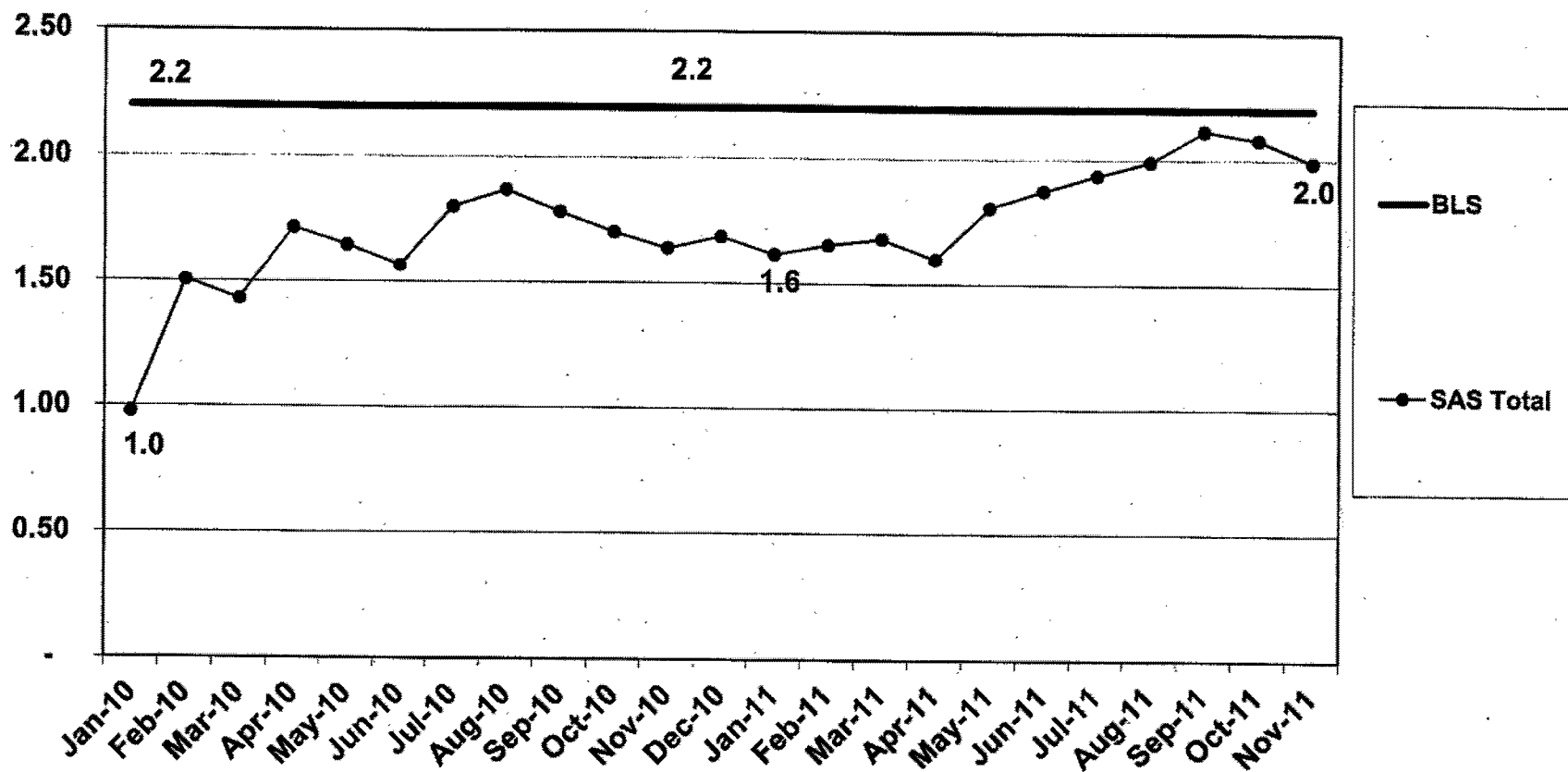
Report to the Transit Committee - January 2012

(data thru December 2011)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 1,039	\$ 11	\$ 9	\$ 1,049	\$ 1	\$ 931
2005-2009	1,914	\$ 551	\$ 1,363	\$ 858	\$ 1,707	207	\$ 555
2010-2014	1,487	1,487	-	-	\$ 260	1,227	\$ 10
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 867	\$ 3,016	\$ 1,435	\$ 1,496



Lost Time Injury Rate Second Avenue Subway Project, 2010-2011 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)